

East Ridge Middle School Clermont, FL

DRAFT

May 2012



East Ridge Middle School

East Ridge Middle School Snapshot

January 13, 2012

Grades: 6th – 8th

Total Students: 1,085

- Provided Bus Transportation : 792
- Not Provided Bus Transportation: 293

Students Living within the “Walk Zone”: 252

- Provided Bus Transportation: 132
- Not Provided Bus Transportation: 120

Observation Day (Partly Cloudy)

- Walkers: 60 (est.)
- Bike Riders: 1



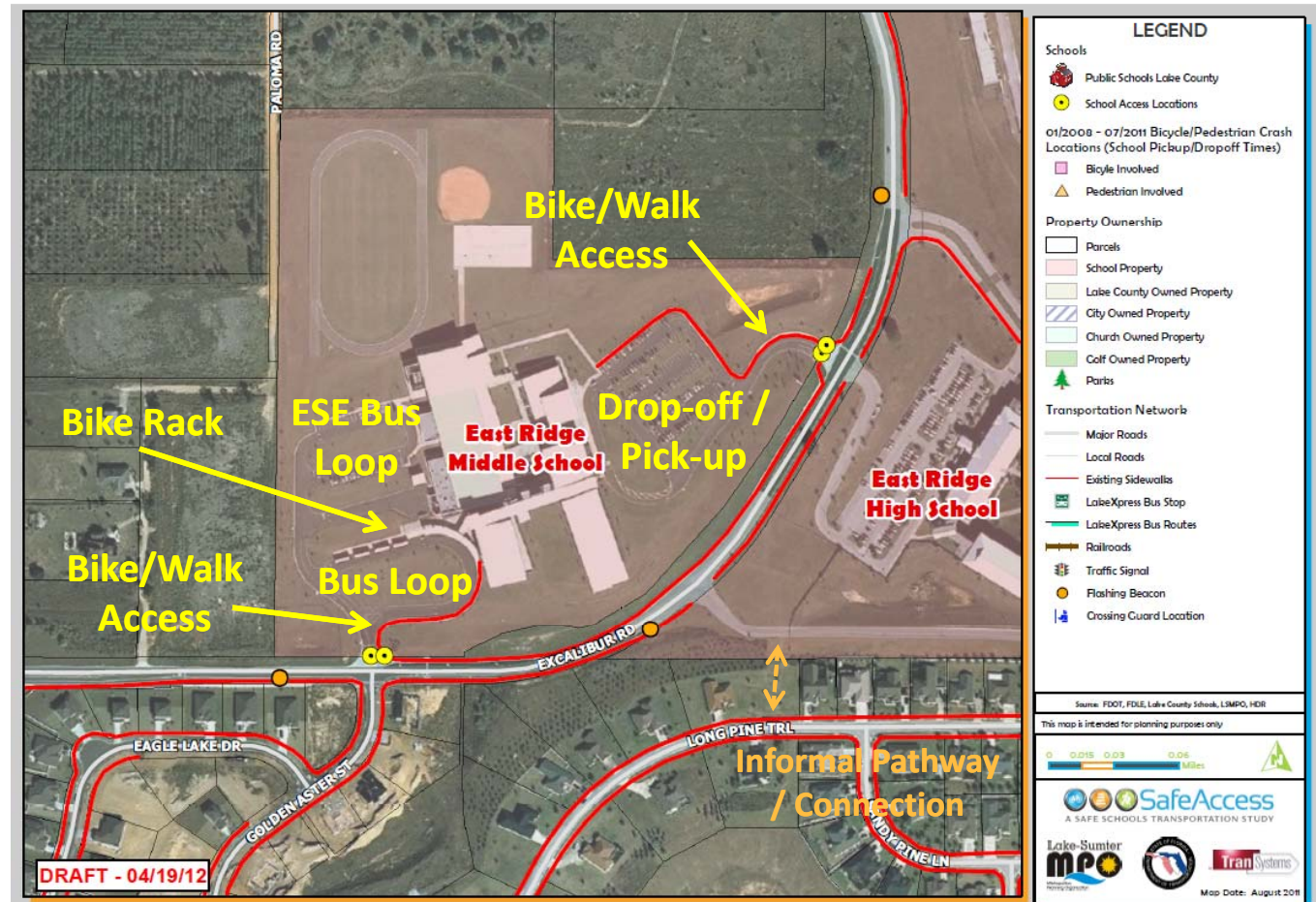
- ✓ East Ridge Middle School website – Click [here](#)
- ✓ City of Clermont website – Click [here](#)
- ✓ Lake County Schools website – Click [here](#)

East Ridge Middle School

Findings:

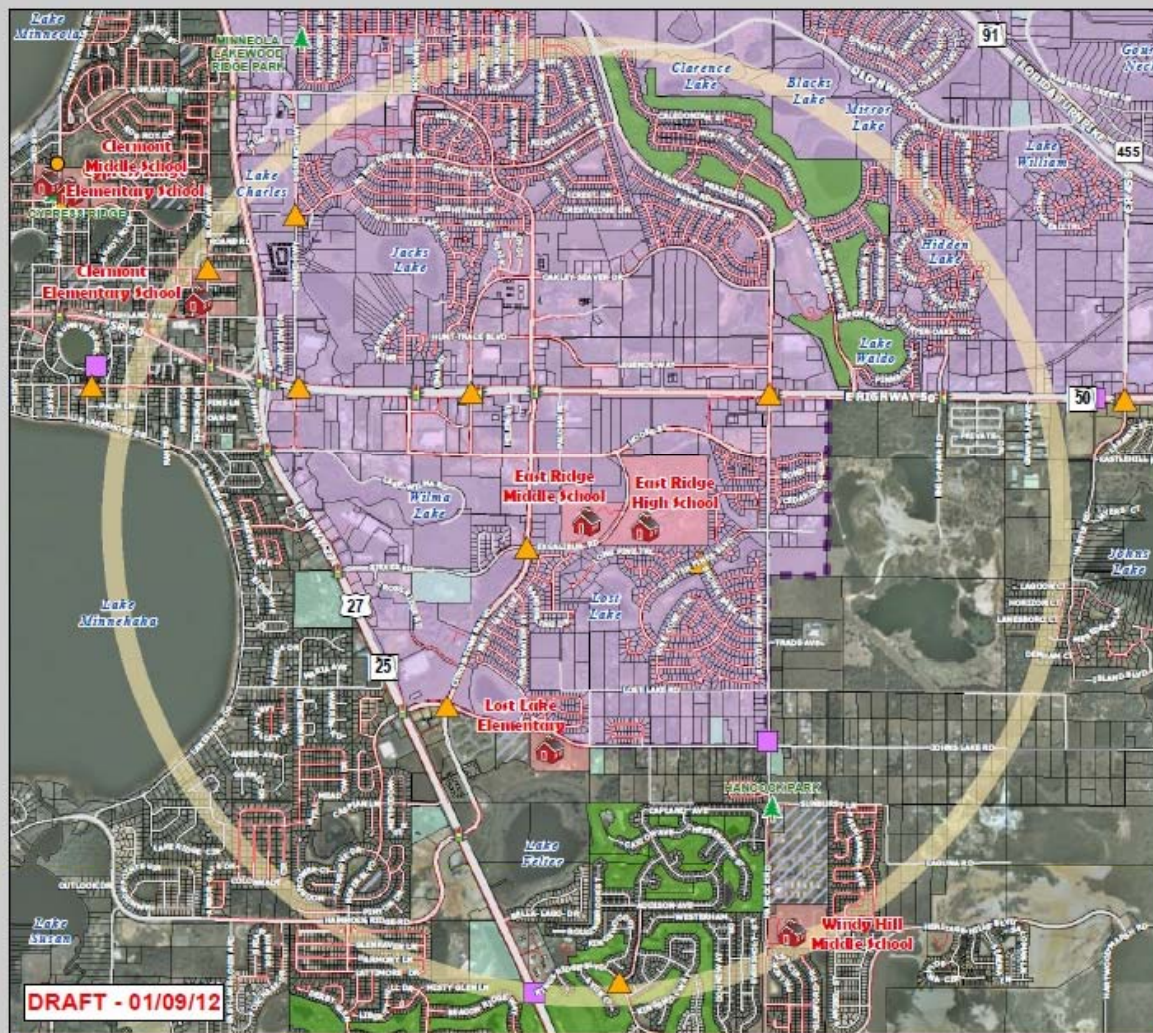
- ✓ Access for drop-off/pick-up and bus loop are on opposite sides of school
- ✓ Bike/walk access on each side of school; most walkers use rear bus loop access point
- ✓ Excilibur Rd traffic is almost exclusively school-related
- ✓ 20 mph school zone on Excilibur Rd extends from west of Golden Aster St to north of ERHS student parking
- ✓ City of Clermont annexed Excilibur Rd in January

East Ridge Middle School: Student Access Location Map



Attendance and 2-Mile "Walk" Zone Map

East Ridge Middle School: Attendance and 2-Mile "Walk" Zone Map



DRAFT - 01/09/12

LEGEND

- Schools**
 - Public Schools Lake County
 - 2-Mile Buffer of East Ridge MS
 - East Ridge MS Attendance Zones (2010-2011)
- 01/2008 - 07/2011 Bicycle/Pedestrian Crash Locations (6 am - 7 pm only)**
 - Bicycle Involved
 - Pedestrian Involved
- Property Ownership**
 - Parcels
 - Parks
- Transportation Network**
 - Major Roads
 - Local Roads
 - Existing Sidewalks
 - LakeXpress Bus Stop
 - LakeXpress Bus Routes
 - Railroads
 - Traffic Signal
 - Flashing Beacon

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

This map is intended for planning purposes only.

