Parkway Heights Middle School

School Setting

Address:
650 Sunset Avenue

City:
South San Francisco

School District:
South San Francisco Unified School District

School Day Start:
8:35 AM

School Day End:
3:15 PM
Wednesday: 1:50 PM

Attendance:
(2022-23): 612

Grade Range:
6- 8

School Walk Audit Date:
March 19, 2024

Map 1. School Area Map

School Walk Audit Process

Walk Audit Process

A walk audit was conducted at Parkway Heights Middle School in South San Francisco during the afternoon dismissal on March 19, 2024. Walk audit participants identified important locations to observe near the school, made observations during the afternoon dismissal period, and reconvened to discuss their observations and identify challenges related to infrastructure and travel behavior near the school.

The walk audit was made possible through the San Mateo County Office of Education (SMCOE) School Travel Fellowship program, which provides technical assistance to selected teams to improve safe routes to school in the county. South San Francisco was selected to participate in the fellowship for 2024. The fellowship team consists of City of South San Francisco staff, Parkway Heights Middle School staff, City of South San Francisco Bicycle & Pedestrian Advisory Committee (BPAC) members, and Alta Planning and Design staff.

Walk Audit Attendees

The assessment was attended by representatives from the City of South San Francisco, San Mateo County Office of Education (SMCOE) staff, San Mateo County Transportation Authority staff, San Mateo County Health staff, and Parkway Heights Middle staff, parents, and students.

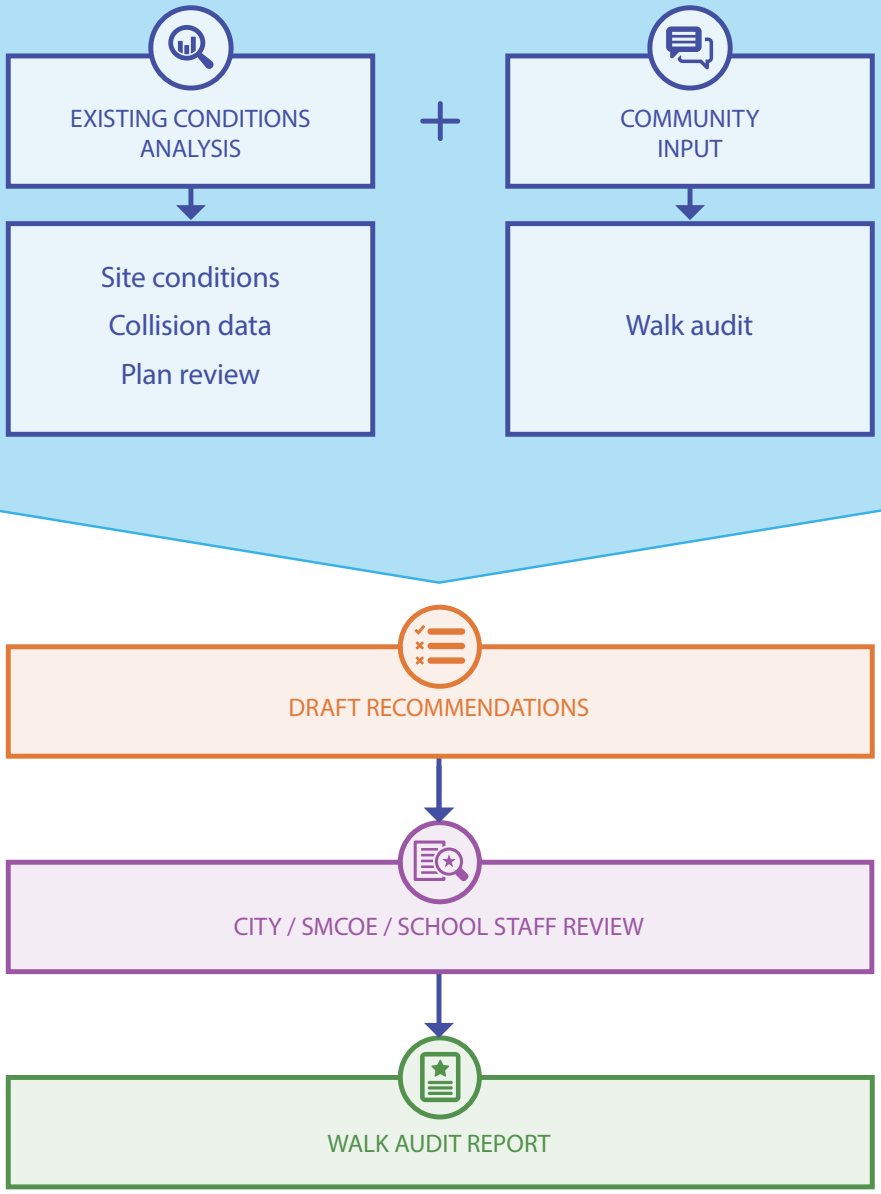
Participants included:

- Kathie Nguyen, Interim Principal, Parkway Heights Middle School
- Wazi Chowdhury, Facilities Director, Parkway Heights Middle School
- Diana Rosales, Campus Security, Parkway Heights Middle School
- Five Parents, Parkway Heights Middle School
- Four Students, Parkway Heights Middle School
- Carolyn Mamaradlo, Senior Project Manager, San Mateo County Transportation Authority
- Carlene Foldenauer, SRTS Coordinator, San Mateo County Office of Education
- Liz Sanchez, Community Program Specialist, San Mateo County Health
- Rich Lee, Assistant City Manager, City of South San Francisco
- Matt Ruble, Principal Engineer, City of South San Francisco Engineering Division
- Lawrence Henriquez, Senior Engineer, City of South San Francisco Engineering Division
- Amanda Parker, Management Analyst, City of South San Francisco Engineering Division
- Jeff Chou, Senior Engineer, City of South San Francisco
- James Portolan, Sergeant, City of South San Francisco Police Department
- Angel Torres, Senior Civil Engineer, City of South San Francisco Engineering Division
- Charlie Simpson, Planner, Alta Planning + Design
- Jesús Contreras, Planner, Alta Planning + Design

Recommendation Development Process

The walk audit observations, combined with an existing conditions analysis and community input, directly inform the infrastructure and non-infrastructure recommendations.

