

## Safe Routes to School Technical Assistance Report Kimberly, Idaho

### Statement of Need

Kimberly is a small, rural city of nearly 3,200 residents that has seen substantial residential growth over the last several years and has limited revenue sources to designate toward street funds, including exploring grant opportunities. Recently the elected officials and city staff identified areas of improvement over the next several years. The street department was one of the areas highlighted after the Safe Routes to School Coordinator presented concerns, needs and goals. Sidewalks in the original residential areas are virtually nonexistent. There is not a current analysis of the status of street conditions or needed improvements or a listing of the locations of existing sidewalks. There is a willingness to prepare for future improvements and recognition that planning is key to long-term success; however capacity to complete the planning is lacking.

### Project Description

In response to a request for technical assistance through the Idaho Transportation Departments' Safe Routes to School program the City of Kimberly identified the following objectives. 1) An analysis of Kimberly's policies and regulations affecting Safe Routes to School implementation. 2) An analysis of current sidewalk conditions and location and 3) Recommendations to assist in prioritizing capital improvement projects and to be better prepared for future grant opportunities with good information at hand.

In response Idaho Smart Growth (ISG) agreed to:

1. Review the City of Kimberly's current policies and regulations affecting Safe Routes to School.
2. Identify and report on policy and regulatory barriers to Safe Routes to School implementation, develop recommendations for changes, additions, deletions that support Safe Routes to School.
3. Work with Safe Routes to School (SR2S) coordinator to assess existing pedestrian and bicycles facilities and conditions and select locations for counts. Train SR2S volunteers and assist.
4. Work with Kimberly Public Works staff to document current pedestrian and bicycle infrastructure.
5. Plan and conduct an educational workshop for Kimberly community members on Safe Routes to Schools, Complete Streets and healthy communities.

ISG reviewed the City of Kimberly's Comprehensive Plan, zoning code, and Transportation Plan and met with city staff, the Safe Routes to School Coordinator and school district personnel to better understand the policies examined. A summary of that review is attached as Attachment A. ISG also researched and published a [Safe Routes to School Policy – Handbook of Best Practices for Idaho](#) (Handbook), Attachment D. The Handbook contains detailed information in support of the recommendations below.

On September 28, 2011 an assessment of current sidewalk conditions was organized by Idaho Smart Growth and the Safe Routes to School Coordinator and conducted by volunteers from Kimberly High School and the Safe Routes to School program. This assessment mapped and documented sidewalk conditions and/or roadway and shoulder conditions in a majority of the City of Kimberly south of the railroad.

The same day more volunteers counted pedestrians and bicyclists near Kimberly's Schools utilizing methodology developed by the National Bicycle & Pedestrian Documentation Project <sup>1</sup> ISG selected count locations, provided maps, count sheets, training, and safety vests. A total of 375 pedestrians and bicyclists were counted at 6 sites. This volunteer effort was a partnership with the school district and city personnel. The counts were tallied for entry into the national database and are attached as Attachment B.

Recommendations were developed based on the policy review, condition assessment and counts. The first section, **Policy Recommendations**, of this document has findings of the policy review and is organized by policy area. The second section, **Recommended Walking and Biking Improvements** contains findings of the assessments, counts and meetings with the city and school district staff and makes recommendations for improvements at specific locations near schools. We have made recommendations that require action by the City of Kimberly, the Kimberly School District and the Safe Routes to School Coordinator.

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<sup>1</sup> National Bicycle & Pedestrian Documentation Project, <http://bikepeddocumentation.org/>

## Section 1: Policy Recommendations

### Mixed Use Development

1. Adopt policy supporting mixed uses in appropriate locations, identify those locations, and;
2. Amend code to allow mixed use as a permitted use downtown and in other nearby locations.

Mixed use is not recognized in the Comprehensive Plan of the City of Kimberly. We recommend that the city explore it as a beneficial strategy to meet other Comprehensive Plan goals such as; promote opportunities for all ages to remain in the community, promote high quality development and housing for all segments, enhance opportunities for pedestrians and bicyclists, promote multi-family at specific locations and eliminate spot zoning. We recommend considering three areas of town for possible application of a new mixed use zone; 1) downtown, 2) the greenfield between the schools and Gem Drive, and 3) area north of Center St. and northwest of the high school. Developing a mixed use zone for these areas could provide certainty for both developers and for community members about the expectations for what such a zone could do to benefit the community. Utilizing form-based<sup>2</sup> elements and graphics the city can more predictably regulate compatibility with surrounding uses, and transitions from lower density and one story existing buildings to a more compact taller buildings in the mixed use area. These areas could offer housing that is attractive to young professionals and retirees and is close enough to downtown to support the economic activity there with access by walking and biking. It would identify multi-family housing opportunities that are high quality and provide areas where creative mixes of uses are allowed eliminating the need to spot zone. Residential can be integrated with the commercial using smart code<sup>3</sup> elements as requirements in the zone.

**Note:** *It is outside the scope of this review to look at other zoning districts in the city. However, a quick review of the land use map reveals that enough land has been identified as R-2 residential to accommodate (at current patterns) about 8,000 additional housing units, or 21,500 new residents, in just this one zone. That is more than 7 times the total number of housing units that exist in the city today. Commercial zones appear to be equally over identified. Such a large supply of available land will make it difficult to direct growth in an orderly fashion, and will likely be very expensive to serve, as there appears to be no priority. The separated land uses (Euclidean zoning) make it difficult to integrate transportation with land use and harder to provide safety and access for all segments of the population, both stated city goals.*

### School Siting

3. Implement goals in Comprehensive Plan regarding school sites and pedestrians.

The city and school district should carefully monitor growth and be prepared to work together to site a new school if needed and to meet the city goal of new schools being built proximate to the existing schools. The zoning sub district created for schools should be expanded with requirements to define school siting goals. Information and examples on standards to collaboratively site schools are included in the Handbook.

