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Pathways to Success: Planning, Funding, and Building Better Safe Routes to School

April 22, 2026

Molly Loucks, PE

Transportation Project Manager & Boise Office Manager

Boise, ID

12 Years Experience

- Active Transportation Design and Planning
- ADA Compliance
- Roundabouts
- TRB's Standing Committee on Roundabouts and Alternative Intersections

Ashley Bryers, AICP

Senior Transportation Planner & Portland Transportation Planning Section Director

Portland, OR

15 Years Experience

- Safe Route to School Planning
- Active Transportation Planning
- Safety Planning
- Long-Range Planning

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Agenda

- Overview of SRTS and approach to projects
- Peoria, Arizona Safe Routes to School
- Leesburg, Ohio Safe Routes to School
- Hillsboro, Florida Safe Routes to School
- Donnelly, Idaho Child Pedestrian Safety Program
- Marietta, Ohio Safe Routes to School

What is Safe Routes to School Planning

The 6 E's

Evaluation

Assessing which approaches are more or less successful, ensuring that programs and initiatives are supporting equitable outcomes, and identifying unintended consequences or opportunities to improve the effectiveness of each approach

Equity

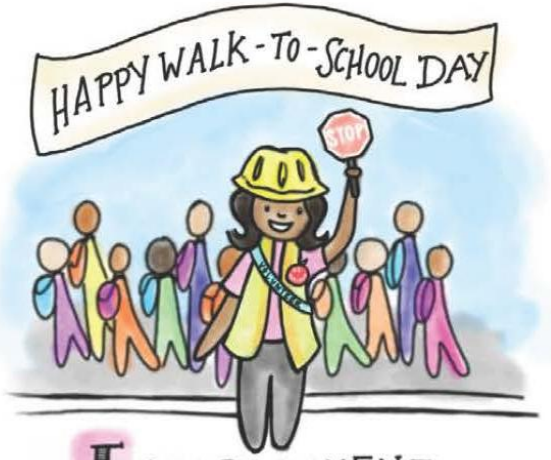
Ensuring that Safe Routes to School initiatives are benefiting all demographic groups, with particular attention to ensuring safe, healthy, and fair outcomes for low-income students, students of color, students of all genders, students with disabilities, and others.

Engagement

All Safe Routes to School initiatives should begin by listening to students, families, teachers, and school leaders and working with existing community organizations, and build intentional, ongoing engagement opportunities into the program structure.

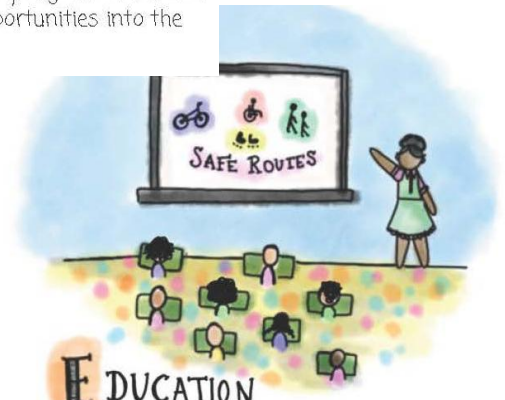
Engineering

Creating physical improvements to streets and neighborhoods that make walking and bicycling safer, more comfortable, and more convenient.



Encouragement

Generating enthusiasm and increased walking and bicycling for students through events, activities & programs



Education

Providing students and the community with the skills to walk and bicycle safely, educating them about the benefits of walking and bicycling, and teaching them about the broad range of transportation choices

1 CONNECT

2 LEARN

3 ORGANIZE

4 TRAIN

5 FUND

Connect with Your Regional Hub

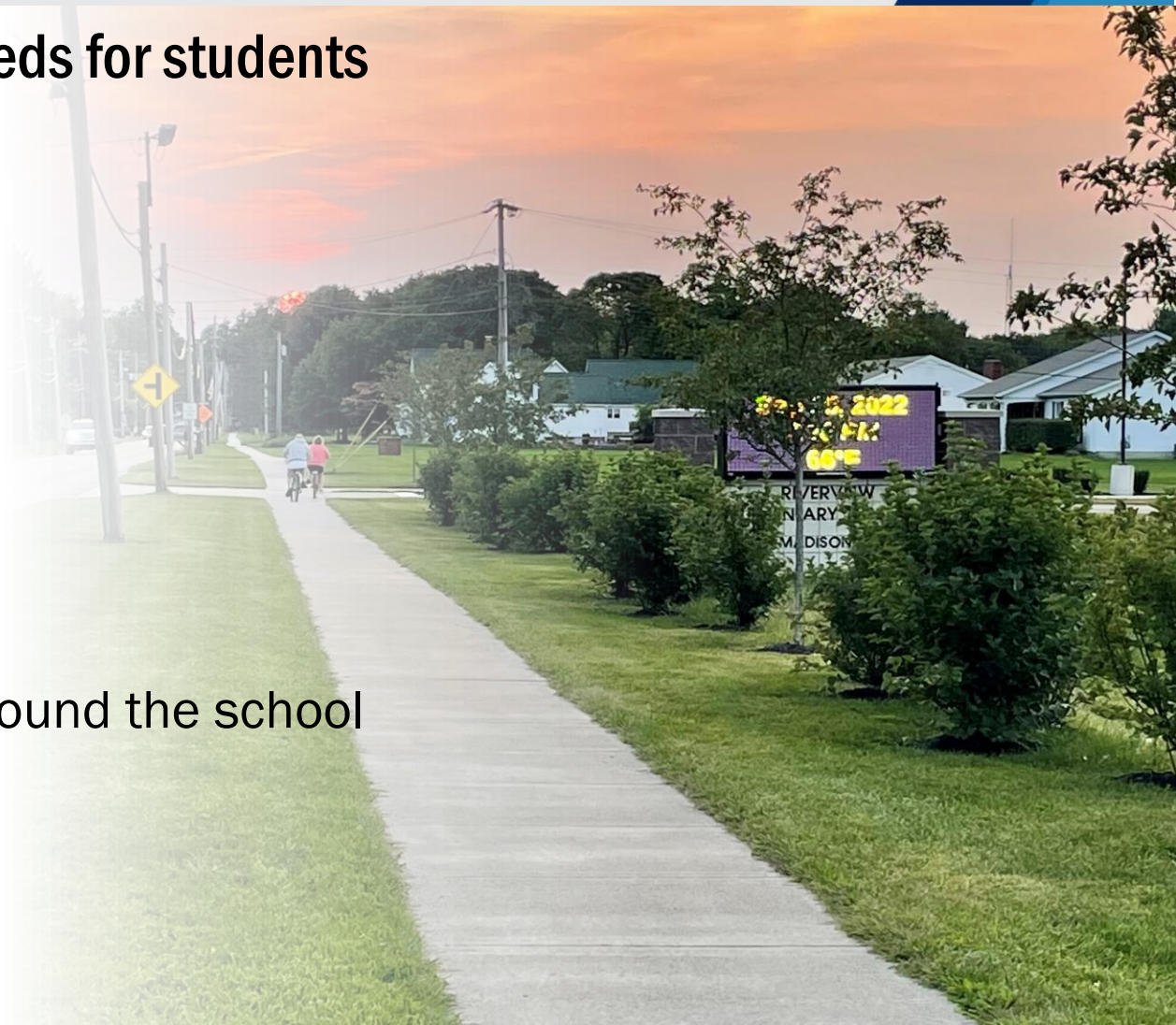
Oregon Safe Routes has three Regional Hubs consisting of a lead facilitator (Regional Hub Lead), practitioners from the region, school officials, and ODOT professionals. Hubs meet monthly online, and participants share resources, talk through challenges, and support each other in improving Safe Routes to School efforts throughout the region.