The recommendation development process is outlined below:



Summary of Walk Audit Observations

- Drivers picked up students resulting in jay walking and made illegal U-turns on Sunset Ave
- Drivers park along the parking lot driveway entrance before the school release time
- Vehicle congestion at Eucalyptus Ave and Park Way
- Students entering vehicles in the travel lane and at intersection corners along Eucalyptus Ave
- Many students walk south on Eucalyptus Ave to the bus stop on Grand Ave
- Drivers failed to make complete stops at Eucalyptus Ave and Miller Ave
- Perceived speeding on Chestnut Ave and Eucalyptus Ave
- A charter bus backs up into the northern dead end on Eucalyptus Ave to pick up students

Challenges

- The school is surrounded by four Youth-Based High-Injury Corridors
- Perceived speeding on Chestnut Ave
- Drivers stopping in the travel lane to pick up students

Opportunities

- The school has three exit points, which distribute the flow of students leaving campus
- The school is near Grand Ave, which is considered a Transit Priority Corridor
- Many students take public transit to and from school
- South San Francisco will be restriping many of the roadways surrounding the school and implementing a 15 MPH school zone during the summer of 2024

Existing Conditions

Collision Data

Collision Data Overview

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 reported collision attributes and locations. The data includes collisions from the most recent five-year period, from 2018-2022. Collision characteristics are shown in **Table 1** below.

Collision Data Summary

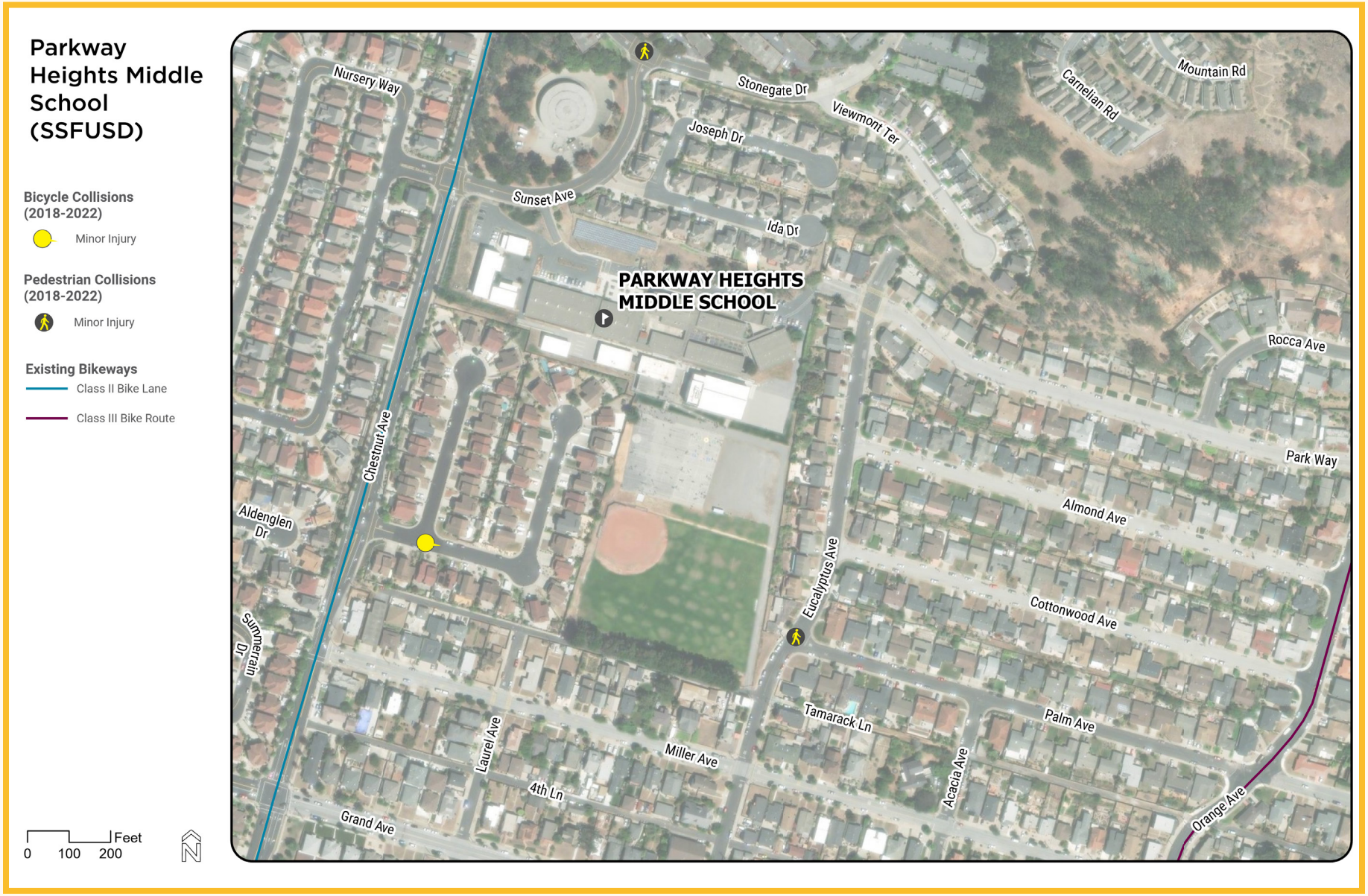
Between 2018 – 2022, 23 collisions involving bicyclists and pedestrians occurred within a half-mile of the school. Four minor injury collisions occurred within a quarter mile of the school, three involving a pedestrian and one involving a bicyclist. One pedestrian collision involved a 13-year-old who was injured by a left-turning vehicle when crossing Palm Avenue at Eucalyptus Avenue. Another pedestrian-involved collision occurred at Sunset Avenue and Stonegate Drive. Most of the other collisions occurred along Eucalyptus Avenue (4 collisions), Grand Avenue (3 collisions), Commercial Avenue (3 collisions), Hillside Boulevard (2), and Chestnut Avenue (2). Three severe injuries and one fatality occurred within a ¼ - ½ mile radius of the school. A cyclist was killed riding on Grand Avenue near Locust Avenue, and another bicyclist was severely injured while crossing Baden Avenue at Eucalyptus Avenue. Additionally, a pedestrian was severely injured by a left-turning vehicle while crossing Grand Avenue at Eucalyptus Avenue and another by a vehicle backing up on Commercial Avenue. While many collisions occurred within a ¼ - ½ mile of the school, the recommendations will focus on improvements within a ¼ mile of the school.

