



Safe Routes to School National Partnership Annual Meeting Notes

Wednesday, August 19, 2009

Safe Routes to School National Conference, Portland, OR

Welcome and update on the Partnership *(Risa Wilkerson, Chair and Deb Hubsmith, Director of the Safe Routes to School National Partnership)*

Risa welcomed everyone. We had approximately 150 people in attendance with representation from cities, counties, health, environment, transportation, schools, academia, law, advocates and coalitions. Geographic areas represented included the northeast, midwest, southeast, southwest, central, rocky mountain region, and the west coast. Risa also introduced staff and steering committee members, and thanked Wendi Kallins for serving as Chair of the Committee that organized this meeting.

Safe Routes to School National Partnership Staff

Deb Hubsmith, Director

Margo Pedroso, Deputy Director

Robert Ping, State Network Manager

Brooke Driesse, Communications Manager

Kelechi Nwosu, Administrative Associate

Safe Routes to School National Partnership Steering Committee

Active Living by Design

Active Transportation Alliance

Alliance for Biking and Walking

America Walks

American Association of School Administrators

American Heart Association

Association of Pedestrian and Bicycle Professionals

Bicycle Alliance of Washington

Bikes Belong Coalition

City of Decatur, GA

Institute of Transportation Engineers

Kaiser Permanente

League of American Bicyclists

Marin County Bicycle Coalition

Michigan Fitness Foundation

Mississippi Department of Health/STIPDA
National Association of Regional Councils
Pennsylvania Advocates for Nutrition & Activity
Walk/Bike Nashville
WalkBoston

Deb gave an update on the Partnership and pointed out that this is the largest Annual Meeting to date. The Partnership now includes more than 425 organizations throughout the nation. As issues arise and we need to take action, we activate our network and speak with a united voice. Deb thanked everyone for the work they are all doing individually and collectively to build the movement.

Deb then shared highlights of the Partnership's accomplishments over the last year. It has been a busy year and we are excited about the year ahead.

- Last August we hired Margo Pedroso as our Policy Manager, and she was recently promoted to Deputy Director. This helps us have a strong voice at our nation's capital. It is very important to talk with elected officials with local success stories. In the end, all politics are local. Margo goes into Congressional offices and creates fact sheets for each state and looks through newspaper stories for local successes. So far she has made more than 150 visits in the past year.
- We participated with large coalitions (America Bikes, Smart Growth and Climate Change, T4 America, and National Complete Streets Coalitoin) working on the transportation bill, climate bill and stimulus bill in DC.
- We worked with Senate members to have Safe Routes to School Senate Bill 1156 introduced in May. It would increase funding to \$600 million a year, expand the program to high schools, increase research and data collection, and improve administrative efficiency for program. It has been difficult to spend the federal money and we have been working hard to develop language to make it easier to administer programs in the future.
- We have been working with health partners – CDC, Kaiser Permanente, and Robert Wood Johnson Foundation– to boost the awareness of SRTS in public health. 170 organizations signed onto a health letter in November 2008 that said we need to include health in all transportation policies in the next transportation bill. This was a strong message as new figures show that obesity costs the US \$147 billion a year.
- We provided resources for local communities to prepare and prioritize SRTS with rampant school bus cuts due to the economic times.
- At the state level, we sent a letter to every governor urging them to award and obligate SRTS funding. In the last quarter the amount of

- spending for states went up by \$40 million and obligation went up \$40 million.
- Every state has a SRTS coordinator, and close to 5,000 schools are now being served by SRTS federal funding.
 - We are working more with states to increase equity in the grant proposal process so the communities most vulnerable to childhood obesity are being served.
 - We are creating a non-infrastructure white paper, which we will provide to states to get more non-infrastructure money out the door to good projects.
 - We worked with the Alliance for Biking and Walking, League of American Bicyclists, and America Bikes for 3% of stimulus highway funding to be allocated to Transportation Enhancements.
 - We are providing research examples with good evidence to show SRTS is getting kids moving. Our research fellow compiled a list of all related (health/transportation/environment) research in the US.
 - UC Berkeley is evaluating the success of SRTS in 10 local communities where we have been providing technical assistance to run SRTS programs.
 - We have continued to produce SRTS E-News, which includes national news, new reports, and stories about different programs around the country each month.
 - We update our website regularly, working to keep it fresh. Submit your success stories so we can update your state page with what you are doing.
 - We collaborated with the National Center for Safe Routes to School on a resource for locals on how to overturn no bicycling policies at schools.
 - We are working with the National Legal Policy and Action Network to produce sample policies to promote walking/bicycling to and from schools.
 - We produced policy and state network reports that can be found in your conference registration packet.
 - We work to have a presence at conferences throughout the US by speaking or providing brochures – some examples include New Partners for Smart Growth, National Bike Summit, RWJF, Weight of the Nation, AASHTO, and NARC.
 - And just last month, we hired Kelechi Nwosu as our Administrative Associate; she used to work for GDOT as Georgia's SRTS coordinator. Her location helps us reach into the deep south.

