

# Lake Minneola High School Minneola, FL

LAKE MINNEOLA  
HIGH SCHOOL

Congratulations to LMS  
Rookie Teacher of the  
Year  
**AMANDA COOK**

**DRAFT**

April 2012

**HDR**

Lake-Sumter  
**MPO**  
Metropolitan  
Planning Organization

# Lake Minneola High School Snapshot



November 30, 2011

Grades: 9<sup>th</sup> – 11<sup>th</sup> (No current 12<sup>th</sup> grade in first year)

Total Students: 1,283

- Provided Bus Transportation : 806
- Not Provided Bus Transportation: 477

Students Living within the “Walk Zone”: 350

- Provided Bus Transportation: 140
- Not Provided Bus Transportation: 210

Observation Day (Partly Cloudy)

- Walkers (estimated): 50
- Bike Riders: 5

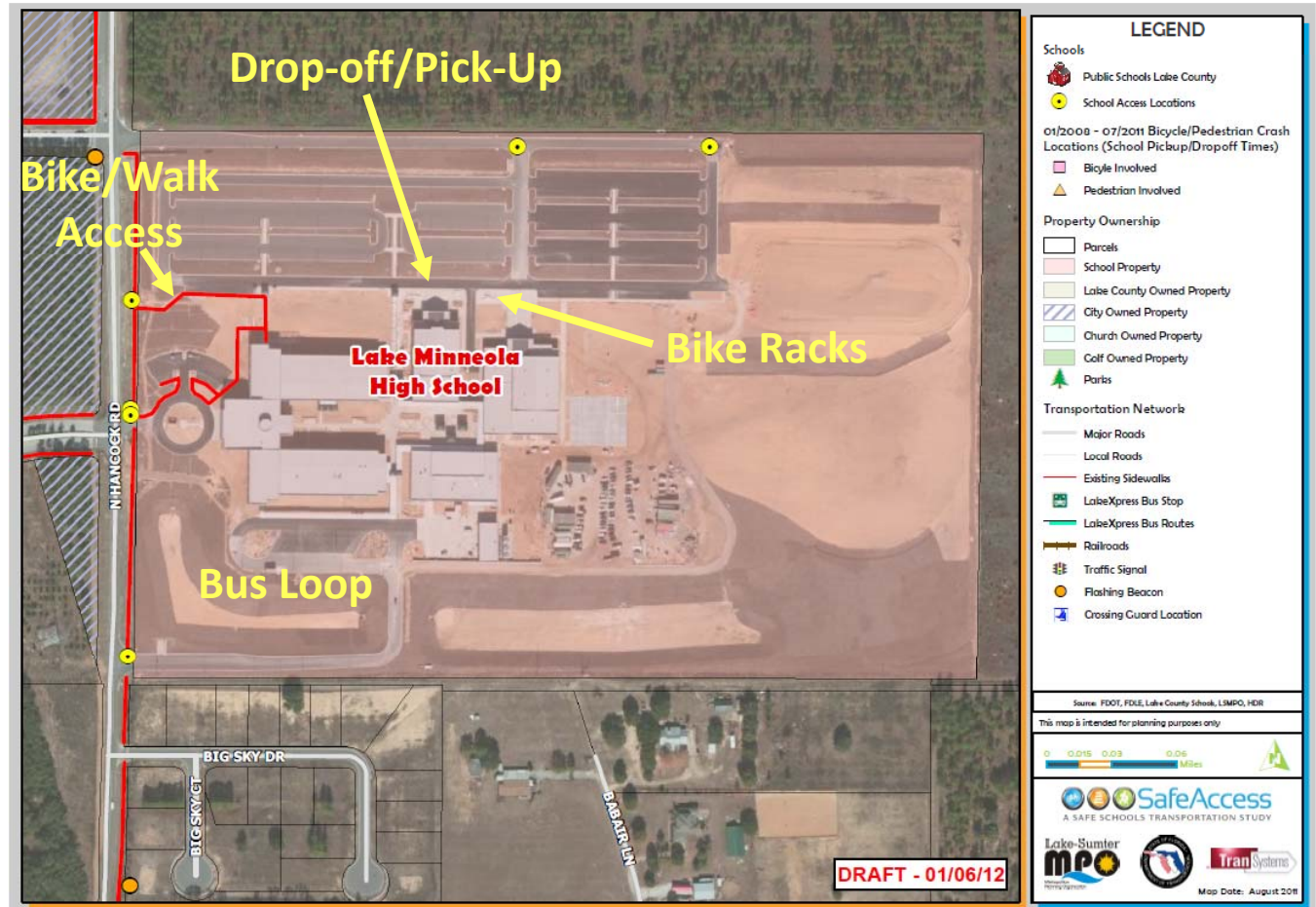


- ✓ Lake Minneola High School website – Click [here](#)
- ✓ City of Minneola website – Click [here](#)
- ✓ Lake County Schools website – Click [here](#)