Your Regional Hub Lead can also match you to an established SRTS practitioner in your region through our Mentorship Program. Your SRTS mentor will meet with you during your first year to help you get your programming started.

NEXT STEP →

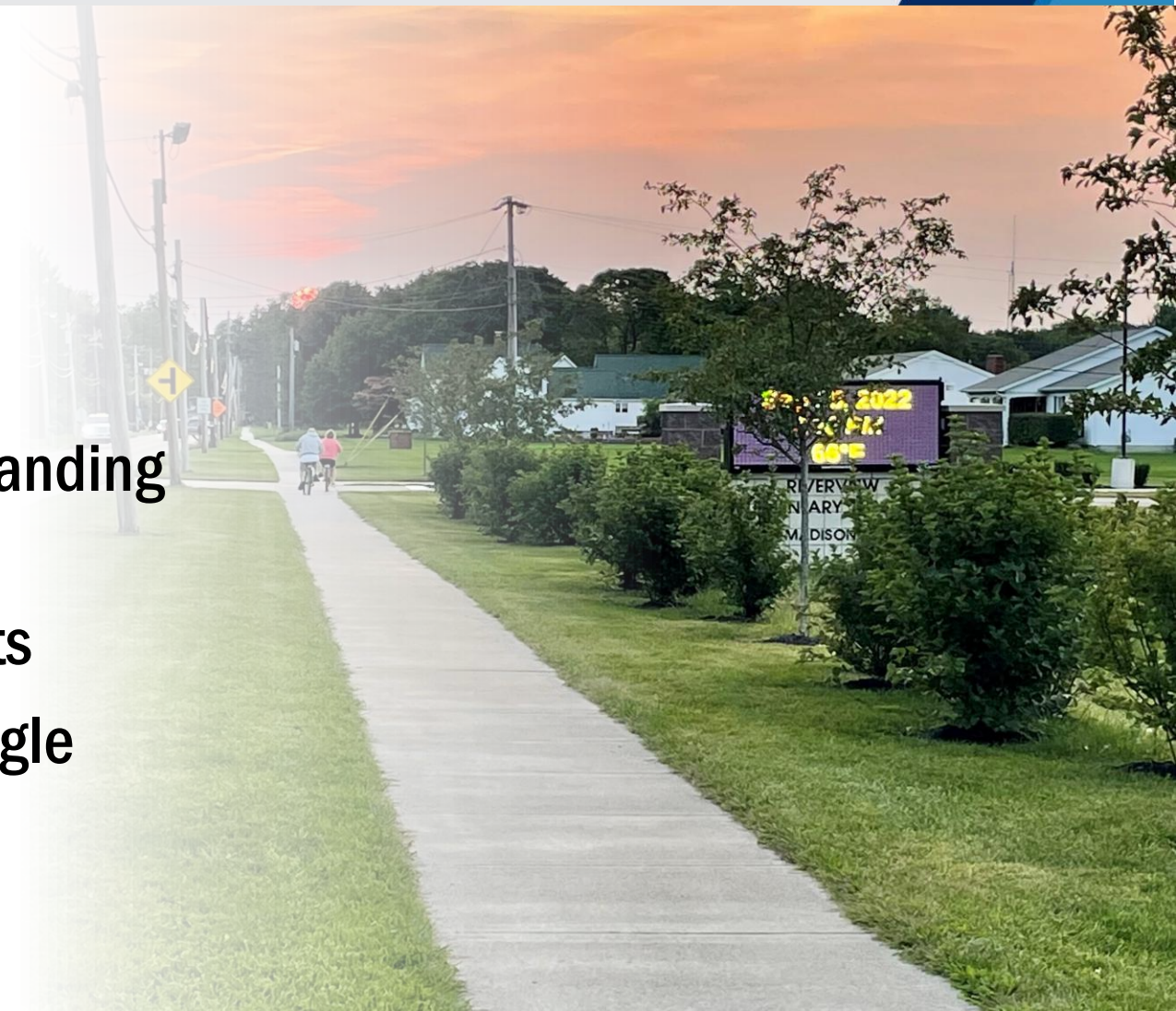
What is an SRTS Project?