Some things coming up in the next year for the Partnership include.

- Getting more co-sponsors for the SRTS Senate bill and rolling it into the transportation bill.

- Expanding the State Network Project. We will have more details soon. There will be a call for proposals and we will select at least 15 states to have a lead agency to run a state network project in their state. State networks bring together state agencies to promote policy change, like school siting/joint use, complete streets.
- Expanding communications efforts, especially in the area of social marketing through Facebook and Twitter.
- Sharing more best practices and providing technical assistance.
- Developing our new strategic plan. We have been operating under a four year strategic plan through 2010. We will now plan for the next 4-5 years. We will ask for advice and thoughts through an online survey from partner affiliates.

Safe Routes to School National Partnership Annual Meeting: 8/19/09 Liability – what are the issues and resources needed?

There are different reasons we've heard about why some schools won't allow bicycling/walking to school and what resources parents and school officials need to work on this and overturn policies that prevent healthy physical activity. [The Partnership also recently worked with NCSRTS to release a tip sheet on reversing school policies that prohibit or limit walking or bicycling to schools.](#)

Robert Ping, state network manager, shared that there is often a knee jerk reaction that walking and bicycling to school is "too dangerous." Thanks to Safe Routes to School, bicycling and walking to school is now on the radar screen of those who haven't talked about it before. Pick up and drop off at schools is a big deal to principals. Liability is a serious concern for principals and school or school district legal teams. One thing they don't understand is that there is strength in numbers – walking school buses and biking trains.

Wendi Kallins said that the case precedent for prohibiting walking and bicycling to schools is not there with SRTS. Communities establish a set of safety goals and do volunteer checks as safety procedures for schools. SRTS is a safety program that increases safety. For those of you doing programs and have gotten negative reactions - try and get them into the program elements first through a walk to school day event. This is something under control in their minds. You can also approach them with other aspects they will buy into, like better planning for arrival and departure. This can help you get their buy in for the program. If you have a liability issue up front, talk to legal teams at the beginning to try and approach them to see where they are coming from.

Wendi also stated that it's a good idea to think about the issue of getting to school in terms of risk management. Risk management weighs the risks and benefits of an activity to determine if the benefits outweigh the risks, or not. An agency can protect themselves against liability by showing due diligence in addressing the

risk factors. With Safe Routes to School that could mean that the benefits of addressing the safety issues around schools, reducing traffic by encouraging more walking and biking and teaching traffic safety could outweigh the risks of the possibility that a child might be hit by a car while walking to school (some kids will have to walk anyway). They also determine the probability of the risk against the benefits of the actions. If a school has a travel plan, teaches its kids about traffic safety, applies for funds to correct infrastructure issues, and provides crossing guards, they can show that they have taken steps that show due diligence in addressing the possibility of a child being struck by a car.

Robert asked for feedback from other attendees on liability issues they are dealing with in their local programs (and tips/successes too).

- School system transportation director wouldn't agree to drop off kids at a different location and then let them walk to school, as they thought the school would then be liable if anything happened to children while walking from a different location (this is compounded with children with disabilities).
- How do you address liability for parents when starting walking school buses for someone else's children if something happens to them? Robert commented you can do a volunteer check as this is an opt-in program.
- Guidance for when it is appropriate to make safety decisions – like changing district lines and walking.
- The school does not have a program for trained crossing guards because they don't want to be held liable, but parents won't let kids walk/bicycle without a safe place to cross the street.
- In New Jersey, helmet use must be monitored or they are liable.
- With liability and bikeability, personal safety is an issue.
- What strategies are out there for promoting bikeability?
- *Ideas:* Local PE teacher to have fleet of bikes and teach kids; local bike shop promotions; starting bike clubs; bike trains (picking up kids house by house helped change the policy so kids under 3rd grade level could ride).