The city has Comprehensive Plan goals, identified in our review as best practices, to provide safe access for pedestrians and for making schools a hub for pedestrians and bicyclists. Kimberly's challenge now is to implement those goals. Adopting Complete Streets roadway design standards (see #5) is a first step. Making key pedestrian and bicycle improvements near the schools (see Section 2) is the next step.

The city should seek to implement Comprehensive Plan goals on public use of and sufficient utilization of school facilities immediately. School districts, local governments, and community-based organizations can share costs and responsibilities of opening school property after hours with joint use agreements. We recommend the city and school district establish a working group to list existing shared uses and identify a process for considering new shared uses. The group should explore a joint-use agreement model, though Kimberly may still be small enough to utilize the sharing of facilities on a less formal more ad hoc basis. Model joint use agreements, policies and other tools are available from Public Health and Law Policy.<sup>4</sup>

<sup>2</sup> Form Based Codes Institute <http://www.formbasedcodes.org/>

<sup>3</sup> Smart Code Central <http://smartcodecentral.org/>

<sup>4</sup> Toolkit; Opening School Grounds to Community After Hours  
[http://www.phpnet.org/healthy-planning/products/joint\\_use\\_toolkit](http://www.phpnet.org/healthy-planning/products/joint_use_toolkit)

4. Develop school site drop-off and pick-up policies.

One of the challenges in Kimberly is the number of parents who drive their children to school. This creates considerable conflict between cars, pedestrians and buses at the elementary schools in particular and roadway congestion that affects the entire city. The school district has begun to regulate circulation, but the process is still chaotic and dangerous.

We recommend the School Board consider new transportation policies providing goals for managing this such as; 1) Encourage more students to walk and bike to school, 2) Reduce the number of parents driving students to and from school, 3) Continue to review and improve on-site circulation plans at schools, and 4) Work with the city on infrastructure improvements that enhance pedestrian and bicycle safety.<sup>5</sup> Such policies support Safe Routes to School and would help implement recommendations in Section 2.

**Complete Streets**

We reviewed the City’s existing policies and practices for street design and for the pedestrian and bicycle network – especially as those relate to accessing schools safely. In response to Kimberly’s expressed interest in exploring Complete Streets,<sup>6</sup> a national movement to ensure that streets are designed and operated to enable safe use and access for all users, we recommend that Kimberly utilize Complete Streets standards in updating roadway standards and policies as follows:

5. Review street section standards for complete streets elements, consider narrower paved width, narrower lane widths, updated sidewalk standards, a sidewalk master plan, appropriate bike facility locations, and updated pedestrian crossings.

The street sections included in the Transportation Plan are quite wide and the design speeds cited may lead to higher speed travel near the schools. Two street sections include shared pathways along the roadway, a design that has proven unsafe where there are driveways and multiple crossings. Narrower roadways are safer for all users, including drivers.<sup>7</sup> Narrower lanes are supported by AASHTO and narrowing travel lanes can aid in adding other features, such as bike lanes, to the existing paved width and in lowering speeds appropriately around schools and other destinations. Updated street sections may allow a reduced paved width keeping more land on the tax role and saving money on construction and maintenance, and/or it may reallocate space for other uses, such as sidewalk buffers or bike lanes.

We recommend that the city review the adopted street sections and consider; 1) narrowing lanes widths to 10’-11’ on collectors and 9’-10’ on local roadways, 2) reducing total paved width where appropriate, 3) limiting center two-way left turn lanes (TWLTL) by indentifying a measure to assess need and only using them where needed or using turn pockets with medians where appropriate, 4) reducing parking lane widths, 5) adding bike lanes on collector sections, and 6) using space gained by narrower pavement for sidewalk buffers. Narrowing travel lanes to meet Complete Streets should be implemented as roadways are overlaid, repaved or reconstructed. We further recommend a policy supporting street trees and other landscaping to create safety and comfort for pedestrians and to treat storm water drainage. Roadway Level of Service (LOS) measures should be reviewed. Goals and measures of LOS should support all roadway users not just drivers,<sup>8</sup> including updated pedestrian and bicycle counts and crash data.

a. Review sidewalk design standards, consider wider sidewalks or buffers, develop a sidewalk plan.

Currently the city requires sidewalks in all new development except at City Council discretion on very large lots. Typically the sidewalks that exist in Kimberly are 5’ wide on arterials and collectors and 4’ wide on local streets. They are wider in the downtown core. We observed sidewalks on newer local streets with mailboxes and other impediments completely blocking the sidewalk clear zone. There are no

<sup>5</sup> ITE Technical Committee paper on School Site Planning, Design and Transportation <http://itd.idaho.gov/SR2S/documents/School%20Site%20Planning.pdf>

<sup>6</sup> National Complete Streets Coalition [www.completestreets.org](http://www.completestreets.org)

<sup>7</sup> Pedestrian and Bicycle Information Center – Narrower Lane Widths <http://www.walkinginfo.org/library/details.cfm?id=4348>

<sup>8</sup> Levels of Service and Travel Projections <http://www.pps.org/blog/levels-of-service-and-travel-projections-the-wrong-tools-for-planning-our-streets/>

city requirements for buffers to separate sidewalks from the paved roadway. Americans with Disabilities Act (ADA) requires 4.5' of clear sidewalk space and very specific standards on how to place curb cuts and tactile markers (i.e. truncated domes) at intersections as well as defining the maximum cross slope allowed. We observed facilities in Kimberly that don't meet these standards. Current best practice asks for a minimum sidewalk width of 5-6' on local streets or with buffers and 8-10' on busier streets with no buffers.<sup>9</sup> To serve pedestrians and bicyclists well Kimberly should consider requiring wider sidewalks and sidewalk buffers between the street and sidewalk. This would allow, for instance, mailboxes to be placed in the buffer area rather than impeding the sidewalk clear zone. Narrower lane widths on street sections could provide space for buffer areas within current ROW. Code should restrict utility poles, mailboxes and other impediments in sidewalk clear zone. Consider a policy prioritizing improvements on sidewalks near the schools that meet ADA standards.

