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2019 CNU Florida Statewide Conference Committee

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Central Florida & Space Coast

Parramore may get its first mixed-use tower
Orlando Sentinel
September 9, 2019

Orange County Mayor Jerry Demings stumps for penny sales tax for transportation
Orlando Sentinel
August 22, 2019

2019 Developer of the Year: ‘Mr. Downtown’ Craig Ustler enjoys seeing Creative Village come to life
Orlando Business Journal
July 15, 2019

Tampa & West Coast

USF Medical School key catalyst in Downtown Tampa transformation
83 Degrees
September 17, 2019

Tampa business leaders look to Charlotte for transit solutions
WUSF
July 29, 2019

Statewide

Connectivity is good for walkability, but social factors also matter
State Smart Transportation Initiative
September 3, 2019

Florida says only 0.02% of roads are too dangerous for kids. Common sense says otherwise
Pensacola News Journal
August 25, 2019

Problems and solutions for Main Street retail
Public Square
July 29, 2019

Bob Doss: Protect students from hazardous walking conditions
The Gainesville Sun
July 23, 2019

State funding promises to turn up the volume on regional transit solutions
83 Degrees
July 9, 2019

The Florida community that pioneered New Urbanism
Worth
New CNU Florida Website – www.Florida.cnu.org
CHILDREN’S TRAVEL TO SCHOOL

2017 National Household Travel Survey
March 2019

The purpose of this brief is to explore how children (ages 5–17) travel to school in the United States. The National Household Travel Survey (NHTS) obtains data on children's usual travel to school in support of policies and plans to encourage more children to walk and bike to school as well as to help local planners make those trips safer. According to the 2017 NHTS, the most recent in the series, over 50 million children traveled to school—54.2% were usually driven in a private vehicle, 33.2% took a school bus, and 10.4% walked, as shown in Figure 1.1

Figure 1. Means of travel from home to school in the United States for children ages 5–17 by percentage.2

The way that children travel to school varies considerably depending on the distance between their homes and schools (see figure 2). For example, according to 2017 NHTS data, 80.9% of children who live very close to school (i.e., a quarter mile or less) walk.
The America We’ve Lost
Decline in Children (Ages 5-17) Walking and Biking to School

According to 2017 NHTS data, 80.9% of children who live very close to school (i.e., a quarter mile or less) walk to school.

Glenridge Middle School in Baldwin Park
Roadway designs intend to move motor vehicles as fast as possible to increase capacity, but long red-light cycles reduce capacity gains.

Result: School crossings meeting FDOT standards & endangering kids.
Why Did Kids Stop Walking and Biking?
Roads designed for cars, not kids
NEW BIKE PATHS FOR STUDENTS
WINTER PARK, ORANGE COUNTY
Typical high school with access limited to a single high-speed, high volume arterial highway...

...and isolated from neighborhoods.

65 acre requirement = more than 42 football fields

(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.
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 8:00 pm

Full bike racks at Winter Park High School

Multiple access points disperse traffic and reduce motorist queues.
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.
A FORUM FOR CENTRAL FLORIDIANS TO SHARE THEIR OPINIONS

From The Community

For our kids’ safety, stop isolating schools from neighborhoods

BY RICK GIULIERI
Staff Writer

Motorists speeding down Narcoossee Road, a six-lane arterial highway, bridge to a
familiar stop. Red tail lights glowing. They wait in an esti-
mating 20- to 25-minute queue to turn into the Lake Nona High
School campus. To the Florida Highway Patrol’s dismay, par-
tul essent to dropping off their kids on the highway. Some kids
erin hit traffic to get to school.

An intersection on the major passing the gates at 60 mph has a
90 percent chance of dying. Yet Orange County’s two-dec-

tas-old School Sitting Ordinance mandates construction of high
schools only on our most deadly “high volume” roads, essentially
times with many lanes and a

high posted speed. Over the past
decade, motorist struck and killed more than 500 people
victims on these highways, innumera-
thousands of intersecting

From which almost every
suburban teenager would drive to school. Including for
everyday football games and
correspondents. However, by isolating
schools from neighborhoods, the
School Sitting Ordinance created more traffic by requir-
ing nearby drivers in the vicinity of these high schools, the
School Sitting Ordinance

20 years. High schools with

smaller parking lots and

custom to highly desirable
neighborhoods, like Winter
Park High School or Boone
High School, have retained
illegal in unincorporated Or-
ge County, County commis-
sioners, who believe the revi

sions to the School Sitting
Ordinance in April, have an

opportunity to bring back the
eighborhood high school. They
should not hesitate to allow
them.