## Findings:

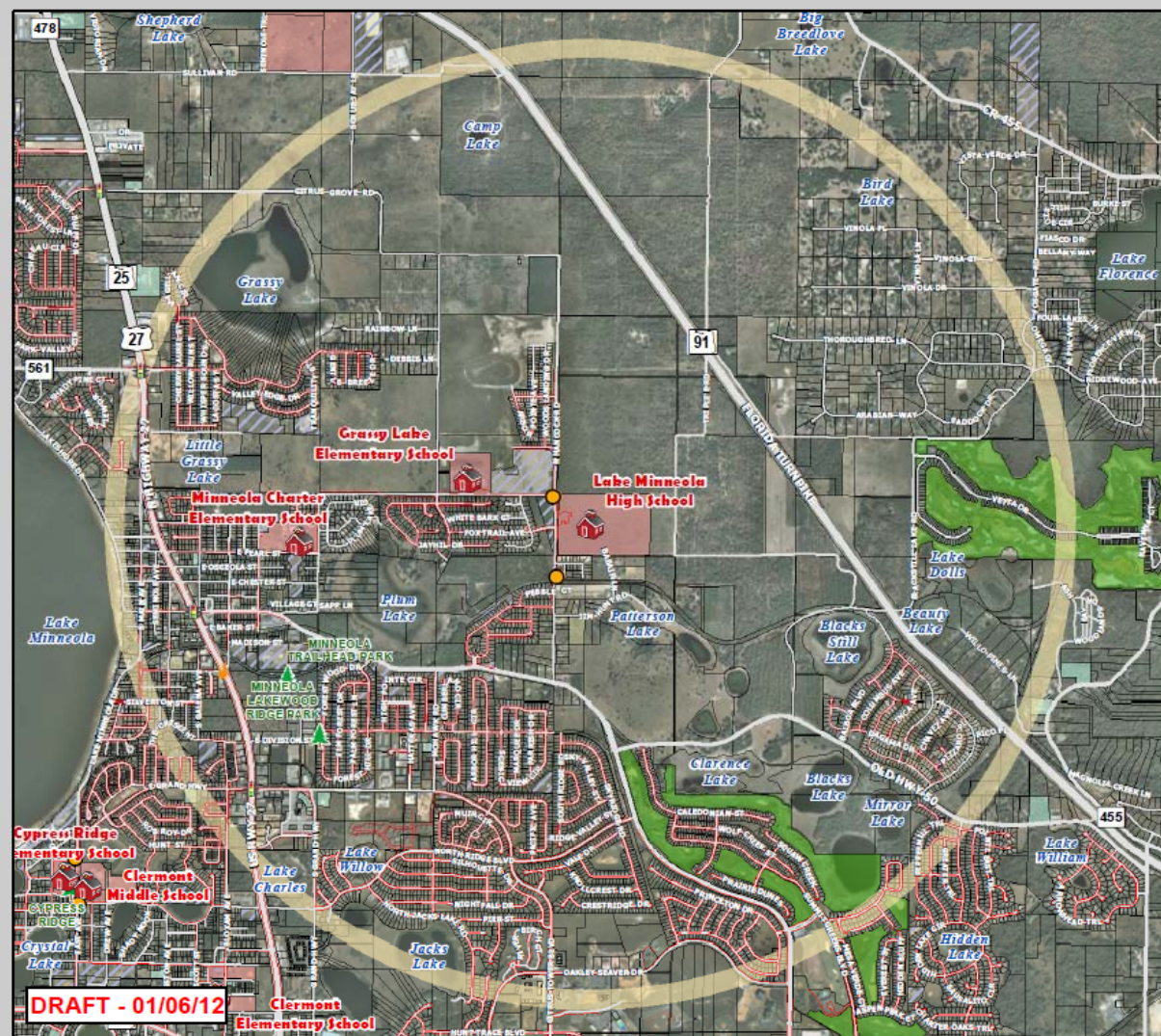
- ✓ New school this year, 9<sup>th</sup> – 11<sup>th</sup> grades only; 2012/2013, will have 9<sup>th</sup> - 12<sup>th</sup> grades and about 500 more total students
- ✓ Due to its location and current sidewalk gaps, approximately 2/3 of students are bused
- ✓ 40% of students within the “walk zone” are bused (those south of Old Highway 50)
- ✓ Drop-off/pick-up separated from bus loop
- ✓ Single bike/walk access just north of admin loop