Table 1. Pedestrian and Bicycle-Involved Collisions

RADIUS FROM SCHOOL	TOTAL COLLISIONS	FATAL COLLISIONS	SEVERE INJURY COLLISIONS	VISIBLE INJURY COLLISIONS	COMPLAINT OF PAIN COLLISIONS	PEDESTRIAN COLLISIONS	BICYCLE COLLISIONS
<1/4 Miles	4	0	0	4	0	3	1
1/4 - 1/2 Mile	19	1	3	13	2	14	5
Total	23	1	3	17	2	17	6

Source: UC Berkeley - Transportation Injury Mapping System, Safe Transportation Research and Education Center, University of California, Berkeley, 2023.

Map 2. Collision Map



Plan Review

Summary of Relevant Plans

The San Mateo County Safe Routes to School High Injury Network Report (2022) has identified several roads, including Dolores Way, Eucalyptus Avenue, Grand Avenue, Baden Avenue, and Chestnut Avenue, as part of the Youth-Based-High-Injury-Network. The Youth-Based High-Injury-Network identifies roadways near schools with the highest frequency and severity of collisions involving youth and people biking and walking. Furthermore, the City/County Association of Governments of San Mateo County (C/CAG) Countywide Bicycle and Pedestrian Plan (2021) has identified a gap in the pedestrian and bike network on State Route 82. To address this, the plan recommends a Class IIB Buffered Bike Lane on Hillside Boulevard (which has been implemented) and Grand Avenue and a Class IV Separated Bikeway on Chestnut Avenue.

The 2022 Active South City plan identifies missing sidewalks on Chestnut Avenue just south of Hillside Boulevard and identifies Chestnut Avenue as a high stress roadway for bicyclists. To improve road safety, the plan proposed Class IV Separated Bikeways on Chestnut Avenue, Grand Avenue, and Oak Avenue and a Class IIB Buffered Bike Lane on Hillside Boulevard. Additionally, the plan recommends connecting the sidewalk gaps and improving the pedestrian crossing at Hillside Boulevard and Chestnut Avenue. Pedestrian crossing improvements are also recommended for the Grand Avenue and Chestnut Avenue intersection.

The 2022 Shape SSF 2040 plan serves as the city's general plan and a guide for improving transit to the middle school. The plan identifies Grand Avenue, south of the school, as a Transit Priority Corridor and an opportunity for Complete Streets improvements. Hillside Boulevard, north of the school, is also identified as a Transit Priority Corridor. Transit Priority Corridors may incorporate design elements to prioritize transit speed, reliability, and passenger experience. These elements include transit-only lanes, transit signal priority, in-lane & far side bus stops, bus bulbs, queue jumps, bus shelters, and sidewalk and crosswalk gap closures.

Table 2. Plans with Relevant Recommendations

PLAN NAME (YEAR)	JURISDICTION	RELEVANT RECOMMENDATIONS
San Mateo County Safe Routes to School High Injury Network Report (2022)	San Mateo County	▶ Youth-Based High Injury Network (y-HIN) » Includes Dolores Way, Eucalyptus Ave, Grand Ave, Baden Ave, and Chestnut Ave
C/CAG San Mateo County Countywide Bicycle and Pedestrian Plan (2021)	San Mateo County	▶ Class IIB Buffered Bike Lane on Grand Ave from Spruce to Chestnut Ave ▶ Class IV Separated Bikeway on Chestnut Ave from Livingston Pl to Hillside Blvd ▶ SR 82 was identified as a pedestrian network gap
Active South City (2022)	The City of South San Francisco	▶ Missing Sidewalks on Chestnut Ave just south of Hillside Blvd ▶ Chestnut Ave as bike stress level 3 out of 4 ▶ Proposed » Class IV Separated Bikeway on Chestnut Ave, Grand Ave, and Oak Ave » Class IIB Buffered Bike Lane on Hillside Blvd (this project has been implemented)
Shape SSF 2040 (2022)	City of South San Francisco	▶ Complete Streets opportunity on Grand Ave ▶ Transit Priority Corridor on Grand Ave and Hillside Blvd » Potential improvements include Transit Only Lanes, Transit Signal Priority, In-lane & Far-Side Bus Stops, Bus Bulbs, Queue Jumps, Bus Shelter, Sidewalk & Crosswalk Gap Closures

Infrastructure Observations and Recommendations

Table 3. Parkway Heights Middle School Infrastructure Observations & Recommendations