0 0.2 0.4 0.8 Miles

SafeAccess
A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumner **mco**

Map Date: August 2011

Arrival and Dismissal Schedule

- 8:45 am:** Gates open for drop-off; breakfast program starts
- 9:05 am:** School start time
- 4:00 pm:** School release time; walkers, bicyclists and car riders are released
- 4:05 pm:** Bus riders are released, called by bus number
- 4:12-4:13 pm:** Buses leave

Note: Students are released one hour early on Wednesdays





Findings:

- ✓ 19 regular buses and 5 ESE buses serve the school; ESE buses use a separate loop from the regular buses, which is located immediately north of the regular bus loop
- ✓ Bus ramp can hold 16 buses in front bus loop, queued in a single line; remaining buses stage at East Ridge HS bus driveway & wait for first set of buses to clear
- ✓ Bus access driveway is channelized as a right-in, right-out only
- ✓ Arrival & dismissal was organized & efficient; no operational issues observed
- ✓ Some buses encroach into the oncoming travel lane when exiting the school

Findings:

- ✓ AM queue observed to queue onto Excalibur Rd but not beyond the limits of the southbound right turn lane
- ✓ AM drop-off circulation pattern uses just the perimeter of the parking lot, but PM pick-up pattern weaves through the parking lot to provide more queue storage
- ✓ Pick-up queuing begins as early as 2:00 PM
- ✓ School staff direct vehicles in pick-up line to move to the end of the ramp when a spot opens up, which maximizes the use of the car ramp; up to about 120 cars can be processed in 15 minutes during PM pick-up



Findings:

- ✓ Students watch for their car during pick-up line
- ✓ Students must be picked up on the car ramp; deputy posted to prevent parent walk-ups during pick-up period
- ✓ PM queue observed to queue onto Excalibur Rd beyond the limits of the southbound right turn lane (max queue of 20 cars on Excalibur Rd); southbound through vehicles would then drive around queued cars using the ERHS student parking lot left turn lane
- ✓ Principal suggested restricting exiting traffic to right-out only to improve traffic flow





Findings:

- ✓ Remote PM pick-up observed at:
 - ✓ Excalibur Rd, in the bus loop right turn lane (3 cars)
 - ✓ The main ERHS driveway (2 cars)
 - ✓ Along Golden Aster St (11 cars)
- ✓ There is no supervision of students off campus; there are potential safety issues and traffic disruptions when loading or unloading at unauthorized locations
- ✓ Vehicles parked or loading in bus loop right turn lane is a safety concern – they can screen crossing students from other southbound vehicles traveling around curve

Recommendations:

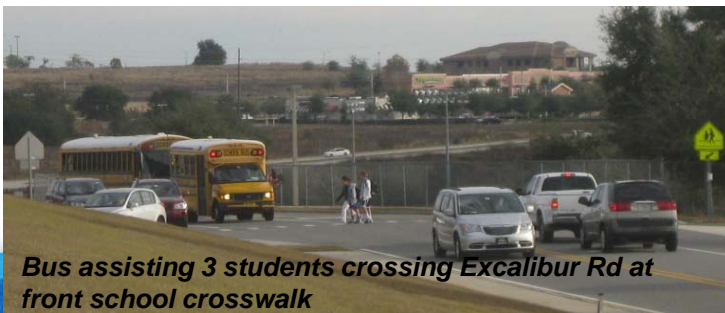
- ✓ Place No Standing signs on Excalibur Rd along bus loop right turn lane; No Parking/Stopping/Standing signs should be considered on Golden Aster St if complaints received
- ✓ Periodic police enforcement is needed to discourage remote pick-up on Excalibur Rd (and potentially Golden Aster St)



Bicyclist leaving school via rear walk/bike access



Bike parking adjacent to bus loop



Bus assisting 3 students crossing Excalibur Rd at front school crosswalk

Findings:

- ✓ About 50-70 walkers observed; exact number difficult to determine since some “walkers” walked off campus & were picked up at a remote location
- ✓ Only 1 bicyclist observed
- ✓ Bike parking is nearly ideal; there is an abundant supply of bike racks, which are located in a secure, paved bike cage adjacent to the bus loop
- ✓ There are two walk/bike access points – one at front of school by the drop-off/pick-up access, and the other at the bus loop
- ✓ There are two midblock crosswalks on Excalibur Rd that serve the school, one at each walk/bike access point
- ✓ Most walkers were observed to use the crosswalk and sidewalk adjacent to the bus loop in both the AM and PM
- ✓ Only 4 students were observed using the sidewalk at the front of the school in the AM; 3 were assisted at the Excalibur Rd crosswalk by a bus that stopped and then turned on its flashing lights



