
IDAHO
SMART
GROWTH
encouraging vibrant communities through sensible growth
Making School Routes Safe Communitywide
www.idahosmartgrowth.org

Workshop Summary

Presentations

- Twenty three different presentations

Location

- Fourteen sites around the state

Communities represented

- Thirty – six different cities, three counties, and two regional representatives

Audience

Over 200 individuals,

1. Professional planners (city, MPO, transportation/transit agency, parks, school district, private)
- 2. Engineers (city, transportation/transit agency, private)
- 3. Elected officials (mayors, city council members, school board members)
- 4. Professional staff (teachers, university faculty, administrators [city/school], facility managers, parks & rec, public health, historic preservation, smart growth)
- 5. Citizen advocates (pedestrian/bicycle organizations, safe routes advocates, historic preservation, neighborhood association)

Federal Transportation Law

SAFETEA-LU

Sections(s): 1101(a)(17), 1404

- A Program to Enable Children to Walk and Bike to School Safely

Federal Funding in Idaho

Minimum Guarantee - $1 million

- Based on a ratio of student population K-8 to total state population

Idaho receives

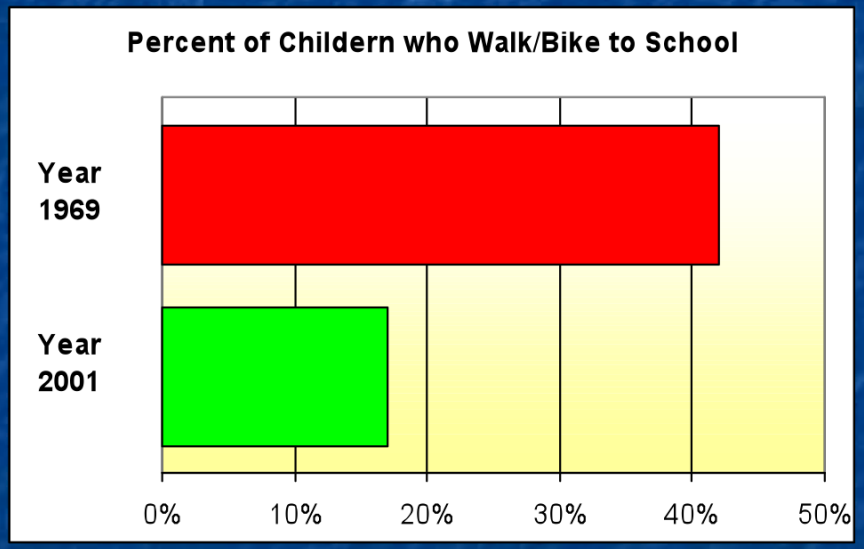
$1 million

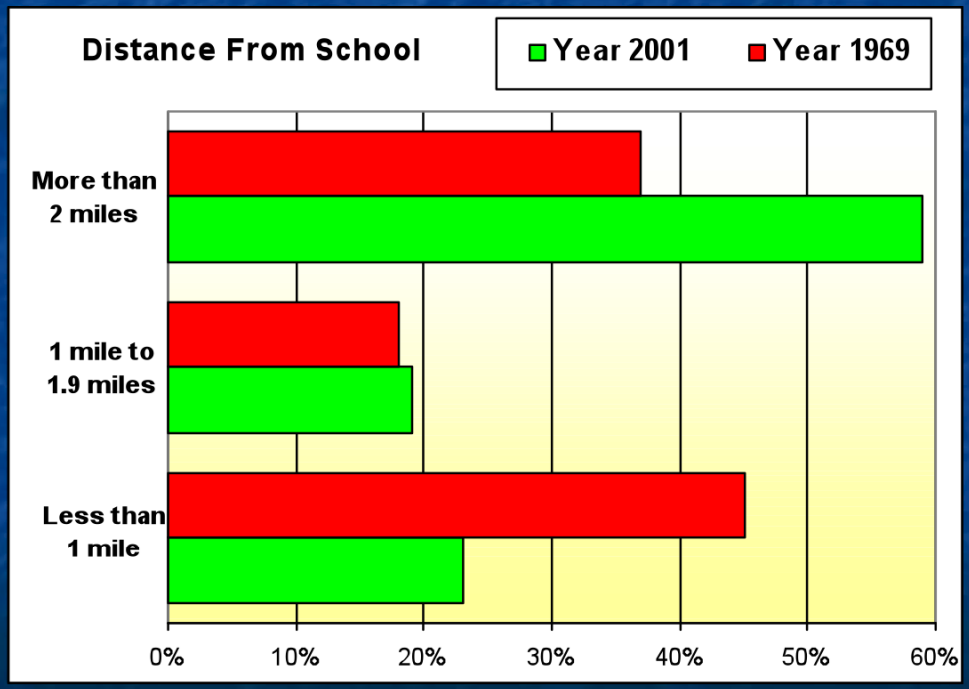
per year

The Problem?