Lake Minneola High School: Student Access Location Map



# Attendance and 2-Mile "Walk" Zone Map

## Lake Minneola High School: Attendance and 2-Mile "Walk" Zone Map



DRAFT - 01/06/12

**LEGEND**

**Schools**

- Public Schools Lake County
- 2-Mile Buffer of Lake Minneola HS
- Lake Minneola HS Attendance Zones (2010-2011)

**01/2000 - 07/2011 Bicycle/Pedestrian Crash Locations (School Pickup/Dropoff Times)**

- Bicycle Involved
- Pedestrian Involved

**Property Ownership**

- Parcels
- Parks

**Transportation Network**

- Major Roads
- Local Roads
- Existing Sidewalls
- LakeXpress Bus Stop
- LakeXpress Bus Routes
- Railroads
- Traffic Signal
- Flashing Beacon

Source: FDOT, FDLE, Lake County School, LSMPO, HDR

This map is intended for planning purposes only

0 0.2 0.4 0.8 Miles

**SafeAccess**  
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter  
**MPO**

**TranSystems**

Map Date: August 2011

- 6:55-7:00 am:** Buses begin arriving;  
Total of 28 buses (22 regular, 6 ESE)
- 7:25 am:** School start time
- 2:30 pm:** School release time
- 2:35-2:40 pm:** Buses leave

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





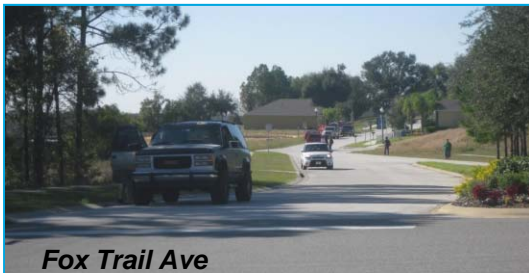
### Findings:

- ✓ Operations in the bus loop and loading/unloading work well
- ✓ Adequate storage is provided on-site for all 28 buses (22 regular, 6 ESE) & additional space is available if needed
- ✓ One resource officer assists with loading at the bus loop during dismissal
- ✓ Most buses turn left onto Hancock Rd to exit the school; in the afternoon, drivers were observed stopping to let a group of buses out

## Findings:

- ✓ Drop-off and pick-up occur on the north side of campus adjacent to the faculty/student parking lot
- ✓ Car line is very well designed with a long length, and has a significant amount of available capacity
- ✓ Maximum dismissal car line length shown at bottom right
- ✓ The front administration loop is used by a few drivers as an unofficial drop-off location





## Findings:

- ✓ A number of students walked to off-campus areas to be picked-up in order to avoid the car line – most activity occurred along an undeveloped portion of Fox Trail Avenue directly across from the school
- ✓ There is no supervision of students off campus
- ✓ Most students being picked up on Fox Trail Avenue crossed Hancock Road at the existing crosswalk; however, there are potential safety issues and traffic disruptions when loading or unloading at unauthorized locations

## Recommendations:

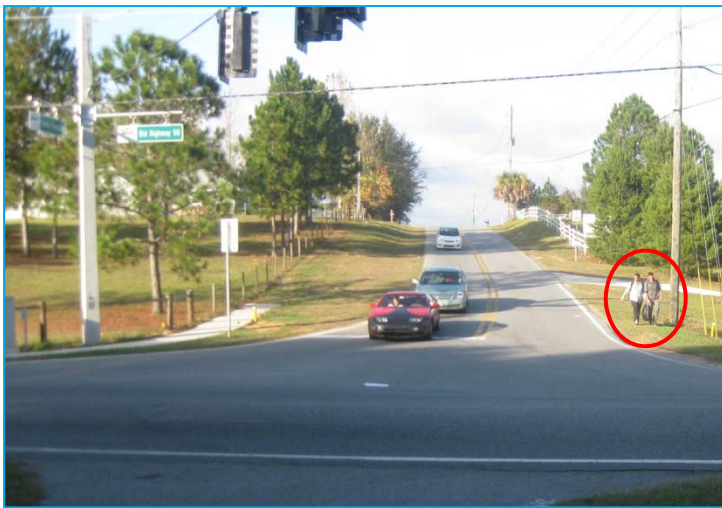
- ✓ No parking signs should be considered on Fox Trail Avenue
- ✓ Periodic enforcement likely needed to discourage remote pick-up





