

# **Engaging Law Enforcement in SRTS**

Performing motorist education of bicycle awareness and ways to share the road with cyclists and pedestrians

Pursuing an enforcement grant to provide city or countywide implementation of crossing guard training

Attending school wide parent meeting to promote the safety aspects of less traffic and better driving behavior around schools

Invite an officer to join Walking School Busses, Bike Trains, and other programs

Request law enforcement presence at Bike Rodeos and In-class education events

Requesting the number of community complains in a school area. Working with that data and law enforcement to develop an enforcement plan

Working with police volunteers or auxiliary programs

Working with School Resource Officers who are interested in reducing car traffic around schools

# Low Cost / High Impact Infrastructure Change

Running pilot programs around a school with chalk and temporary signs

Funding for secure covered bicycle racks and separated bike racks for teachers and staff

Bike lane striping buffers  
Raised crosswalks for enhanced visibility  
Bike lane “candlesticks” (bollards)  
Brightly colored bike/ped paths  
Questions/clarifications:  
[admin@cobblestoneplacemaking.com](mailto:admin@cobblestoneplacemaking.com)

Closing or moving gates and entrances to redirect foot and vehicle traffic and improve mobility around a school site

Scooter and skateboard racks

Temporary or permanent school zone signage during pick-up and drop-off periods

<http://www.saferoutesinfo.org/program-tools/what-kinds-signs-and-other-warning-devices-can-be-used-alert-motorists-presence-school>

Encouraging restriping of faded crosswalks and lane delineators in parking lots and around schools

# **Integrating SRTS Infrastructure Change into Planning Goals**

Raising SRTS issues at bike/ped advisory committee meetings. Involving coordinators, parents, and school staff in these meetings

Utilize long range planning to queue up for capital grant opportunities

Advocating for policies that ensure SRTS design features are incorporated into all capital projects in school proximity

Including Safe Routes to School goals in general plan and bike/ped plans

[http://changelabsolutions.org/publications/SRTS\\_general-plans](http://changelabsolutions.org/publications/SRTS_general-plans)

Prioritizing schools for infrastructure improvements:

[http://www.saferoutespartnership.org/sites/default/files/pdf/Lib\\_of\\_Res/5eng\\_Prioritizing\\_Infrastructure\\_Projects.pdf](http://www.saferoutespartnership.org/sites/default/files/pdf/Lib_of_Res/5eng_Prioritizing_Infrastructure_Projects.pdf)

Inviting funding decision makers to join SRTS coalitions

Inviting City and County staff to walk audits

# **Engaging Schools and School Districts in SRTS Programs**

Invite and encourage school and school district staff to participate in events, meetings, and coalitions

When partnering with a school for an SRTS grant, require obligations such as bi-annual data collection and participation with an SRTS coalition

Train staff, especially PE teachers to conduct bicycle and pedestrian education

Provide schools with SRTS education material to be integrated into curriculum  
<http://saferoutespartnership.org/state/bestpractices/curriculum>

Understand the infrastructure and safety goals that a school's administration is interested in achieving

Attend district board meetings, principal meetings, PTA and English Learners Advisory Committee (ELAC) meetings to understand the overall climate at a school

Encourage a teacher or staff member to sponsor an afterschool bicycle club

Perform Safe Routes to School training sessions at the outset of a grant or program to familiarize staff with SRTS and help develop expectations

# **Nontraditional Sources of Funding**

Air District and TMA grants

Public Health Organizations and Hospitals

The California Office of Traffic Safety has previously funded local police department traffic divisions

## **Corporate Sponsors:**

Bike shops

Care share businesses

Business districts

Athletic stores

Helmet manufacturers

FedEx

AAA

Financial Institutions

YMCA

Urge jurisdictions to adopt provisions of AB 1183 allowing up to \$5 in DMV fees for bike/ped facility revenues

Insurance Companies

Professional Sports Teams