Fewer children walk or bike to school

- Kids walking to school dropped 23% between 1969 and 2001





Source: CDC 2005 and National Household travel survey

The Causes

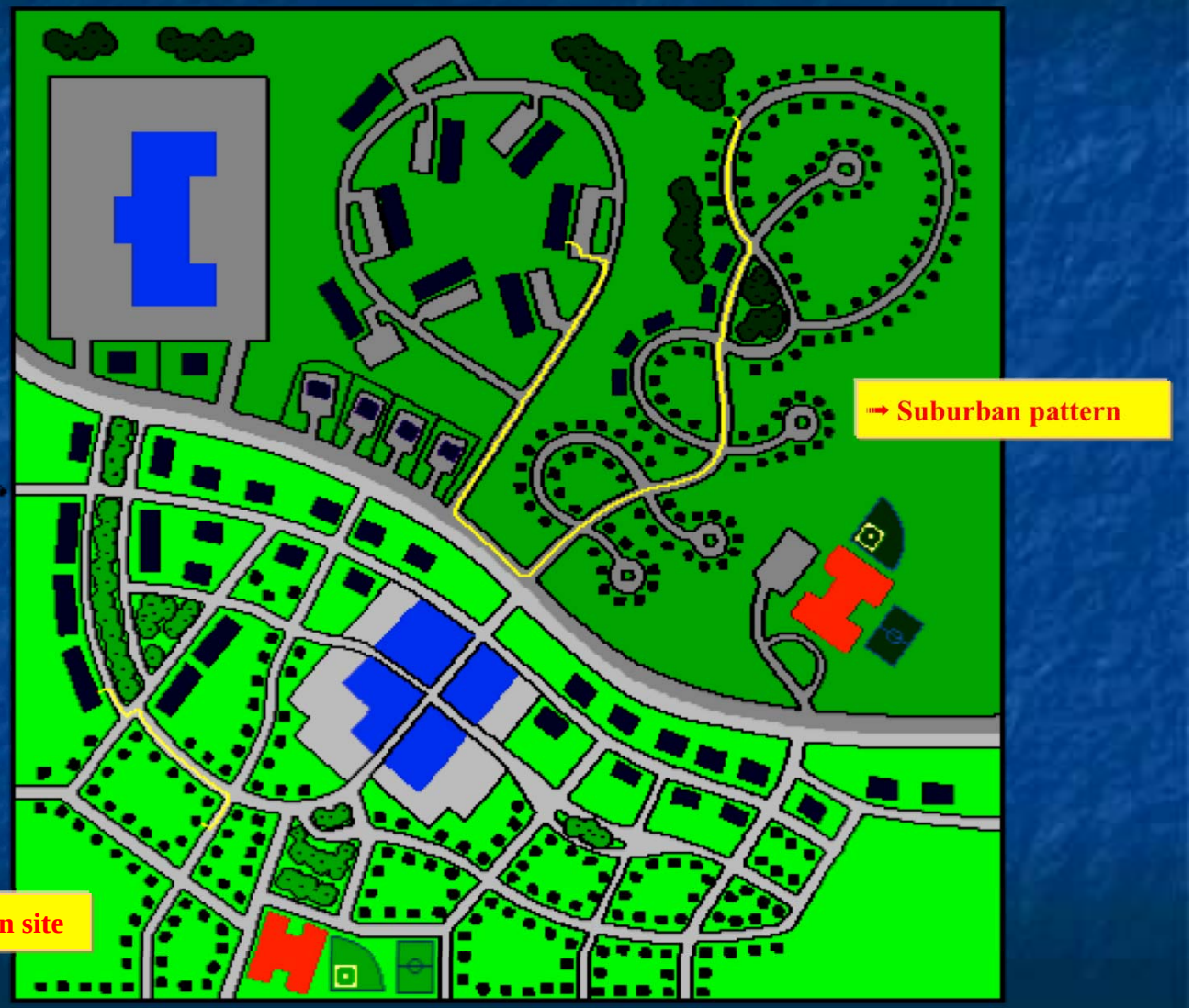
Unsafe Conditions

- Pedestrian and Bicycle Infrastructure is inadequate/incomplete

The Causes

Land use

- Patterns have become spread out and disconnected



Drawing by Duany Plater Zyberk, in *ITE Journal* 1989;59:17-18

The Causes

School Sites have moved and grown larger

- Schools sited on overly large sites far from the neighborhoods and students they serve

Site boundary

½ mile walking radius

1 mile walking radius

The Consequences

Congestion at schools is worsening

- up to 25% of peak hour trips are created by parents driving kids to school

= increases of asthma and other chronic respiratory diseases.

The Consequences

Health impacts of low activity

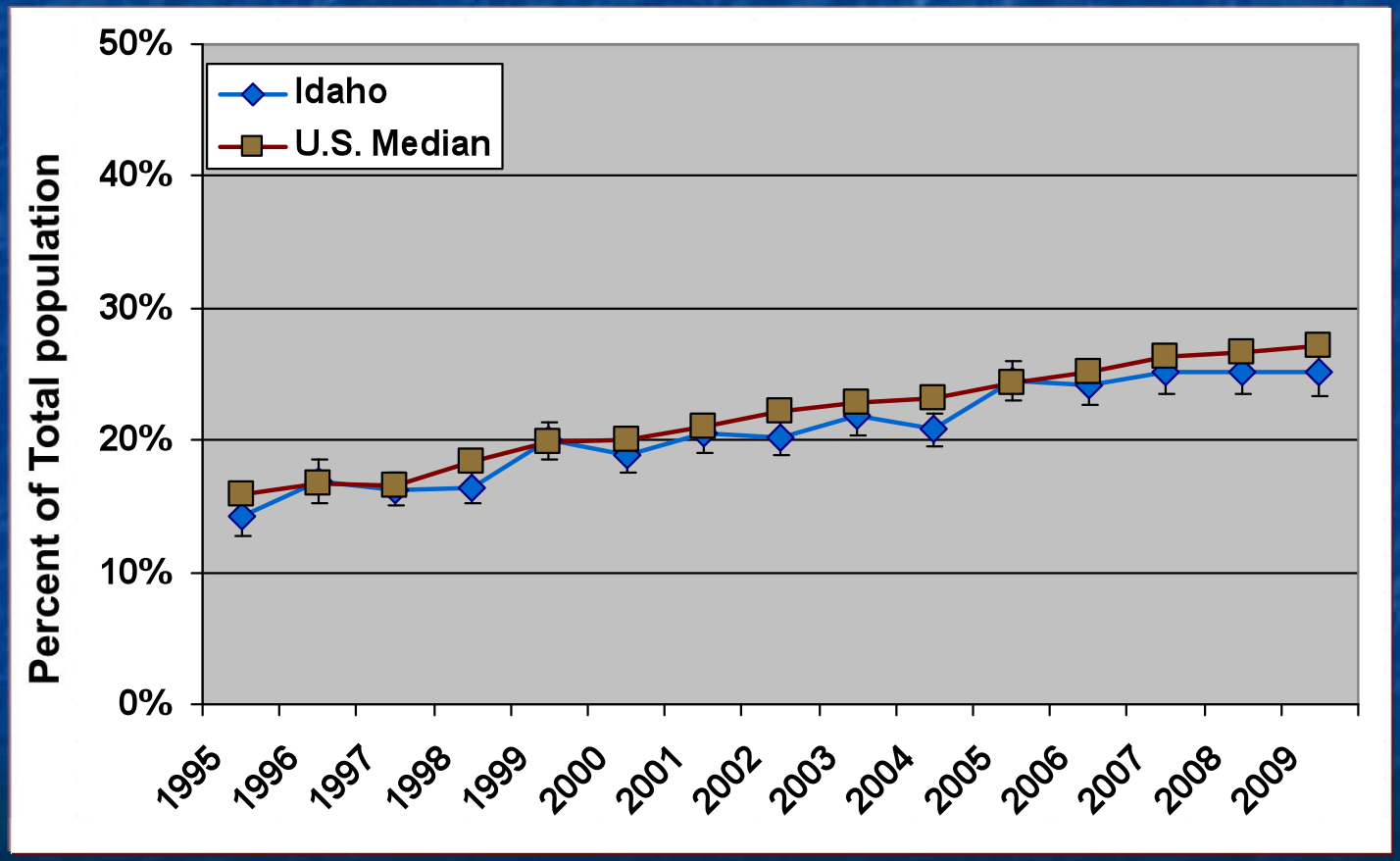
- Obesity is reaching epidemic proportions