- **Supports K-12 safety and accessibility needs for students**
- **Designs resources should include:**
  - FHWA Step
  - AASHTO Bicycle Facilities Guide
  - AASHTO Pedestrian Guide
- **Tools to identify needs:**
  - Walk and bike audits
  - School traffic control plans
  - Route maps
- **Successful projects do the following:**
  - Address safety & accessibility needs around the school & school routes
  - Slow traffic speeds
  - Enhance safety of street crossings



Typical Challenges

- Small design budgets
- Scope Creep
- Right-Of-Way Constraints
- Short timelines for design
- Clients vary in experience and understanding of design and program requirements
- Smaller contractors bidding on projects
- Tight construction budgets with no wiggle room

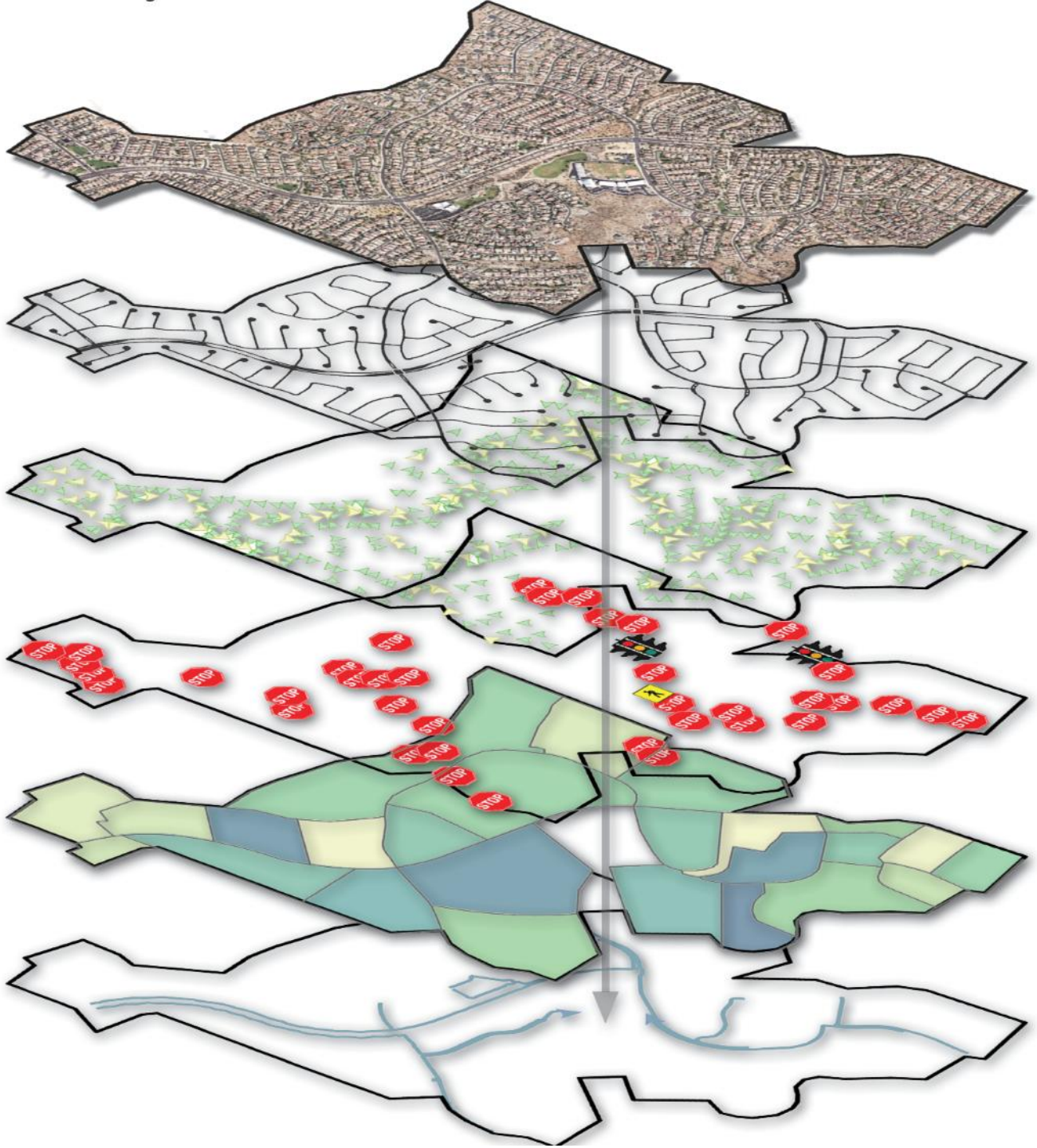


Safe Routes to School Digital Walking & Biking Maps

Peoria, Arizona

- **GIS updates to existing mapping fo Peoria's SRTS maps**
  - Dynamic maps to 24 schools
- **Future uses could include:**
  - School boundary updates
  - Public comment opportunities
  - Mobile applications

Project Budget:$150,000



Assembling Data

1. **Aerial imagery** is a widely-available dataset enabling users to orient themselves and understand the suggested route to school. A familiar basemap labelled with street names helps a user locate their destination school. Geolocation features can be further used to pinpoint a user's location by address or GPS capability on mobile devices.

2. **Roadway network** datasets enhance understanding of the flow of travel. The roadway network reveals points of neighborhood access and therefore the routes to school that are most direct. Pavement as a thick polyline layer also obscures any roadway markings appearing on aerial imagery, allowing geospatial data to take the lead.

3. Using data from aerial imagery and/or roadway data, it becomes possible to assemble a **flow field** dataset, marking the general direction of travel (green) that leads students toward their school along the multimodal transportation network (sidewalks, marked/striped crossings, etc), noting places where streets must be crossed (yellow).

4. **Roadway assets** including stop signs, traffic signals, and marked crosswalks help improve understanding, familiarity, and comfort with the route to school. These points of consistency between a route map and the observations of a student help maintain safety by preventing students from straying from their route.

