



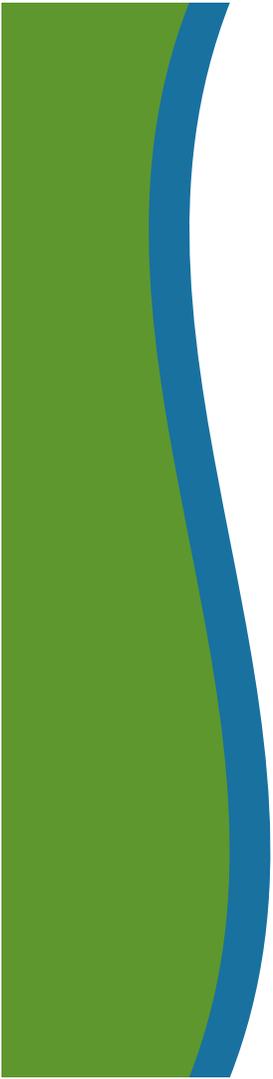
Safe Routes to School & Green Streets Infrastructure Pilot Program

Matthew Fabry, P.E.
Stormwater Program Manager

San Mateo Countywide Water
Pollution Prevention Program

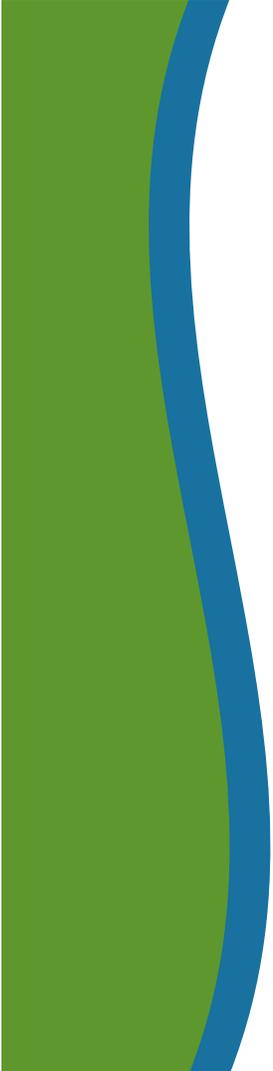


**Congestion Management &
Environmental Quality Committee**
June 26, 2017



Safe Routes to School Program

The Safe Routes to School Program, a joint partnership between C/CAG and the San Mateo County Office of Education, encourages and enables school children to walk and bicycle to school by implementing projects and activities that improve the health, well-being, and safety of children, and which result in less traffic congestion and emissions caused by school-related travel.



San Mateo Countywide Water Pollution Prevention Program

A program of C/CAG, the San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) was established to reduce the water pollution carried by stormwater into local creeks, the San Francisco Bay, and the Pacific Ocean. Water pollution degrades surface waters making them unsafe for drinking, fishing, swimming, and other activities.



