

Presentation to the Orange County Commission on the County's School Siting Ordinance

Rick Geller





Children walking home less than a block from Sunset Park Elementary School. ~~Significantly~~ that is, horizontal highway ramping, increases C.R. 535's design speed to a dangerous 50 mph next to a major school crossing.

ANALYSIS OF ORANGE COUNTY PUBLIC SCHOOL SITING

DRAFT ORDINANCES

Prepared by:

Richard S. Geller, BWCF Central Florida Board Member



BIKE/WALK CENTRAL FLORIDA'S MISSION

Bike/Walk Central Florida promotes walkable and bicycle communities through advocating for safe, active transportation, and recreation by:

- Educating walkers, cyclists, motorists and transit riders about Florida responsibilities, and courteous behavior;
- Supporting transportation corridor planning and design using Comp
- Encouraging the development and maintenance of trails throughout
- Promoting a built environment that supports physical, environmental, safe transportation choices, and encourages interaction among citizens.

BikeWalkCentralFlorida.org

Bike/Walk's Board Developed Recommendations Over Three Months and Approved Them Unanimously

- ☐ Chairman Billy Hattaway, FDOT District 1 Secretary (*now the City of Orlando's Director of Transportation*);
- ☐ Hal Downing, attorney, Downing Law Offices;
- ☐ Rick Geller, attorney, Fishback Dominick;
- ☐ Frank Gilbert, OCPS director of test development/measurement;
- ☐ Eliza Harris Juliano, urban planner, Canin Associates;

- ☐ Shannon Hidalgo, South Lake Chamber of Commerce;
- ☐ Jamie Krzeminski, senior transportation engineer, HDR;
- ☐ David Overfield, Florida Dept. of Health in Orange County;
- ☐ Hon. Sean Parks, vice chair, Lake County Commission; and
- ☐ Lisa Portelli, Winter Park Health Foundation.

Get children off dangerous roads.

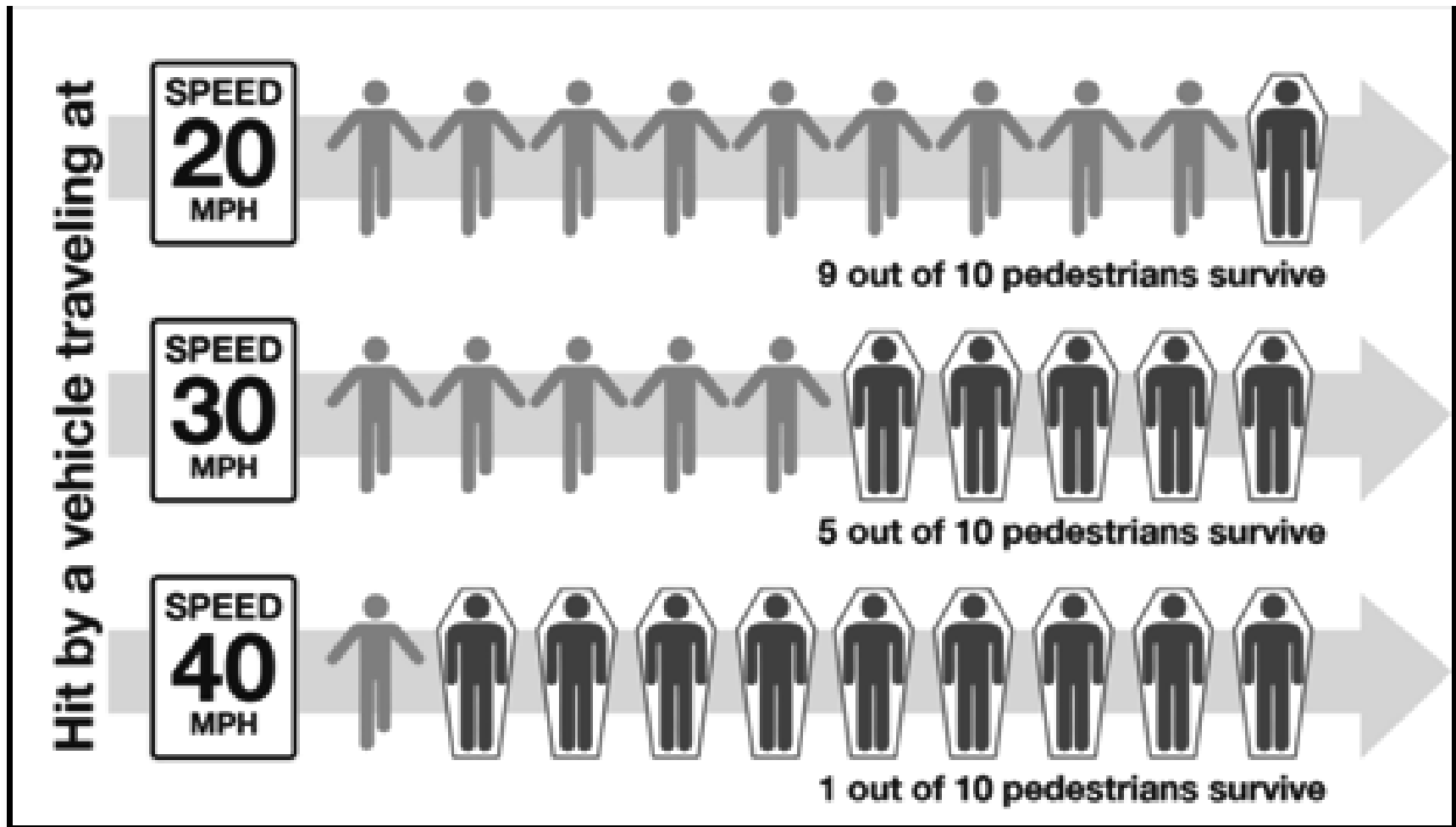
Metro Orlando: The Third Most Dangerous Area for Pedestrians in the Nation