## Findings:

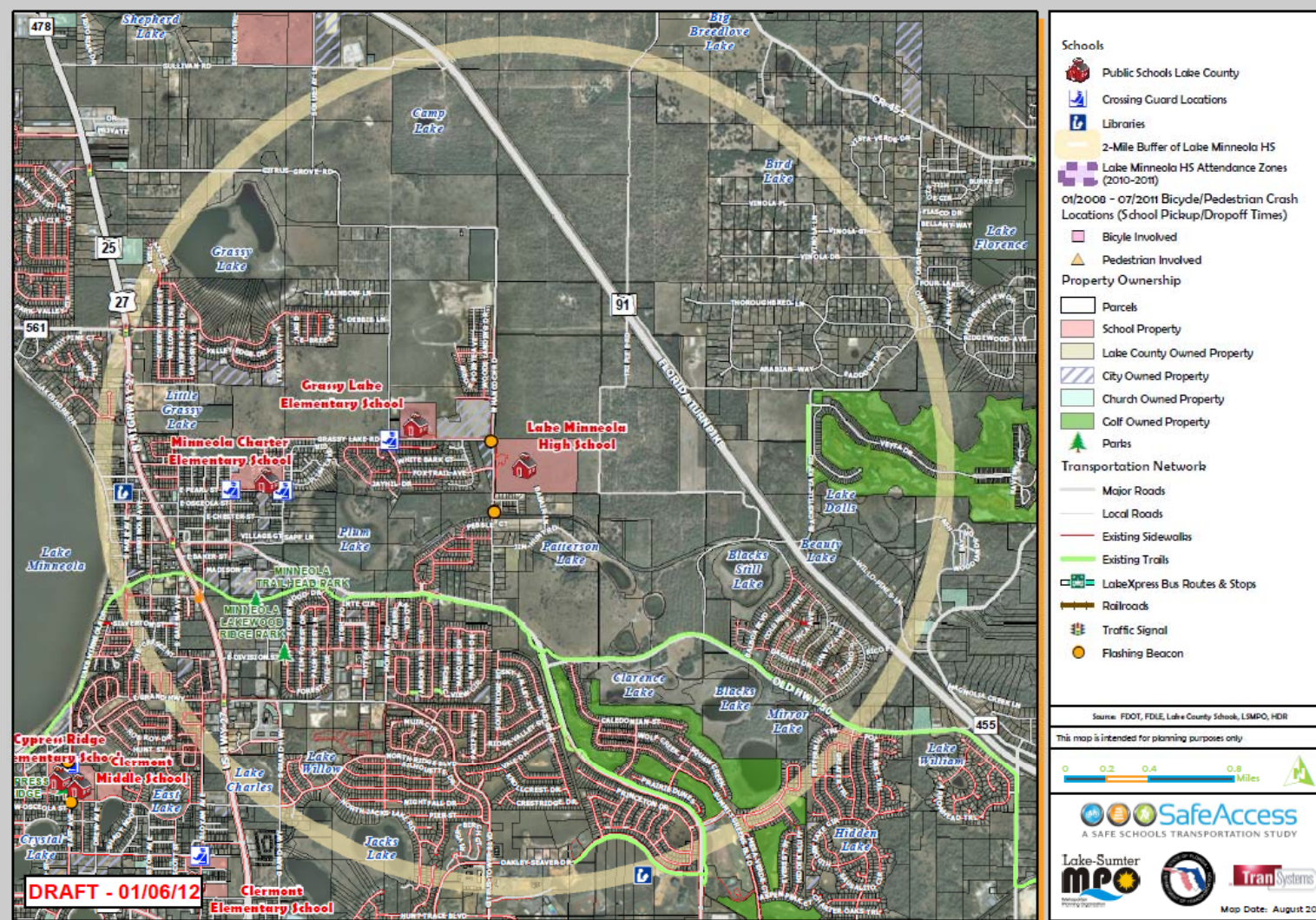
- ✓ All students walking or bicycling access school via sidewalk north of admin loop on Hancock Rd
- ✓ Pedestrians (and bicyclists) cross Hancock Rd at:
  - ✓ Hancock/Fosgate intersection (all-way stop)
  - ✓ Fox Trail Ave marked crosswalk (uncontrolled)
  - ✓ Marked crosswalk south of Big Sky Dr (uncontrolled)
- ✓ Conditions in the morning are often dark, and lighting is generally poor along existing Hancock Rd sidewalk and at marked crosswalks
- ✓ No crossing guards at crosswalks adjacent to school
- ✓ Bicycle racks well placed near auditorium entrance, and provide ample supply of parking.