= increased Type II Diabetes

The Consequences

Health impacts of low activity

- Obesity in Idaho is reaching epidemic proportions

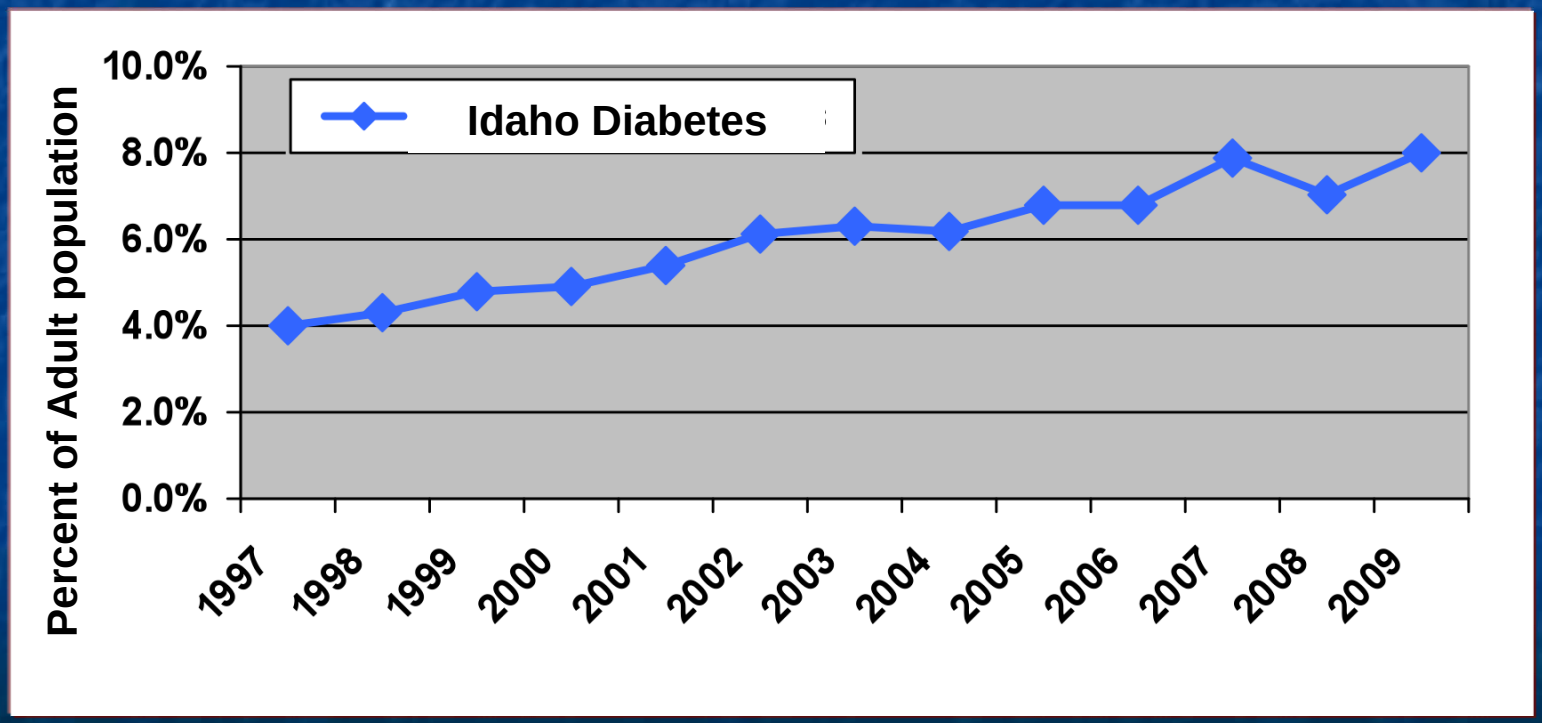


Source: Idaho BRFSS, Bureau of Vital Records and Health Statistics U.S. Source: BRFSS (median), Centers for Disease Control and Prevention

The Consequences

Health impacts of low activity

Increased Diabetes in Idaho, Diabetes has doubled in 13 years from 4% in 1997 to 8% in 2009



Source: Idaho BRFSS, Bureau of Vital Records and Health Statistics U.S. Source: BRFSS (median), Centers for Disease Control and Prevention

The Consequences

Children lose independence and mobility

- Kids must rely on adults to drive them

Home

School

Shops

Recreation

Everything is a
Drive Away

Library

Solutions

1. **Smart Growth** – Convenient community patterns
2. **Complete Streets** with bicycle & pedestrian infrastructure.
3. **School Site Planning** – within walking distance, meets communitywide needs.

Create Safe Routes to School!

Smart Growth =

Convenient

Mixed-use

Communities

What is Smart Growth

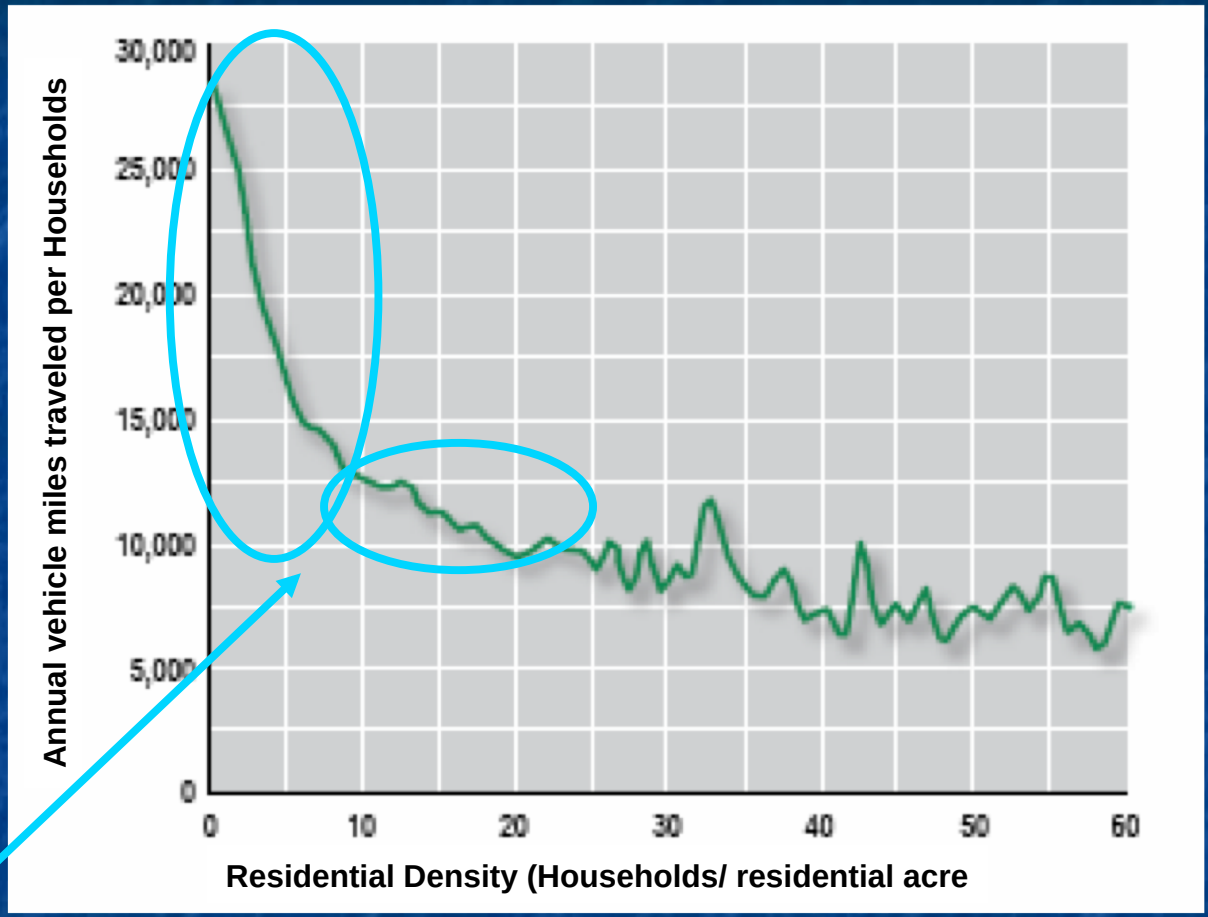
Five D's

- Density & Distance
  - Compact
- Diversity
  - Mixed Use
- Design
  - Streets, Setbacks, Pattern
- Destinations
  - Walk distance to needs