Tips/Successes (note – these were mentioned by participants but are not necessarily endorsed by the SRTSNP):

- Talk to a risk management specialist. Ask about the formula they use that balances the possibility of risk/actuality of risk and safety you can provide

through program. SRTS is a risk management program and it can protect you against liability.

- Some schools remove “safe” and include “recommended” as you aren’t saying it is safe then. Others say that changes the name of the program and isn’t good. The school principal helps man the off-site drop off point, which helps reassure parents on walk to school day.
- Staging a post program and holding a design charrette that brought in all stakeholders involved and a facilitator (using non-infrastructure funds) and now the program is in effect.
- One school was flexible with the walk home from school by getting permission slips. This started with two walk to school days and expanded to several schools in the community. Others said that they don’t want to set a precedent with permission slips.

Federal policy: Progress and actions

- *Andy Clarke, League of American Bicyclists*

Andy reported that the Partnership’s Steering Committee has a Federal Initiatives Committee that meets regularly and has been focused recently on the federal transportation bill. He then shared a quick update on where things stand. SAFETEA-LU, the current transportation bill, is expiring this year on September 30. We are hoping the next transportation bill will extend SRTS programs to high schools, include safe routes to bus stops, and will be faster and easier to implement. Right now there is a bi-partisan Senate SRTS bill with 11 co-sponsors (S1156). An update on the House side is that the next transportation bill that has been introduced includes language for continuing the SRTS program but no dollar figure yet. Congressman Oberstar is maintaining the idea that he’ll get the bill passed/introduced and voted on before the deadline expires, but the Senate and the administration aren’t on the same page and want a longer extension of 18 months. The worst case would be if the same process happened in 2003-2005 where the bill kept being extended with small increments. Everything would be funded at FY-09 funding levels throughout an extension.

- *Tyler Frisbee, Office of Rep. Earl Blumenauer (D-OR)*

Tyler introduced herself and said she works on bicycle and pedestrian issues for Congressman Blumenauer. The House draft of the transportation bill, drafted by Congressman Oberstar, was released in early July 2009. A Senate bill doesn’t exist in any sort of public form, although there is discussion that the Senate Committee is working on a bill. Chairman Oberstar is pushing for a four month

extension, and the Senate wants an 18 month extension. They will have to find a new way to fund the bill as the trust fund will be insolvent by October 2009. There is a focus on data collection and removing administrative barriers in the next bill. They are hoping to bring the House and Senate together to come up with an even larger version of the bill. There will be increased bicycle and pedestrian funding in the bill and a comprehensive design standard that says options must be safe for all users.

Question and Answer

What should our message be to non-supporters to make sure we are successful when the bill is passed?

Tyler answered that Transportation Enhancements exist in every state and those projects are beloved by the states. You don't need to justify it; they are already justified. TE funds are used and used effectively and quickly, and are better for health and the economy. Get into the habit of responding quickly and pointedly. Have statistics ready. If you hear your Senator say something negative, call and say that you are upset and let them know you use those services.

How can we better include children with disabilities in the SRTS funding and discussion?

Tyler answered that it is district and local decisions on how to spend SRTS funding. There isn't anything in the current House bill for disability education for the SRTS program, but nothing says that the funding can't be used towards that. Deb shared that the Partnership is working on a position paper on SRTS and children with disabilities, and we are having a poster session on this tomorrow. Anyone who wants to give input is invited to stop by.

It was brought up that it is the state DOT's decision whether or not to provide SRTS funds to locals during the extension time period. In last one, the Illinois DOT didn't continue the Transportation Enhancements funding.

The Transportation Secretary's position is in favor of the 18 month extension. What is his position on revenue enhancements and what we can do to influence the White House? Tyler said there has been a lot of push back on a gas tax increase, but there is no solution yet on how to fund the next transportation bill.

Tim Blumenthal shared that Bikes Belong met with the under-secretary of Transportation, who is a big ally. The under-secretary shared that the President has been so busy that they have spent little time talking about transportation. Tim's biggest hope for this conference is to come away with an improved elevator speech, a better way to make the case for SRTS. A better way to say you spent \$600 million of new federal funding and this is what has happened. It is clear what the problem is – now we need a short list of measurable progress.