## Findings:

- ✓ Bike riders all observed riding on sidewalks; potential for conflicts at driveways & with walkers due to bike speeds on hills and narrow width of sidewalk
- ✓ Number of students walking/bicycling to school is limited due to an existing sidewalk gap (approx. ¼ mile) on Turkey Farm Rd from Old Hwy 50 to Jim Hunt Rd
- ✓ Only a few students observed walking the section of road without sidewalks to access the trail along Old Hwy 50
- ✓ More than 500 students projected to be within 2-mile walk zone in 2012/2013 school year, with 60% located south of Old Hwy 50

## Lake Minneola High School: Existing Conditions Map



### Findings:

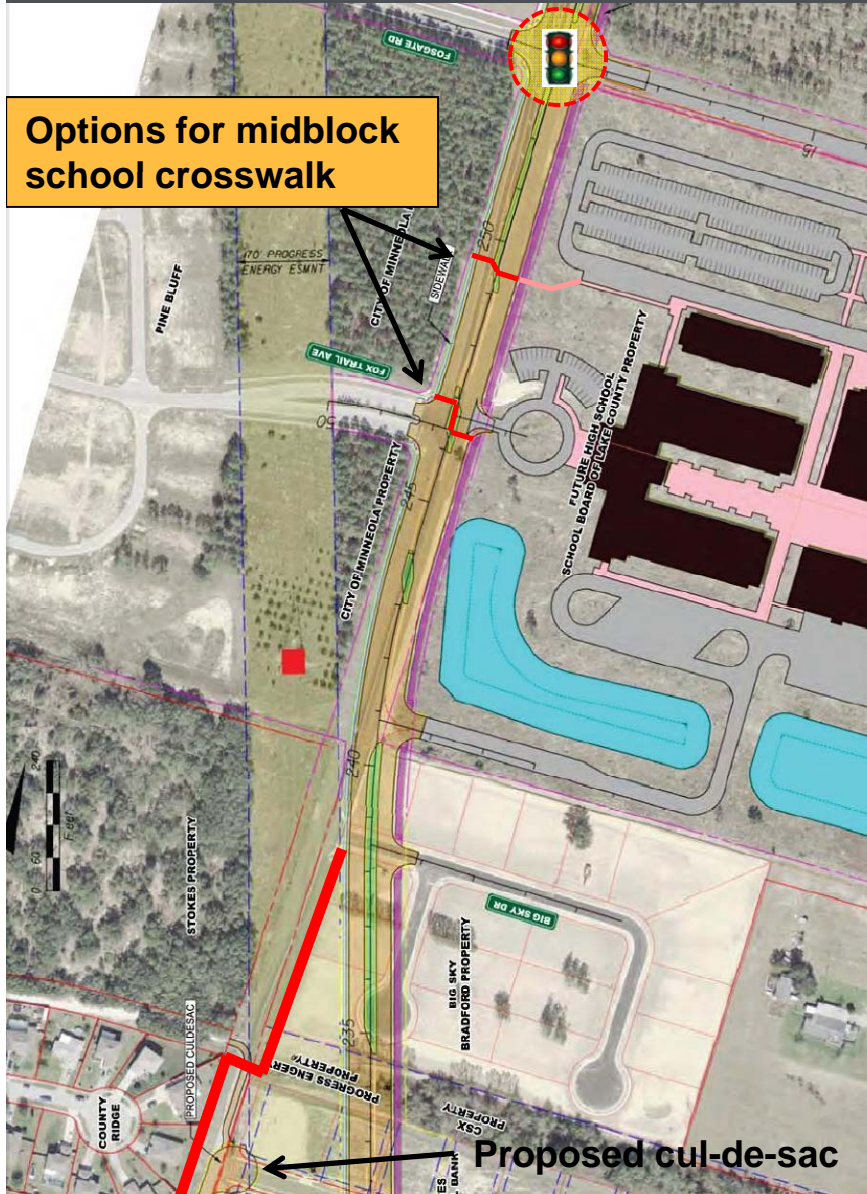
- ✓ Available ROW on Turkey Farm between Old Hwy 50 and Jim Hunt Rd not sufficient to construct missing sidewalk
- ✓ Hancock Rd North Extension, Old Hwy 50 to Fosgate Road
  - ✓ County project
  - ✓ Extends existing Hancock Rd on east side of powerline easement
  - ✓ Planned for 4 lanes (may be built 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