Density Affects Distance

Density

- Changes at lower end make a big difference in the # of miles traveled per year



Biggest gains at lowest levels

Source: Massachusetts data registry of motor vehicles 2005-2007

The Four D's

Diversity

- Mix of housing types

The Four D's

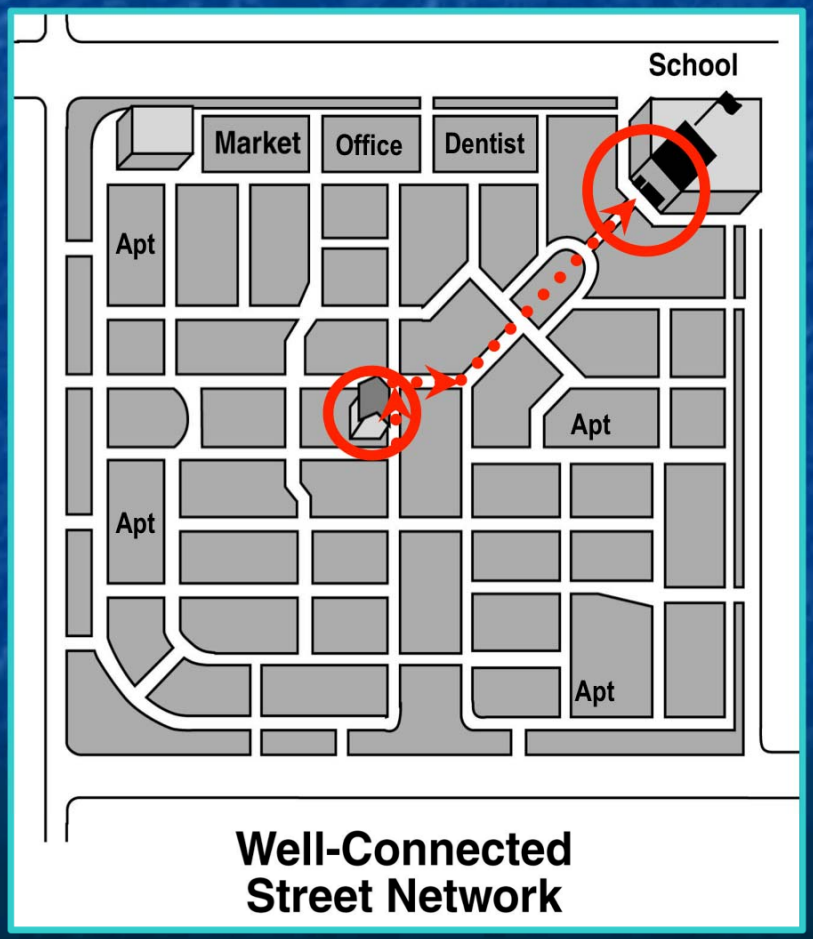
Diversity

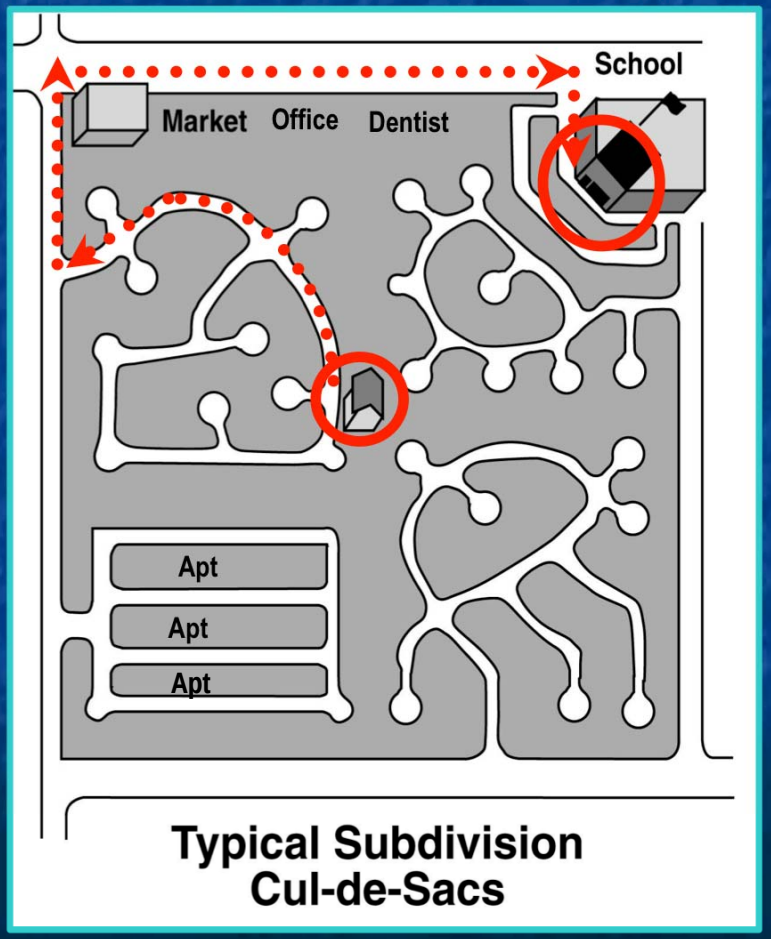
- Mix of Uses

Design of street network

Destination Accessibility through Design

- Diversity makes use of good design

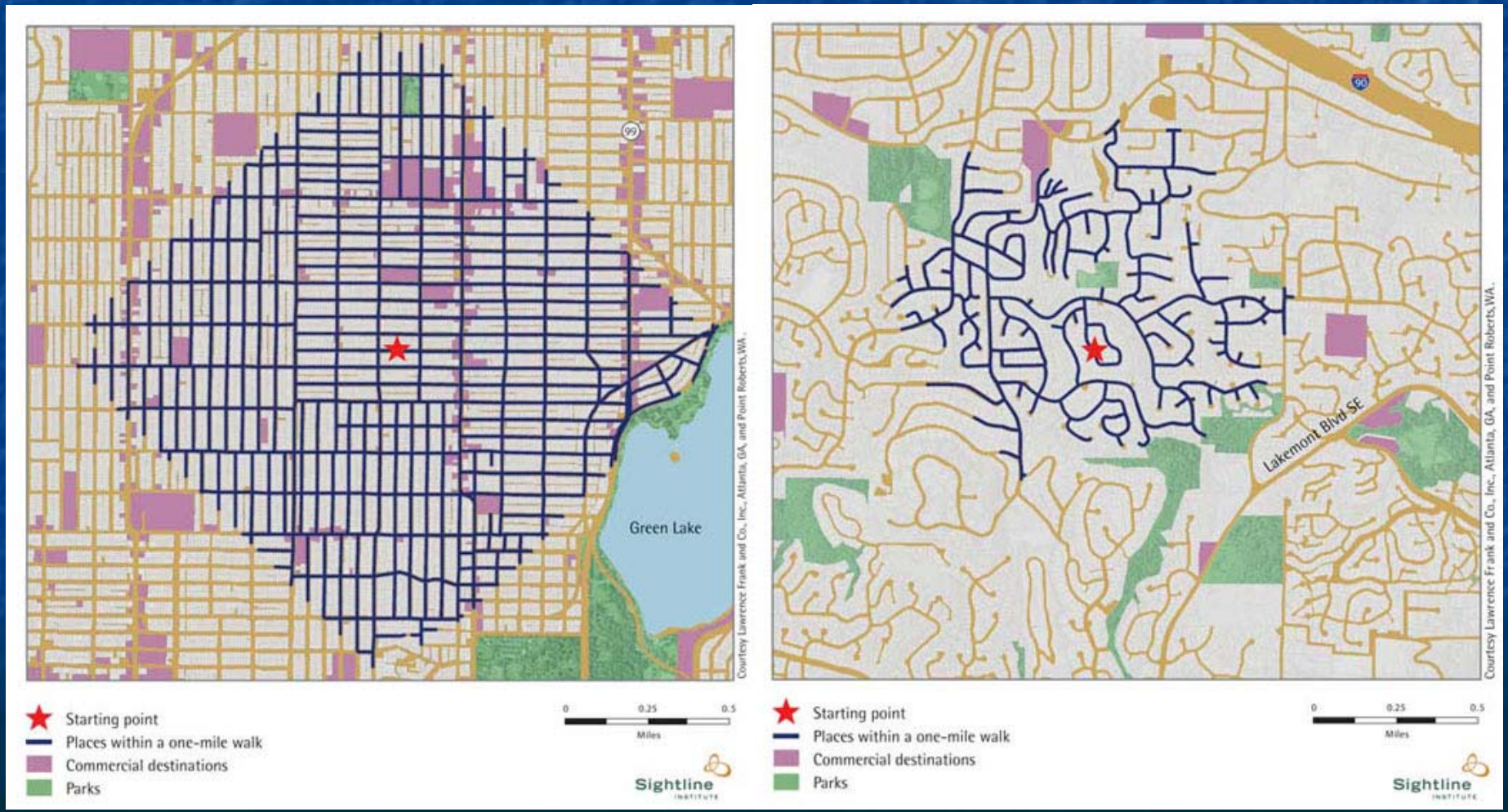




Design (again)

Compare Neighborhoods

- More connected – more within one mile



Sacramento Scenarios – Auto Use

% Change from Existing

Scenario	Total Vehicle Trips/Day	Total Vehicle Miles/Day
Current Trends	+140%	+120%
Density Only	+114%	+89%
Dense & Smart Growth	+91%	+62%
Land Use Balance	+111%	+74%

When population doubles, there will be a big increase in auto use under any scenario

But 4D model shows smart growth policies could reduce the growth significantly

Source: 4D study Sacramento, Fehr and Peers 2008

Sacramento Scenarios – Walk/Bike

...and other non-motorized trips.

Scenario	Sac County	Total Region
Existing	6.6%	6.4%
Current Trends	5.1%	4.8%
Density Only	11.6%	8.9%
Dense & Smart Growth	23.5%	18.0%
Land Use Balance	13.9%	10.6%

The 4D's have major impacts on the percentage use of walking and biking that would not be detectable using a conventional model

Source: 4D study Sacramento, Fehr and Peers 2008

Sacramento Resulting Mode Split

Scenario	Auto	Transit	Non-Motorized