Crosswalk near the bus loop in PM



Crosswalk near the bus loop in PM



Southbound blind curve approaching crosswalk

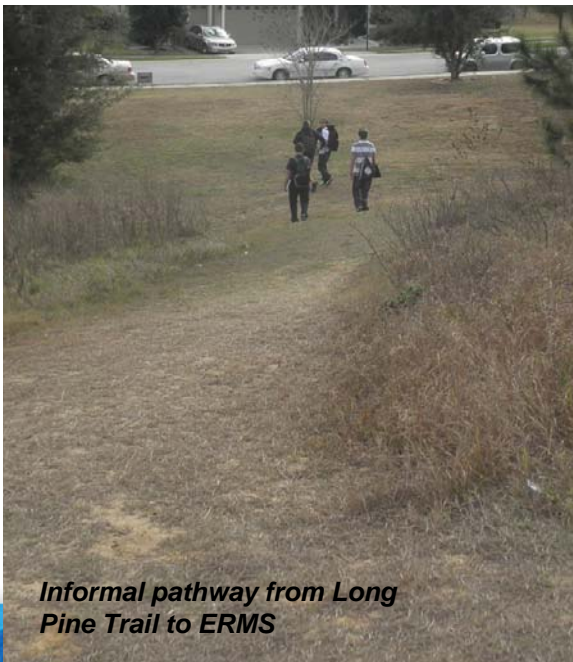
Findings:

- ✓ There are safety concerns with the existing marked crosswalk near the bus loop driveway:
 - ✓ Volume of crossing students is relatively heavy
 - ✓ There is no crossing guard at this location, so students are on their own to cross the street
- ✓ The crosswalk does not align with the desired travel path for most students; while most students cross at the marked crosswalk, two were observed darting across the road away from the crosswalk
- ✓ There is a blind curve in the southbound direction on Excalibur Rd just prior to reaching the crosswalk
- ✓ Vehicles observed parking in the bus loop right turn lane to wait for or pick up students can screen the crosswalk from other southbound motorists
- ✓ Several motorists were observed not yielding to crossing students and many motorists were observed to be traveling faster than the posted 20 mph school speed limit

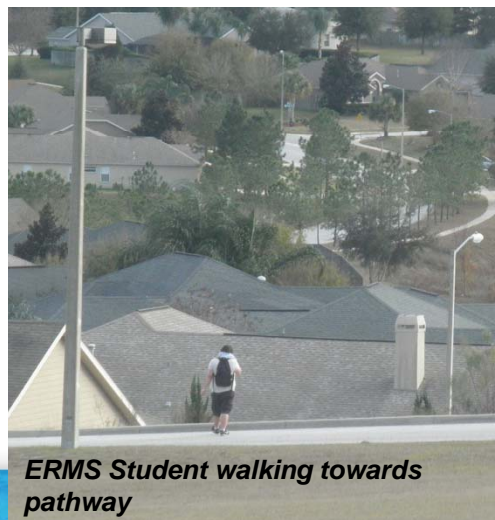


Findings:

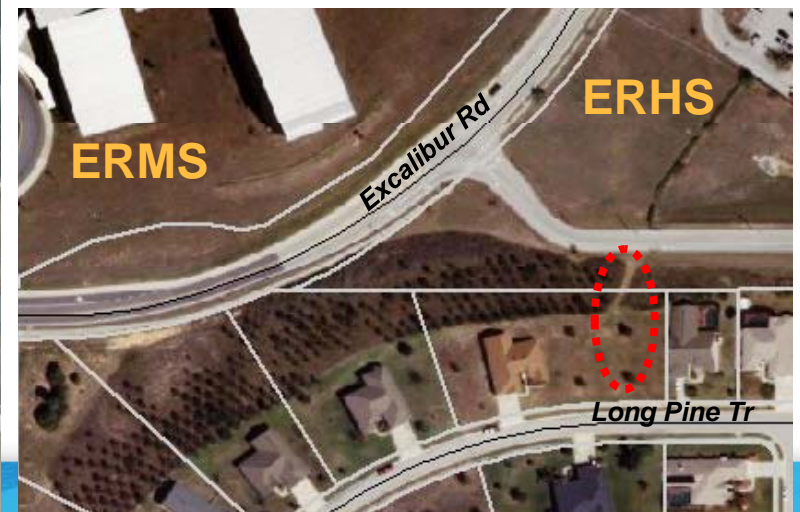
- ✓ Vast majority of students living within 2-mile walk zone live in 2 neighborhoods: Greater Pines & The Reserve at Lost Lake
- ✓ Sidewalks are incomplete on Hancock Rd
- ✓ Most direct route from Greater Pines to school is via an informal pathway connection from Long Pine Trail (can save nearly 1 mile in distance traveled to the school); several students were observed cutting through this area
- ✓ Pathway is across the east side of a large occupied lot; a “Private Property No Trespassing” sign is posted



