Thank you for participating in the 2015 Regional Safe Routes to School Summit. The brainstorming activity produced many great ideas, strategies, and resources to help address some of our most pressing challenges. Participants shared their experiences and knowledge about topics including, law enforcement, infrastructure change, long term planning, school district participation, and funding. Our goal is that this resource is used when tackling some of these very issues.
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
- Requesting the number of community complaints 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
- 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
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@cobblestonelocamaking.com
- Scooter and skateboard racks
- Temporary or permanent school zone signage during pick-up and drop-off periods
- Closing or moving gates and entrances to redirect foot and vehicle traffic and improve mobility around a school site
- 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

Prioritizing schools for infrastructure improvements:

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

Utilize long range planning to queue up for capital grant opportunities

Including Safe Routes to School goals in general plan and bike/ped plans
http://changelabsolutions.org/publications/SRTS_general_plans

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.
- Provide schools with SRTS education material to be integrated into curriculum. [Link](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.
- 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.
- Perform Safe Routes to School training sessions at the outset of a grant or program to familiarize staff with SRTS and help develop expectations.
- Encourage a teacher or staff member to sponsor an afterschool bicycle club.
Nontraditional Sources of Funding

Corporate Sponsors:
- Bike shops
- Care share businesses
- Business districts
- Athletic stores
- Helmet manufacturers
- FedEx
- AAA
- Financial Institutions
- YMCA

Public Health Organizations and Hospitals

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

Air District and TMA grants

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