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
1. School parking lot entrance	Drivers parked at the driveway entrance before the release bell, and some students walked along the roadway to exit campus.	**Long-term:** Widen the sidewalk in the school parking lot. Or consider adding a secondary sidewalk on the western side of the driveway.	Emergency vehicle and bus access. Design/ engineering process and accessibility requirements.	South San Francisco Unified School District
	Drivers stopped in the crosswalk across the travel lanes in the school parking lot.	**Long-term:** Upgrade the existing crosswalk across the parking lot (closest to the entrance) to a raised crosswalk.	Emergency vehicle access.	South San Francisco Unified School District
	Heavy vehicle congestion around school during pick-up.	**Short-term:** Consider staggering pick-up times to reduce traffic.	School scheduling capacity.	Parkway Heights Middle School
2. School parking lot exit	Drivers parked along the no parking zone next to the fence on the east side of the walking path adjacent to the driveway exit.	**Short-term:** Place cones along the west side of the walking path along the parking lot exit during start and release times. **Long-term:** Replace the existing walking path at the school exit with a concrete sidewalk along the fence. Shift parking spots as needed and maintain vehicle access behind the school via a rolled curb.	School parking access and emergency vehicle access. Design/ engineering process and accessibility requirements.	South San Francisco Unified School District

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
3. Eucalyptus Ave/Park Way	Large crowds of students walked along the southern side of Park Way east of Eucalyptus Ave.	**Long-term:** Consider widening the sidewalk along the southern side of Park Way west of Eucalyptus Ave.	Turning radius at driveway exit. Emergency vehicle access.	City of South San Francisco
	Drivers pick up students at intersection curb ramps and in the travel lane.	**Short-term:** Install quick build curb extensions at all intersection corners at Eucalyptus Ave/Park Way. **Long-term:** Construct concrete curb extensions (same locations as above).	Turning radius. Maintenance (for short-term improvement). Curb ramps/accessibility.	City of South San Francisco
4. Eucalyptus Ave	Drivers parked at intersection corners obstructing the visibility and walkways of crossing pedestrians.	**Short-term:** Install quick-build curb extensions along Eucalyptus Ave at the southeast corners of Almond Ave, Cottonwood Ave, and Palm Ave. **Long-term:** Construct concrete curb extensions (same locations as above). **Short-term:** Install high-visibility crosswalks across Almond Ave, Cottonwood Ave, Palm Ave, and Tamarack Ln along Eucalyptus Ave.	Storm drains. Turning radius. Maintenance (for short-term improvement). Curb ramps / accessibility.	City of South San Francisco
	Drivers were perceived to be speeding along Eucalyptus Ave.	**Long-term:** Evaluate travel speeds along Eucalyptus Ave. If speeding is an issue, work with nearby residents to consider traffic calming features.	Emergency vehicle access. Resident engagement required.	City of South San Francisco

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
5. Eucalyptus Ave/Miller Ave	Large crowds of students heading south to catch the bus. Drivers encroaching the crosswalks and failing to make complete stops.	**Short-term:** Install quick-build curb extensions at all intersection corners at Eucalyptus Ave/ Miller Ave. Install high-visibility crosswalks and advanced stop bars at all intersection approaches. **Long-term:** Construct concrete curb extensions (same locations as above).	Storm drains. Turning radius. Emergency vehicle access. Maintenance (for short-term improvement).	City of South San Francisco
6. Eucalyptus Ave/Grand Ave	Large crowds of students cross the intersection to catch the bus. Drivers encroach the crosswalks and fail to make complete stops.	**Short-term:** Install quick-build curb extensions at all intersection corners at Eucalyptus Ave/ Grand Ave. Install high-visibility crosswalks and advanced stop bars at all intersection approaches. **Long-term:** Construct concrete curb extensions (same locations as above).Construct pedestrian refuge islands at both existing crosswalks across Grand Ave.	Bike lane clearance. Bus access. Storm drains. Maintenance (for short-term improvement). Curb ramps / accessibility.	City of South San Francisco

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
7. Chestnut Ave/Grand Ave	Many students cross the intersection and walk along Grand Ave to reach the school. Right-turning vehicles encroach the crosswalk.	**Short-term:** Install high-visibility crosswalks across the northern and southern approaches to Grand Ave/Laurel Ave. **Long-term:** Implement the crossing improvements outlined in the 2022 Active South City plan at Grand Ave/ Chestnut Ave: Curb extensions, high-visibility crosswalks, no right on red, study vehicle turning movements for removal of right turn lanes, and install leading pedestrian intervals.	Curb ramps/ accessibility. Study required to determine intersection reconfiguration.	City of South San Francisco
	Class II Bike Lane on Grand Ave ends mid-block on the eastern approach to Chestnut Ave/Grand Ave.	**Long-term:** Conduct a study to evaluate the feasibility of implementing the Class IV Separated Bike Lane on Grand Ave as outlined in the 2022 Active South City plan.	Study required to determine bikeway feasibility.	City of South San Francisco