We recommend the city develop policy to support identification of a network of sidewalks, pathways and shared roadways that connect to the most likely pedestrian destinations (such as identified on the accompanying map, Attachment C.) The network should be incorporated into the city's Transportation Plan and improvements that 1) complete network segments and are near schools, 2) are near schools and 3) that complete the network should receive priority respectively.

b. Identify standards for bicycle facilities including bicycle parking, identify a bike network.

Bicycle standards are changing quickly, plans to accommodate all bicycle travel on local streets and/or pathways no longer meet best practices. By law bicycles are allowed to travel on all roadways. Defining where on each roadway you want bicyclists and how the designated bicycle network connects to the destinations bicyclists need to access should be done system-wide. We recommend that Kimberly identify locations for bike lanes, bike boulevards, bike routes and shared pathways,<sup>10</sup> to complete a bicycle network that allows access to likely destinations as suggested on the map in Attachment C. The existing pathway system and extensions of it that have been identified should be included. This network plan should be included in the Transportation Plan.

Local streets are prime opportunities for shared roadway space and bike lanes may be more appropriate on more heavily traveled roadways such as collectors where a separate designated space can provide needed safety for the bicyclists, and ease impatience of drivers.<sup>11</sup> We recommend considering 1) standards for all collector street sections that include bike lanes and 2) a standard street section for shared local roadways that include sharrow markings and signage.

The Kimberly zoning code (10-12-030/4) prohibits bicyclists from using the sidewalk in downtown or from parking on them. If Kimberly wants bicyclists downtown they should be provided space on either the roadway or the sidewalk in the plan. They should also be provided a place to park. We recommend Kimberly adopt standards for bike parking on curb extensions or in bike corrals (that take the place of one on-street parking space) in the downtown plan.

c. Adopt design standards for school crossings.

Most crosswalks in the city are unmarked, the city has proactively painted ladder crosswalk markings and placed high visibility signs at crosswalks near the schools. There are no crossings with flashers or signals, there is a school crossing guard at the crossing at Main and Adams. The Transportation Plan calls for adding flashers at several locations. Developing clear standards for pedestrian crossings with a range of improvements based on location will help the city prioritize and budget for improvements. The current practice of high visibility signs and painted crosswalks at school locations should be continued.

We recommend identifying other crosswalk improvements such as advance stop lines, curb bulb-outs and center median islands that further signal drivers to slow down and look for pedestrians and a plan to

<sup>9</sup> Creating Safe Routes to Schools: Sidewalks, <http://guide.saferoutesinfo.org/engineering/sidewalks.cfm>

<sup>10</sup> Bicycle Boulevard Planning & Design Guidebook <http://www.ibpi.usp.pdx.edu/media/BicycleBoulevardGuidebook.pdf> and National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide <http://nacto.org/cities-for-cycling/design-guide/>

<sup>11</sup> Bike lanes <http://www.bicyclinginfo.org/engineering/facilities-bikelanes.cfm>



implement those as roadway improvements are completed.<sup>12 13</sup> If flashers are to be added we recommend the city and school district consider Rectangular Rapid Flashing Beacons (RRFB)<sup>14</sup> which have been shown to have improved affect on slowing oncoming traffic over traditional flashers. In addition we recommend that the school district consider an awareness campaign with parent drivers to watch for pedestrians and to give them ample room to cross. Recommendations for improvements at specific intersections are included in Section 2

6. Develop connectivity standards for new development, identify key connections in existing development. The plans and policies of the city support eliminating existing and future dead-end streets and providing right of way for pedestrian walkways in the middle of long blocks [as] may be required for pedestrian circulation to schools, parks or shopping areas. Current regulations don't have any way to measure or require the connectivity objectively. We recommend adopting a connectivity policy with an index<sup>15</sup> and other measurements that would allow staff to require connections based on data rather than negotiating for them. In addition the city should map desired connections between existing development where there are none and between existing development and projected development as future connections. This will provide the basis for requiring those connections with development or funding them by the city where appropriate.

## **Section 2: Recommended Walking and Biking Improvements**

### **Counts and Review**

Pedestrian/Bicycle counts, sidewalk condition/location assessments, school site observations and an interview of the school superintendent about safety issues were completed. The counts showed significant use at the marked crossings; it also revealed opportunity for improvements.

Following are recommendations for improvements based on best practices. Some recommendations will require outreach to the community. We suggest that the recommendations be discussed jointly with the Kimberly School District to find consensus on moving forward. Specific design work will need to be completed by the engineers in the Public Works Department or by outside consultants.

1. Complete pedestrian twice yearly counts on the pathway system and at schools using volunteers.

The counts conducted this last fall show considerable pedestrian and some bike use. Simply multiplying the users found at school release time, 228, by the number of school days, 169, is equal to 38,500 trips a year, at twice a day it equals 77,000 school day bike-ped trips/year. And we only counted a few sites and only counted school days. The city and school district now has the methodology, experience and knowledge to conduct counts on a regular basis using the Pedestrian Bicycle Documentation Project methodology.<sup>1</sup> This information will aid the traffic engineers in understanding how to better serve the pedestrians and bicyclists in the city. There may be more pedestrians and bicyclists to serve than has been planned. We recommend planning and conducting counts in both the spring and fall with the Safe Routes to School Coordinator and city organizing volunteers and compiling the count data. See Attachment B.