Existing	92.2%	1.1%	6.6%
Current Trends	93.8%	1.1%	5.1%
Density Only	84.9%	2.4%	12.5%
Dense & Smart Growth	71.1%	5.4%	23.5%
Land Use Balance	83.0%	3.0%	13.9%

4D model does not forecast the demise of the auto mode, even under the most aggressive scenario.

But it does suggest that a more balanced mode split is achievable in Sacramento

Source: 4D study Sacramento, Fehr and Peers 2008

Complete the Streets For All Users with walking and biking facilities

How a Complete Street looks

- Adequate Sidewalk widths
- Pedestrian Protection such as street trees or on-street parking
- Bike Lanes
- Appropriate Lane Widths to slow traffic

Who are "All Users"?

Everyone who travels in your community.

- Pedestrians of all ages
- Disabled travelers
- Bicyclists
- Transit riders
- Drivers
- Freight haulers

Can you meet all of their needs?

Vision

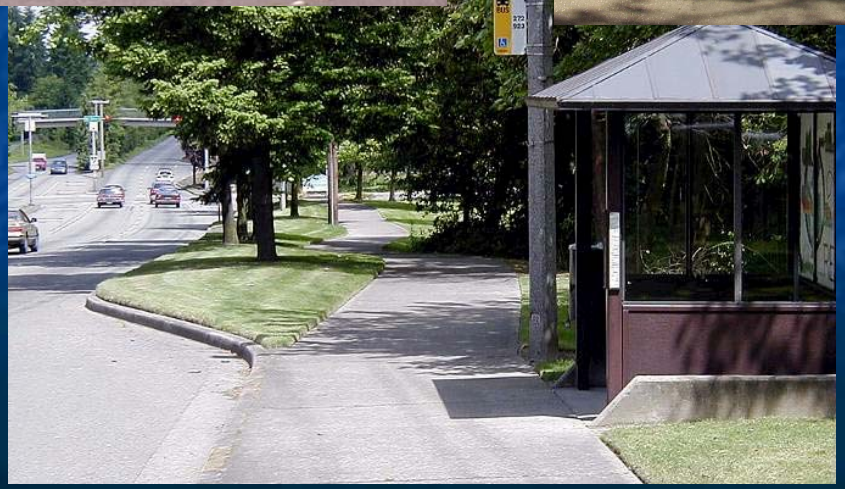
What does your community want?

- Don't let traffic modeling determine the outcome.
- Decide what you want first Determine how traffic fits into that vision.

Integrate with Land Use

Many different kinds of complete streets.

- Make “Context Sensitive by serving adjacent land use.



There will be Exceptions

Exceptions:

- Require a high level approval (elected officials)
- Have clear criteria and require findings about how the exception meets the criteria

Ask

1. How will you meet all users needs?

2. If not on this roadway where?

http://fastlane.dot.gov/2010/03/my-view-from-atop-the-table-at-the-national-bike-summit.html

How will you Measure?