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
8. Chestnut Ave/Miller Ave	Poor sidewalk conditions on the east side of Chestnut Ave.	**Long-term:** Install a new sidewalk on the east side of Chestnut Ave between Miller Ave and Treeside Ct.	Driveway conflicts. Potential right-of-way acquisition.	City of South San Francisco
	Drivers on Chestnut Ave fail to yield to crossing pedestrians.	**Short-term:** Upgrade all crosswalks at Chestnut Ave and Miller Ave to high-visibility. **Long-term:** Construct a curb extension on the southeast intersection corner and on the western end of the crosswalk across Chestnut Ave at Miller Ave. Install a Rectangular Rapid-Flashing Beacon at the crosswalk across Chestnut Ave.	Curb ramps/ accessibility. Storm drains. Turning radius. Maintenance (for short-term improvements).	City of South San Francisco
	Drivers were perceived to be speeding on Chestnut Ave.	**Long-term:** Conduct a study to evaluate the feasibility of implementing the Class IV Separated Bike Lane on Chestnut Ave as outlined in the 2022 Active South City plan	Study required for bikeway.	City of South San Francisco
9. Chestnut Ave/ Treeside Ct	Drivers make quick right turns from Chestnut Ave onto Treeside Ct.	**Short-term:** Install a quick-build curb extensions a high-visibility crosswalk with an advanced stop bar at the eastern approach to Chestnut Ave/Treeside Ct. **Long-term:** Construct concrete curb extensions (same locations as above).	Storm drains. Turning radius. Maintenance (for short-term improvement).	City of South San Francisco

LOCATION	OBSERVATIONS & COMMENTS	RECOMMENDATION	FEASIBILITY CONSIDERATIONS	IMPLEMENTING AGENCY
10. Sunset Ave/ Chestnut Ave	Drivers were not waiting for students to finish crossing before proceeding through the intersection.	**Short-term:** Implement the South San Francisco School Zone and Pavement Marking Plan for curb extensions on the southern corners of Sunset Ave and Chestnut Ave using flexible channelized posts. The plan also recommends upgrading existing crosswalks to high-visibility and installing advanced stop bars at the east and west approaches. **Long-term:** Construct concrete curb extensions and install advanced stop bars at the north and south approaches.	Storm drains. Emergency vehicles access. Turning radius. Maintenance (for short-term improvement).	City of South San Francisco
	Drivers made illegal U-turns on Sunset Ave.	**Short-term:** Use flex-posts to install hardened center lines along Sunset Ave where feasible to discourage illegal U-turns.	Emergency vehicle access. Maintain vehicle access into the school.	City of South San Francisco
	Missing sidewalk on the east side of Chestnut Ave north of Sunset Ave.	**Long-term:** Complete the missing sidewalk along the eastern side of Chestnut Ave between Sunset Ave and Hillside Blvd.	Potential right-of-way acquisition. Slope of the adjacent hill.	
11. Sunset Ave/ Stonegate Dr	In 2022 a bicyclists was involved in a collision with a motor vehicle at the intersection. Long crossing distances across the intersection.	**Short-term:** Upgrade the crosswalks to high-visibility. **Long-term:** Construct curb extensions at the southern corners and at the northern crosswalk ends at Sunset Ave and Stonegate Dr.	Storm drains. Emergency vehicle access. Turning radius. Curb ramps/ accessibility.	City of South San Francisco

Figure 1. No Parking zone on the east side of the walking path along the parking lot exit.

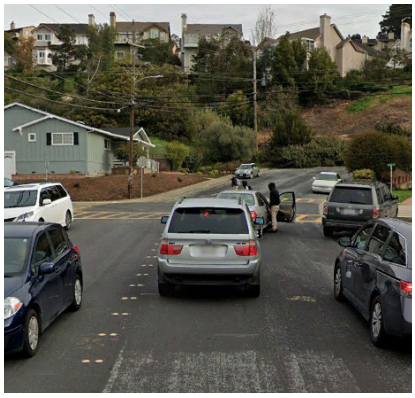


Figure 2. Student exiting vehicle at the stop sign on Eucalyptus Ave/ Park Way.

Figure 3. Crosswalk across the parking lot nearest the school entrance.

Figure 4. Drivers parked along the parking lot entrance before school release.

Figure 5. Poor sidewalk conditions on the east side Chestnut Ave between Miller Ave and Tamarack Ln.

Figure 6. Students entering vehicles stopped in the north travel lane on Sunset Ave.

Figure 7. Crosswalk misaligned with the intersection corner at Chestnut Ave/Sunset Ave.

Figure 8. Drivers parked on the north side of Sunset Ave and students walking between vehicles to cross the street and reach them.

Figure 9. Crowd of students heading south on Eucalyptus Ave/ Tamarack Ln.

Map 3. Improvement Plan Recommendations

DRAFT

Safe Routes to Schools Improvement Plan

Parway Heights Middle, South San Francisco

School Safety Assessment held March 2024

1 Area 1
1a. Long-term: Widen the sidewalk in the school parking lot. Or consider adding a secondary sidewalk on the western side of the driveway.
1b. Long-term: Upgrade the existing crosswalk across the parking lot (closest to the entrance) to a raised crosswalk.
1c. Short-term: Consider staggering pick-up times to reduce traffic.

2 Area 2
2a. Short-term: Place cones along the west side of the walking path along the parking lot exit during start and release times.
2b. Long-term: Replace the existing walking path at the school exit with a concrete sidewalk along the fence. Shift parking spots as needed and maintain vehicle access behind the school via a rolled curb.

3 Area 3
3a. Long-term: Consider widening the sidewalk on the south side of Park Way west of Eucalyptus Ave.
3b. Short-term: Install quick-build curb extensions at all intersection corners at Eucalyptus Ave/Park Way. Long-term: Construct Concrete curb extensions (same locations as above).

4 Area 4
4a. Short-term: Install quick-build curb extensions along Eucalyptus Ave at the southeast corners of Almond Ave, Cottonwood Ave and Palm Ave. Long-term: Construct concrete curb extensions (same locations as above)
4b. Short-term: Install high-visibility crosswalks across Almond Ave, Cottonwood Ave, Palm Ave, and Tamarack Ln along Eucalyptus Ave.
4c. Long-term: Evaluate travel speeds along Eucalyptus Ave. If speeding is an issue, work with nearby residents to consider traffic calming features.