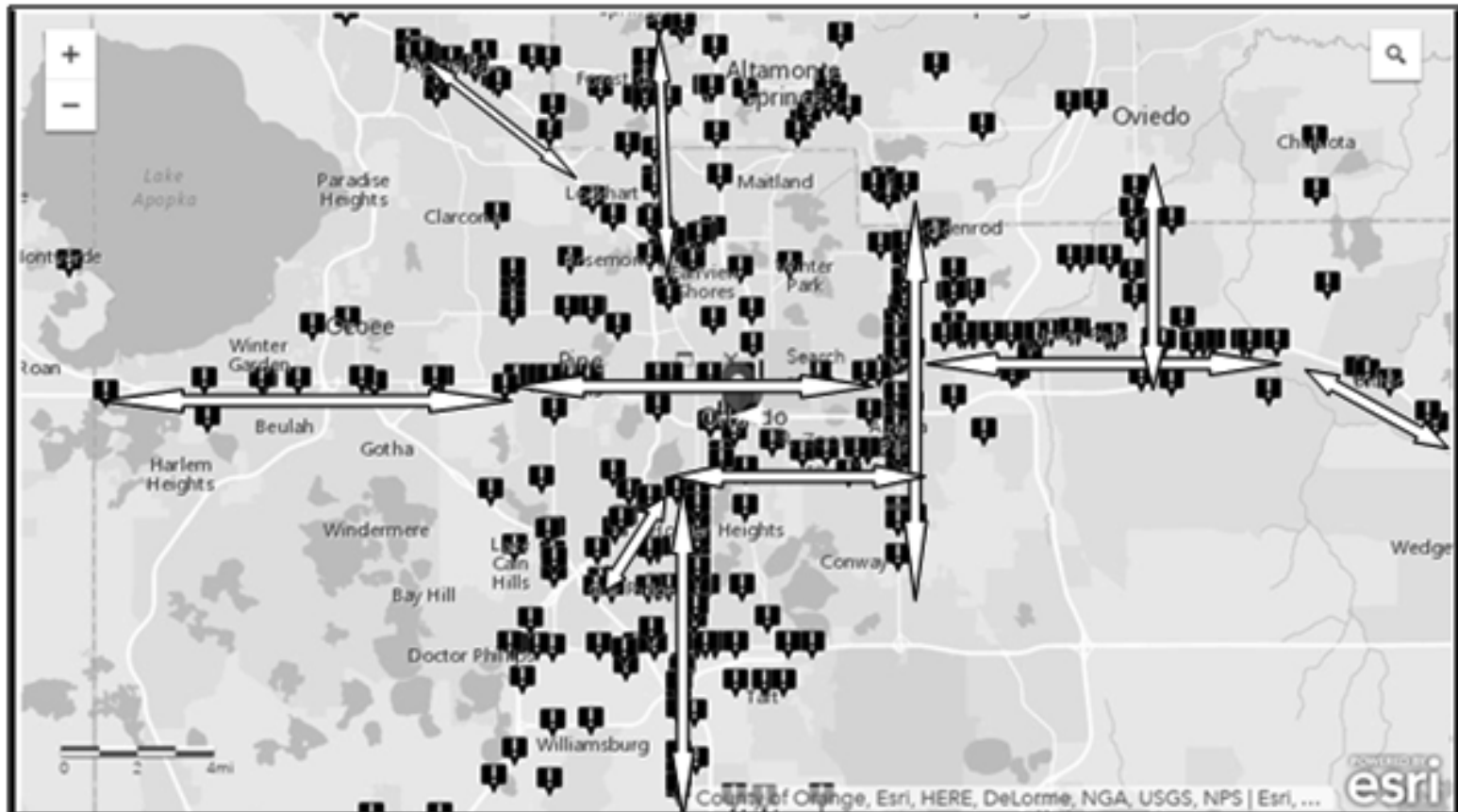
2016 rank	Metro area	Pedestrian deaths (2005-2014)	Annual pedestrian fatalities per 100,000	2016 Pedestrian Danger Index
1	Cape Coral-Fort Myers, FL	165	2.55	283.1
2	Palm Bay-Melbourne-Titusville, FL	142	2.59	235.2
3	Orlando-Kissimmee-Sanford, FL	575	2.58	234.7
4	Jacksonville, FL	379	2.74	228.7
5	Deltona-Daytona Beach-Ormond Beach, FL	191	3.19	228.2
6	Lakeland-Winter Haven, FL	161	2.61	200.6
7	Tampa-St. Petersburg-Clearwater, FL	821	2.88	192.0

