



Final Report
Parent Responsibility Zone Analysis
June 2012



Prepared for:



Prepared by:



In association with:

EXPERIENCE | Transportation



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Project Summary and Goals:

The Sumter County School District currently provides bus transportation for the majority of the students attending public school including those living within a 2-mile distance from school. The Villages Charter Schools are not included in this report and the District does not provide general bus transportation for these schools.

By statute, students living within 2-miles of school are expected to provide their own transportation to school. This report includes the review of four elementary schools within the Sumter District Schools to determine if any hazardous conditions exist within the 2-mile radius area of each school. If unsafe walking conditions meet “Hazardous Walking Conditions” as outlined in Florida Statute 1006.23, the School District would be eligible for financial reimbursement from the State of Florida.

Review of walking conditions for each school revealed that no “Hazardous Walking Conditions” appear to be present that would allow the school district to apply for transportation reimbursement. To reach the ultimate goal of more students walking or riding to and from school and reducing bus transportation costs, Hoke Design created a tiered “walk zone” that can be implemented over time. Each tier, or phase, of the walk zone includes the obstacle to walking and the recommended countermeasure.

The “Walk Zone” is referred to as the “Parent Responsibility Zone” (PRZ) throughout this report to provide consistent terminology for the Lake~Sumter Metropolitan Planning Organization (LSMPO) jurisdictional planning area.

Additionally, per Florida State Statute 6A-3.001, students provided bus transportation are expected to walk up to 1.5 miles to reach their designated bus stop. However, Sumter District School students primarily walk a short distance to their stop. Recent bus stop consolidation has taken place in the Webster area.



Florida Hazardous Conditions Criteria:

Florida Statute 1006.23

(a) Walkways Parallel to the Road

1. It shall be considered a hazardous walking condition with respect to any road along which students must walk in order to walk to and from school if there is not an area at least 4 feet wide adjacent to the road, having a surface upon which students may walk without being required to walk on the road surface. In addition, whenever the road along which students must walk is uncurbed and has a posted speed limit of 55 miles per hour, the area as described above for students to walk upon shall be set off the road by no less than 3 feet from the edge of the road.

2. The provisions of subparagraph 1. do not apply when the road along which students must walk:

- a. Is in a residential area which has little or no transient traffic;
- b. Is a road on which the volume of traffic is less than 180 vehicles per hour, per direction, during the time students walk to and from school; or
- c. Is located in a residential area and has a posted speed limit of 30 miles per hour or less.

(b) Walkways Perpendicular to the Road.

1. It shall be considered a hazardous walking condition with respect to any road across which students must walk in order to walk to and from school if the traffic volume on the road exceeds the rate of 360 vehicles per hour, per direction (including all lanes), during the time students walk to and from school and if the crossing site is uncontrolled. For purposes of this subsection, an “uncontrolled crossing site” is an intersection or other designated crossing site where no crossing guard, traffic enforcement officer, or stop sign or other traffic control signal is present during the times students walk to and from school.

2. If the total traffic volume on the road exceeds 4,000 vehicles per hour through an intersection or other crossing site controlled by a stop sign or other traffic control signal, unless crossing guards or other traffic enforcement officers are also present during the times students walk to and from school.

Traffic volume shall be determined by the most current traffic engineering study conducted by a state or local governmental agency.

History.—S. 297, Ch. 2002-387.

Florida Bus Stop Criteria

6A-3.001 Basic Principles for Transportation of Students

(1) Where it is practicable to provide improved transportation service and school facilities for students from an area in adjoining districts, district lines shall not interfere with the designation of a school attendance area composed of areas of two (2) or more districts. It shall be the duty of school boards and superintendents of the districts involved to develop a plan which will issue the children of the area adequate school advantages. Students shall not be transported at public expense across district lines unless an annual agreement exists between the respective school boards. This agreement shall outline the responsibility of each district for providing school facilities, including transportation, and specify which district shall have exclusive responsibility for providing and operating the equipment. Unless the agreement shall stipulate otherwise, the rules and regulations of the district in which the bus is traveling shall be observed.

(2) All school bus routes shall be so planned and adjusted to the capacities of available equipment and school buses should be so chosen and assigned to routes and attendance areas that insofar as practicable the full capacity of each bus will be utilized, without standees, to serve students whose homes are beyond reasonable walking distance of the assigned public school center.