5 Area 5
5a. Short-term: Install quick-build curb extensions at all intersection corners at Miller Ave/Eucalyptus Ave and install high-visibility crosswalks and advanced stop bars at all approaches. Long-term: Construct concrete curb extensions (same locations as above).

6 Area 6
6a. Short-term: Install quick-build curb extensions at all intersection corners at Eucalyptus Ave/Grand Ave. Install high-visibility crosswalks and advanced stop bars at all intersection approaches. Long-term: Construct concrete curb extensions (same locations as above). Construct pedestrian refuge islands at both existing crosswalks across Grand Ave.

7 Area 7
7a. Short-term: Install high-visibility crosswalks across the northern and southern approaches to Grand Ave/Laurel Ave. Long-term: Implement the crossing improvements outlined in the 2022 Active South City plan at Grand Ave/Chestnut Ave: Curb extensions, high-visibility crosswalks, no right on red, study vehicle turning movements for removal of right turn lanes, and install leading pedestrian intervals.
7b. Long-term: Conduct a study to evaluate the feasibility of implementing the Class IV Separated Bike Lane on Grand Ave as outlined in the 2022 Active South City plan.

8 Area 8
8a. Long-term: Install a new sidewalk on the east side of Chestnut Ave between Miller Ave and Treeside Ct.
8b. Short-term: Upgrade all crosswalks at Chestnut Ave and Miller Ave to high-visibility. Long-term: Construct a curb extension on the southeast intersection corner and on the western end of the crosswalk across Chestnut Ave. Install a Rectangular Rapid-Flashing Beacon at the crosswalk across Chestnut Ave.
8c. Long-term: Conduct a study to evaluate the feasibility of implementing the Class IV Separated Bike Lane on Chestnut Ave as outlined in the 2022 Active South City plan.

9 Area 9
9a. Short-term: Install a quick-build curb extension and a high-visibility crosswalk with an advanced stop bar at the eastern approach to Chestnut Ave/Treeside Ct. Long-term: Construct concrete curb extensions (same locations as above).

10 Area 10
10a. Short-term: Implement the South San Francisco School Zone and Pavement Marking Plan for curb extensions on the southern corners of Sunset Ave and Chestnut Ave using flex-post, upgrading existing crosswalks to high-visibility and installing advanced stop bars at the east and west approaches. Long-term: Long-term: Construct concrete curb extensions and install advanced stop bars at the north and south approaches.
10b. Short-term: Use flex-posts to install hardened center lines along Sunset Ave where feasible to discourage illegal U-turns.
10c. Long-term: Complete the missing sidewalk along the eastern side of Chestnut Ave between Sunset Ave and Hillside Blvd.

11 Area 11
11a. Short-term: Upgrade the crosswalks at Stonegate Dr/Sunset Ave to high-visibility and install quick-build curb extensions at the southern corners and northern crosswalk ends.
Long Term: Construct Concrete curb extensions (same locations as above).

*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.

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Improvements not to scale

Non-Infrastructure Recommendations

Policy Recommendations

Table 4. Parkway Heights Middle School Policy Recommendations

POLICY RECOMMENDATION	IMPLEMENTING JURISDICTION
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, and/or signage.	City of South San Francisco
Tree Canopy ▶ Consider adding street trees and other pedestrian-scale greening within school zones.	City of South San Francisco and San Mateo County
No Idling in School Zone ▶ School and district staff can improve air quality around schools by promoting comprehensive 'no idling' policies around schools. Consider adding signage that indicates this no idling policy.	San Mateo County, Parkway Heights Middle School, and South San Francisco Unified School District

Program Recommendations

Table 5. Parkway Heights Middle School Program Recommendations

PROGRAM RECOMMENDATION	IMPLEMENTING JURISDICTION
Bicycle and Pedestrian Education ▶ Implement a curriculum at the school or district to help educate students about traffic safety. Connect with SMCOE for support with educational services and traffic safety and bike and pedestrian safety materials. ▶ See the City of Menlo Park's Elementary School Pedestrian Curriculum for reference. ▶ Schools can apply for safety education services through San Mateo County Office of Education SRTS.	Parkway Heights Middle School and South San Francisco Unified School District
Coordinate For School Transit Routes ▶ School or district staff should participate in the annual meeting with SamTrans representatives to coordinate bus routes with school arrival and dismissal times. ▶ School district and school staff can also promote the use of public transit by providing information about relevant bus routes to school at the start of the school year.	Parkway Heights Middle School and South San Francisco Unified School District
Develop Walk and Bicycle Route Maps ▶ If you're interested in walking and biking route maps for your schools, contact SMCOE SRTS to learn more. ▶ 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.	San Mateo County Office of Education, San Mateo County
School Safety Patrol ▶ Elementary and middle school youth volunteers can sign up to become certified School Safety Patrollers. With support and leadership from school faculty and parents, student patrollers can help fellow students develop a better understanding of pedestrian and vehicular traffic hazards.	Parkway Heights Middle School

PROGRAM RECOMMENDATION	IMPLEMENTING JURISDICTION
Encourage Carpooling ▶ Promote carpooling through school communications. This can reduce congestion by reducing the number of vehicles coming to campus.	Parkway Heights Middle School
Walk and Roll Event Days/Weeks ▶ International Walk to School Day ▶ Earth Day ▶ National Bike to School Day **Weekly/Monthly Events** ▶ Wednesday Walk to School Day ▶ Walk and Roll Friday	Parkway Heights Middle School and San Mateo County
Caregiver engagement and outreach ▶ Prioritize parent outreach and engagement to improve compliance with existing regulations during arrival/dismissal, as well as promote alternative transportation modes (Flyers, newsletters, posts, etc.) ▶ School staff direct caregivers to San Mateo County's Parent and Community Empowerment Toolkit for more information on organizing SRTS programs and events. ▶ Connect with the San Mateo County SRTS program or join the SRTS Community Advisory Committee Meeting. ▶ Complete the annual SRTS Parent/Caregiver Survey. The data collected can help cities and school districts fund SRTS services.	Parkway Heights Middle School
Encourage Park and Walk Locations ▶ Encourage families to Park and Walk a few blocks from campus to reduce congestion at the primary access points.	Parkway Heights Middle School