- *Margo Pedroso, Deputy Director, Safe Routes to School National Partnership*

Margo said we need to hear from advocates directly about what they are doing locally. The longer the bill takes we can build momentum and show what we are doing with the program. Here are some things local advocates can do:

1. Send a message to Senators asking them to support of Senate Bill 1156. It has everything we are looking for related to Safe Routes to School in the transportation bill. Go to saferoutespartnership.org/national to find a pre-written letter template and you can send it automatically to your Senators. An email will come back to us so Margo knows who has been contacted and can then schedule a follow up meeting in DC. We want as many co-sponsors as possible. Write a letter on behalf of your organization using our template letter. Margo shared some examples of successful letter writing campaigns. When we were looking for a Republican co-sponsor, we contacted national and North Carolina partners to get the word out and generated more than 100 letters in less than a week and Senator Burr from NC signed on as a co-sponsor. To get Senator Dodd from Connecticut on board, we sent out a request to CT partners for organizations to write letters. A local advocate recruited the Mayor and Superintendent of New Haven schools and had kids write letters with pictures and got her State Senator to commit who then got Senator Dodd on board. It really is possible for you to make a difference.
2. Get in touch personally. In-person meetings are helpful. Congressional Members are in their home in districts until after Labor Day. You can always meet in the district office with the staff, if your member is in DC.
3. [Invite them to an event](#) – like back to school kick offs and Walk and Bike to School Day. You can ask them to cut the ribbon for a new project being unveiled so they can see firsthand how the money is being used. Make sure media is at the event.
4. Engage the media. Ask them to cover local events. Ask parents/volunteers to write letters to editor about the importance of SRTS. Work with the media to do stories around back to school time to make drivers aware of kids walking and bicycling to school. These can help influence members of Congress.
5. Keep Margo posted with things you are doing (margo@saferoutespartnership.org). When she knows about your advocacy she can follow up with DC staff and encourage Members to co-sponsor the SRTS bill.

Breakout groups

Diverse Communities

Ideas from breakout group:

- Urban-specific issues include: abandoned houses; crime; less parental involvement; language barriers; lack of leaders
- Meet people where they are at (churches, community groups)
- Utilize strength in numbers to counteract gang activity
- Try to make safety the priority when mode shift is seen as more important
- Build relationships with the Principals have Principals work with the kids
- Create arrival/departure strategies to address the concerns
- If SRTS personnel do all the work there is no sustainability – for the first year work on buy in, 2nd year have volunteers doing stuff, and program should be sustainable by 3rd year
- Some rural advantages are that small towns have access to officials, less bureaucracy
- Rural issues are distance, income, and facilities
- For rural communities looking into drop off options
- In rural cases – change needs to happen at state DOT level
- Encourage complete streets
- Small communities cannot afford engineering costs needed to secure federal monies
- Rural areas are being shorted because not enough assistance in planning projects
- There need to be models for disability communities. Problem can be they are often specific for students they serve
- Large a range of issues in disabilities/lots of extra needs for disabilities

SRTS and Education

Ideas from breakout group:

- Implement curriculum that teaches students, parents, staff, and the community how to walk, bicycle, and drive safely to school
- Strategy is to create, promote, and teach safety on a regular, ongoing basis

Enforcement and SRTS

Ideas from breakout group:

- Build political capital by using input and data from parents, surveys, and other community members to get policy makers to make SRTS a priority
- Recognition, recruitment and supervision of crossing guards programs that are creative and increase the status of the job

- Use the media to highlight the work being done by law enforcement and special events to improve safety as well as city and school newsletters to publicize projects and improvements
- Use citizen police academy to help develop a pool of people who can volunteer to help with school zone safety and crossing guard duty
- Better police involvement results from the city becoming officially involved in programs. When the city officials make SRTS a priority then the police chief can make it a priority for staff time
- Creating a crossing guard appreciation makes a big difference in focusing on the low status of the crossing guards
- Portable or permanent speed zone signs can be used to do speed checks and alert police to the hazards and put officers on the worst school zones
- Contact the Office of Aging to recruit crossing guards. The seniors are dependable and not in need of more money
- Use the concerns of the parents about speeding in school zones to increase enforcement in school zones

Evaluation

Ideas from breakout group:

- Other issues are often paramount, leaving less time to focus on evaluation (urban risks, pollution/health status, community hot buttons)
- Intensive efforts are needed for preparing packets and follow up but can result in high return rates
- Share survey data with elected officials and engineers
- Need to track carbon emissions – pull car counts; use carbon calculators – and link to parent data on how far students live from school
- We need national data and specialists
- Teachers should not be on the frontline to collect rigorous data. It is often not reliable
- Barriers – need evaluation standards to collect data nationally (ex. environmental data)
- Need comprehensive health evaluation data at the district level
- Need a district point person to help sustain data collection with a simple form and coordinated efforts so school board gets local data and can sustain local support
- Key is consistency between what local information needs are and national data needs