(3) A reasonable walking distance for any student who is not otherwise eligible for transportation pursuant to Section 1011.68, Florida Statutes, is any distance not more than two (2) miles between the home and school or one and one-half (1 1/2) miles between the home and the assigned bus stop. Such distance shall be measured from the closest pedestrian entry point of the property where the student resides to the closest pedestrian entry point of the assigned school building or to the assigned bus stop. The pedestrian entry point of the residence shall be where private property meets the public right-of-way. The district shall determine the shortest pedestrian route whether or not it is accessible to motor vehicle traffic.

Specific Authority 1001.02, 1001.42(8), 1006.21, 1006.22, 1011.68 FS. Law Implemented 1001.42(8), 1006.22, 1011.68 FS. History—Amended 3-26-66, 9-17-72, Revised 7-20-74, Repromulgated 12-5-74, Formerly 6A-3.01, Amended 3-12-86, 11-15-94.



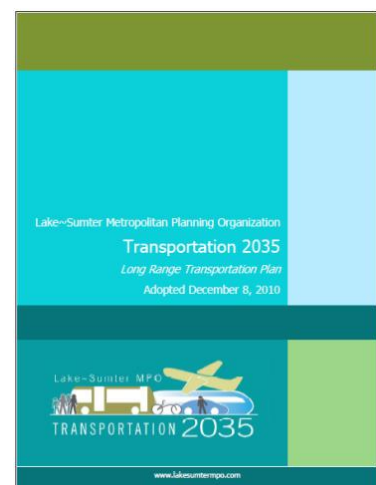
Florida Policy Findings:

- Florida Statute 1006.23 does not designate active railroads without pedestrian crossbars as “Hazardous Walking Conditions”.
- Florida Statute S. 339.175 assigns responsibility for the development of transportation master plans to a Metropolitan Planning Organization (MPO) “for the development and integrated management and operation of transportation systems and facilities, including pedestrian walkways and bicycle transportation facilities that will function as an intermodal transportation system for the metropolitan area”.



Regional Level Policy Findings:

- Sumter County is part of the Lake~Sumter Metropolitan Planning Organization and Withlacoochee Regional Planning Council jurisdictional planning areas.
- The LSMPO adopted the [2035 Long Range Transportation Plan](#) in 2010 as a guide for future transportation priorities and guidelines.
- The Withlacoochee Regional Planning Council developed a [Strategic Regional Policy Plan](#) in 1993, which includes the following policy:



- Rule 27E-5.001 F.A.C – “Plans shall be developed through a collaborative process that emphasizes consensus and coordination between local governments, regional entities, state and federal agencies, other appropriate organizations, and the public.”
- As outlined in the Strategic Regional Policy Plan, regional entities such as the Withlacoochee Regional Planning Council, the LSMPO, Sumter County Schools and Sumter County should continue to collaborate on bicycle and pedestrian-related safety issues in the future.
- As outlined in the 2035 Long Range Transportation Plan, efforts to prioritize projects to increase pedestrian safety should be addressed through the LSMPO Bicycle and Pedestrian Advisory Committee (BPAC).

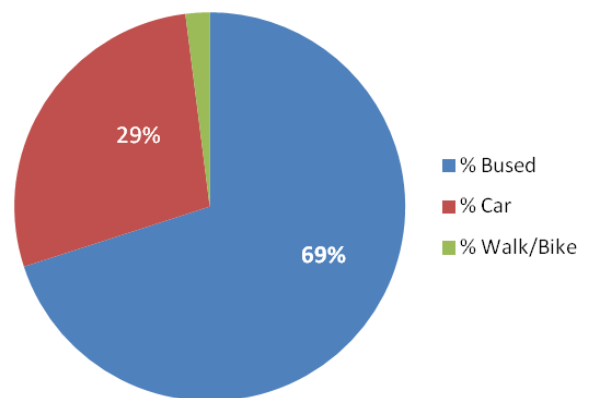
Withlacoochee Regional Planning Council



Sumter District School General Findings:

- Sumter District Schools offers bus transportation to most students, including those living within 2-miles of the school.
- Sumter District Schools uses 64 buses with double runs to transport students. The rural character of Sumter County increases county-wide reliance on school bus transportation.
- The bus transportation budget is \$2.8 million per year and includes transportation for 4072 students. The cost of transportation per student, per year averages \$688.
- The school district has recently worked to consolidate bus stops to reduce transportation costs. Parents and students have historically had door-to-door bus service.
- The Sumter County Traffic Safety Work Group assembled for the first time in January, 2012 and plans to meet quarterly.