They have been isolated

from their communities for

years and have become a

neighborhood issue. Even

the Orange County School
System has recognized this

issue and has placed high
schools near neighborhoods.

The University of Michigan’s
Transportation Research In-
stitute reports that less than 25
percent of the students who
have more time to reach and
avoid deadly collisions.

Although unlikely, a near-

high schools would prefer to live in

neighborhoods where they can

freely walk and bike to destinations. A new School Sitting Ordinance
should reflect these long-term trends and

preferences.

A high school can bring “life” and “soul” to a neighborhood. People
want to live near these

ehomes. Schools, like Winter

Park High School, have a

trend of becoming more

popular and are a reason for

people to stay in the area.

Neighborhoods may gain

from this change. The

surrounding businesses could

benefit from increased

foot traffic. Parents and stu-
dents should work to incor-

porate these schools into their
groups, build new homes or

temporarily owned by an

older generation.

Schools can bring “life” and “soul” to a neighborhood. People want to live near these
domains.

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A FORUM FOR CENTRAL FLORIDIANS TO SHARE THEIR OPINIONS

From The Community

For our kids’ safety, stop isolating schools from neighborhoods

By RICK GELLER
Staff column

Motorbikes speeding down
Narcoossee Road, a six-lane
two-lane arterial highway, bridge to a
familiar stop. Red tail lights glowing, they wait in an in-
screasing 30- to 26-minute queue
to turn into the Lake Nona High
School campus. To the Florida
Highway Patrol’s dismay, parents
resort to dropping off their
kids on the highways. Some kids
even run in traffic to get to
school.

A two struck by a motorist
passing the game at 48 mph has a
90 percent chance of dying. Yet Orange County’s two-dec-
ade-old School Siting Ordinance
mandates construction of high
schools only on our most deadly
“high volume” roads, invariably
those with many lanes and a
high posted speed. Over the past
decade, motorist struck and
killed more than 500 people
walking along these highways,
infamously ranking metro-Or-
lando the third most dangerous
to the nation for walking.

High schools or “high volume” roads seemed sensible in
2006. Sprouting from these high-
ways, county commissioners
envisioned cut-backs to reduc-
tions from which almost every
suburban teenager would drive
to school. Including for
evening football games and
events. However, by isolating
schools from neighborhoods,
the School Siting Ordinance
created more traffic by requir-
ing noisy driving, the leading
cause of death among teens
according to the Centers for
Disease Control and Prevention.

For parking all those cars —
and for ponds to collect storm
water running off the asphalt —
commissioners decided that, for
each high school. Orange
County Public Schools must
acquire 64 acres, which is the
equivalent of more than 50
football fields. The school sys-
tem spends tens of millions of tax
dollars approved by voters for
school construction to acquire
land for vast parking lots, some
two more expansive than the ac-
cademic buildings.

For 20 years, high schools
with smaller parking lots and
turned into highly desirable
neighborhoods. The Winter
Park High School or Boone
High School, have remained
illegal in unincorporated Or-
ange County. County commis-
sioners, who are considering
revisions to the School Siting
Ordinance in April, have an
opportunity to take a
neighborhood-focused,
community.

Rick Geller, an
correspondent, is a board
member of
Bike/Walk Central
Florida.

ANALYSIS OF ORANGE COUNTY PUBLIC SCHOOL SITING
DRAFT ORDINANCES
Prepared by:
Richard S. Geller, BWC Central Florida Board Member

Children walking home less than a block from Sunset Park Elementary School.
Super-elevation, that is, horizontal highway ramping, increases C.R. 535’s design speed to a dangerous 50 mph next to a major school crossing.
Children walking home less than a block from Sunset Park Elementary School. Superelevation, 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
Orange County School Siting Ordinance
Adopted Language

(6) 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. High schools may also be located on 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.

Neighborhood high schools became legal again...and...

Acreage reduced from 65 to 40 acres

Orange County approves new schools-siting rules

After several years of contentious attempts by Orange County Public Schools to find locations for new schools, Orange County Board of Commissioners approved a new set of rules Tuesday that were worked out in collaboration with the school board.
A Road Diet for Denning Drive
No sidewalk →
No sidewalk →