Informal pathway from Long Pine Trail to ERMS



ERMS Student walking towards pathway





Crosswalk at the main school driveway



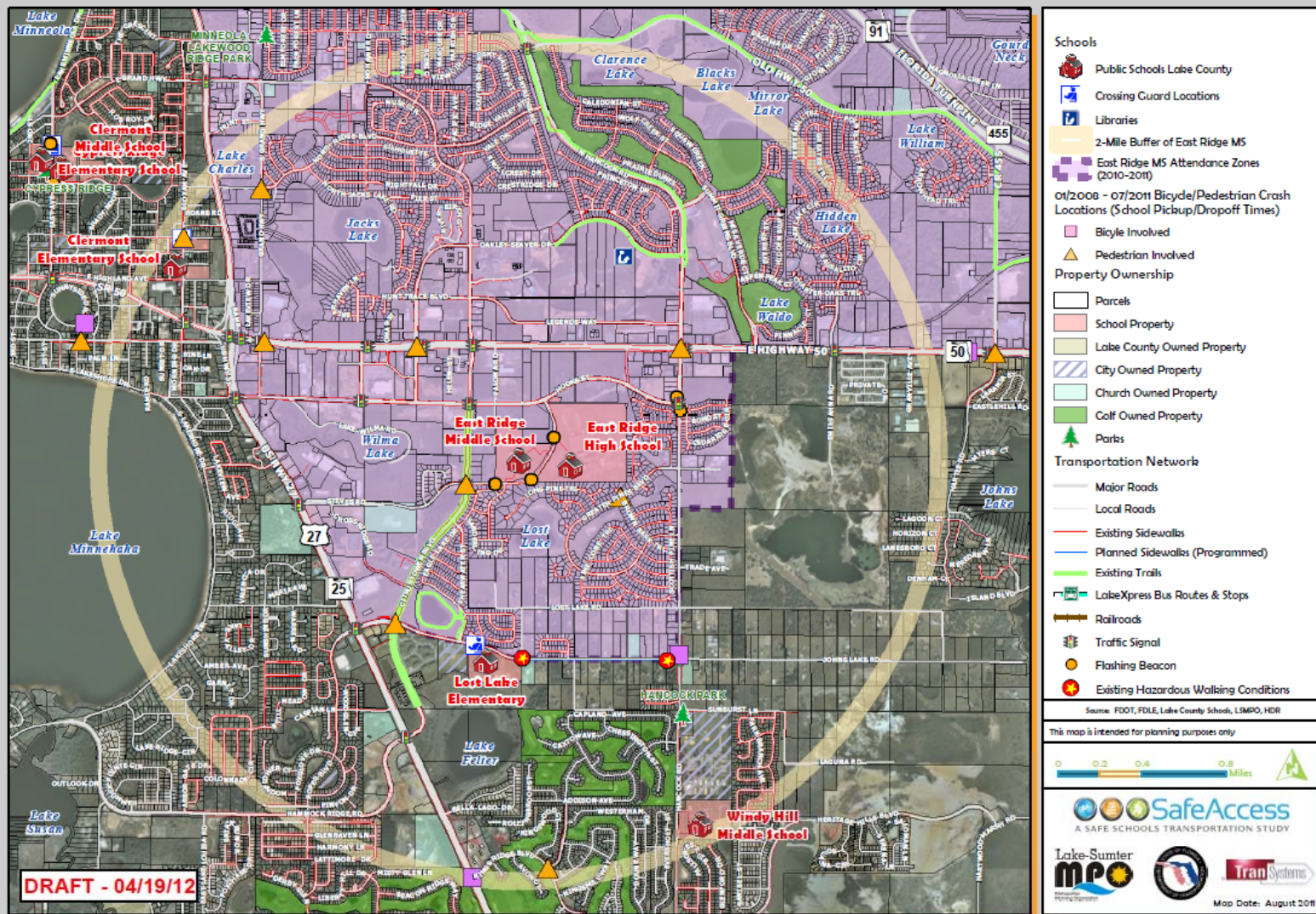
Crosswalk near the bus loop

Recommendations:

- ✓ Enhance the two midblock crossings
- ✓ Add a crossing guard at the crosswalk adjacent to the bus loop or use rectangular rapid flashing beacons (RRFBs) at crossing
- ✓ Add new school speed zone sign with flashing beacon in southbound direction of Excalibur Rd south of ERHS bus loop driveway
- ✓ Consider potential purchase of easement from Greater Pines homeowner to formalize connection to school from Long Pine Trail; evaluate how to “formalize” (i.e., paved/unpaved, ADA compatibility due to grade of slope, use of fencing)

East Ridge Middle School

East Ridge Middle School: Existing Conditions Map



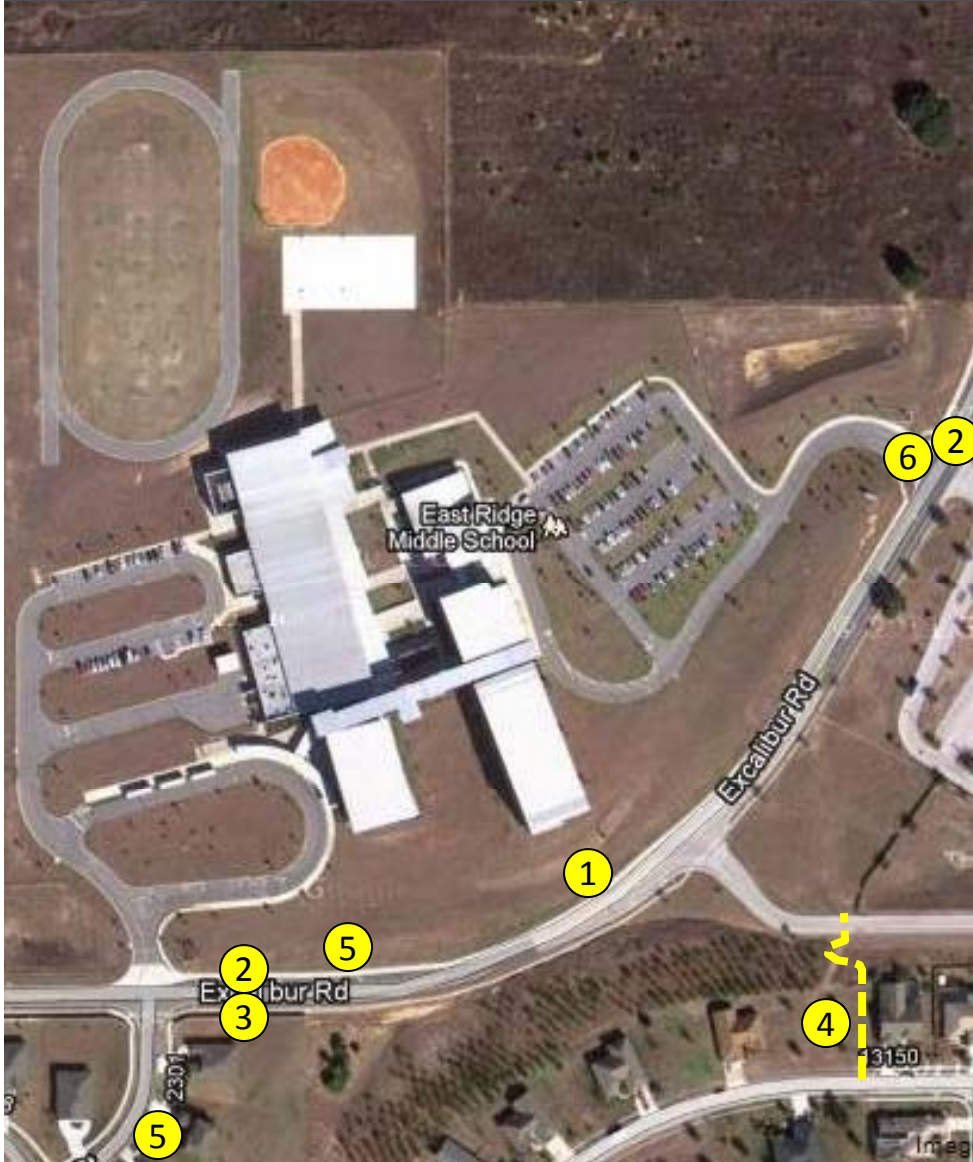


SafeAccess

A SAFE SCHOOLS TRANSPORTATION STUDY

East Ridge Middle School

Recommended Priority Projects

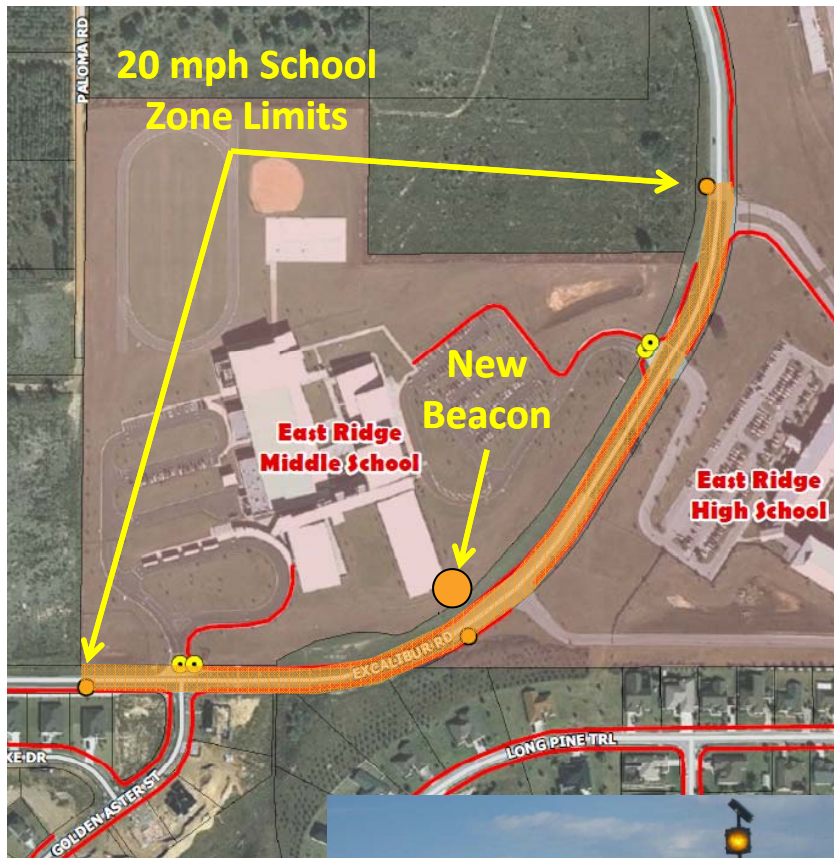


Priority Projects:

1. Add 2nd school zone speed sign with flashing beacon for southbound Excalibur Rd