Establish measurements for all users

- Determine how you will measure pedestrian and bicycle
- Look for adopted LOS standards for pedestrians and bicyclists
- Use GIS technology to pinpoint deficiencies

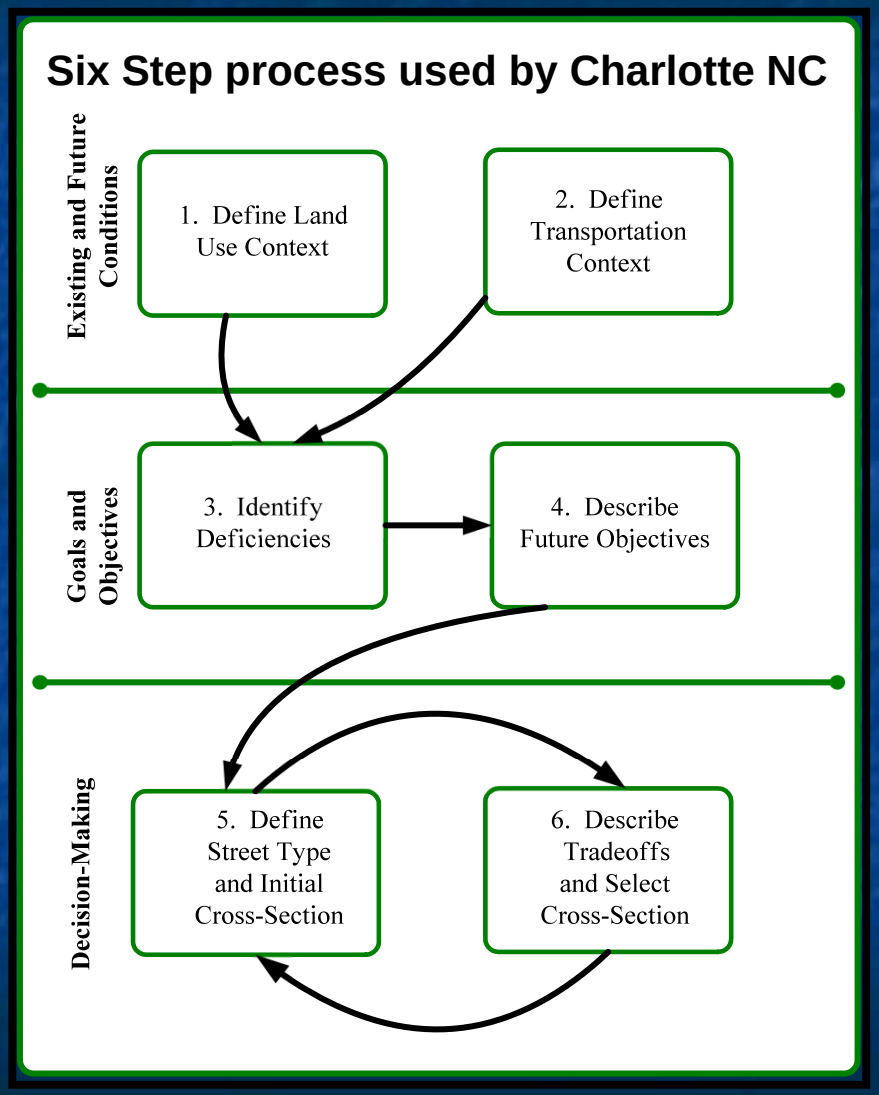
Find examples and plans at:

http://www.bicyclinginfo.org/develop/sample-plans.cfm

How will you Implement?

Implementation
- measurable outcomes.

- Requires that you identify who will do what and by when.
- Develop a process, follow through is a must



School Site Planning

School Site Planning

- within walking and biking distance
- meets community wide needs
- joint collaborative process

School Siting Obstacles

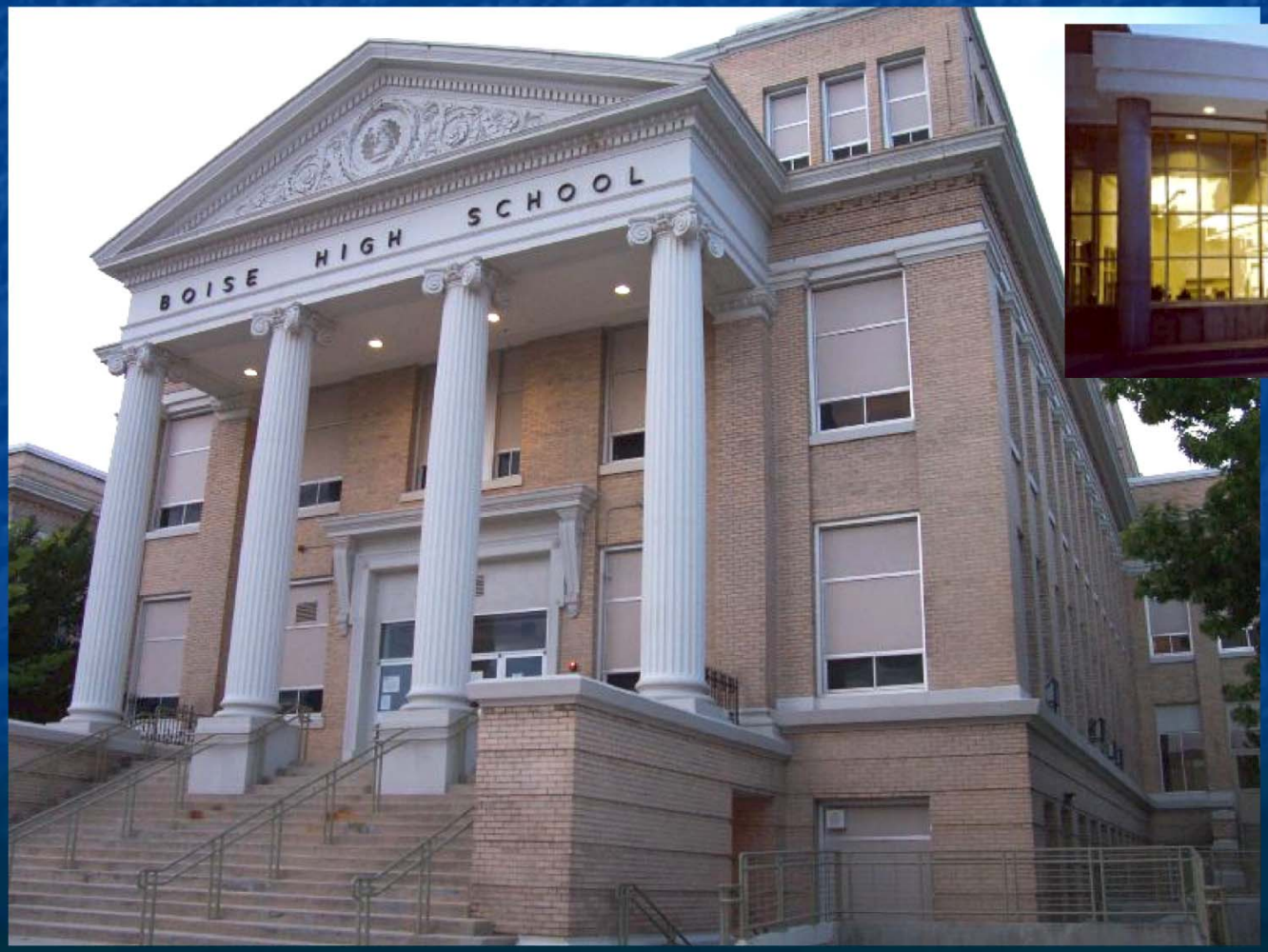
Barriers to establishing walkable schools