The 6 E's of SRTS

Education

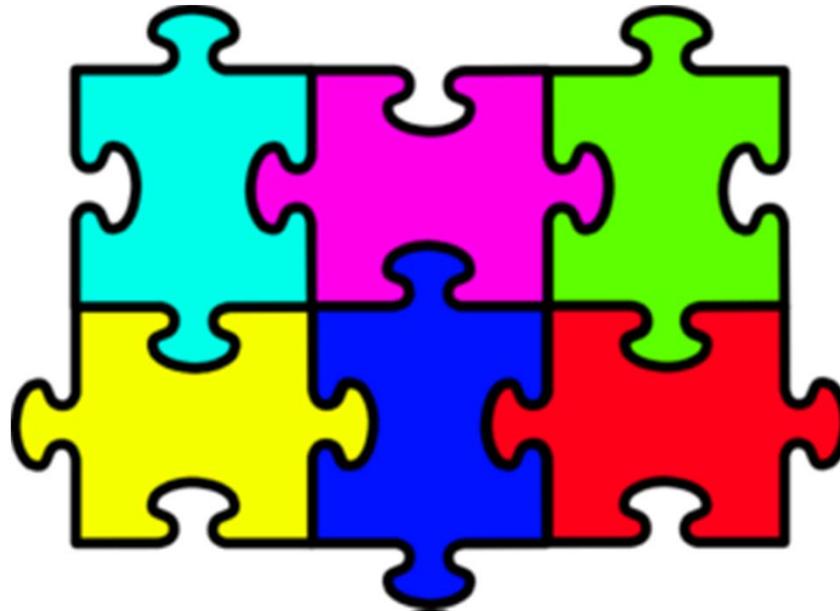
Encouragement

Engineering

Enforcement

Evaluation

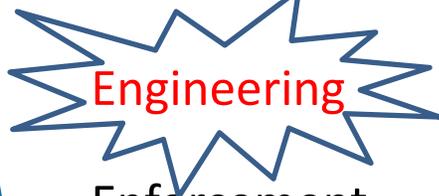
Equity



The 6 E's of SRTS

Education

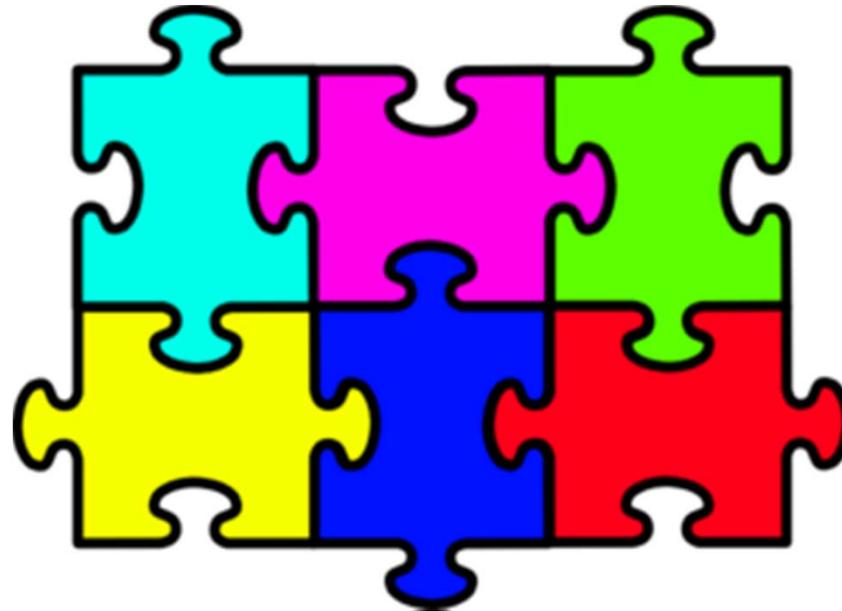
Encouragement

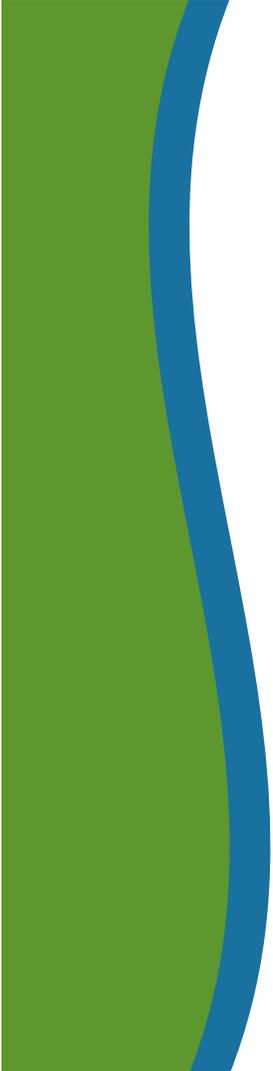


Enforcement

Evaluation

Equity





Green Infrastructure

