



A SAFE SCHOOLS TRANSPORTATION STUDY

Grassy Lake Elementary School

Minneola, FL

GRASSY LAKE ELEMENTARY SCHOOL

DRAFT

April 2012



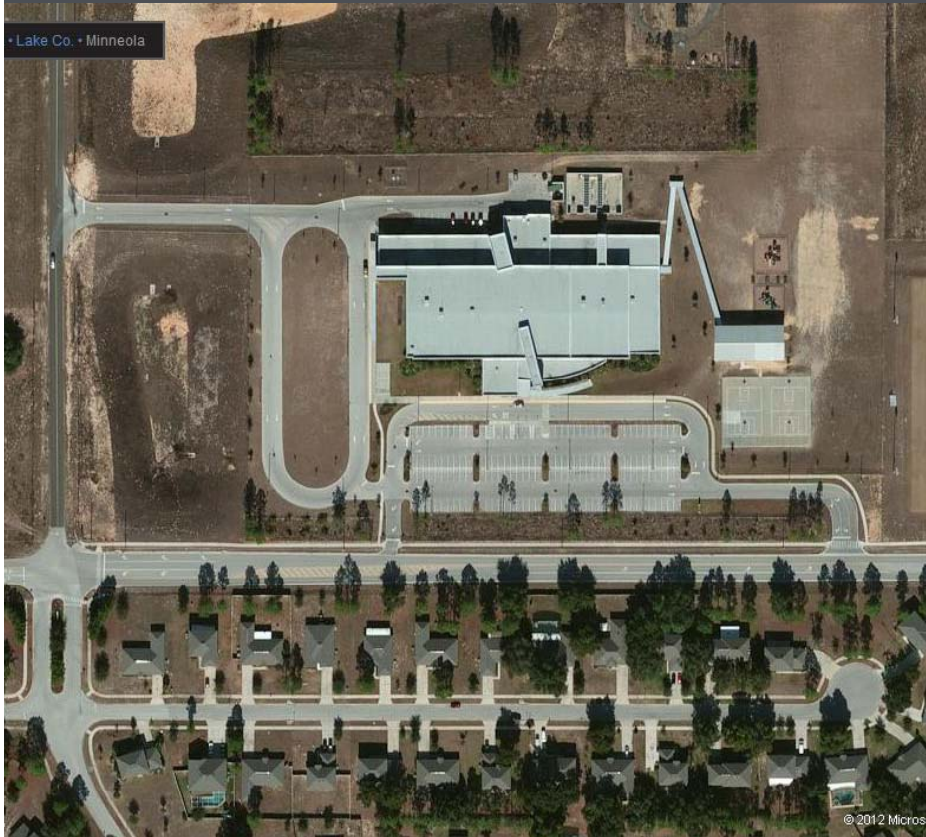


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Grassy Lake Elementary School Snapshot

• Lake Co. • Minneola



November 30, 2011

Grades: Pre-Kindergarten – 5th

Total Students: 1,013

- Provided Bus Transportation : 541
- Not Provided Bus Transportation: 472

Students Living within the “Walk Zone”: 154

- Provided Bus Transportation: 23
- Not Provided Bus Transportation: 131

Observation Day (Partly Cloudy)