**Options for midblock school crosswalk**



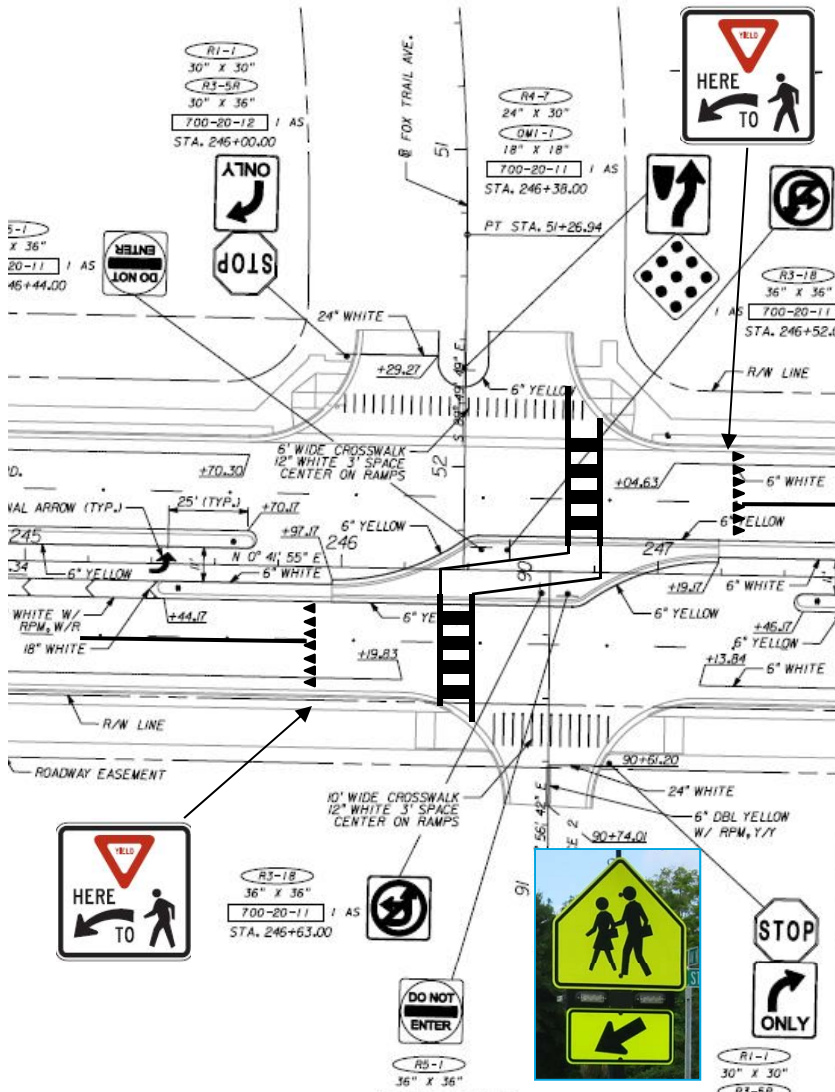
**Proposed cul-de-sac**

### 60% Design Plans Comments & Recommendations:

- ✓ Maintain existing Turkey Farm Rd sidewalk connection to new Hancock Rd alignment
- ✓ Include school signage, markings, and speed zone
- ✓ Maintain midblock crossing for Fox Trail Ave or new crossing at school pedestrian access (2-stage crossing w/ angled median break & RRFBs)
- ✓ Consider signalization of Fosgate Rd intersection (at minimum during school release)
- ✓ Add crosswalks at Fosgate Rd intersection (if signalized, or if no midblock crossing at school pedestrian access)
- ✓ Ensure adequate lighting at all crosswalks
- ✓ Use FDOT ladder-style crosswalks