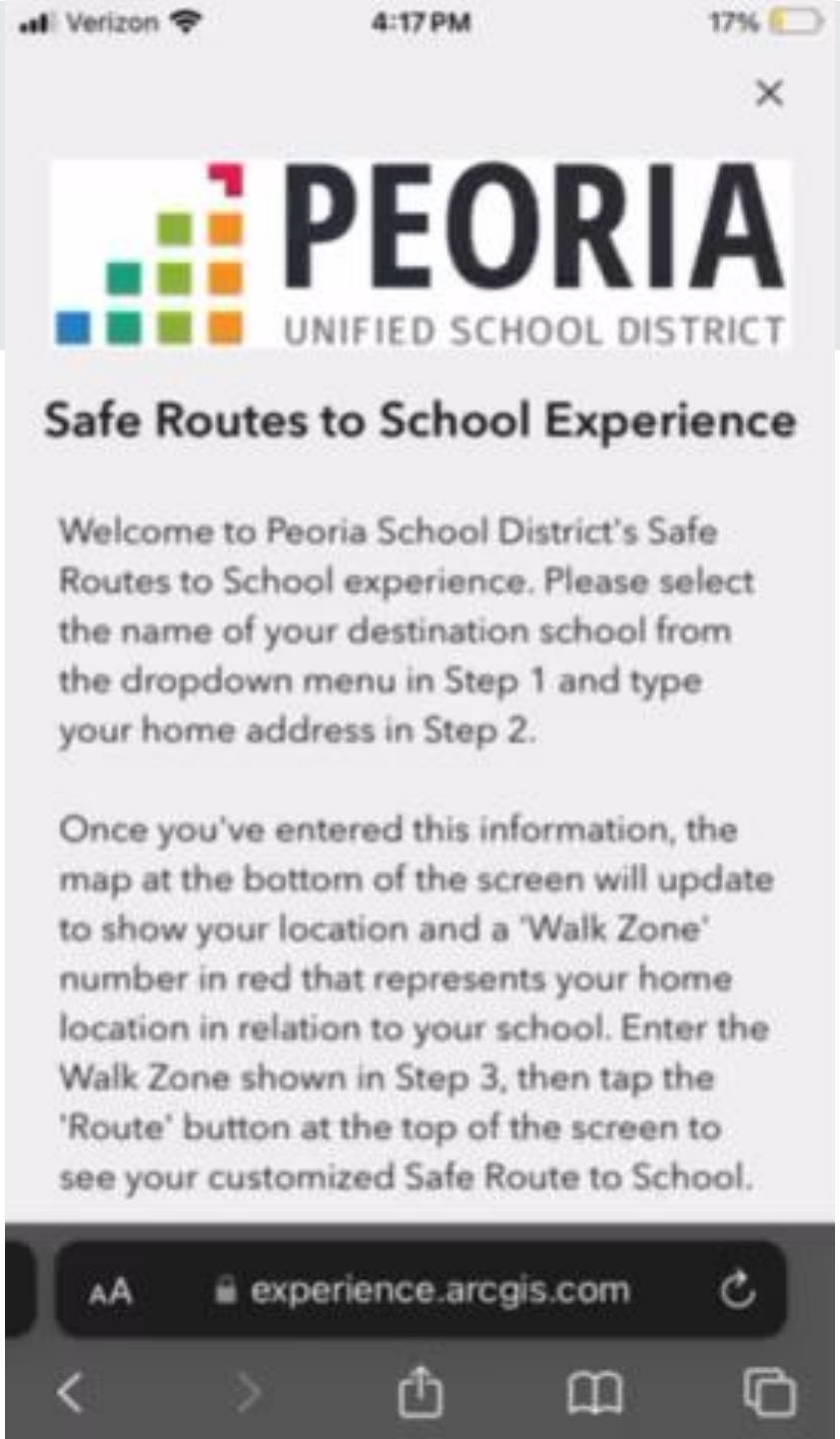
5. Segmenting the walk boundary into smaller **proxy geographies** can enhance the safe route generation process by grouping neighborhoods or sets of streets that converge on one access point that leads to the school. This promotes students near each other walking or biking in groups, enhancing visibility and providing safety in numbers.

6. Finally, **suggested routes** that follow the flow of the transportation network can be created for each proxy geography. These routes should take special care to avoid areas noted as safety hazards by stakeholders, school officials, and the public, and route students along sidewalks, across streets as sparingly as possible, and on the most direct route to their school.

Suggested Routes to School Experience

Welcome to the City of Peoria's Suggested Routes to School experience. Please select the name of your destination school from the dropdown menu in Step 1 and type your home address in Step 2.

Once you've entered this information, the map at the bottom of the screen will update to show your location and a 'Walk Zone' number in red that represents your home location in relation to your school. Enter the Walk Zone shown in Step 3, then tap the 'Route' button at the top of the screen to see your customized suggested route.


Verizon
4:17 PM
17%
PEORIA
UNIFIED SCHOOL DISTRICT
Safe Routes to School Experience
Welcome to Peoria School District's Safe Routes to School experience. Please select the name of your destination school from the dropdown menu in Step 1 and type your home address in Step 2.
Once you've entered this information, the map at the bottom of the screen will update to show your location and a 'Walk Zone' number in red that represents your home location in relation to your school. Enter the Walk Zone shown in Step 3, then tap the 'Route' button at the top of the screen to see your customized Safe Route to School.
AA
experience.arcgis.com