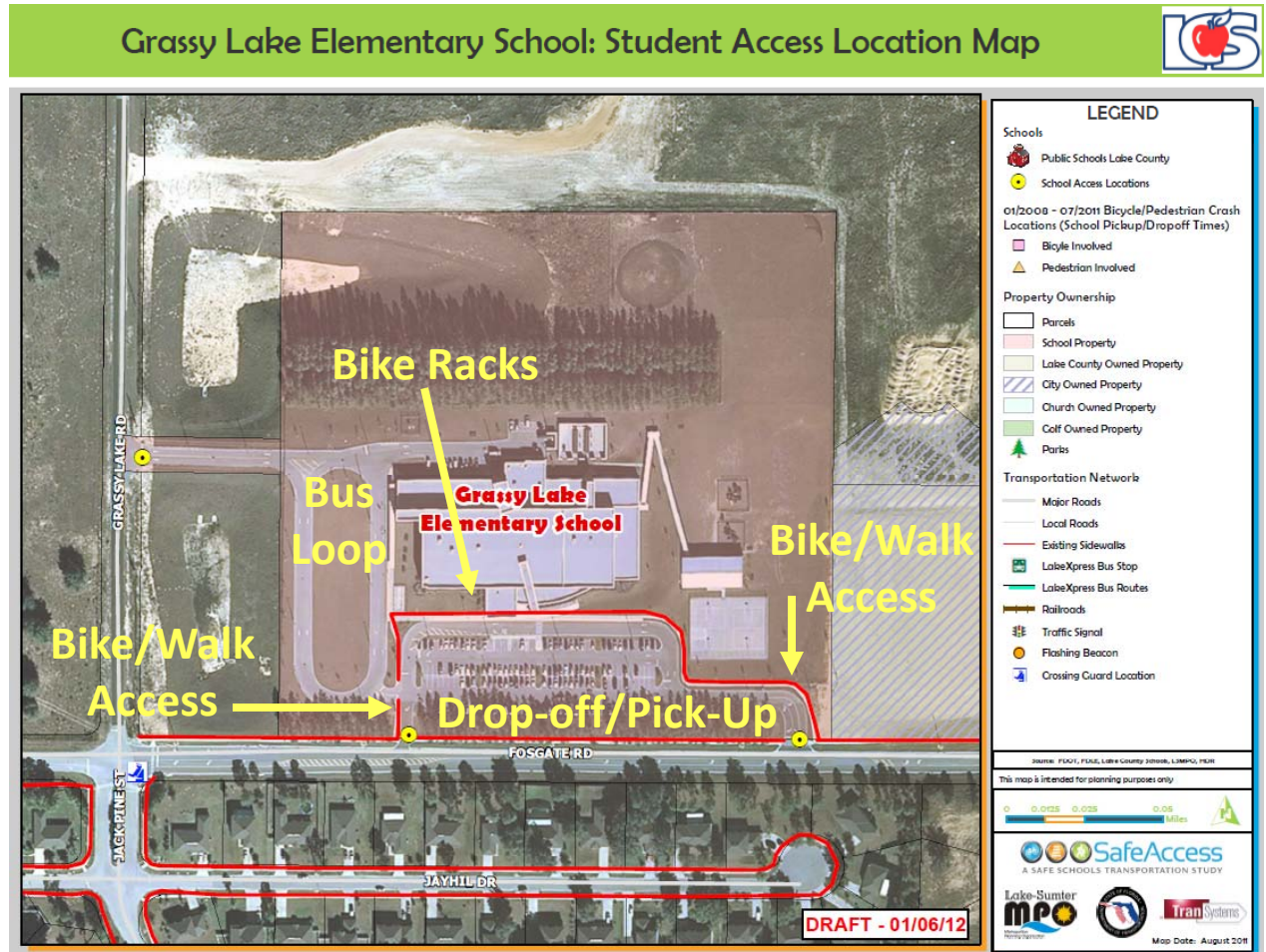
- Walkers: 40 (est.)
- Bike Riders: 2



- ✓ Grassy Lake Elementary School website – Click [here](#)
- ✓ City of Minneola website – Click [here](#)
- ✓ Lake County Schools website – Click [here](#)