- School size drives Administrative costs

School Siting Obstacles

Barriers to establishing walkable schools

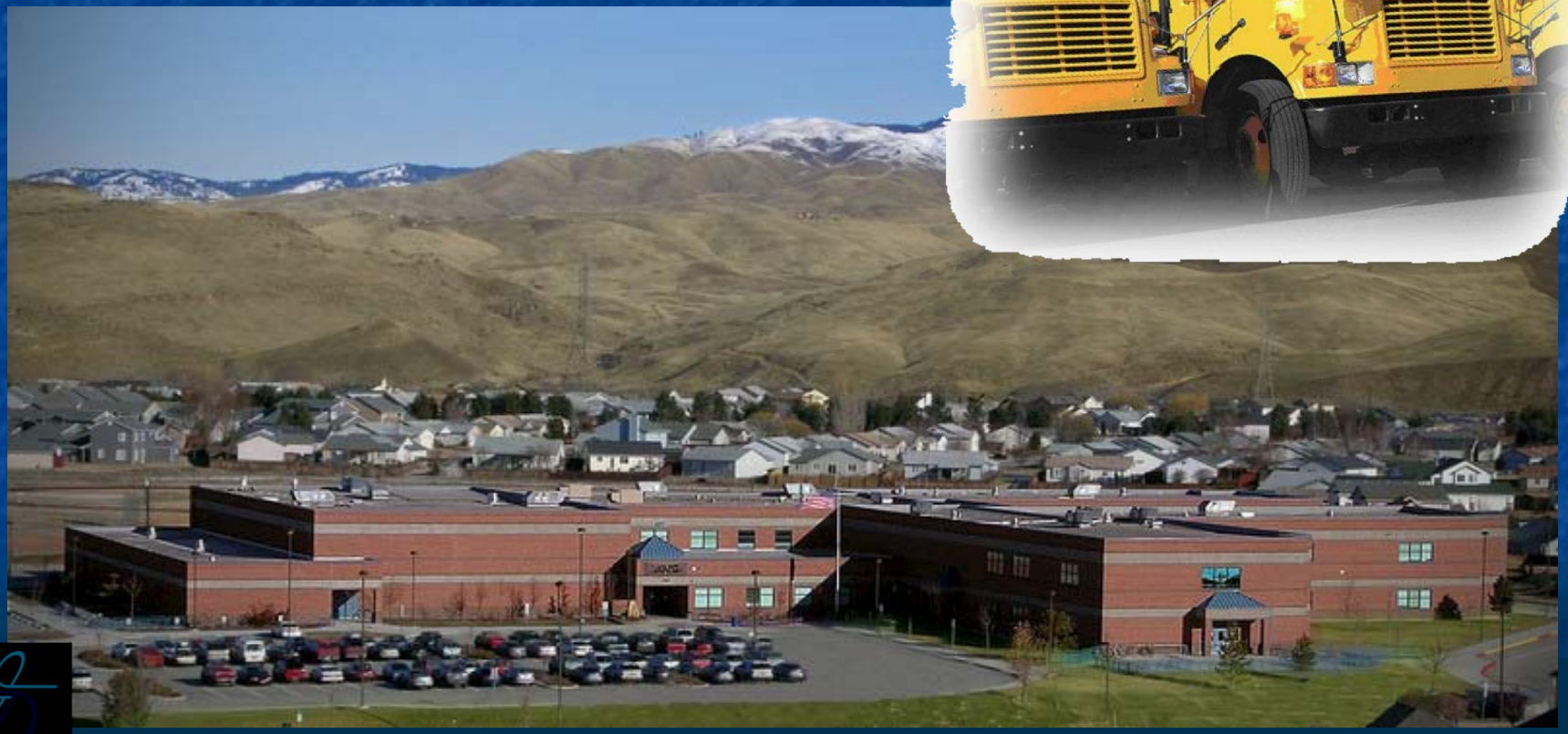
- Maintenance/Renovation costs



School Siting Obstacles

Barriers to establishing walkable schools

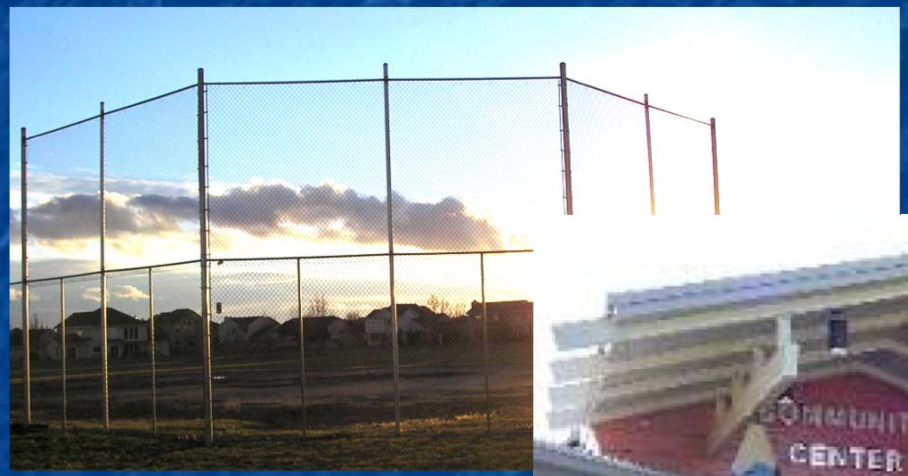
- Land costs
- Busing costs separate



School Siting Obstacles

Barriers to establishing walkable schools

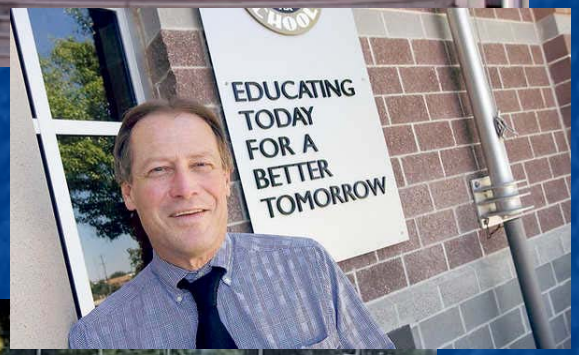
- Educational program needs
- Athletic field needs/wants
- High costs



Implement Collaborative Community Planning

Develop MOU or other commitment to plan collaboratively

- Include land use agency, school district, transportation agencies at a minimum
- Determine decision-recommendation process.
- Work for consensus



Implement Collaborative Community Planning

Utilize workshop process

- Develop base line information (costs, needs, walkability) on all sites to be considered
- Invite all stakeholders, make input meaningful
- Include other facilities if pertinent (i.e. parks, fields community centers)
- Use process to balance competing needs.