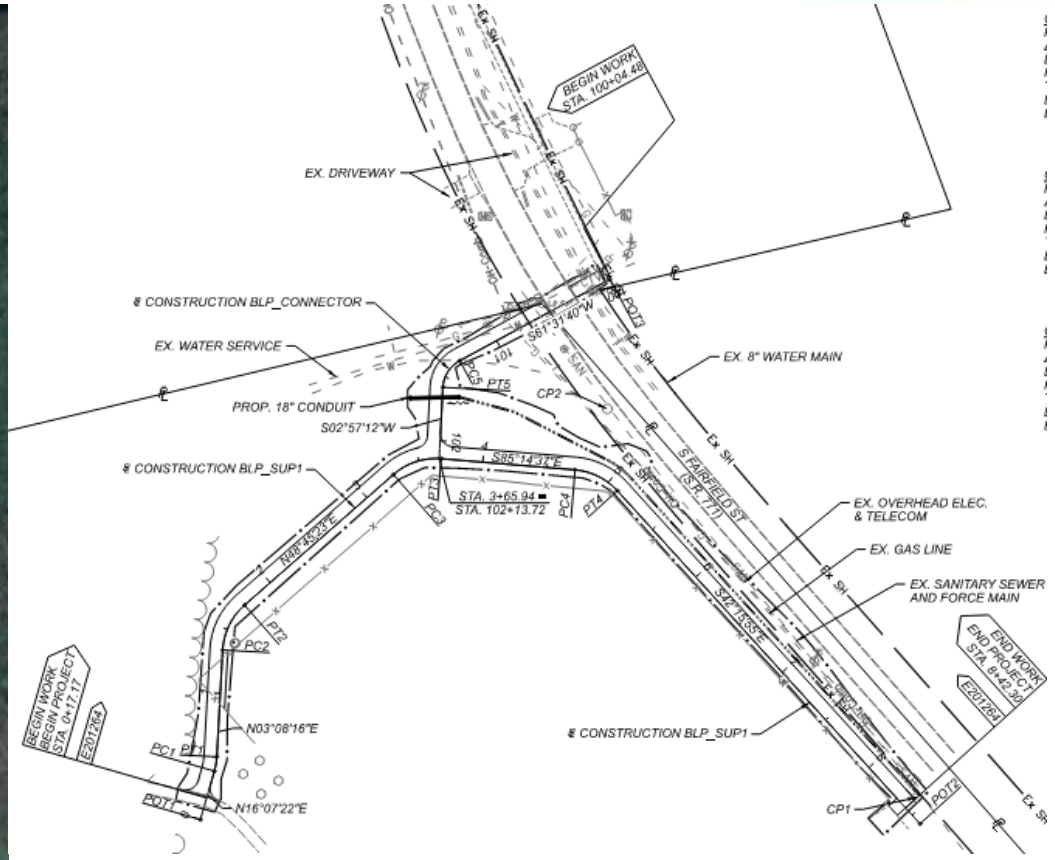
Leesburg, Ohio Safe Routes to School

- **Fairfield Local School District partners with Ohio DOT**
- **Installed bike and pedestrian facilities**
  - Sidewalks and pathways that connected to town
  - Enhanced crossing of a two-lane rural highway
  - Pathway connections to athletic complexes
  - No right-of-way impacts

Design Budget: $100,000

Construction Estimate: $217,000

Leesburg Before and After



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Seffner Elementary School Circulation and Mobility Study
Hillsborough County, Florida

- **Improved circulation and access on school site and around the school**
  - Vehicle queues during arrival and dismissal result in long backups on adjacent streets.
  - Project included crash analysis, capacity analysis, arrival and dismissal operations review, queueing data collection, and wet weather observations.
  - Pedestrian safety improvements recommended
  - Drainage and site circulation improvements recommended

Study Budget: $40,160

Design Budget: $162,500

Construction Estimate: Ranged from $76k for pedestrian improvements to $370k for circulation improvements

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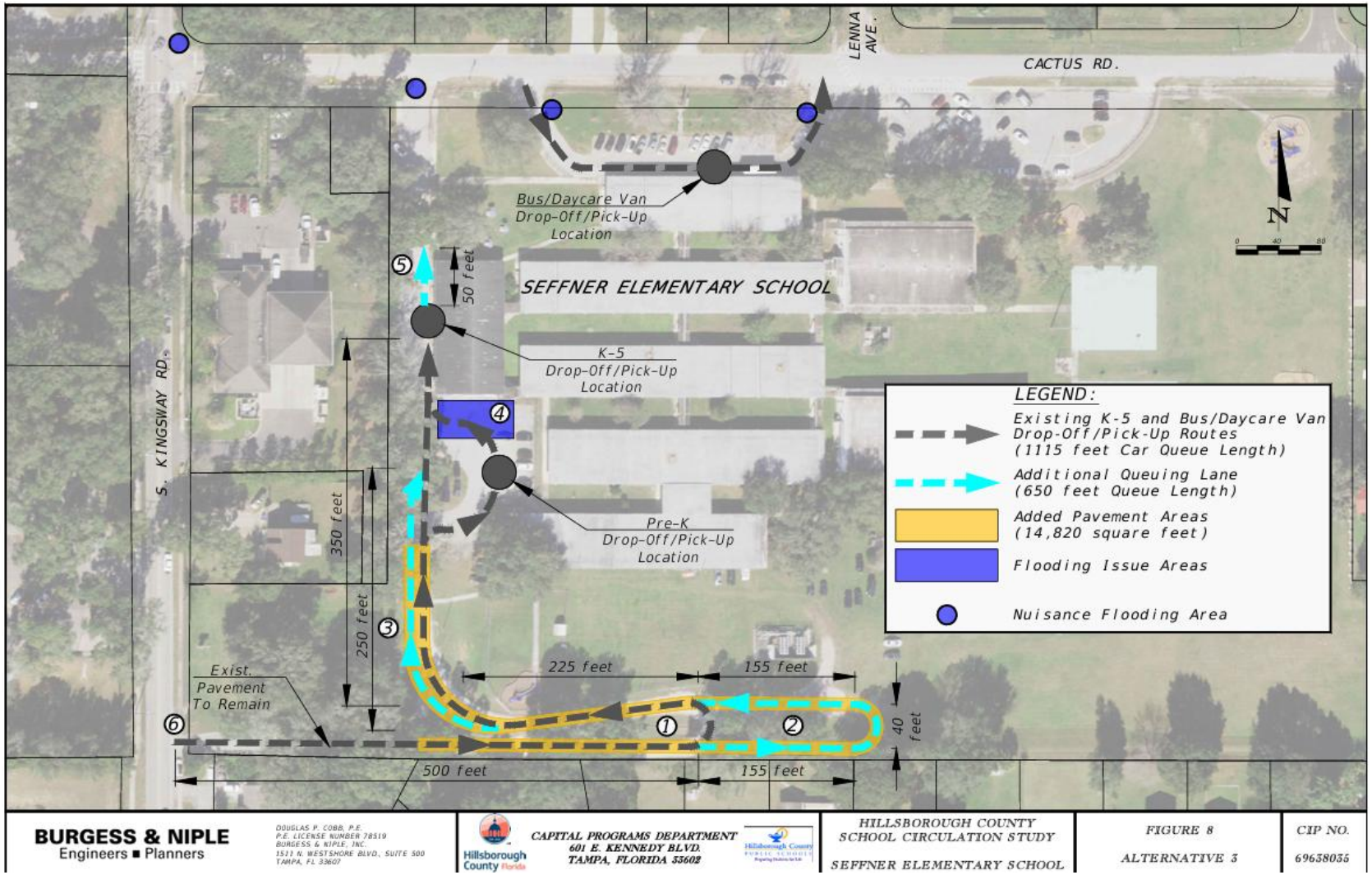
Seffner Elementary School Circulation and Mobility Study

Example Recommendations



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Marietta, Ohio Safe Routes to School

- **Improved pedestrian access at various sites throughout Marietta to area schools**
  - Bike racks at the Elementary School
  - Curb ramps and enhanced crossings adjacent to the High School
  - Sidewalk upgrades along Muskingum Drive
  - Replacement of brick sidewalk repair
    - Required coordination with adjacent Quadranaou Native American burial mound.
  - Design less than 1 year.