### **Improvement Projects**

1. Review plans for improvements on Main Street to incorporate Complete Street elements.

- The Transportation Plan shows planned improvements for Main Street. There are two projects, a) Downtown and b) Main St. south of Center to city limits. The plan does not identify specific improvements for the intersection of Main and Center separately from the roadway improvements for those roadways. Kimberly should look at that intersection in more detail and consider a separate project.
- a. The Conceptual Site Improvements identified for Downtown are generally in line with Complete Street standards. Two issues should be addressed during design; bicycles and curb radii. There is currently no space designated for bicycles. Bicycles should be accommodated either on the roadway or the

<sup>12</sup> Walking Info. Org, When Crossing the Street is Dangerous  
<http://www.walkinginfo.org/problems/problems-crossing.cfm>

<sup>13</sup> Evaluating Pedestrian Countermeasures  
<http://www.fhwa.dot.gov/publications/publicroads/11marapr/03.cfm>

<sup>14</sup> Rectangular Rapid Flashing Beacons guidance  
<http://safety.fhwa.dot.gov/intersection/resources/techsum/fhwasa09009/>

<sup>15</sup> Roadway Connectivity – TDM Library at VTPI <http://www.vtppi.org/tdm/tdm116.htm>

sidewalk. If they are going to be allowed on sidewalks the travel lanes could be narrowed and the sidewalks widened accordingly. [Bike parking should be planned with bike racks located on the curb extensions or by placing bike corrals in one or more on-street parking spaces.](#) Shorter curb radius at corners benefits pedestrians and bicyclists by shortening the intersection crossing distance, allowing a straighter path through the intersection for pedestrians and slowing the turning vehicles.<sup>16</sup> [Detailed design for the curb bulb-outs should consider narrowed radii.](#)

- b. The intersection of Main Street and Center Street has three plans. The downtown plan has it at two travel lanes with curb bulb-outs and sidewalk improvements on all four corners. The Main St. south of Center St. and to Center St. plans call for three lanes with turns lanes to address safety concerns due to the number of crashes. The plans are silent about a traffic signal at the intersection which is now served by a four-way stop. One solution to reconcile these two competing visions – one of an intersection that creates a gateway to downtown visually and accommodates pedestrians, the other of an intersection that addresses vehicle crash safety concerns – and to address the possible future need for a signal is to rebuild the intersection as a one lane roundabout. Roundabouts are circular intersections that are designed to meet the needs of all users and to limit the exposure to and severity of crashes.<sup>17 18</sup> They are efficient and can reduce peak hour delay and can also be used to create a gateway feature.<sup>19</sup> Modern roundabouts require design expertise to address traffic speed, pedestrian/bicycle accommodations and accommodating truck and school bus traffic (with for instance mountable aprons). [We recommend that the city do a feasibility analysis of a roundabout at this intersection and if it proves feasible include it in the design of either the downtown project or the Main St south of Center St. project.](#) The cost of right-of-way needed for a roundabout might be offset by the reduced costs of a narrower street section south of the intersection as described below.
- c. The adopted plan for improvements on Main St. south of Center identifies a 51' section of pavement with no bike lanes. It also includes on-street parking and a center two-way left turn lane (TWLTL) the full length as part of the standard collector street section. This street section design would create barriers for accessing existing parking such as at the grocery store. The wide paved width and fast design speed would also negatively impact pedestrian and bicycle safety. Main St. at Adams St is the highest used crossing identified in our counts. 51' of pavement would nearly double the distance for students crossing on foot. In addition that much pavement has a considerable maintenance commitment long into the future and more impervious paved surface, especially south of the elementary school, could exacerbate the storm drainage problems the city has.

[We recommend a detailed plan for this street section that considers the following elements;](#)

- 1) [If a roundabout is built at the corner of Main St and Center St we recommend the city consider eliminating the TWLTL.](#)<sup>20</sup> There were only three accidents recorded at intersections on Main St. south of Center St. in the period studied for the Transportation Plan, none were rear-end collisions. It is not clear that a center turn lane would have prevented the collisions. However, the added pavement width and added complexity of a TWLTL will create new safety hazards for the students crossing Main St. at Adams and Jefferson,<sup>21</sup> the two most highly used school pedestrian crossings in the city. If there are specific intersections where turn movements are a problem they could be addressed through turn pockets at the intersection rather than a continuous TWLTL.

<sup>16</sup> Curb Radius Reduction

<http://www.walkinginfo.org/engineering/crossings-curb.cfm>

<sup>17</sup> Roundabout: An Informational Guide

<http://www.fhwa.dot.gov/publications/research/safety/00067/index.cfm>

<sup>18</sup> FHWA Intersection Safety – Roundabouts <http://safety.fhwa.dot.gov/intersection/roundabouts/>

<sup>19</sup> FHWA Intersection Safety – Roundabouts, Technical Summary Slide 16

<http://safety.fhwa.dot.gov/intersection/roundabouts/fhwasa10006/ppt/>

<sup>20</sup> Discussion TWLTL [http://epg.modot.org/index.php?title=232.3\\_Two\\_-\\_Way\\_Left\\_-\\_Turn\\_Lanes](http://epg.modot.org/index.php?title=232.3_Two_-_Way_Left_-_Turn_Lanes)

<sup>21</sup> FHWA Chapter 8: Pedestrian Crossings

<http://www.fhwa.dot.gov/environment/sidewalk2/sidewalks208.htm>

- 2) Consider adding bike lanes to this segment of Main St. as part of a complete bicycle network throughout town that connects high use destinations with neighborhoods.
- 3) Carefully measure the available and projected parking needs between Center St and Gem along Main Street. From Center St. to Kennedy St. there is a large amount of surface parking in and adjacent to the right of way. In some places there may be a better solution than adding on-street parking, such as allowing access to existing diagonal parking at the grocery store, or working to reconfigure the parking lot for better circulation at the school. Yet on-street parking can incentivize redevelopment of existing uses to higher intensity uses, this is especially important in the block south of Center St. Where on-street parking is included consider narrowing the width to 7.5'-8'.
- 4) The Transportation Plan already calls to consolidate and narrow driveways by introducing curb, gutter and sidewalk. These plans should be completed.
- 5) Improve the school crossings at Jefferson and Adams with curb bulb-outs and advance stop bars, review signage and install RRFB's as warranted as part of the Main St. project.