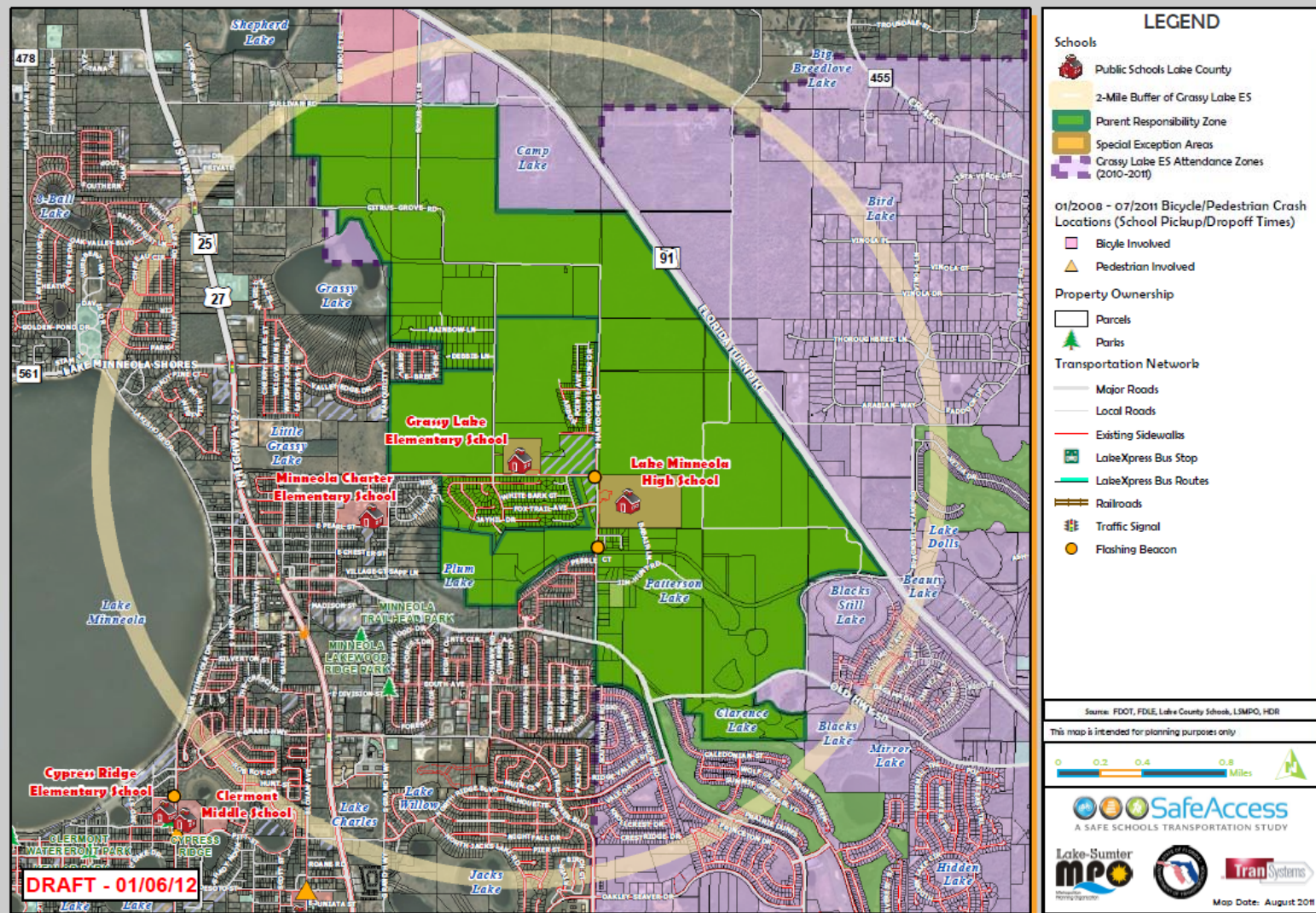
Findings:

- ✓ More than half of students are bused
- ✓ One-way drop-off/pick-up loop separated from bus loop
- ✓ One bike/walk access on each side of drop-off/pick-up loop
- ✓ Crossing guard located at Fosgate Rd/Grassy Lake Rd/Jack Pine St
- ✓ Vast majority of traffic on Fosgate Rd & Grassy Lake Rd during school arrival/dismissal periods is school-related
- ✓ Some overlap with Lake Minneola HS traffic in PM – dismissal times are only 20 minutes apart



Attendance and 2-Mile "Walk" Zone Map

Grassy Lake Elementary School: Attendance and 2-Mile "Walk" Zone Map



- 7:00 am:** Breakfast available;
before school program
begins
- 8:05 am:** Official start of car drop-
off line
- 8:30 am:** School start time
- 2:45 pm:** School release time (first
bell)
- 6:00 pm:** After school program ends