Design Budget: $99,000

Construction Estimate: $350,000

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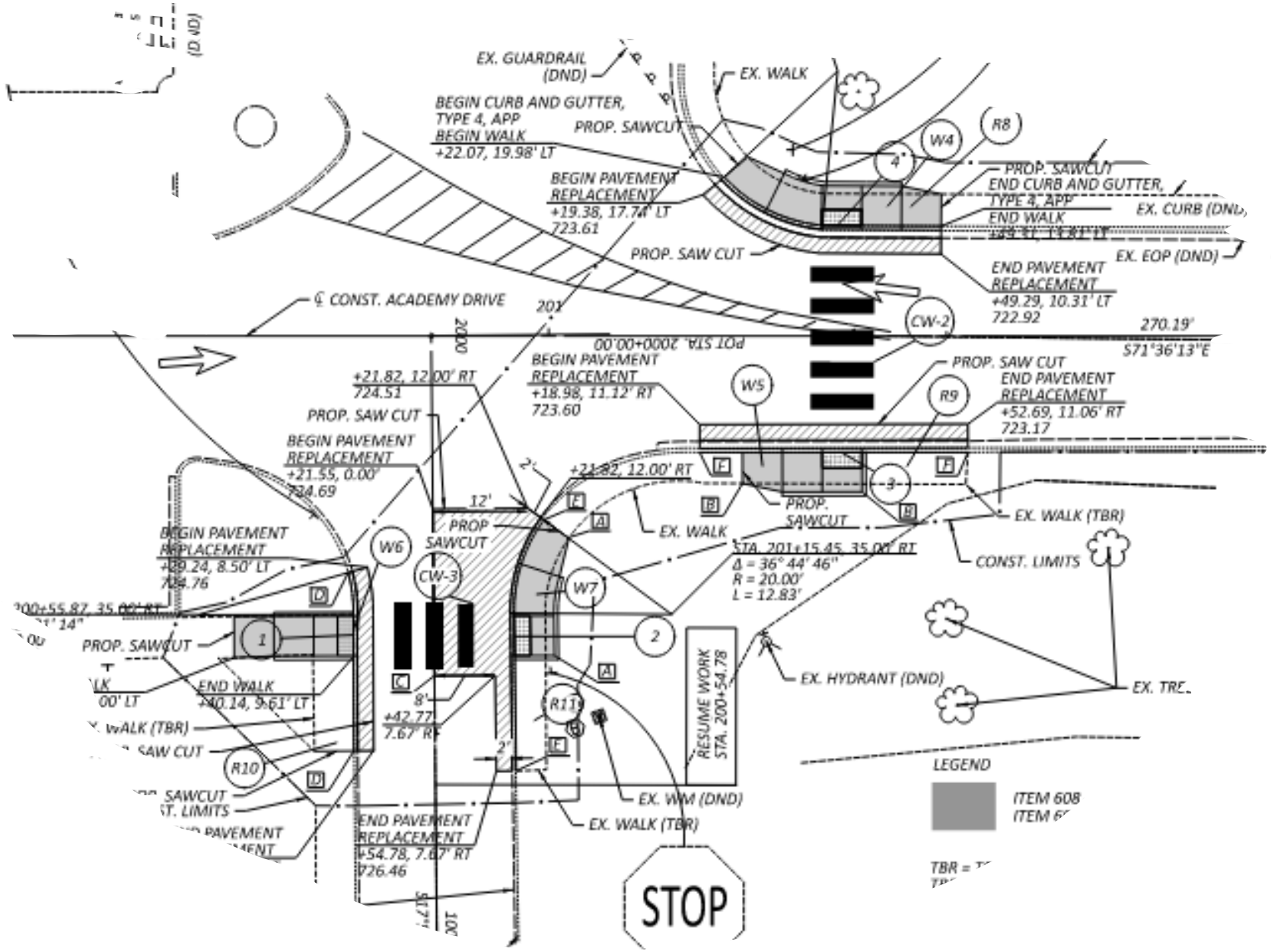
Academy Dr