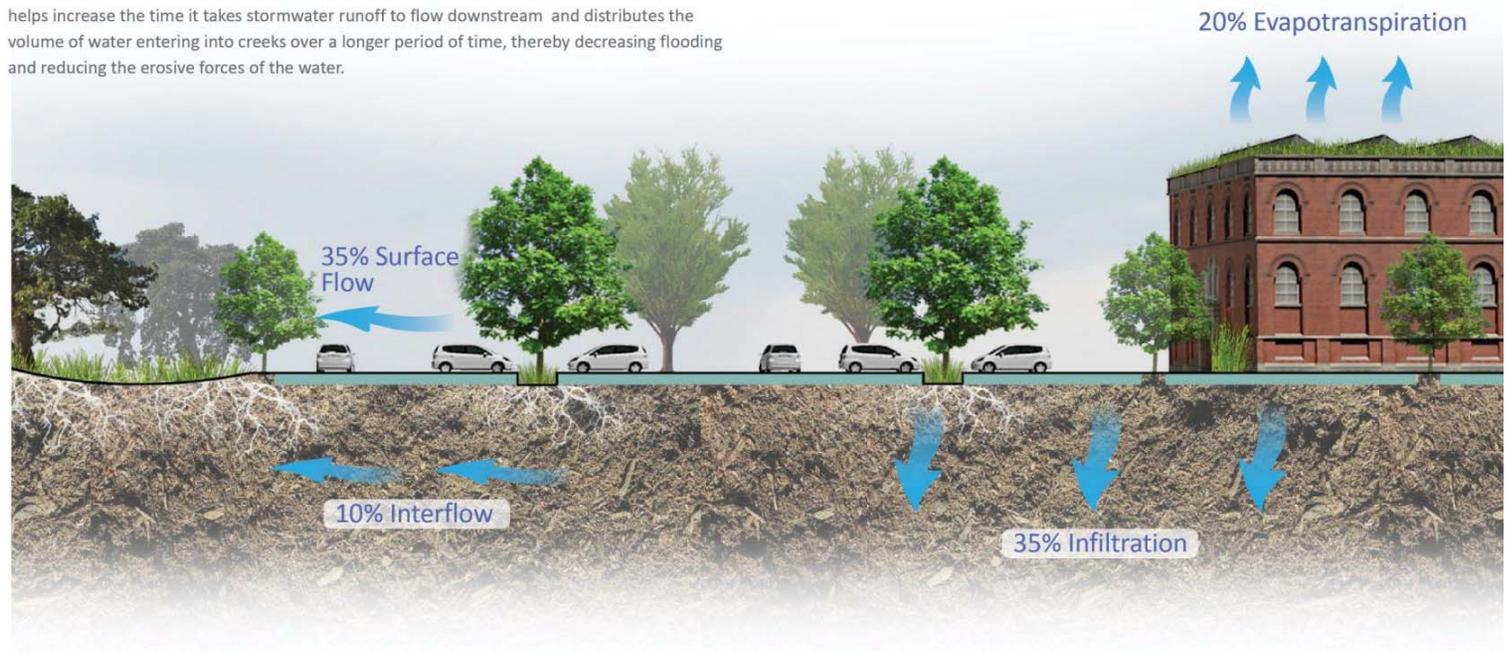
- Using natural systems to capture, treat, and infiltrate stormwater
- Restores “natural” stormwater management
- Distributed, small-scale systems
- Multi-benefit, including for key water issues
 - Adaptation for climate change impacts
 - Flooding
 - Groundwater recharge
- Includes public and private projects