Implementation

Quick-Build Projects

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 a short-term improvement 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 South San Francisco, Parkway Heights Middle School, South San Francisco Unified School District, and San Mateo County 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. The City, County, and/or School District may be eligible to apply for grant funding to implement quick-build projects. Many of the grants described in more detail on the following pages can fund quick-build projects. Some of these funding sources include Safe Streets and Roads for All (SS4A), California Active Transportation Program (ATP), and the San Mateo County Office of Education small capital infrastructure grant.

Implementation Strategies

The City of South San Francisco, Parkway Heights Middle School, South San Francisco Unified School District, and San Mateo County have numerous avenues to implement the proposed SRTS 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 Walk Audit helps to identify the proposed improvements, the City of South San Francisco and the South San Francisco Unified School District are responsible for prioritizing and programming projects into existing programs or obtaining grant funding for larger-scale improvements. The descriptions below highlight options for implementation that South San Francisco can use based on the scale, scope, and priority of the recommended improvement.

Pavement Preservation and Rehabilitation Programs

Cities and counties regularly repave and maintain roadway pavement. This presents an opportunity to implement improvements at a lower overall cost due to project efficiencies. Improvements such as striping crosswalks, installing signs, painting curbs, and quick-build projects (e.g., curb extensions) are some examples of improvements that may be combined with roadway resurfacing projects.

Programmed Projects

More expensive or complex high-priority improvements may be programmed directly as standalone projects into the City and School budget. This strategy would rely on existing funding streams and may be augmented by regional, state, or federal grant funding.

Development Funded Improvements

Private developers can pay or help to construct the transportation network based on current development standards/standards from adopted plans. This strategy may be applied to projects if there is a nexus between the nearby development and improvements in/around the school site.

Grant Funding

Grants can be utilized to fund projects that are not included in the City's and School's budget or where the City's funding can be used as a match to leverage external funds. The next section identifies local, regional, state, and federal funding sources the City could apply for to implement the projects identified in this plan.

Funding Sources

Local and Regional Funding Sources

ONE BAY AREA GRANT

Metropolitan Transportation Commission (MTC)'s One Bay Area Grant (OBAG), which is federally funded by the Federal Congestion Mitigation and Air Quality Improvement Program, funds projects and programs to help the Bay Area meet climate change and air quality improvement goals. The 2023–2026 cycle includes funding from the Federal 2021 Bipartisan Infrastructure Law. The City/County Association of Governments of San Mateo County (C/CAG) has set-aside funding for the SRTS program under MTC's OBAG program.

SRTS funds are administered by the San Mateo County Office of Education.

SCHOOL TRAVEL FELLOWSHIP & SRTS GRANT

The San Mateo County Office of Education (SMCOE) Safe Routes to School (SRTS) program offers funding to local jurisdictions through their School Travel Fellowship Program and Small Capital Infrastructure Grant. The School Travel Fellowship Program provides technical assistance throughout the school year to Cities and schools to support SRTS. Participants could receive suggested route maps, walk audits, demonstration projects, bicycle and pedestrian education, etc. The application deadline is typically at the end of January.

The SRTS grant provides funding (typically up to $20,000) to cities for small capital infrastructure and special projects near schools.

Funds are administered by SMCOE.

TRANSPORTATION FUND FOR CLEAN AIR

The Transportation Fund for Clean Air funds bicycle facilities including paths, lanes, routes, lockers, and racks. The Bay Area Air Quality Management District administers funds to the San Mateo County Transportation Authority for projects that reduce vehicle emissions including bicycle projects. These funds come from a $4 vehicle registration surcharge in Bay Area counties and can be used as a match for competitive state or federal programs.

Funds are programmed by the San Mateo County Transportation Authority.

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3

C/CAG administers the Transportation Development Act, Article 3 program (delegated by MTC for San Mateo County). This program funds planning and infrastructure within the county; each jurisdiction is eligible to apply for one planning project (up to $100,000, requiring 50% cash match) and one capital project (up to $400,000). The planning project must be a comprehensive bicycle or pedestrian plan.

Funds are administered by C/CAG.

SPARE THE AIR YOUTH

Spare the Air Youth is a regional program that aims to educate, inspire, and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool, and take transit. A partnership between the MTC and the Bay Area Air Quality Management District, Spare the Air Youth seeks to find effective ways to reduce greenhouse gas emissions related to transportation while also providing a regional resource for students, parents, teachers and program providers.

Spare the Air Youth supports SRTS programs throughout the Bay Area with free mobile bike repair, family biking clinics, and additional programs to expand high school SRTS programs. Services are available on an ongoing basis; high school funding is sporadic. (Limited free programs are allocated by county; all schools are eligible.) This program is likely an option to fund a few annual SRTS events.

Funds are administered by MTC.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. Project applicants can apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation Grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

MEASURE M

Through Measure M, C/CAG collects and administers an annual fee of $10 on motor vehicles registered in San Mateo County. Half of the net proceeds are allocated for local streets and roads, while the remaining 50% funds countywide transportation programs, including SRTS (6% of the countywide program funds).

The SRTS funds from Measure M are used to fund non-infrastructure activities through the San Mateo County Office of Education SRTS program. While Measure M SRTS funds are not a viable source to fund City projects, as the funding goes directly to the San Mateo County Office of Education, local jurisdictions may use funds from the Measure M local streets and roads program to fund SRTS projects.

