Types of active transportation enforcement activities include:

**TARGETED ENFORCEMENT IN SCHOOL ZONES**
Schools can coordinate with law enforcement to be present during school at drop-off/pick-up times or at special events such as Walk or Bike to School Day to serve as important reinforcement and/or provide warnings and citations (for unlawful speeding or right-of-way or parking violations) if necessary. School and school district administrators and local law enforcement can issue joint communications at the start of every school year to remind students and families of expected traffic behavior, why safety and active transportation are priorities for the local jurisdiction, and any consequences of violations.

**TARGETED ENFORCEMENT ALONG HIGH INJURY/FATALITY-IDENTIFIED CORRIDORS**
Cities can identify specific locations and corridors where there are repeated histories of pedestrian and bicyclist injuries and fatalities, and systematically deploy local law enforcement to those areas to help reduce dangerous behaviors that lead to collisions/crashes. Like schools, city departments can work collaborate on combination educational/enforcement campaigns that raise awareness of high-risk locations for pedestrians and bicyclists, how drivers of vehicles affect the safety of vulnerable road users, expected vehicle travel speeds, expected pedestrian and bicyclist behaviors, and any added enforcement that will be taking place in an effort to prevent further injuries and fatalities. Create examples have utilized ‘pedestrian decoys’ to help stress the importance of vehicle drivers yielding to pedestrians in crosswalks.

**GOOD BEHAVIOR REWARDS**
Consider working with law enforcement or volunteers to reward and reinforce predictable bicycling or pedestrian safety behavior when students and families walk or bike to school or community events.

**BICYCLE TICKET DIVERSION PROGRAMS**
As a result of recent California legislation, bicyclists who are stopped for traffic violations may be ‘diverted’ to a class on bicycle safety instead of receiving a bicycle violation citation and fine. That is, if that said local jurisdiction has adopted and implemented a Bicycle Ticket Diversion Program. These programs are aimed at striking a balance between addressing lawbreaking bicyclists and offering an alternative to fines that may discourages bicycling and disproportionately impact low-income individuals who are more likely to rely on bicycling for everyday transportation. Several California cities have created diversion programs with active law enforcement leadership and key participation.
CROSSING GUARD PROGRAMS
Crossing Guards help children safely cross the street at key locations and remind drivers of the presence of student pedestrians. Adult crossing guards are primarily used to extend gaps in traffic at school crossings where an engineering study has shown that adequate gaps in traffic need to be created so students can safely cross the street.

SAFETY PATROL
Safety Patrols consist of students who, after training and under supervision, assist other children with traffic safety at school. Students in Safety Patrols are important role models for other children, often demonstrating and teaching important traffic safety concepts.

PARENT PATROLS
Dedicated groups of parent volunteers posted at key street corners increase adult presence that are able to watch over children as they walk and bicycle to school.

NEIGHBORHOOD SPEED WATCH
To implement a neighborhood speed watch, local police departments will loan neighborhood groups a radar speed unit and provide training on how to collect speed data and vehicle descriptions. Speed trailers provide immediate feedback to speed violators. Aggregated data can then be used in future neighborhood communications and future safety planning and priorities. Portable speed trailers can be moved to multiple locations, including schools within a given district.

ENFORCEMENT PARTICIPATION AND REPORTING IN MULTI-DISCIPLINARY COLLABORATIVES (e.g. VISION ZERO, Safe Routes to School, etc.)
Consistently scheduled efforts to inform the public and other community stakeholders about specific active transportation enforcement activities has proven to be an extremely useful means to share important performance and progress toward safety improvement goals. Law enforcement participation in safety multi-disciplinary collaboratives such as Vision Zero and Safe Routes to School in which law enforcement gives updates or learns about patterns of traffic violations, collisions, injuries and fatalities, is often a signature activity of community-wide efforts to advance active transportation and improve pedestrian and bicyclist safety.

IMPORTANT CONSIDERATIONS:
Consistent enforcement of the traffic codes and statutes by traffic enforcement agencies and/or their partners, such as other county or city departments, community-based organizations, or schools and school districts, is of great value to communities wishing to advance walking and bicycling. Enforcement of safe road behaviors is often most effective at reducing pedestrian and bicycle-related injuries and fatalities when applied in combination with engineering, education (e.g. media), and evaluation strategies.

Unsafe roadway behaviors, including vehicular speeding above posted speed limits, or unpredicted pedestrian and bicycling crossings, are often the result of a combination factors. Factors such as roadway design, surrounding land use, public awareness of laws (and the legal consequences of breaking those laws), prevailing social norms around ‘sharing the road,’ and the regular visibility of enforcement personnel or technologies can not only influence road behaviors, they can/should determine what level of enforcement is warranted.

In considering enforcement strategies, it is important to determine if a strategy will disproportionately represent an added burden on disadvantaged communities.

These definitions are provided as a resource for planning or implementing a non-infrastructure (NI) project. For questions, please contact us at ATSP@cdph.ca.gov.