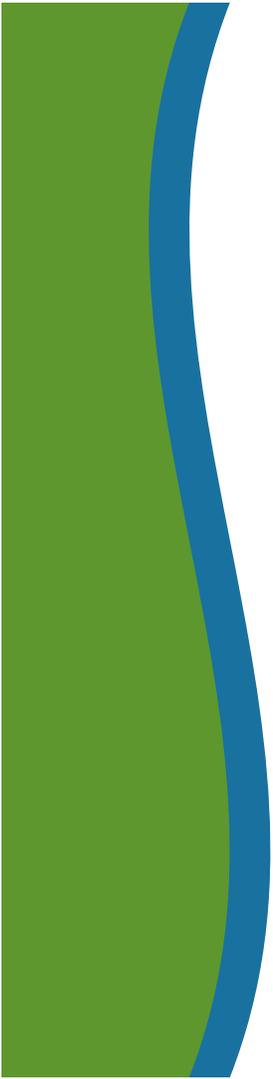
1.4 Balanced Development

A Greener Approach



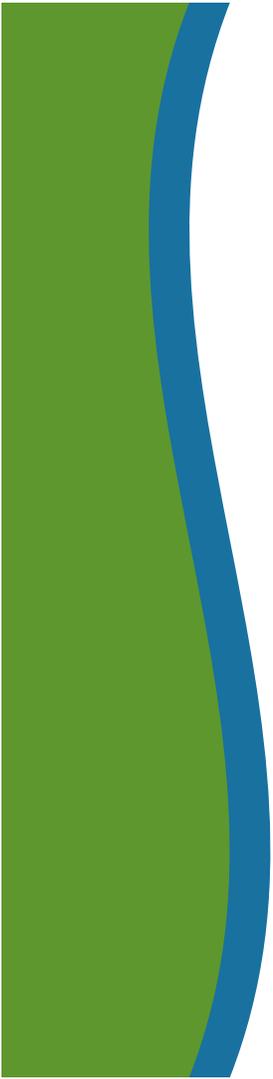
Infrastructure can be designed to minimize its impact on natural drainage systems. Our streets and parking lots can help maintain the balance of natural drainage systems by capturing, slowing, and absorbing stormwater, as well as filtering the pollutants that urban development introduces. Green infrastructure such as green streets, green parking lots, and green roofs helps increase the time it takes stormwater runoff to flow downstream and distributes the volume of water entering into creeks over a longer period of time, thereby decreasing flooding and reducing the erosive forces of the water.





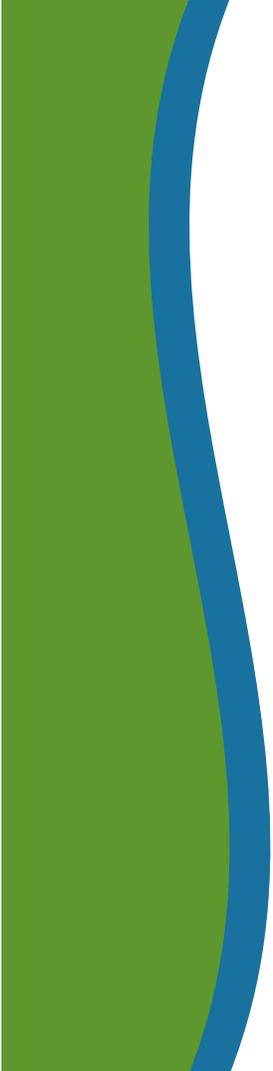
Green Infrastructure Planning

- Each agency must adopt GI Plan by 2019
- Describe gradual shift from gray to green
- Achieve specific pollutant load reduction via green infrastructure countywide by 2040



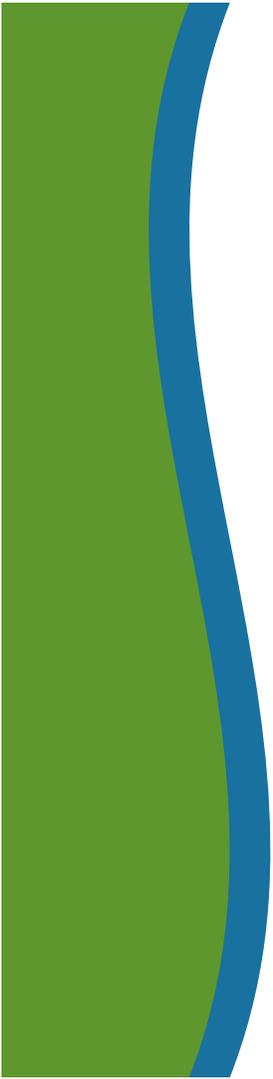
SRTS & Green Streets Infrastructure Call for Projects

The primary goal of this pilot program is to demonstrate that green infrastructure can be cost-effectively integrated with traditional Safe Routes to School infrastructure projects to enhance safety and achieve stormwater pollutant reductions.