*Note: Students are released one hour early
on Wednesdays*





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Bus Access



Findings:

- ✓ The bus loop operations, and loading and unloading work well
- ✓ Adequate storage is provided on-site for all 21 buses (17 regular, 4 ESE)
- ✓ Nine buses jointly serve Grassy Lake ES & Minneola ECS

Findings:

- ✓ School staff & students provide curbside door-opening valet
- ✓ During dismissals, students are called up to their car
- ✓ The school's more remote location increases the need for car line capacity
- ✓ Drivers at the car line entrance were observed to be courteous, letting other drivers make left turns in and out of the driveway

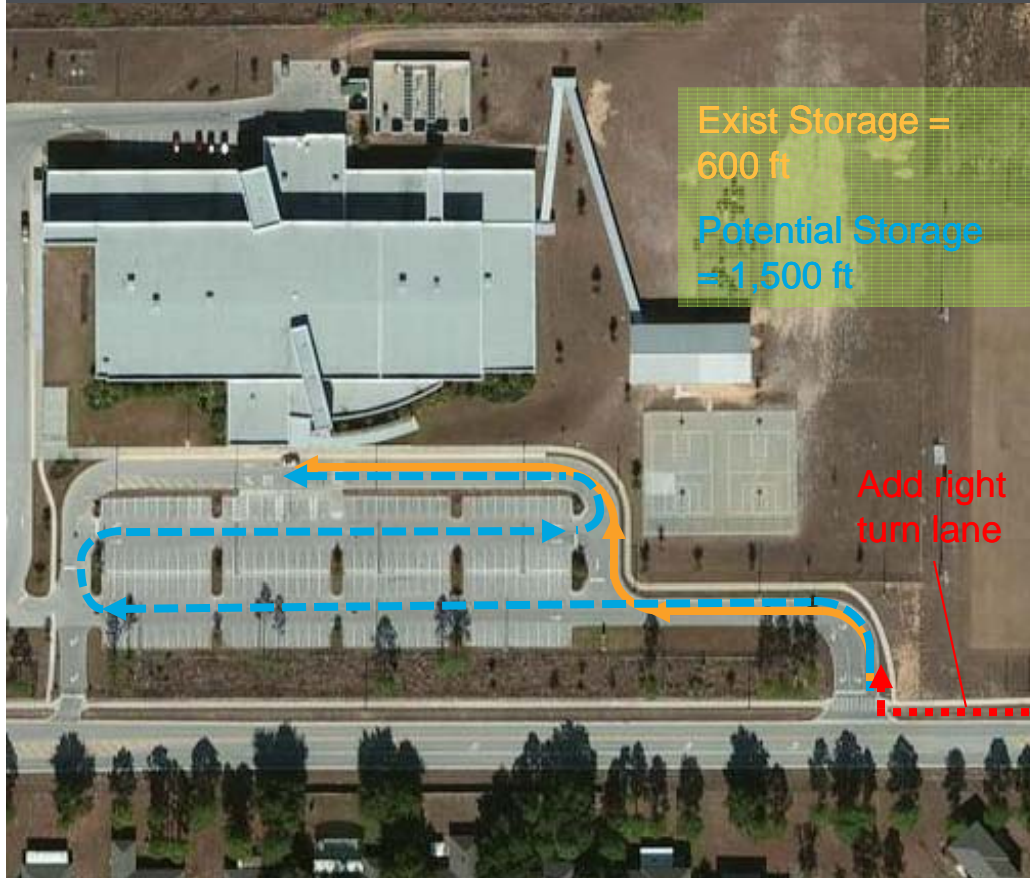


Findings:

- ✓ The car line queues back onto Fosgate Rd during both arrival and dismissal periods
- ✓ There is a sight distance issue with the hill on Fosgate Rd east of the school
- ✓ Maximum observed queues on Fosgate Rd extended for 450 feet eastbound (in center turn lane) and 900 feet westbound
- ✓ Westbound through vehicles use center turn lane to pass queued vehicles; cross-over point creates conflicts & is a safety hazard