Dangerous by Design 2017

Motorist Speed Determines Whether a Person Walking Will Survive a Motorist Crash



“Lines of Death” Follow Metro Orlando’s High Speed Arterials



“Lines of death” on Smart Growth America’s pedestrian fatality map follow state highways, including S.R. 50 (Colonial Drive), S.R. 441 (OBT), S.R. 436 (Semoran Blvd.), and S.R. 434 (Alafaya Trail).



Typical high school with access limited to a single high-speed, high volume arterial highway...

...and isolated from neighborhoods.

(f) High schools should be located on roadways with adequate capacity to carry student and parent traffic and suitable for high volume traffic, including during evening and special events.

FHP cracks down on parents illegally dropping students off on Narcoossee Road

by: **Deneige Broom** Updated: Feb 13, 2017 - 8:10 AM



Some parents have also complained about the issue because they said students sometimes run in traffic to get to campus and it's become a safety hazard. Many parents admit to dropping off their kids on the side of the road to avoid the 10 to 15 minute wait to get onto campus.

From: Barbara Giles [mailto:barbara@bikewalkcf.org]

Sent: Monday, February 13, 2017 8:12 AM

To: Richard Geller <rgeller@fishbacklaw.com>

Cc: Lisa Portelli <LPortelli@WPHF.ORG>; Amanda Day <aday@daycommunications.com>; Scott Boyd <scottboyd.orange@gmail.com>; Jamie Krzeminiski <jamie.krzeminiski@hdrinc.com>

Subject: Re: Inept School Site Planning

Rick -

I was unable to get an accurate drop-off time for DPHS because today is "Senior Skip Day." There were about 25% less students going to school there today. However, even with that, it took me 13 minutes to go through the drop off line — much more than the five minutes they say it takes. The usual time is closer to 15 - 20 minutes.

We witnessed students being dropped off on Turkey Lake Road in front of the student entrance. Although discouraged, this is common practice.