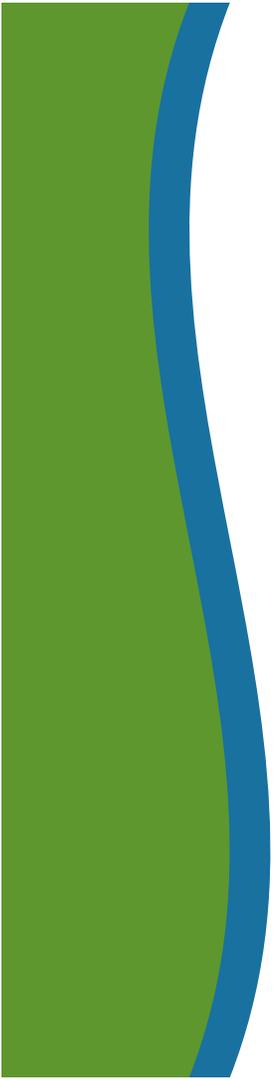
Project Funding

- Up to \$2 million available for local assistance
 - Equal funding from local vehicle registration fees (Measure M – SRTS and AB1546 – Countywide Stormwater Pollution Reduction)
 - 15% local cash match required for eligible capital costs
 - \$100,000 - \$250,000 per project (2 project limit per jurisdiction = \$500,000 total)



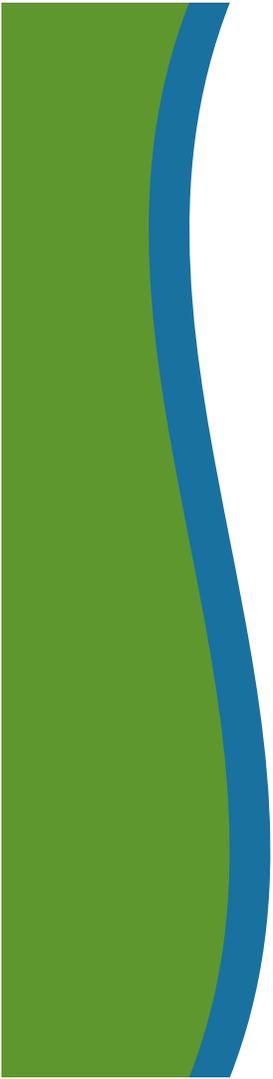
Eligible Applicants

- Local governments (cities, towns and the County) in San Mateo County



Eligible Projects

- Infrastructure only (e.g., educational programs are not eligible)
- Only eligible capital costs are reimbursable
- In a Walk Audit or Pedestrian/Bike Plan – or located within a ½ mile radius of a school with adequate justification
- Balanced integration of SRTS and green infrastructure



Eligible Project Components

- Vegetated curb extensions
- Pedestrian bulb-outs (in combination with stormwater features)
- Pedestrian striping/crosswalks
- Curb ramps
- Signage
- At intersections or mid-block crossings



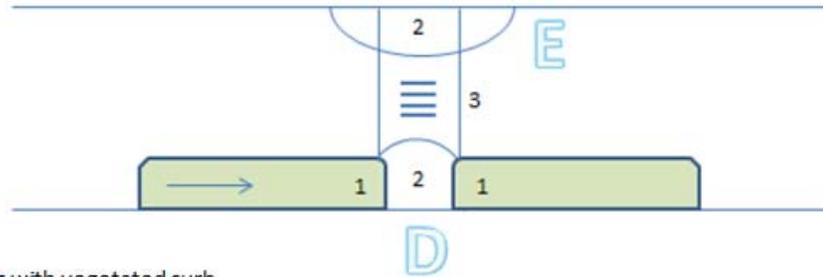
Project Scenarios:

A – Low point with flow from both directions toward the intersection treated by two vegetated curb extensions with a pedestrian bulbout and crossings

B – Flow from one direction going around the corner, treated with a single vegetated curb extension adjacent to a pedestrian bulbout and crossings

C – High point with flow running in both directions away from the intersection with a standard bulbout, crossings and stormwater features located elsewhere