Student Drop-off & Pick-up



Drop-off and Pick-up Circulation Concept – Option 1

Recommendations:

- ✓ **Option 1:** Modify existing circulation pattern through the parking lot to increase vehicle queuing capacity
 - ✓ Increases on-campus queue storage by 900 feet, from 600 to 1,500 feet
 - ✓ Still does not fully accommodate observed total queue length on Fosgate Rd (1,300 feet)
 - ✓ Add a westbound right turn lane on Fosgate Road to help mitigate the conflict with through vehicles and queued vehicles
 - ✓ Sufficient space exists within landscape buffer to add turn lane
 - ✓ Some utility poles would need to be relocated



Recommendations:

- ✓ Option 2: Switch the bus and car loops
 - ✓ Has been considered in the past
 - ✓ Could accommodate total observed queue length on-site, but only with long section of double stacking
 - ✓ Would require northbound right turn & southbound left turn lanes on Grassy Lake Rd to prevent blockage of roadway by queued vehicles if available storage exceeded
 - ✓ Would require modification to curb return at car loop to allow buses to turn left out
 - ✓ More costly improvement than Option 1



Drop-off and Pick-up Circulation Concept – Option 2



Findings:

- ✓ No remote drop-off/pick-up observed
- ✓ According to school staff, there is some remote drop-off/pick-up at the Fosgate/Grassy Lake/Jack Pine intersection

Recommendations:

- ✓ No apparent need to address at this time

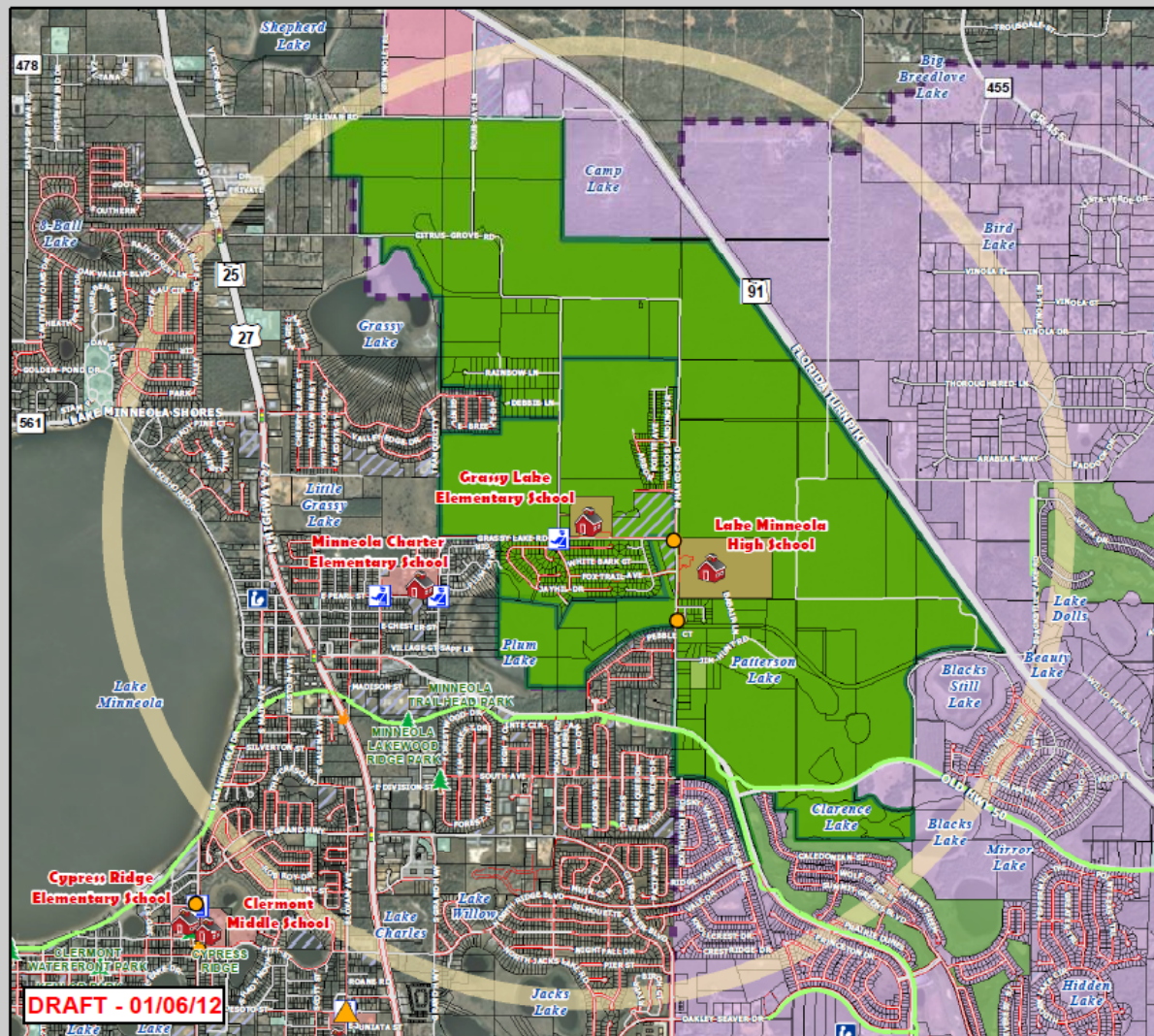


Findings:

- ✓ Majority of walkers/bicyclists travel to/from the west and cross Fosgate Rd at Jack Pine St with crossing guard
- ✓ Only a handful of students observed traveling to/from the east
- ✓ No elementary school students observed walking/riding to/from further west of Jack Pine St
- ✓ Bicycle racks are well placed in fenced corral at the front of the school and have ample supply



Grassy Lake Elementary School: Existing Conditions Map



- Schools**
- Public Schools Lake County
 - Crossing Guard Locations
 - Libraries
 - 2-Mile Buffer of Grassy Lake ES
 - Parent Responsibility Zone
 - Special Exception Areas
 - Grassy Lake ES Attendance Zones (2010-2011)
- 01/2008 - 07/2011 Bicycle/Pedestrian Crash Locations (School Pickup/Dropoff Times)**
- Bicycle Involved
 - Pedestrian Involved
- Property Ownership**
- Parcels
 - School Property
 - Lake County Owned Property
 - City Owned Property
 - Church Owned Property
 - Golf Owned Property
 - Parks
- Transportation Networks**
- Major Roads
 - Local Roads
 - Existing Sidewalks
 - Existing Trails
 - LakeXpress Bus Routes & Stops
 - Railroads
 - Traffic Signal
 - Flashing Beacon

Source: FDOT, FDLE, Lake County Schools, LCMPO, HDR

This map is intended for planning purposes only



DRAFT - 01/06/12



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Planned Project

Hancock Rd North Extension

Findings:

- ✓ Available ROW on Turkey Farm between Old Hwy 50 and Jim Hunt Rd not sufficient to construct missing sidewalk
- ✓ Hancock Rd North Extension, Old Hwy 50 to Fosgate Road
 - ✓ County project
 - ✓ Extends existing Hancock Rd on east side of powerline easement
 - ✓ Planned for 4 lanes (may be built initially as 2 lanes)
 - ✓ Proposed to have sidewalk (west side) and multi-use trail (east side)
 - ✓ Existing Turkey Farm Rd will end at cul-de-sac
 - ✓ Traffic signal at Old Hwy 50/Turkey Farm to be removed
 - ✓ ROW funding programmed for 2012-2013
 - ✓ No CST funding identified

Recommendation:

- ✓ Make interim improvements to existing facilities on Turkey Farm Rd/Hancock Rd prior to Hancock Rd Extension