## 2. Review Plans for Improvements on Center Street to incorporate Complete Streets elements.

The plans for Center Street improvements also call for 12' lane widths and a center TWLTL the full length. From Main St. east to Hwy. 30 there were only three accidents in the period reviewed for the Transportation Plan, two were backing accidents one with a parked car. We recommend reviewing the planned improvements and considering adding a bike lane and if needed a left turn pocket at Ash in lieu of a TWLTL the entire length. Only one curb would need to be rebuilt and street trees could be added or kept in place.

From Main St. west to Emerald the roadway runs in front of the schools. The crossings in this area are quite chaotic when students are present and improvements could be designed to help everyone travel safer. The plan calls for a 3 lane section (with TWLTL) parking and a five foot sidewalk on the north side of the road and 10' multi-use path on the south. The crash data shows 3 accidents at Emerald and one each at Banning and Elm. This roadway accommodates turns into and out of the school sites. There is currently a center TWLTL from west of Banning to Emerald. Complete street elements could be introduced as follows:

- 1) Narrow the travel lanes to 11' to help slow traffic.
- 2) Consider carefully designed turn pockets from Banning east toward Main St. rather than a continuous TWLTL. This would allow safe left turn movements within defined areas that help focus driver attention and careful driving near pedestrian crossings.
- 3) Look for opportunities to introduce small landscaped center islands on Center from Main to Emerald to define turn pockets, add trees and other landscaping, and collect and percolate storm run-off. Landscaping can regulate temperature, slow drivers by introducing vertical elements, provide aesthetic elements and offer shade along roadways.<sup>22</sup>
- 4) Design curb-bulb outs and center median islands to provide refuge and safety for pedestrians at all school crossings. Integrate these with the center medians and turn pockets described above.
- 5) Carefully design the shared use path on the south between Oak St. and Banning so that the conflicts with driveways on that stretch are mitigated. Shared used path conflicts with driveways can be quite dangerous.<sup>23</sup>
- 6) Add on-street parking on the south side between Oak and west of Banning in lieu of a TWLTL.
- 7) Add a full four corner pedestrian crossing with curb bulb-outs and striping at Emerald and Center.

## 3. Consider Green Streets Design in all roadway improvements.

A street that uses vegetated facilities to manage stormwater runoff at its source is referred to as a Green Street. This sustainable stormwater strategy meets regulatory compliance and resource protection goals by using a natural systems approach to manage stormwater, reduce flows, improve water quality and enhance watershed health.<sup>24</sup> The City of Kimberly has identified deficiencies in its stormwater system. If all new street improvements were built with Green Street elements it would reduce the additional need for stormwater management and treatment. We recommend that Kimberly explore the following Green Streets

<sup>22</sup> Trees and Transportation <http://www.naturewithin.info/transportation.html>

<sup>23</sup> Shared use Path Planning and Design <http://www.bicyclinginfo.org/engineering/paths-principles.cfm>

<sup>24</sup> Portland Green Street Program <http://www.portlandonline.com/bes/index.cfm?c=44407>

elements in its planning efforts and to utilize these elements where possible in roadway reconstruction. 1) Use permeable pavement in on-street parking areas.<sup>25 26</sup> Especially downtown where the on-street parking will cover a substantial area permeable pavement may reduce the needed capacity of storm water facilities. 2) Use perforated curbs in landscape medians and sidewalk buffers to allow storm drainage to percolate into landscaped areas rather than run-off in full volume.

**Note:** *It is outside the scope of this review to look at all storm water impacts, reviewers suggest the city explore policies that support Low Impact Development to reduce runoff associated with new development.*<sup>27</sup>

4. Develop a master plan of sidewalks and non-motorized paths. Identify walking and biking routes to schools, parks and daily activity centers.

The assessments revealed an incomplete sidewalk network and observed very few bicycle facilities. The counts showed that the highest use crossing is on Main St. at Adams St. Existing sidewalks are identified on the maps in the Transportation Plan. We found locations where existing sidewalks are not identified on the current plan map especially incomplete sidewalks in the neighborhoods near the schools. That map should be updated with information gathered by the sidewalk conditions assessment. In addition the assessment gathered information on the condition of the sidewalks and identified footpaths that show where pedestrians feel less safe sharing the roadway. Traffic volumes on the local street network are observed to be very low.

We recommend the city concentrate its efforts on identifying and completing a network of key walking and bicycling routes connecting to the schools and leading to other destinations in the city such as the parks, the library and downtown. The network would start near the schools and downtown and should be expanded as the city grows. This network should utilize the existing built sidewalk and pathways to the greatest extent possible. In addition we recommend that all collectors should be improved with sidewalks and bike lanes on both sides<sup>28</sup> creating a network of bike lanes allowing riders to safely reach destinations on the collectors.

We have provided a map identifying routes that meet those criteria. The routes identified suggest that pedestrians bicyclists and cars share low volume, low speed roadways designated as bike boulevards. Bike boulevards are for more than cycling, they provide a safe environment for pedestrians and bikes while accommodating low speed auto traffic.