Funds are administered by C/CAG.

MEASURE A AND MEASURE W

Measure A is a half-cent sales tax first passed in 1988 to fund and leverage additional funding for transportation projects and programs in San Mateo County. It was reauthorized in 2004 to run through December 2033. Measure W is a half-cent sales tax passed in 2018 for the same purpose. It will run through June 2038. Measure A is fully administered by the San Mateo County Transportation Authority, while Measure W is administered by both the San Mateo County Transportation Authority and the San Mateo County Transit District (each administers 50% of the funds).

Generally this program supports infrastructure projects, however non-infrastructure programs have been funded through this source.

Additionally, SRTS and school-related congestion projects are eligible for funding through the Alternative Congestion Relief and Transportation Demand Management Program.

Funds are programmed by the San Mateo County Transportation Authority, with SRTS funds administered by the San Mateo County Office of Education.

State and Federal Grant Programs

SAFE STREETS AND ROADS FOR ALL (SS4A)

Funded by the Bipartisan Infrastructure Law, the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and carry out projects to implement the Action Plan. These action plans can include SRTS activities and projects.

Funds are programmed by the U.S. Department of Transportation.

COMMUNITY MOBILITY DESIGN CHALLENGE GRANT

The National Center for Mobility Management provides up to $25,000 to communities to generate ideas to improve mobility for those who face transportation-related barriers. This program is the first in a series of three grants. The second grant opportunity, Learning Launch grants, provides $20,000 to refine and test solutions generated from the first grant. The third grant opportunity, Ready to Launch grants, provides $75,000 to implement the solutions as a pilot. Active transportation projects, including SRTS-related projects, could be awarded funds through this series of grants.

Funds are administered by the National Center for Mobility Management.

RAISE GRANTS

The Rebuilding America Infrastructure with Sustainability and Equity (RAISE) program supports projects that improve transportation system safety, improve accessibility, and improve 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. A 20% local match is required except in rural areas.

Funds are programmed by the United States Department of Transportation.

CALIFORNIA ACTIVE TRANSPORTATION PROGRAM

Approximately every two years (typically in the spring or early summer), Caltrans offers grant funding for active transportation infrastructure, programmatic projects to encourage walking and biking, or a combination of infrastructure and non-infrastructure components. Non-infrastructure (programmatic) projects can include SRTS activities, such as conducting walk audits, developing and implementing walking school buses, and providing "train the trainer" classes. Funding is highly competitive and mainly focuses on communities of concern. The City will need to work directly with school districts and schools to be eligible for this grant application. Typically no local match is required, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission.

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. This program focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness. Infrastructure and non-infrastructure projects are eligible for funds, including SRTS infrastructure and programs.

Funds are programmed by Caltrans.

URBAN GREENING GRANTS

Urban Greening Grants support the development of green infrastructure projects that reduce greenhouse gas emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: "reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools." Eligible projects include green streets and alleyways and nonmotorized urban trails that provide safe routes for travel between these key community destinations.

Funds are programmed by the California Natural Resources Agency.

SUSTAINABLE COMMUNITIES 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. Eligible projects are transit-focused planning projects that address multimodal transportation deficiencies, which could include funding for SRTS planning efforts.

Funds are programmed by Caltrans.

CALIFORNIA OFFICE OF TRAFFIC SAFETY GRANTS

The California Office of Traffic Safety solicits grant applications for priority project areas that, supported by crash data, demonstrate a need for funding. One priority program area is Pedestrian and Bicycle Safety, which funds activities associated with SRTS such as traffic safety rodeos, in-school presentations, safety trainings, bike helmets, and traffic safety campaigns, among other activities.

Funds are programmed by the California Office of Traffic Safety. SRTS funds received from the California Office of Traffic Safety are administered by the San Mateo County Office of Education.

TRANSFORMATIVE CLIMATE COMMUNITIES PROGRAM

The Transformative Climate Communities Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The program prioritizes neighborhoods that score in the top 25% by CalEnviroScreen—a tool created by the California Office of Environmental Health Hazard Assessment to help identify communities in California that are disproportionately burdened from pollution.

Funds are programmed by the California Strategic Growth Council/California Department of Conservation.

SENATE BILL 1: LOCAL PARTNERSHIP PROGRAM

The Local Partnership Program provides funding for local and regional agencies that have passed sales tax measures, developer fees, or other transportation-imposed fees to support road maintenance and rehabilitation, sound walls, and other transportation improvement projects. Jurisdictions with these taxes or fees are eligible for a formulaic annual distribution of no less than $100,000. These jurisdictions are also eligible for a competitive grant program. Local Partnership Program funds can be used for a wide variety of transportation purposes, including roadway rehabilitation and construction, transit capital and infrastructure, bicycle and pedestrian improvements, and green infrastructure.

Funds are programmed by the California Transportation Commission.

SENATE BILL 1: ROAD MAINTENANCE AND REHABILITATION PROGRAM

Senate Bill 1 created the Road Maintenance and Rehabilitation Program to address deferred maintenance on state highways and local road systems. Program funds can be spent on both design and construction efforts. On-street active transportation-related maintenance projects are eligible if program maintenance and other thresholds are met. Funds are allocated to eligible jurisdictions.

Funds are programmed by the State Controller's Office.

SUSTAINABLE TRANSPORTATION EQUITY PROJECT

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board.

CITY OF SOUTH SAN FRANCISCO CALIFORNIA

C/CAG City/County Association of Governments of San Mateo County

SAN MATEO COUNTY Transportation Authority

SAFE ROUTES TO SCHOOL San Mateo County Office of Education

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