Policy Survey

What

- 8 questions about pedestrian, bicycle, school siting and land use policies

Who

- 82 respondents, from 23 communities.
- Between 32 and 77 of the particpants answered each question

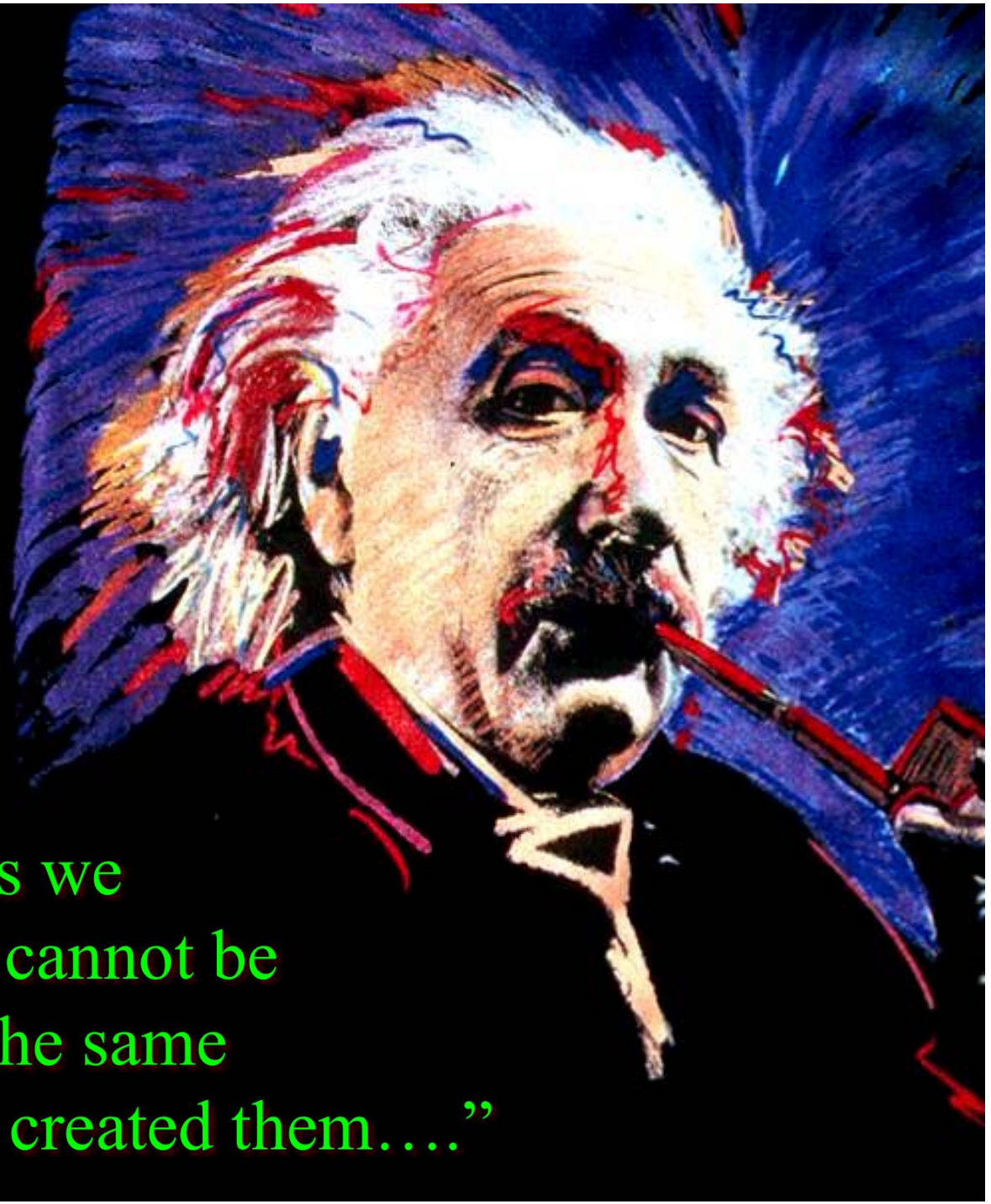
Safe Routes Policy Survey Results

Mixed Use Policies			MU in Land Use Code			Sidewalks			Specific sidwalk requirements		
Yes	22	69%	Yes	31	74%	Comp Plan	35	49%	Detailed	34	52%
No	3	9%	No	7	17%	Limited	23	32%	Limited	13	20%
Don't Know	7	22%	Don't Know	4	10%	New Only	6	8%	New Only	9	14%
						None	5	7%	None	3	5%
						Don't Know	2	3%	Don't Know	6	9%

Bike lanes and paths			Require school connections			Future plans			Plans funded		
Y-Good	10	14%	Yes	17	30%	Yes	44	72%	Yes	8	15%
Y-Adequate	22	30%	Limited	7	13%	Limited	7	11%	Partially	20	36%
Y-Inadequate	23	32%	No	24	43%	No	6	10%	No	24	44%
Limited	6	8%	Don't Know	8	14%	Don't Know	4	7%	Don't Know	3	5%
None	11	15%									
Don't Know	1	1%									

Connectivity of transport system			Crossings			School siting/ design Policy		
Yes	14	20%	Exceeds	9	16%	Yes	1	2%
Partially	5	7%	Better	13	23%	Limited	9	14%
No	30	43%	Standard	13	23%	None	39	62%
Don't Know	20	29%	Poor	9	16%	Don't know	14	22%
			Don't Know	12	21%			

Elaine Clegg
elaine@idahosmartgrowth.org



The problems we
have created cannot be
solved with the same
thinking that created them….”

School Siting Polices that can make a difference

1. School Size

- Eliminate minimum acreage standards
- Lower or eliminate minimum school enrollment
- Use community based decision making process
- Share administrative costs between buildings

School Siting Polices that can make a difference

2. Encourage School Renovation

- Eliminate "% rules" that discourage renovation
- Prioritize repair/ renovation of existing buildings over new construction
- Develop process to adapt current sites to new needs

http://www.preservationnation.org/issues/historic-schools/

School Siting Polices that can make a difference

3. Conduct a Full Cost Accounting

- Compare cost of reuse and reconstruction to new construction
- Complete comparative analysis of possible sites
- Study all costs in comparison, include extension of infrastructure (roads, sidewalks, sewer), busing costs

School Siting Polices that can make a difference

Minimize transportation/ health costs

- Determine direct life cycle transportation costs/benefits
- Assess health impacts of site
- Prepare walkability/bikability analysis for new sites.
- Evaluate indirect costs such as vehicle miles traveled, air quality impacts.

School Siting Polices that can make a difference

Plan to Share Facilities

- Authorize sharing of facilities with cities & non-profits
- Develop policies for liability, cost sharing, security, insurance, etc.
- Include sharing ideas in long range plans
- Examine sharing with every renovation or construction