Southeast of Center and Main bike boulevards are suggested for Adams and Maxine where we found the most existing sidewalk and utilizing the school crossing at Adams. Irene provides connectivity north and south. Ash St. would be an additional road to consider for bike boulevard treatment in this area of town.

North of Center we suggest a network that starts on Madison St. at the east, moves west past the park, through downtown, to the library and to Oak St. Oak connects south to the elementary schools and north to Monroe, Monroe connects west to Spruce. Spruce connects south to the school crossing and north to the city owned property on the rail. A dirt road on that property connects to the pathway coming from Kimberly Meadows. This configuration was based on having the most existing sidewalk, connecting to numerous destinations and traveling through downtown at the intersection with the fewest crashes.

Our recommendation is that the city work with its citizens to confirm the routes, using those suggested as a starting point. Implementation of bike boulevards could begin immediately, with the city making relatively inexpensive improvements<sup>29 30</sup> such as on-street 'sharrow' markings, street sign bicycle designations, other signage supporting a shared roadway and potentially turning stop signs to make the bike boulevards through streets. The sidewalk network on these roads should be completed as funding and other projects

<sup>25</sup> Field Evaluation of Permeable Pavement for Stormwater Management  
<http://www.epa.gov/owow/NPS/pavements.pdf>

<sup>26</sup> Permeable Pavement <http://www.crd.bc.ca/watersheds/lid/permeable.htm>

<sup>27</sup> Low Impact Development (LID) <http://www.epa.gov/owow/NPS/lid/>

<sup>28</sup> AASHTO Guide to Developing Bicycle Facilities, 1999,  
[http://safety.fhwa.dot.gov/ped\\_bike/docs/b\\_aashtobik.pdf](http://safety.fhwa.dot.gov/ped_bike/docs/b_aashtobik.pdf)

<sup>29</sup> Bicycle Boulevard Planning & Design Guidebook  
<http://www.ibpi.usp.pdx.edu/media/BicycleBoulevardGuidebook.pdf>

<sup>30</sup> National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide  
<http://nacto.org/cities-for-cycling/design-guide/>



allow, such as on Madison, Monroe, Adams and Spruce. The most successful boulevards also have a public awareness campaign, the city could introduce a beautification contest as part of such a campaign.

The map also shows bike lanes on the collector streets throughout the city to provide safe access to many destinations currently on those roadways. In addition, the future land use map plans for new commercial on those corridors, which will introduce even more destinations. [Bike lanes could be added as roadway projects are completed.](#)

### **School District Recommendations**

#### **5. [Develop a parent education and awareness program through the Safe Routes To School Coordinator](#)**

As mentioned the high number of parents driving students to and from schools creates congestion and dangerous conditions at these times in the city of Kimberly. Educating parents about how students can safely walk and bike to and from school, the dangers of congestion around schools, increasing student safety by following the rules of the road and how parents can play a role in reducing congestion can help reduce the number of parents driving.<sup>31 32</sup> An education campaign encouraging students to walk or bike to school, encouraging carpooling, mapping out safe pedestrian routes and implementing a “walking school bus” program (see below) have proven to reduce congestion and increase walking and biking in locales around the country. The school district should partner with the PTA and the Safe Routes to School Coordinator to disseminate information to parents. Strategies that have helped in other communities include having information at back-to-school night, in newsletters, at walking and biking events, or distributing it in fliers handed to parents while they are waiting in school drop-off and pick-up zones.

#### **6. [Develop a walking school bus program through the Safe Routes to School Coordinator.](#)**

Walking School Bus has been an effective tool to get more students walking and more parents involved in helping their kids walk to school rather than being driven.<sup>33 34 35</sup> Idaho Falls has the most robust program in Idaho. [We recommend the SRTS Coordinator organize a Walking School Bus program in Kimberly.](#) Surveys should be conducted this spring to identify students who are currently being driven who could walk to school or to a school bus stop if the parents felt it was safe for them to do so. These surveys should reveal potential routes for walking buses. Then the program could be advertised and volunteers solicited to lead the walking bus routes. The program could be in place as early as fall of 2012.

#### **7. [Improve drop-off and pick routine in the short term.](#)**

The chaotic drop-off and pick up routine at the Elementary Schools could be improved short term while in depth analysis and policy and infrastructure changes are planned and completed. We recommend:

- 1) Institute a no-idle zone in all school parking lots to reduce emissions and exposure for asthma sufferers.
- 2) Limit parent use of the parking spaces on Center St. for drop-off and pick-up. This use backs up traffic eastbound beyond the crosswalk at Oak St., The backed up traffic reduces visibility for oncoming westbound traffic at the crosswalk at Oak creating a very dangerous crossing. In addition, this crossing would benefit from advance stop bars and an arrow on the pedestrian crossing sign.
- 3) Move wheel stops, in the parking lot east of the schools parallel to Main St, away from fence to create a protected walking path, or build a path on the other side of the fence with a gate to the crossing at Adams.

### **Implementation**

Idaho Smart Growth acknowledges that implementing these recommendations will require the city and the school district to devote staff time and funding to organize committees, plan and conduct public outreach, complete design work and implement projects. We believe that the resulting improvements will be well worth the time, money and effort in the extra safety they will provide. We’re prepared to continue assisting Kimberly if resources can be found to support our assistance.