2. Enhance existing midblock crosswalks on Excalibur Rd
3. Add crossing guard at crosswalk adjacent to bus loop
4. Formalize pedestrian connection to Long Pine Trail
5. Add no parking/standing signs & enforcement
6. Restrict exiting traffic to right-out only at main school driveway (drop-off/pick-up area)

Priority Project #1

School Zone Speed Sign with Flashing Beacon



Existing school zone speed sign with flashing beacon in eastbound direction just west of the school

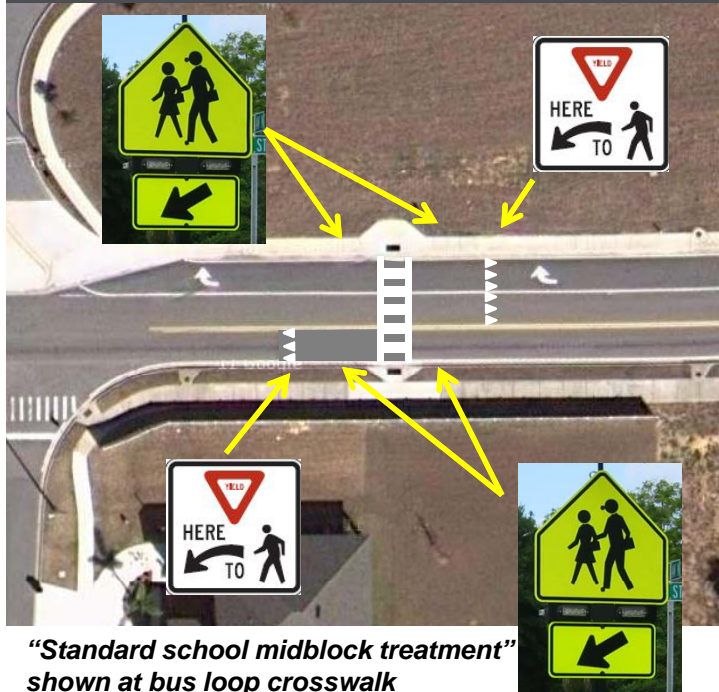


Findings:

- ✓ 20 mph school zone on Excalibur Rd is nearly one-half mile long due to spacing of ERMS & ERHS driveways
- ✓ Only 1 existing 20 mph school zone sign with flashing beacon in southbound direction (2 in eastbound/northbound direction)
- ✓ Motorists exiting ERHS or from ERMS main driveway and heading south/west are not reminded of 20 mph speed zone; results in inappropriate speeds above 20 mph

Recommendations:

- ✓ Add new school speed zone sign with flashing beacon in southbound direction of Excalibur south of ERHS bus loop driveway
- ✓ Increase enforcement of speed zone on Excalibur Rd; should be simpler since City's annexation



“Standard school midblock treatment” shown at bus loop crosswalk

Findings:

- ✓ Students are on their own to cross at either of the two midblock crossings connecting to the school (no crossing guards)
- ✓ Safety concerns (particularly at crosswalk by bus loop) due to blind curve, speeding, and illegal stopping/pick-up activity

Recommendations:

- ✓ Enhance crosswalks; use “standard” school midblock treatment:
 - ✓ High visibility ladder-style crosswalks
 - ✓ Standard school crossing signs supplemented with advance yield lines (set back 30 feet from crosswalk) & yield here to peds signs
 - ✓ Add Rectangular Rapid Flashing Beacons (RRFBs) on both sides of the street in each direction -or- employ crossing guard; use passive detection for RRFBs
 - ✓ RRFBs are proven to increase motorist yielding



Example RRFBs in St. Petersburg, FL



Bus loop crosswalk

Recommendations:

- ✓ Crosswalk on Excalibur Rd adjacent to bus loop should still be enhanced with ladder style high visibility markings, advance yield lines, and yield to peds signs
- ✓ Crossing guard can be used in place of RRFBs



Findings:

- ✓ Would provide a formal connection from neighborhood with highest number of walkers
- ✓ Existing informal pathway is already being used by numerous students to connect to Greater Pines neighborhood
- ✓ Pathway is across the east side of a large occupied lot; a “Private Property No Trespassing” sign is posted
- ✓ Would connect to proposed new sidewalk from bus loop driveway at Excalibur Rd to front of ERHS

Recommendations:

- ✓ Evaluate purchase of easement from Greater Pines homeowner to provide formal connection to school from Long Pine Trail





A SAFE SCHOOLS TRANSPORTATION STUDY

East Ridge Middle School

Priority Project #4

Formalize Pedestrian Connection to Long Pine Trail



Issues:

- ✓ Would likely require purchase of a minimum 10-foot wide easement from property owner (6-foot sidewalk with 2-foot buffer on each side)
- ✓ Will need to evaluate how best to “formalize” the connection
 - ✓ Keep unpaved vs. constructing new sidewalk
 - ✓ Reconfigure pathway with switchback to meet ADA
 - ✓ Potential use of fencing along pathway
 - ✓ Address security concerns, especially if pathway is fenced and has switchbacks
- ✓ Would need to stripe crosswalk across bus access driveway
- ✓ Formalizing pathway may increase remote pick-up activity on Long Pine Trail

Priority Project #5

Add No Parking/Stopping Signs & Enforcement



Findings:

- ✓ Remote pick-up occurs on Excalibur Rd in bus loop right turn lane and on Golden Aster Rd
- ✓ Stopping in Excalibur Rd right turn lane is a safety concern due to potential vehicle screening of crossing students

Recommendations:

- ✓ Place No Standing signs on Excalibur Rd along bus loop right turn lane; No Parking/Stopping/Standing signs should be considered on Golden Aster St if complaints received
- ✓ Periodic police enforcement is needed to discourage remote pick-up on Excalibur Rd (and potentially Golden Aster St if complaints received)



Example sign for consideration at Excalibur Rd bus loop right turn lane



Example sign for consideration on Golden Aster St



Findings:

- ✓ No conflicts or operational issues observed at the main driveway
- ✓ Sight distance for left turns out onto Excalibur Rd can be limited due to inbound right turn queuing and road curvature
- ✓ Prohibiting left turns out would remove one conflicting movement with adjacent pedestrian crossing
- ✓ Hooks St & Citrus Tower Blvd connect to Excalibur Rd which provides close parallel facilities for circulation



Recommendations:

- ✓ Restrict exiting traffic at pick-up area to right turns out only with channelizing island at driveway & signage
- ✓ Also consider restricting entering traffic to right turns only

Issues:

- ✓ Right-out only traffic would increase the traffic volume at the midblock pedestrian crossing at bus loop driveway
- ✓ Would prohibit straight-through movement to ERHS



A SAFE SCHOOLS TRANSPORTATION STUDY

East Ridge Middle School

Other Projects

Recommendations:

- ✓ Add pedestrian features to north leg of Citrus Tower Blvd / Excalibur Rd intersection
 - ✓ Marked crosswalk
 - ✓ Pedestrian signals



*North leg of Citrus Tower Blvd /
Excalibur Rd intersection*



A SAFE SCHOOLS TRANSPORTATION STUDY

East Ridge Middle School

Transportation Access Master Plan



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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*Promoting Regional
Transportation Partnerships*