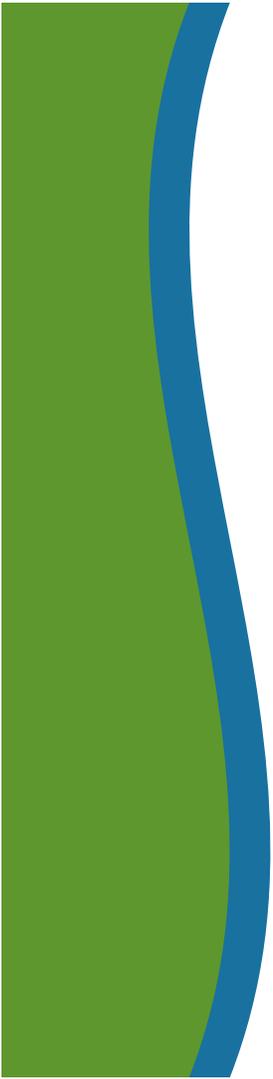




Project Scenarios:

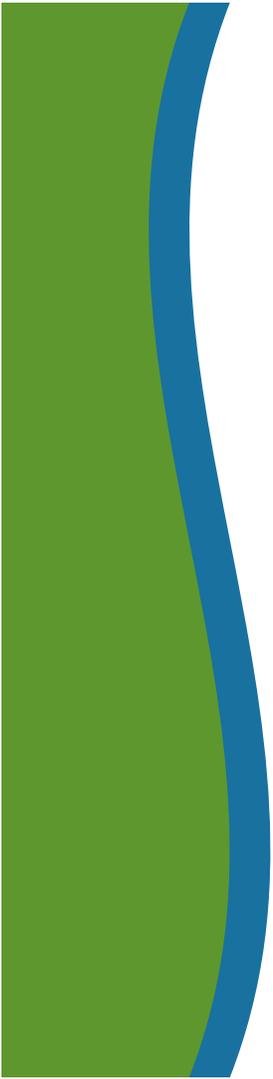
D – Mid-block crossing with vegetated curb extensions on either or both side(s) of crossing

E – Mid-block crossing with a standard bulbout and stormwater features located elsewhere



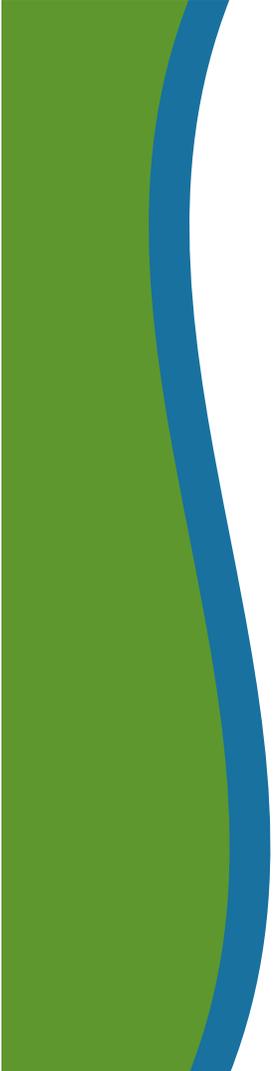
Ineligible Components

- In order to balance funding for stormwater and SR2S infrastructure, the pilot program will not fund:
 - Pedestrian streetlights
 - Rectangular rapid flash beacons
 - Illuminated crosswalks
 - Raised crosswalks



Ineligible Components (cont.)

- Landscaping elements not designed to capture and manage stormwater, unless proposed as part of a pedestrian bulbout that is not suitable for stormwater management due to site constraints
- Porous pavement/asphalt/concrete or pavers in-lieu of vegetated curb extensions or bulbouts



Feedback from the CMP TAC and Stormwater Committee

(June 15, 2017)

- List of eligible project elements should offer more flexibility
- An option for the cities to break out SRTS and stormwater costs in their project proposals
- While a 50/50 split between the two programs is the goal, consider allowing a range between a 50/50 split and a 60/40 split.



*Laurel
Elementary
City of San
Mateo*



*Laurel
Elementary
City of San
Mateo*





*Humboldt St.
Curb Extensions
and Bulb-outs
City of San Mateo*



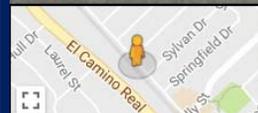
*Humboldt St.
Curb Extensions
and Bulb-outs
City of San Mateo*