<sup>31</sup> Comparative Analysis of Safe Routes to School Program Elements and Travel Mode Outcomes [http://www.saferoutesinfo.org/sites/default/files/resources/Shifting\\_Modes\\_Comparative\\_Analysis.PDF](http://www.saferoutesinfo.org/sites/default/files/resources/Shifting_Modes_Comparative_Analysis.PDF)

<sup>32</sup> SRTS Guide: Education <http://guide.saferoutesinfo.org/education/index.cfm>

<sup>33</sup> The Walking School Bus [http://guide.saferoutesinfo.org/walking\\_school\\_bus/index.cfm](http://guide.saferoutesinfo.org/walking_school_bus/index.cfm)

<sup>34</sup> Starting a Walking School Bus <http://www.walkingschoolbus.org/>

<sup>35</sup> Webinar; How to Build a Walking School Bus Program <http://www.saferoutesinfo.org/events-and-training/srts-webinars/how-build-walking-school-bus-program-grass-roots-best-practices-de>

## Attachment A: Review of City Policies

Kimberly (population 3,264)

Indicates Best Practice ★BP

Mixed Use		
	Policies	None
	Zoning	No mixed use zone. Non-residential zones (other than industrial allow higher density residential. Planned Unit Development Zone.
School Siting		
	Policies	<ol style="list-style-type: none"> <li>1. Assist the school district to provide strategic planning for the future to deal with concerns about growth.</li> <li>2. Policy to encourage and assist the School Board District to establish plans and/or programs to provide public use of school facilities such as public recreation and community meetings.</li> <li>3. Support and promote school growth and construction of new schools within the close proximity of the existing schools.</li> <li>4. Encourage and assist the School Board and School District to establish plans and/or programs to provide public use of school facilities such as public recreation and community meetings.</li> </ol>
	Zoning	1. Separate zoning sub-district for schools. Permitted in commercial and industrial zone; special use in residential and office zone.
Sidewalks		
	Policies	<ol style="list-style-type: none"> <li>1. Goal of Schools Component is to ensure that facilities are safe and have good access, particularly pedestrian access. ★BP</li> <li>2. Goal of Schools Component: Have the school be the hub for the bike/walk path. ★BP</li> <li>3. Policy to require developers to construct new streets, curbs, sidewalks, streetlights, and bicycle paths to insure the safety of the citizens in their travels in the community.</li> <li>4. Policy of Transportation Component: An adopted Master Transportation Plan recommends improvements for the roadways, sidewalks and pedestrian trails, bicycle lanes, and other needed improvements.</li> <li>5. Policy of hazardous areas: Develop traffic controls and sidewalks in identified hazardous areas and maintain sidewalks to control access and insure the safe movement of citizens within the community. ★BP</li> <li>6. Policy to enhance opportunities for pedestrian and bicycle movement.</li> </ol>
	Plans -Maps	None separate, sidewalk locations identified in Transportation Plan Figure 9
	Development Regulations	<ol style="list-style-type: none"> <li>1. Sidewalks required for new development. (Subdivision Code 17.11.050)</li> <li>2. Sidewalks shall be required on both sides of the street except for on very large lots or with council exception. (17.12.040)</li> </ol>
	Design requirements	Minimum right-of-way width of 10' with 5' of walking surface for pedestrian pathways. (17.12.040)

## Attachment A: Review of City Policies

<b>Bicycle Facilities</b>		
	Policies	Policy to enhance opportunities for pedestrian and bicycle movement.
	Plans -Maps	None
	Development Regulations	<ol style="list-style-type: none"> <li>1. No person shall park a bicycle upon any public sidewalk within the city. No person shall ride a bicycle, skateboard, or a scooter upon any public sidewalk adjacent to Main Street between Jefferson Street and the intersection of Main Street and Highway 30</li> <li>2. Bicycle Pathways: A bicycle pathway shall be required within all subdivisions, as part of the public right of way or separate easement, as may be specified in an overall bicycle plan as adopted by the council.</li> <li>3. None</li> </ol>
	Design requirements	Minimum right-of-way width of 15’.
<b>Connectivity</b>		
	Policies	<ol style="list-style-type: none"> <li>1. Goal to provide a plan to eliminate existing and future dead end streets.</li> <li>2. Policy of Transportation Component is developing an arterial system of sidewalks and non-motorized paths to insure the safe movement of pedestrians.</li> </ol>
	Development Regulations	2. Right of way for pedestrian walkways in the middle of long blocks may be required for pedestrian circulation to schools, parks or shopping areas. ★BP ( Subdivision Code 17.12.030)
	Design requirements	None
<b>Pedestrian Crossings</b>		
	Design requirements	None
<b>Recommendations</b>		
		<ol style="list-style-type: none"> <li>1. Adopt policy supporting mixed uses in appropriate locations</li> <li>2. Amend code to allow MU in downtown and explore MU around middle school.</li> <li>3. Implement goals in Comprehensive Plan regarding school sites and pedestrians.</li> <li>4. Identify walking and biking routes to schools, parks and daily activity centers</li> <li>5. Develop a master plan of sidewalks and non-motorized paths.</li> <li>6. Adopt design standards for school crossings.</li> <li>7. Develop connectivity standards fro new development, identify key connections in existing.</li> </ol>

## Attachment B: Bicycle and Pedestrian Counts

Kimberly, ID: Pedestrian Bicycle Counts, 9/28/11, sunny and warm

Location	Main & Adams, Adams going east					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	4	25	27	2	58
15:30-15:45	3	2	14	10	0	29
15:45-16:00	0	1	0	0	0	1
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	1	0	0	1
16:30-16:45	0	0	2	1	0	3
16:45-17:00	0	0	1	2	0	3
17:00-17:15	0	3	0	0	0	3
<b>Total</b>	<b>3</b>	<b>10</b>	<b>43</b>	<b>40</b>	<b>2</b>	<b>98</b>
<b>Totals</b>	<b>13</b>		<b>83</b>		<b>2</b>	<b>98</b>

Location	Main & Jefferson, Jefferson east					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	0	0	0	0
15:30-15:45	0	1	3	4	0	8
15:45-16:00	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	3	0	0	0	3
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>11</b>
<b>Totals</b>	<b>4</b>		<b>7</b>		<b>0</b>	<b>11</b>