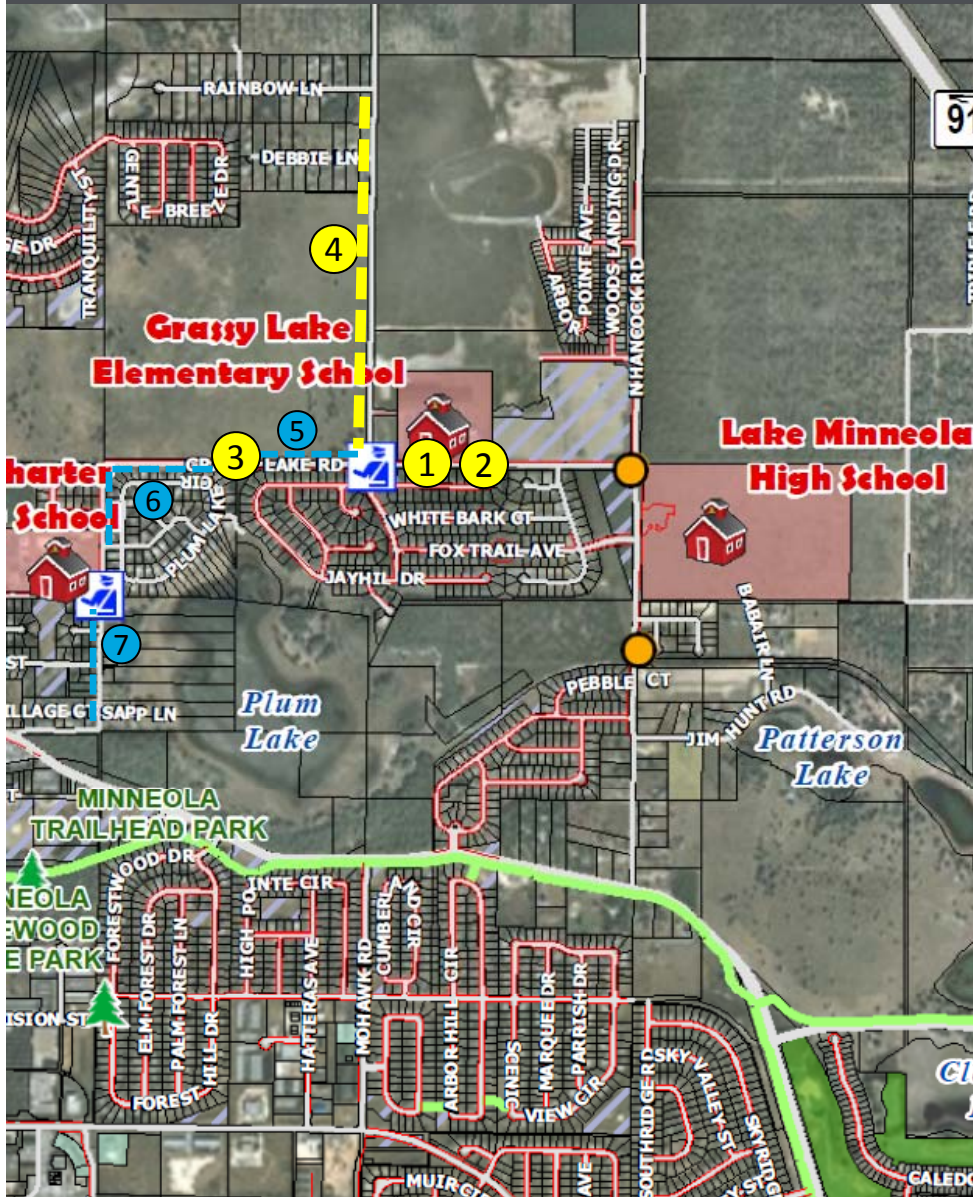


SafeAccess

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Recommended Priority Projects



Priority Projects:

1. School speed zone flashing beacons on Fosgate Rd & Grassy Lake Rd
2. Construct westbound right turn lane on Fosgate Rd at car loop driveway
3. Grassy Lake Rd midblock crosswalk improvements – alignment, lighting, signage/markings
4. Grassy Lake Rd – sidewalk, Fosgate Rd to Rainbow Ln