EX. GUARDRAIL (DND)
EX. WALK
BEGIN CURB AND GUTTER, TYPE 4, APP
BEGIN WALK
+22.07, 19.98' LT
PROP. SAWCUT
BEGIN PAVEMENT REPLACEMENT
+19.38, 17.74' LT
723.61
PROP. SAW CUT
PROP. SAWCUT
END CURB AND GUTTER, TYPE 4, APP
END WALK
EX. CURB (DND)
EX. EOP (DND)
END PAVEMENT REPLACEMENT
+49.29, 10.31' LT
722.92
℄ CONST. ACADEMY DRIVE
270.19'
S71°36'13"E
BEGIN PAVEMENT REPLACEMENT
+18.98, 11.12' RT
723.60
+21.82, 12.00' RT
724.51
PROP. SAW CUT
END PAVEMENT REPLACEMENT
+52.69, 11.06' RT
723.17
BEGIN PAVEMENT REPLACEMENT
+21.55, 0.00'
724.69
+21.82, 12.00' RT
PROP. SAWCUT
EX. WALK
EX. WALK (TBR)
STA. 201+15.45, 35.00' RT
Δ = 36° 44' 46"
R = 20.00'
L = 12.83'
CONST. LIMITS
BEGIN PAVEMENT REPLACEMENT
+39.24, 8.50' LT
724.76
PROP. SAWCUT
END WALK
+40.14, 9.61' LT
EX. HYDRANT (DND)
RESUME WORK STA. 200+54.78
EX. WM (DND)
EX. WALK (TBR)
END PAVEMENT REPLACEMENT
+54.78, 7.67' RT
726.46
LEGEND
ITEM 608
STOP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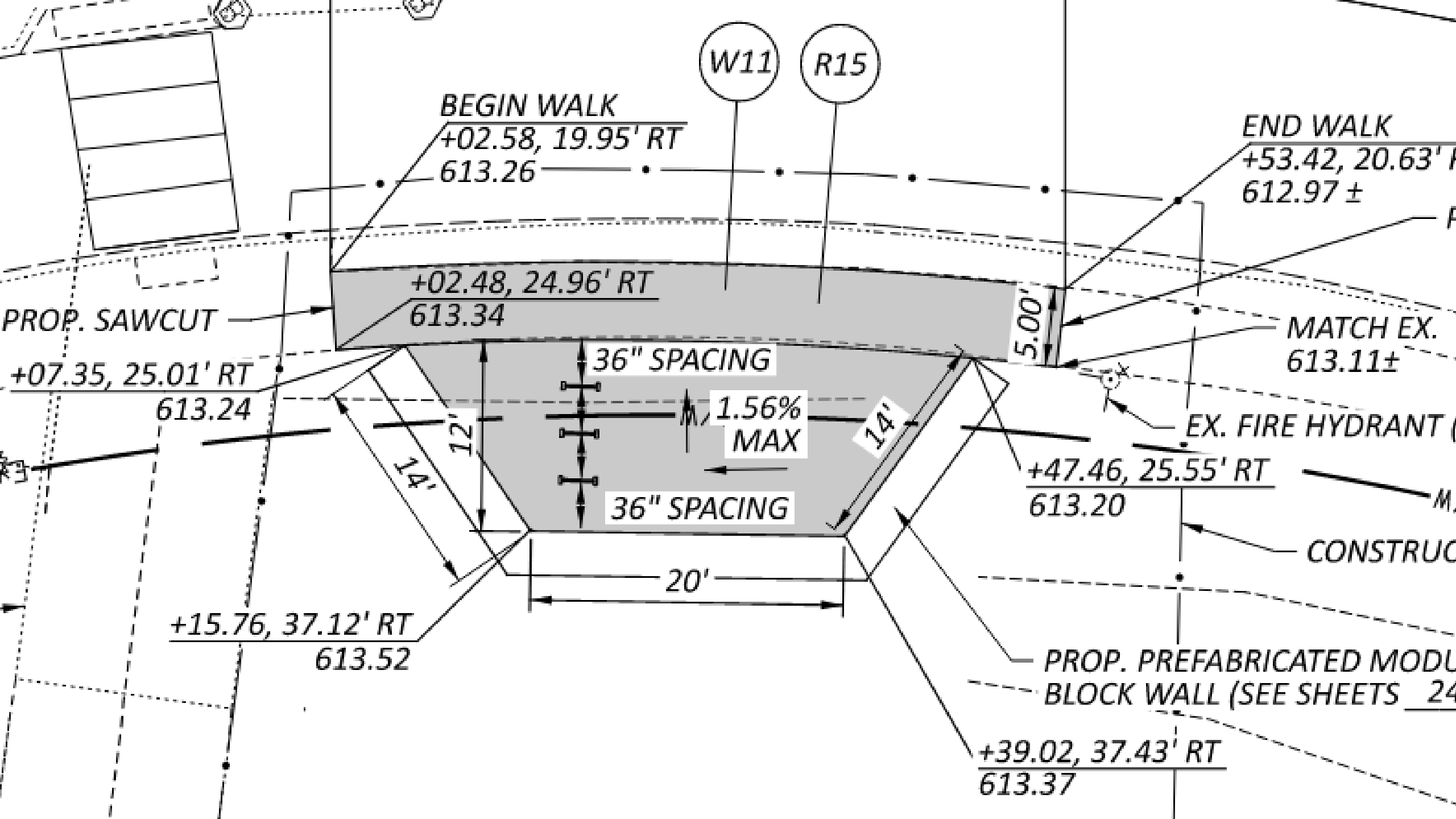
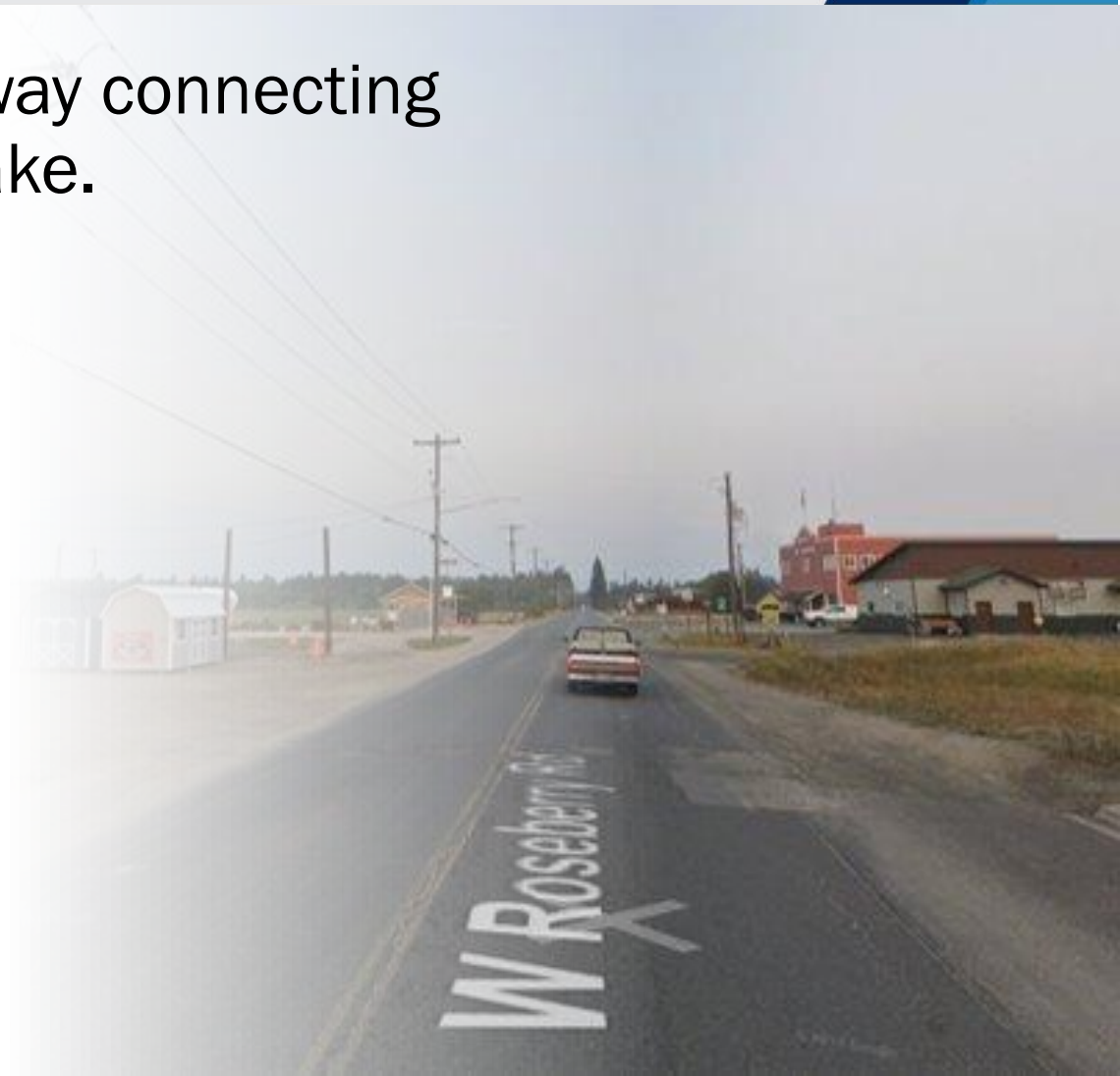