- Barbara

Barbara Giles
Community Outreach Manager



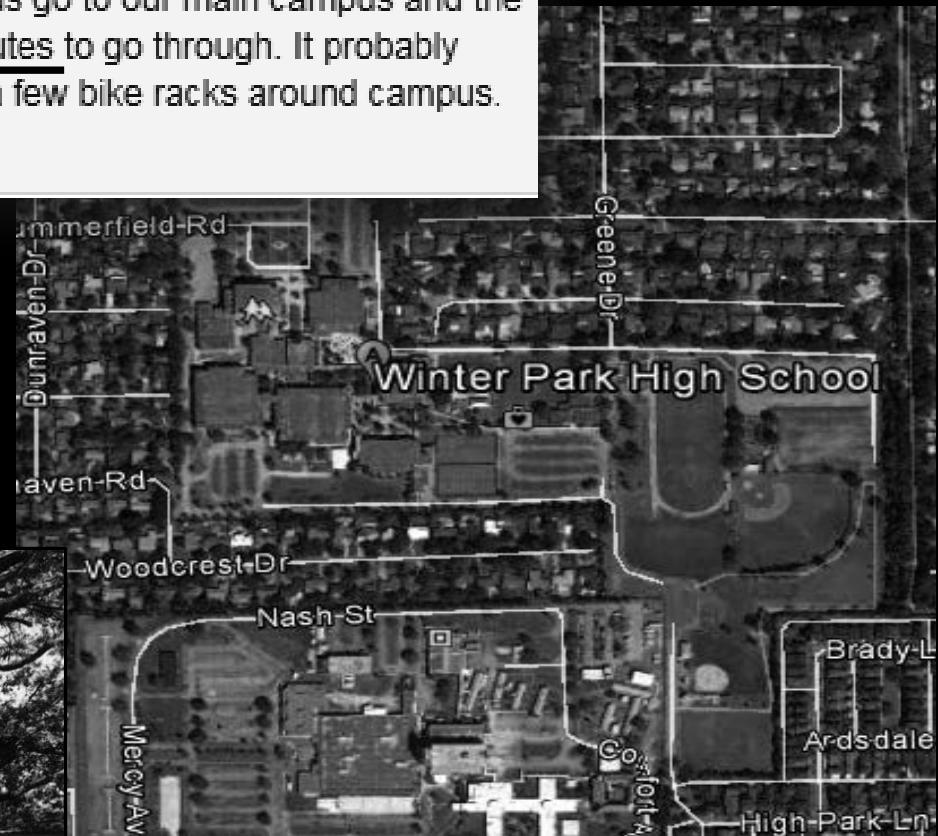
Dr. Phillips students dropped off on far side of Turkey Lake Road

Integrating High Schools into Neighborhoods Increases Safe Walking and Biking



Hannah Geller At Winter Park, around 2,500 kids go to our main campus and the drop off in front usually only takes around 5 minutes to go through. It probably helps that we have multiple entrances too, and a few bike racks around campus.

Unlike · Reply · 4 · February 19 at 8:00pm



Multiple access points disperse traffic and reduce motorist queues.

Full bike racks at Winter Park High School



Boone H.S. students walking home

Incorporated, Not Isolated from the Neighborhood



Susan Caswell Abby's at Boone - the campus is easy to access from multiple side streets. Traffic doesn't back up nearly as much. Because it's in the neighborhood, speeds are slower, so kids can cross the street to walk there.

Our Proposed Language Was Included

Page 5 – (f)

182 (f) High schools should be located on roadways with
adequate capacity to carry student and parent traffic and suitable
184 for high volume traffic, including during evening and special
events. High schools may also be located on collector or local
186 roads with adequate capacity for motor vehicles on normal school
days where the site has access to multiple adjacent streets to
188 distribute traffic.

But there's an Inconsistency...

Page 10 – (g)(2)

392 (2) b. Primary access to free-standing ninth
grade centers located adjacent to high schools and to all high
394 schools shall be provided from a collector or arterial roadway and
such primary access to the free-standing ninth grade center may
396 share access with the adjacent high school.

Please Fix the Inconsistency

Page 5 – (f)

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adequate capacity to carry student and parent traffic and suitable
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Page 10 – (g)(2)

392 (2) b.—— Primary access to free-standing ninth
grade centers located adjacent to high schools and to ~~all~~ high
394 schools shall be provided from a collector or arterial roadway and
such primary access to the free-standing ninth grade center may
396 share access with the adjacent high school. High schools may also
have primary access from collector or local roads with adequate
capacity for motor vehicles on normal school days where the
site has access to multiple adjacent streets to distribute traffic.

(g) ~~(5)~~ — Access requirements:

(1) a. ~~Vehicular~~ a Access to elementary schools, middle schools, K-8 schools, and free-standing ninth grade centers shall be provided by at least one ~~(1)~~ paved local road at least twenty-four feet (24') feet in width. ~~If no other practical~~

From *The Atlantic*

CITYLAB

NAVIGATOR

CITYFIXER

MAPS

PHOTOS

COMMUTE WORK HOUSING WEATHER

Why 12-Foot Traffic Lanes Are Disastrous for Safety and Must Be Replaced Now

Let's make "10 not 12!" a new mantra for saving our cities and towns.