Other Sidewalk Connections:

5. Grassy Lake Rd, existing sidewalk (north side) to Fosgate Rd/Jack Pine St
6. Grassy Lake Rd, Plum Lake Dr to existing sidewalk (south side)
7. Grassy Lake Rd, Pearl St to Washington St (west side)

Priority Project #1

School Speed Zone Flashing Beacons

Findings:

- ✓ School speed limit is posted at 15 mph on Fosgate Rd & Grassy Lake Rd adjacent to the school
- ✓ Existing supplemental sign plaques indicate periods in which reduced speed limit applies (7:30 – 9:00 AM & 1:00 – 3:45 PM) have very small print & hard to read by passing motorists

Recommendations:

- ✓ Replace existing supplemental sign plaques with flashing beacons that are set to be active during the appropriate time periods
- ✓ Beacons can be programmed to be active only during key periods on regular & early release days



Priority Project #2

Westbound Right Turn Lane into Car Loop Driveway



Findings:

- ✓ During dismissal, westbound vehicles waiting to enter the car pick-up loop were observed to queue back on Fosgate Rd for 900 feet
- ✓ There is a sight distance issue with the hill on Fosgate Rd east of the school
- ✓ Westbound through vehicles use center turn lane to pass queued vehicles; cross-over point creates conflicts & is a safety hazard
- ✓ Existing landscape strip is about 14 feet wide
- ✓ There are no drainage inlets along the curb in this area
- ✓ Some utility poles would need to be relocated



Recommendations:

- ✓ Constructing a westbound right turn lane of 200-400 feet would help mitigate the safety hazard created by westbound through vehicles by moving the cross over point away from the driveway and other conflicting vehicles



Findings:

- ✓ Crosswalk facilitates shift of sidewalk from north side to south side of roadway
- ✓ Crosswalk connects to existing utilities access driveway with significant grade (does not meet ADA)
- ✓ Sidewalk connecting to driveway is covered with sand/debris
- ✓ Crosswalk does not have any lighting

Recommendations:

- ✓ Shift midblock crosswalk further east to avoid ADA/grade issue
- ✓ Add lighting so crosswalk is well lit
- ✓ Add advance yield lines (30 ft separation) & yield here to peds signs



Priority Project #4

Grassy Lake Rd Sidewalk, Fosgate Rd to Rainbow Ln



Findings:

- ✓ Grassy Lake Rd north of Fosgate Rd does not have sidewalks
- ✓ A few H.S. students walk alongside road to/from the north, according to crossing guard at Grassy Lake Rd/Fosgate Rd intersection (although not observed in field)
- ✓ New sidewalk would connect to existing residential area at Debbie Ln & Rainbow Ln
- ✓ Reserves at Minneola (Phases 3-4) required to construct Grassy Lake Rd as a standard 2-lane, but not required to construct sidewalk per approved Development Order.

Recommendations:

- ✓ Construct sidewalk on Grassy Lake Rd from Fosgate Rd to Rainbow Ln; west side preferred (no crossings needed for existing residential)
- ✓ Look for future opportunities to build sidewalk on west side with new development



Recommendations:

✓ Grassy Lake Rd

1. Existing sidewalk (north side) to Fosgate Rd/Jack Pine St
2. Plum Lake Dr to existing sidewalk (south side)
3. Pearl St to Washington St (west side)

✓ All sections above are low priorities due to low number of GLES students living in the vicinity of these potential sidewalk connections (outside the primary school boundary, but includes some students in secondary area who opt not to attend Minneola Elementary Charter School)





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Contact Information

This website represents an ongoing commitment to increase safe access to schools within the Lake~Sumter Metropolitan Planning Organization Planning Area.

Updates to data, and suggestions for programming and project ideas are welcome from all agencies and the general public.

Mike Woods

Project Manager, Transportation Planner

(352) 315-0170

mwoods@lakesumtermpo.com



Mindy Heath, AICP

Consultant Project Manager

(407) 420-4200

Mindy.heath@hdrinc.com



*Promoting Regional
Transportation Partnerships*