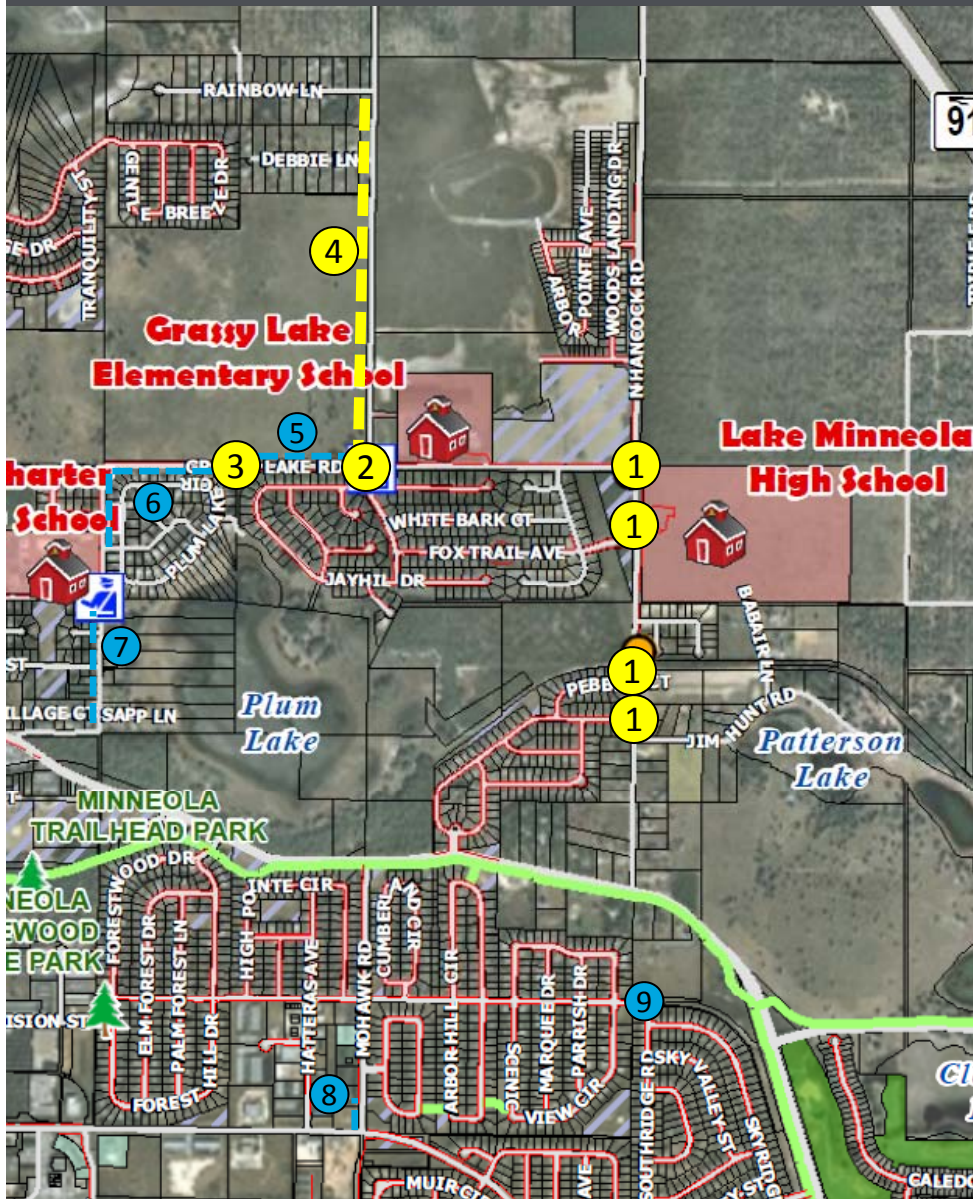
### Standard School Crossing Recommendation:

- ✓ High visibility ladder-style crosswalks
- ✓ Advance yield lines (set back 30-50 feet from crosswalk) & yield here to peds signs
- ✓ Solid lane line striping in yield dilemma zone, distance based on posted speed
- ✓ Rectangular Rapid Flashing Beacons (RRFBs) – all uncontrolled 4-lane crossings, and optional for higher volume or higher speed 2-lane crossings
- ✓ Helps eliminate multiple threat conflicts & proven to increase motorist yielding