W11
R15
BEGIN WALK
+02.58, 19.95' RT
613.26
END WALK
+53.42, 20.63' R
612.97 ±
+02.48, 24.96' RT
613.34
PROP. SAWCUT
+07.35, 25.01' RT
613.24
5.00'
MATCH EX.
613.11±
36" SPACING
1.56%
MAX
12'
14'
14'
EX. FIRE HYDRANT
+47.46, 25.55' RT
613.20
36" SPACING
20'
CONSTRUC
+15.76, 37.12' RT
613.52
PROP. PREFABRICATED MODU
BLOCK WALL (SEE SHEETS 24
+39.02, 37.43' RT
613.37

Roseberry Pathway – Donnelly, ID

- Design of dedicated pedestrian pathway connecting Donnelly to Tamarack and adjacent lake.
- Limitations:
  - No right-of-way impacts
  - No utility impacts
  - No survey
  - 2 month design schedule

Design Budget: $30,000

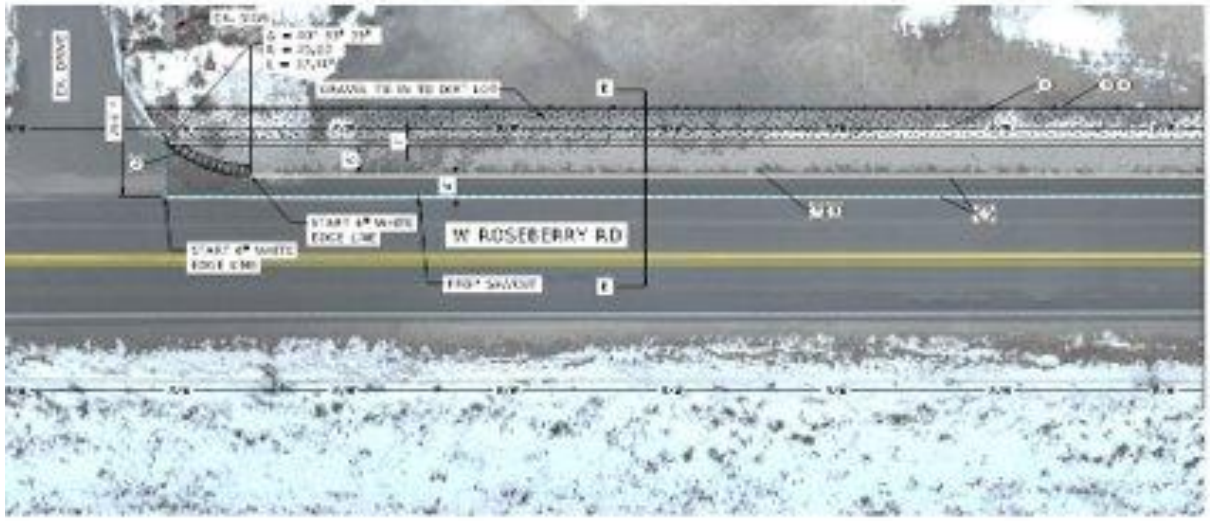
Construction Budget: $250,000

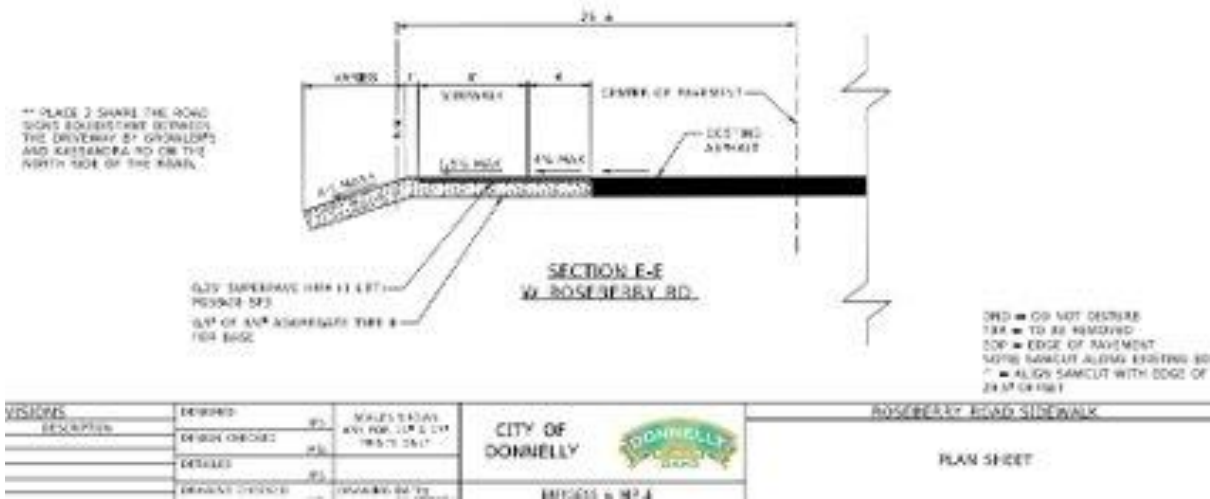


Roseberry Pathway – Donnelly, ID

Roseberry Pathway – Donnelly, ID

- Leveraged Field Maps to locate key elements in the field.
- Coordinated with property owners during design and developed detailed specifications package to supplement plans.
- Meeting with contractors during bidding process to answer questions to get better bid prices.





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Thank you!

Molly Loucks, PE
Molly.Loucks@burgessniple.com
208-447-7083

Ashley Bryers, AICP
Ashley.Bryers@burgessniple.com
503-568-1362