JEFF SPECK |  @JeffSpeckAICP | Oct 6, 2014 |  641 Comments

**12 foot lanes
are
interstate
highway
standard**

Smart Growth America: Make 10-foot lanes the default width for streets...



Make 10-foot lanes the default width for streets at speeds 45 mph or less.

**10 ft. Lanes Accommodate School Buses,
Provide 20 ft. Clear for the Fire Department, and
Keep the Environment Slow and Safe**



Brookshire Elementary: 10 foot lanes.

FDOT Florida Design Manual (4/26/17 Draft)



What's Changing?

Lane Widths for Arterials and Collectors:

Context Classification		Minimum Lane Widths (ft)	
		PPM	FDM
C1	Natural	12	12
C2	Rural	12	12
C2T	Rural Town	11	11
C3	Suburban	11	10
C4	Urban General	11	10
C5	Urban Center	11	10
C6	Urban Core	11	10

25-35 mph

(g) ~~(5)~~ — Access requirements:

(1) a. — Vehicular ~~a~~ Access to elementary schools, middle schools, K-8 schools, and free-standing ninth grade centers shall be provided by at least one ~~(1)~~ paved local road at least twenty (20) feet in width or in accordance with Complete Streets standards the County or FDOT may hereafter adopt.





West Orange High School

Page 9 – (f)(1)

360

(1) The planting of trees and shrubs shall be prioritized along the road frontage and property lines to create buffers.

362



Page 9 – (f)(1)

Brookshire Elementary School

360

(1) The planting of trees and shrubs shall be prioritized along the road frontage and property lines to create buffers and to shade sidewalks, with sufficient tree planting space.

362

Bike/Walk's Requests:

Page 10 – (g)(2)

392 (2) ~~b.~~ Primary access to free-standing ninth
394 grade centers located adjacent to high schools and to ~~all~~ high
396 schools shall be provided from a collector or arterial roadway and
such primary access to the free-standing ninth grade center may
share access with the adjacent high school. High schools may also
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capacity for motor vehicles on normal school days where the
site has access to multiple adjacent streets to distribute traffic.

Primary Access

Page 10 – (g)(1)

(g) ~~(5)~~ Access requirements:

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at least twenty (20) feet in width or in accordance with Complete
Streets standards the County or FDOT may hereafter adopt.

Lane Width

Page 9 – (f)(1)

Shaded
Sidewalks

360 (1) The planting of trees and shrubs shall be
prioritized along the road frontage and property lines to create
362 buffers and to shade sidewalks, with sufficient tree planting
space.

Bike/Walk Proposal:

- (f) High schools shall be located on Low Speed or Medium Speed roads that are safe for walking and bicycling to and from school **with adequate capacity for motor vehicle traffic on normal school days. High schools shall not be built on High Speed roads.** High school sites with access to multiple adjacent streets are preferred to distribute traffic. Sites with access to public transportation and multi-use trails are preferred.

Orange County February 8 Draft:

- (f) High schools should be located on roadways with adequate capacity to carry student and parent traffic and suitable for high volume traffic, including during evening and special events.

Bike/Walk Alternative Proposal:

Alternatively, high schools may be located on local or collector roadways with adequate capacity for motor vehicles on normal school days where the site has access to multiple adjacent streets to distribute traffic.

Smart Growth America: Allow and encourage schools in Central Florida neighborhoods.



- Within school siting requirements, allow and encourage schools to be located in existing neighborhoods.

Celebration K-8, in Osceola County

Experience at West Orange High School:



Tory Jackson Parish Even with the huge volume of kids (4200) at West Orange High School this year, students and parents access the school via several two lane roads. Traffic impacts these roads for a minimal amount of time. And kids can walk or bike from some of the nearby neighborhoods.

Unlike · Reply ·  2 · February 18 at 2:44pm

Superelevation Increases Vehicle Speed Before Major School Crossing



The County's February 8 Draft is Inconsistent with Florida Statutes § 1013.36(3)

Insofar as is practicable, the site must not adjoin a right-of-way of any railroad or through highway and must not be adjacent to any factory or other property from which noise, odors, or other disturbances, or at which conditions, would be likely to interfere with the educational program. To the extent practicable, sites must be chosen which will provide safe access from neighborhoods to schools.