RRFBs at crosswalks in St. Petersburg, FL

## Lake Minneola High School



### Priority Projects:

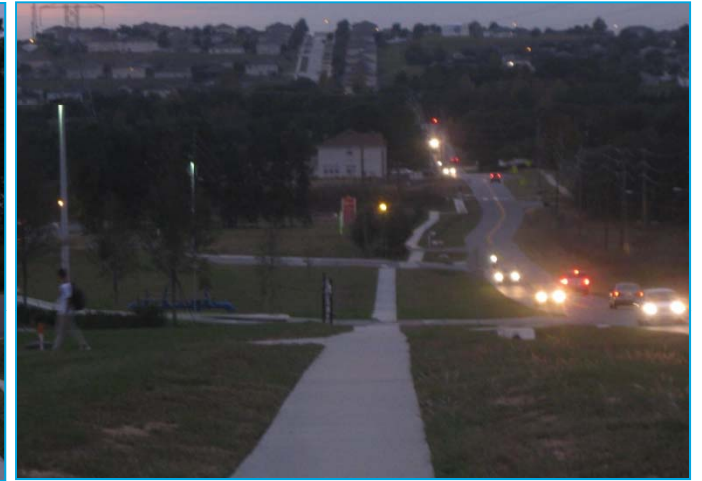
1. Turkey Farm Rd/Hancock Rd crosswalk enhancements – lighting, signage/markings
2. Fosgate Rd/Grassy Lake Rd/Jack Pine St – lighting
3. Grassy Lake Rd midblock crosswalk improvements – alignment, lighting, signage/markings
4. Grassy Lake Rd – sidewalk, Fosgate Rd to Rainbow Ln

### 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)
8. Mohawk Rd, end of sidewalk to Citrus Tower Blvd
9. Connect Southridge Rd and South Ave

### Findings:

- ✓ Conditions in the morning are often dark, and lighting is generally poor along existing Hancock Rd sidewalk and at marked crosswalks
- ✓ No crossing guards at crosswalks adjacent to school
- ✓ Posted speed limit on Turkey Farm Rd (northbound) changes from 30 mph to 45 mph to 25 mph (during school speed zone periods)
- ✓ School 25 mph speed zone begins just north of school crosswalk on Hancock Rd between Brimming Lake Rd and Big Sky Dr – posted speed is 45 mph at crosswalk





# Priority Project #1

## Turkey Farm Rd/Hancock Rd Crosswalk Enhancements



Hancock Rd at Fosgate Rd



**Proper placement of crosswalk illumination**  
(Credit: Michele Weisbart, *Model Design Manual for Living Streets*, Los Angeles County, 2011 )

### Recommendations:

- ✓ Move southern Hancock Rd school speed zone signs further south to south of existing crosswalk (*completed by Lake Co.*)
- ✓ Re-visit posted speed limit along Turkey Farm Rd/Hancock Rd with potential reduction of 45 mph section to 30 mph
- ✓ Add sufficient lighting at all marked crosswalks on Hancock Rd/Turkey Farm Rd and Fosgate Rd/Grassy Lake Rd; also add advance yield lines (30 ft prior to crosswalk) and yield here to peds signs at uncontrolled locations
  - ✓ Hancock Rd at Fosgate Rd (all-way stop)
  - ✓ Hancock Rd at Fox Trail Ave (uncontrolled)
  - ✓ Hancock Rd south of Big Sky Dr (uncontrolled)
  - ✓ Turkey Farm Rd at Brimming Lake Rd (uncontrolled)



### Findings:

- ✓ Intersection has all-way stop control
- ✓ Intersection does not currently have any lighting
- ✓ Crossing guard works at intersection for Grassy Lake E.S., but does not typically arrive until about 7:30 AM, after H.S. is in session
- ✓ Some students walk through intersection during dark periods



### Recommendations:

- ✓ Add sufficient lighting at intersection so marked crosswalks are well lit



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Lake Minneola High School

# Priority Project #3

## Grassy Lake Rd Midblock Crosswalk Improvements



### 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 (~200 ft) 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 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)





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# Other Sidewalk Connections

## Recommendations:

- ✓ Mohawk Rd, fill gap north of Citrus Tower Blvd (west side)
  - ✓ Include restriping of crosswalks at intersection
- ✓ Connect Southridge Rd and South Ave
  - ✓ Use similar pedestrian connections to those in Arbors neighborhood (Arbor Hill Circle connection to South Lake Trail shown below) to enhance neighborhood connectivity



*Mohawk Rd north of Citrus Tower Blvd*



*Mohawk Rd at Citrus Tower Blvd*



*Arbor Hill Cir connection to South Lake Trail*



Lake Minneola High School

## 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.

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Transportation Partnerships*