

Eligible Activities

Non-Infrastructure Projects

Projects include education, enforcement, encouragement and evaluation efforts. **Education** efforts include teaching children about bicycling and walking safety skills, the health effects of walking and biking, the impact to the environment, the broad range of transportation choices, and events and activities that promote walking and biking to school safely. **Enforcement** efforts include ensuring that traffic laws are obeyed (including enforcement of speeds, yielding to pedestrians in crossings and proper walking and bicycling behaviors, and initiating community enforcement activities. **Encouragement** includes bike, pedestrian, and school-related giveaways and other materials. **Evaluation** efforts include monitoring and documenting outcomes and trends by collecting data before and after the SRTS project has begun. *

Below is a list of potential non-infrastructure projects that some states have used for existing SRTS programs. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they meet the objectives of Education, Enforcement, Encouragement and Evaluation.

Education

- Implementation/distribution of educational curricula in the classroom
- Pedestrian safety field trips
- Implementing/distributing interactive pedestrian/bicycle safety video game (ex: FHWA's "Safer Journey," National Safety Council's "Step to Safety")
- Events and activities such as: bicycle rodeos, Walk and Bike to School Day activities, school assemblies, walking school buses, bike trains, etc.
- Substitute teachers to cover faculty attending SRTS events during school hours
- Stipends for parent or staff coordinators (typically to reimburse volunteers for materials and expenses needed for coordination and efforts; "Super-volunteer" pay is possible in rare cases.)
- Costs to employ a SRTS program manager to run a SRTS program for an entire city, county, or other area-wide division that includes numerous schools
- Consultant costs (either nonprofit or for-profit) to manage a SRTS program, as described in previous bullet

Enforcement

- Equipment and training needed for establishing a crossing guard program
- Provide regular training for crossing guards
- Law enforcement or equipment needed for enforcement activities
- Targeted driver actions at crosswalks and intersections
- Vehicle speed feedback signs
- Neighborhood watch programs

Eligible Activities

- Photo enforcement

Encouragement

- Mileage clubs
- Bicycle helmet giveaways and fittings
- Accomplishment related incentives

Evaluation

- Copy costs of survey forms *
- Postage*

*SRTS will not refund the copy costs or postage to applicants for the first evaluation required during the application process.

Infrastructure Projects

Projects include the planning, design, and construction of infrastructure-related projects that will substantially improve the ability of students to walk and bicycle to school, including

- sidewalk improvements
- traffic calming and speed reduction improvements
- pedestrian and bicycle crossing improvements
- on-street bicycle facilities
- off-street bicycle and pedestrian facilities
- secure bicycle and pedestrian facilities, and
- traffic diversion improvements in the vicinity of schools. (Section 1404(f)(1)(A))

Given the general guidelines established in the legislation, each state's Department of Transportation (DOT) will be responsible for determining the specific types of infrastructure projects that are eligible for this program. Below is a list of potential infrastructure projects that some states have used for existing SRTS or related programs. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they meet the objectives of reducing speeds and improving pedestrian and bicycle safety and access.

- Sidewalk improvements: sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, new sidewalks and curb ramps.
- Traffic calming and speed reduction improvements: roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.

Eligible Activities

- Pedestrian and bicycle crossing improvements: crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, traffic stripes, in-roadway crossing lights, flashing beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs, and pedestrian activated signal upgrades), and sight distance improvements
- On-street bicycle facilities: new or upgraded bicycle lanes, widened outside lanes or roadway shoulders, geometric improvements, turning lanes, channelization and roadway realignment, traffic signs, and pavement markings
- Off-street bicycle and pedestrian facilities: exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway
- Secure bicycle parking facilities: bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters
- Traffic diversion improvements: separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school

For more information:

National Highway Traffic Safety Administrations (NHTSA) Safe Routes to Schools: Practice and Promise

<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2004/index.html>

NHTSA's Safe Routes to School Toolkit

<http://www.nhtsa.dot.gov/people/injury/pedbimot/bike/Safe-Routes-2002/index.html>