Health and SRTS

Ideas from breakout group:

- Invite a specialist to conduct walkability assessment and include local stakeholders and decision-makers

- Involve walkability advocacy groups made of community partners (advocates, parents, safe kids coalition)
- Teachers to participate and get walking exercises built into class time (mental health benefits)
- Need impact results – measure if student health, behavior, overall status was improved (grades, traffic counts, attention span, etc.)
- Data will never be enough if the value isn't there. There has to be an intuitive change in community values, norms
- Long-term relationships with MPO, mayors, planning agencies can create funding opportunities and introduce you to the right players to make engineering changes and leverage funding from other sources
- More consistent messages from all sectors/disciplines are needed (planning, housing, transportation, air/soil, climate change, injury prevention, nutrition/obesity, equity)

Integrating SRTS into Contract Work

Ideas from breakout group:

Note - The Alliance for Biking and Walking is working on a guide to share best practices for grant proposals, and they plan to highlight SRTS. They want to hear how others are doing it. Please send [Kristen Steele](#) an email if you have anything to share.

Mini-grants

- Doesn't pay for itself, not much of an incentive for a school to put time in. Subcontracting often not a possibility for school for a number of reasons
- Used often to get initial event, excitement. Getting the attention of schools.
- Can work if they're targeted. State has contracted with a non-profit organization that has expertise in Walking School Bus to easily replicate in many schools (Missouri example)
- Can build basis for securing larger funds in future, gets name recognition for non-profit organization (Bicycling Colorado example)
- Success of program depends on involvement of school administrators and parent volunteers. Must cultivate local champions. Long-term sustainability of program depends on creating an army of champions and volunteer resources

Training the Trainers

- If all teachers are trained, does that mean the non-profit won't have a job?
- Even when teachers are taught in classroom on SRTS curriculum, preference was to have outside expert to come in. Gives teacher chance to have someone come in and reinforce teacher's message about bicycling and walking to school. (Maine example)
- Pedestrian safety could be done by PE teachers.

- Bicycling safety can be a problem if the school doesn't have trailers full of bikes, helmets, etc.

Getting Contracts, Educating DOTs

- Most states don't know how to deal with the non-infrastructure portion of SRTS funding
- The Partnership is working on a paper to help state SRTS coordinators meet requirements for non-infrastructure
- Local bicycling and pedestrian organizations are a resource for state DOTs that are required to spend 10-30% transportation budget on non-infrastructure
- Can do so much more with 10% education than same \$ for infrastructure. Incredible return on investment. Great demonstrated change in such things as crash stats through education
- Different states use different methods of funding non-infrastructure projects. The Partnership's resource will outline examples of these

Liability

Ideas from breakout group:

- Important to talk to risk managers – need statistics about risk of driving to school
- Teach personal safety as part of SRTS programs
- Need free curriculum talking points on liability and safety because schools are cutting budgets
- Crossing guard training programs that certify crossing guards
- Meetings between risk managers and school officials are needed
- SRTS training for school transportation directors across the states
- Law enforcement needs to be involved in sex offender issue (id'ing)
- SRTS expansion of Block Watch
- Different talking points for schools and for parents are needed

Nature, Environment, and SRTS

Ideas from breakout group:

- Greening SRTS – green spaces and natural exposure resonate with people
- Focus not just on sidewalks but trails too as a part of SRTS. Can be a part of walk audits
- There is potential exposure to nature in the afternoon walks/rides home from school
- Can focus on this with middle school kids
- There is a major cultural shift of nature exposure through unstructured activity

New Development Near Schools

Ideas from breakout group:

- This is a jurisdictional issue
- There is a need to improve communication between the schools and cities to help understand operations. Specifically, sharing resources
- Need to know who the decision-makers are on both sides
- Evaluate the parents' needs (current and future) within the community
- Plan workshops to bring together stakeholders to talk about the issues – a much-needed first step in planning prior to policy
- Build awareness in leadership. Plan initiatives to make a more cooperative relationship between school districts and cities
- There is an opportunity to lobby for good city codes
- Urban/older neighborhoods are normally more walkable – look to new urbanism in suburban designs
- There are development issues. Land use design standards, developer preferences
- Work on the top down approach – PTA, community liaison officers

Social Networking

Ideas from breakout group:

- Some social networking challenges include: respecting confidentiality and privacy – especially of students; the ins and outs of twitter; who is responsible for content?
- Main reason kids would utilize social networking sites for SRTS is to organize events
- Utilize existing content (newsletters, news stories) on sites
- Existing blog posts can automatically be forwarded to Facebook via RSS feeds, eliminating need to post things twice
- The potential of Facebook for targeted advertising and messaging (reaching specific schools/parents with specific interests)
- To attract teens, not calling local pages SRTS, but “Teens Go Green”. Keep it relevant to the community
- Example: WalkSacramento has a twitter account and shares access with other government partners. They re-tweet tweets, which helps disseminate information more broadly
- Facebook and Twitter better for short blurbs - Blogs are better for large articles
- Largest growing user base in Facebook is older folks
- National Partnership could help develop content on our Facebook page, which would then be disseminated through our national/state/local partners (utilizing our partner's social networks)
- Tutorials on Facebook/Twitter (idealware.org for trainings)
- People want to see templates and sample letters to the editor

- Partnership creating working group on social marketing to set up the Partnership's [Facebook](#) and [Twitter](#) accounts.

SRTS and Engineering

Ideas from breakout group:

- In many cases, communication with the school district (from public works) is not working well, especially on new schools and busing.
- Localities can't deal with paperwork and bidding requirements of federal and state programs. Engineers are used to working with large money sources, so they aren't used to dealing with these small projects needed for SRTS.
- Engineers may not have expertise with bicycle and pedestrian facilities. In one case, the state has volunteered to design small projects
- Advocacy groups are spending a lot of time trying to get partners to work together and to see projects that cross property boundaries as whole projects, and these expenses are not recognized in the SRTS funding
- A lot of money can be spent on design and inspection of projects, but that may not be available in small projects
- The AASHTO green book says that streets should be designed for the highest speed possible, and engineers have been trained to follow this philosophy. The 85% for speed also pushes up speed limits. The speed of a car impacts changes of survival if a pedestrian or cyclist is hit. This speed perspective is beginning to change but the change is gradual
- Complete Streets is a policy that has at an awareness or legal level changed the conversation about street design
- ADA funding has contributed to school safety solutions
- FHWA focus state program training to develop pedestrian action safety plans. There are FHWA publications on designing pedestrian facilities.
- Players/decision-makers – State transportation agency, local public works, FHWA, city councils and planning commissions, school boards, police departments
- What the Partnership can do to help: influence professional associations (AASHTO, ITE, APBP) rather than trying to influence the states; FAQ on website on obstacles and actual solutions; training

Bridging the Great Divide - SRTS Advocates and Traffic Engineers

(Wendi Kallins, Marin County Bicycle Coalition)

Thoughts and advice from the engineer expert panel in response to skits and audience questions:

- Often times it is a communication issue between advocates and traffic engineers. Citizens present their need as the solution, but the traffic

engineer has heard this many times before. Advocates need to discuss their needs and the problems, and bring research with them.

- Traffic engineers are very busy and have a lot of requests outside of crosswalks. They must prioritize improvements.
- Engineers aren't trained to deal with policy issues. Make sure you are making the request of the correct person (ie: policy maker for policy issues).
- Pick the right atmosphere for your conversation. Contemplate the proper setting and format for the meeting.
- Bring everyone together, prioritize, and figure out what is the engineering element and what is the program element.
- Design charrettes can be a great planning tool.
- Someone asked about how to cross the hurdle with engineers where they are concerned first and foremost about the funding available to make the changes. One way to approach them is to talk with them about how what is being done now will save money down the line. You can also talk about prioritizing - seeing what you can do now based on short range, low cost improvements.
- Email research to your traffic engineers, even before issues arise, so that they already have the information needed when the issue arises.
- When engineers are concerned with liability, tell them what you are wanting to do is helping make things safer.
- Be patient.

Closing remarks (Risa Wilkerson)

Risa closed by saying it is important that we continue to grow together. We appreciate everyone's support of the movement and of the work the Partnership is doing. Everyone heard the accomplishments of the Partnership earlier, and we asked that everyone help us to continue our work. She encouraged those who hadn't joined the Partnership yet to join for free on saferoutespartnership.org. She also told everyone about a fundraising campaign the Partnership is starting. Since the Partnership is largely supported by restricted grants, we still need important unrestricted dollars as well to continue educating Congress and other work around the federal bill. Enjoy the conference!