*Old County Rd.
Curb Extensions
City of San Carlos*



*Old County Rd.
Curb Extensions
City of San Carlos*





*Hillside Blvd
Curb
Extensions
Town of Colma*



*Hillside Blvd
Curb
Extensions
Town of Colma*



*Delaware St
Curb Extensions
City of San
Mateo*

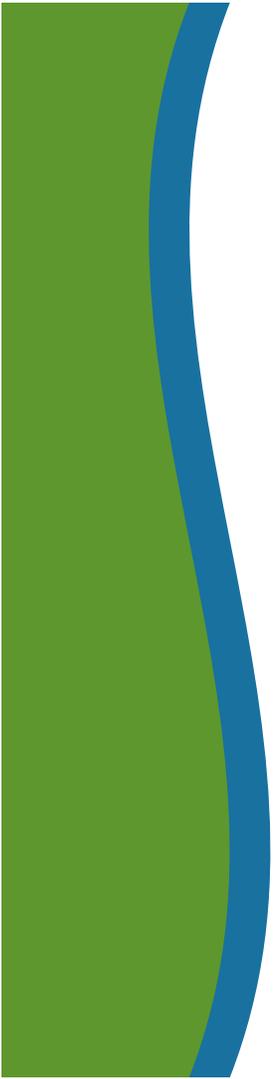


*Delaware St
Curb Extensions
City of San
Mateo*

**Design for C.3 Sizing for Stormwater
Treatment**

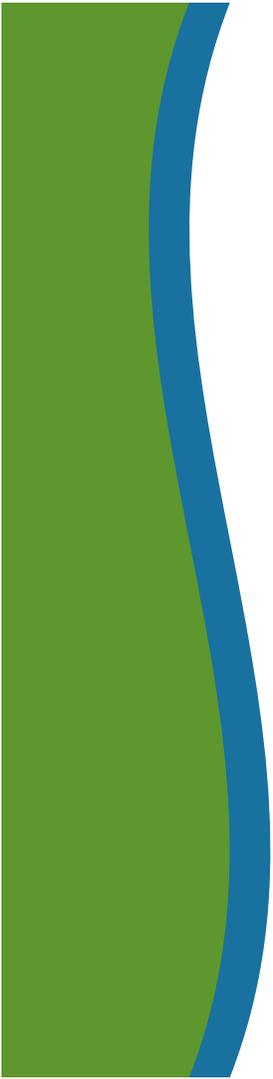
N Hunt
N Grant St
Tremont St

Google



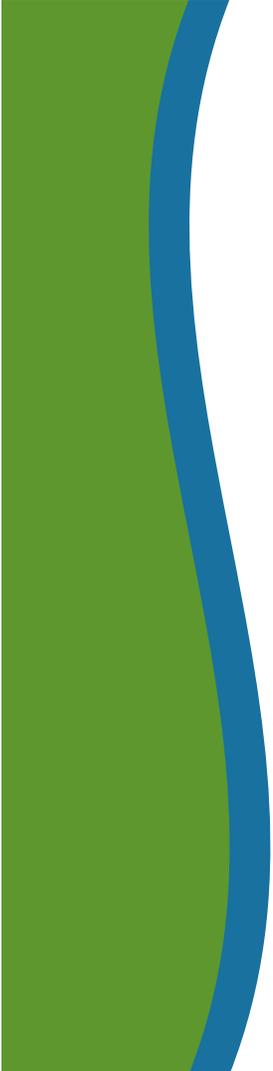
Application Requirements

- Letter of support from School District
- Map of project area and land use information
- Project schematic or conceptual design, with stormwater feature sizing calculations and drainage delineation
- Long-term operations and maintenance plan with funding identified
- Preliminary budget and schedule



Additional Scoring Criteria

- Additional community letters of support
- Integration of educational signage
- Benefitting schools that participate in SRTS or are practicing SRTS initiatives (e.g., established in existing plans or participating in community outreach efforts)
- Address localized drainage or flooding issues
- Readiness to proceed
- Identified in other local or countywide plans (bike/ped master plans, complete/sustainable streets plans, community-based transportation plans, etc.)



Schedule (tentative)

- C/CAG Board considers call – July 13
- Release call for projects – Mid-July
- Applications Due – Mid-September
- C/CAG Committees review selection panel recommendations – October
- C/CAG Board considers recommended projects – November 9
- Projects completed – October 2019



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