Location	Main & Adams, Main south					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	2	2	7	0	11
15:30-15:45	1	0	10	6	0	17
15:45-16:00	0	2	0	0	0	2
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	3	0	0	0	3
16:45-17:00	0	2	0	1	0	3
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>9</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>36</b>
<b>Totals</b>	<b>10</b>		<b>26</b>		<b>0</b>	<b>36</b>

Location	Center & Elm, Elm north					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	11	0	0	11
15:30-15:45	0	2	25	0	0	27
15:45-16:00	0	0	3	0	0	3
16:00-16:15	0	0	2	0	0	2
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	0	3	0	0	3
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>46</b>
<b>Totals</b>	<b>2</b>		<b>44</b>		<b>0</b>	<b>46</b>

Location	Center & Main, Center east					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	1	0	0	1
15:30-15:45	0	2	4	0	0	6
15:45-16:00	0	0	4	0	0	4
16:00-16:15	0	0	6	0	0	6
16:15-16:30	0	0	1	0	0	1
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	6	0	0	6
<b>Total</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>24</b>
<b>Totals</b>	<b>2</b>		<b>22</b>		<b>0</b>	<b>24</b>

Location	Center & Main, Center west					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	1	0	0	1
15:30-15:45	0	0	1	0	0	1
15:45-16:00	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	0	6	0	1	7
16:45-17:00	0	0	3	0	1	4
17:00-17:15	0	0	1	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>14</b>
<b>Totals</b>	<b>0</b>		<b>12</b>		<b>2</b>	<b>14</b>

Location	Center & Main, Main north					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	1	0	0	1
15:30-15:45	0	0	3	0	0	3
15:45-16:00	0	0	4	0	0	4
16:00-16:15	0	0	10	0	0	10
16:15-16:30	0	0	2	0	0	2
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	1	0	0	1
17:00-17:15	0	0	8	0	0	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>29</b>
<b>Totals</b>	<b>0</b>		<b>29</b>		<b>0</b>	<b>29</b>

Location	Center & Main, Main south					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0
15:45-16:00	0	0	2	0	0	2
16:00-16:15	0	0	1	0	0	1
16:15-16:30	0	0	0	0	1	1
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	1	0	0	1
17:00-17:15	0	0	1	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>6</b>
<b>Totals</b>	<b>0</b>		<b>5</b>		<b>1</b>	<b>6</b>



## Attachment B: Bicycle and Pedestrian Counts

Kimberly, ID: Pedestrian Bicycle Counts, 9/28/11, sunny and warm

Location	Center & Oak, Center east					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	2	0	0	0	2
15:30-15:45	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0
16:45-17:00	3	0	0	0	0	3
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>
<b>Totals</b>	<b>5</b>		<b>0</b>		<b>0</b>	<b>5</b>

Location	Center & Oak, Oak north					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	3	7	3	0	13
15:30-15:45	0	0	5	3	0	8
15:45-16:00	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>21</b>
<b>Totals</b>	<b>3</b>		<b>18</b>		<b>0</b>	<b>21</b>

Location	Center & Pine St, Center west					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	6	6	0	12
15:30-15:45	0	0	1	0	0	1
15:45-16:00	0	0	1	1	0	2
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	2	4	0	6
16:30-16:45	0	0	3	3	0	6
16:45-17:00	1	0	0	2	0	3
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>30</b>
<b>Totals</b>	<b>1</b>		<b>29</b>		<b>0</b>	<b>30</b>

Location	Center & Pine, Pine north					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	2	0	0	2
15:30-15:45	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	0	0	0
16:30-16:45	0	0	0	0	0	0
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
<b>Totals</b>	<b>0</b>		<b>2</b>		<b>0</b>	<b>2</b>

Location	Center & Spruce, Spruce north					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	0	0	0	0
15:30-15:45	0	0	3	3	0	6
15:45-16:00	0	0	9	6	0	15
16:00-16:15	0	0	0	0	0	0
16:15-16:30	0	0	0	2	0	2
16:30-16:45	0	0	0	2	0	2
16:45-17:00	0	0	0	0	0	0
17:00-17:15	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>14</b>	<b>0</b>	<b>26</b>
<b>Totals</b>	<b>0</b>		<b>26</b>		<b>0</b>	<b>26</b>

Location	Center & Spruce, Center west					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	0	1	0	0	1
15:30-15:45	0	0	3	6	0	9
15:45-16:00	0	0	2	3	0	5
16:00-16:15	0	0	0	1	0	1
16:15-16:30	0	0	2	5	0	7
16:30-16:45	0	0	0	1	0	1
16:45-17:00	0	0	0	2	0	2
17:00-17:15	0	0	0	1	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>27</b>
<b>Totals</b>	<b>0</b>		<b>27</b>		<b>0</b>	<b>27</b>

Location	All locations combined					Total
	Bicycles		Pedestrians		Others	
Time	Female	Male	Female	Male		
15:15-15:30	0	11	57	43	2	113
15:30-15:45	4	7	72	32	0	115
15:45-16:00	0	3	25	10	0	38
16:00-16:15	0	0	19	1	0	20
16:15-16:30	0	3	8	11	1	23
16:30-16:45	0	3	14	7	1	25
16:45-17:00	4	2	6	7	1	20
17:00-17:15	0	3	16	2	0	21
<b>Grand Total</b>	<b>8</b>	<b>32</b>	<b>217</b>	<b>113</b>	<b>5</b>	<b>375</b>
<b>Grand total</b>	<b>40</b>		<b>330</b>		<b>5</b>	<b>375</b>

Total users during School Release hours	228
Total of all users counted on September 28, 2011	375