Elementary Student Transportation Breakdown
Sumter County, FL



Sumter District Schools General Recommendations:

- Sumter District Schools may wish to consider partnering with the State of Florida, Sumter County and local municipalities to develop and maintain a crossing guard program. Further study and coordination is recommended to select crossing guard

locations. Engineering studies, crossing improvements or new crosswalks may be required. Crossing guards should obtain training using the free training offered by the State of Florida (<http://www2.dot.state.fl.us/CrossingGuard/index.aspx>).

- Sumter District Schools may wish to participate in forming a sub-committee to the newly-formed Sumter County Traffic Safety Work Group to review SRTS projects, policy changes, to update hazardous conditions findings and to implement findings from this Study.
- Continue county-wide bus stop consolidation. Facilitate and encourage walking/bicycle riding to centrally located bus stop locations. <http://www.nhtsa.gov/staticfiles/nti/buses/pdf/SelectingSchoolBusStopLocations.pdf>
- Coordinate with the LSMPO, Sumter County, the Withlacoochee Regional Planning Council, the State of Florida and the municipalities to meet SRTS grant requirements and to implement programs.
- Encourage walking and bicycling to school, including [Walking School Bus](#) or [Walk Safe](#) programs. Consider applying for grants for a Bike Rodeo and pedestrian safety education. Implement Walking School Bus Programs and Crossing Guard Programs simultaneously. (Note: UCF will soon take over the Walking School Bus Program for FDOT).

Sumter County and Municipalities Recommendations:

- Continue to work with the School District to consolidate bus stop locations. Provide adequate lighting, signage and pedestrian access for school bus stops. Include bicycle racks and shelter, if possible.
- Create a sub-committee to the LSMPO's Bicycle and Pedestrian Advisory Committee (BPAC) to review school safety, identify potential crossing guard locations, seek grant opportunities and apply for additional funding.
- Coordinate school-led efforts to incorporate walking and bicycling to school, including programs such as the Walking School Bus and bike and pedestrian safety programs. Consider partnering with the sheriff's office to pair police officers with walking school bus programs to create opportunities for increased physical activity, safety and community building.
- Consider implementing FDOT Complete Street policies.

School Specific Findings and Recommendations

Bushnell Elementary School: Findings (2-Mile Radius)

School Snapshot:

Number of Students: 764

Students Living within the 2-Mile Radius: 350 (46%)

Bused Students Living within the 2-Mile Radius: 184

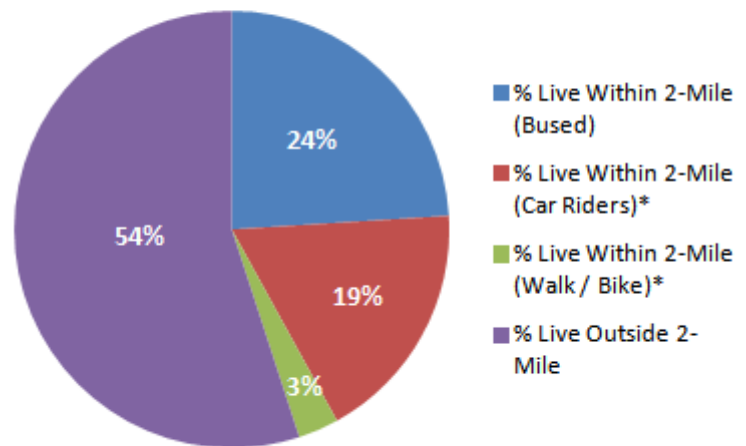
Number of Buses: 10

School Title I Percentage: 65.3%

School Siting:

Bushnell Elementary School is located west of US 301 and the active rail lines that run parallel to US 301. 29% of the students who live within the 2-mile radius are located east of US 301 and the rail lines. The school is sited away from the main road and is in a residential neighborhood.

Bushnell Elementary School Transportation Analysis



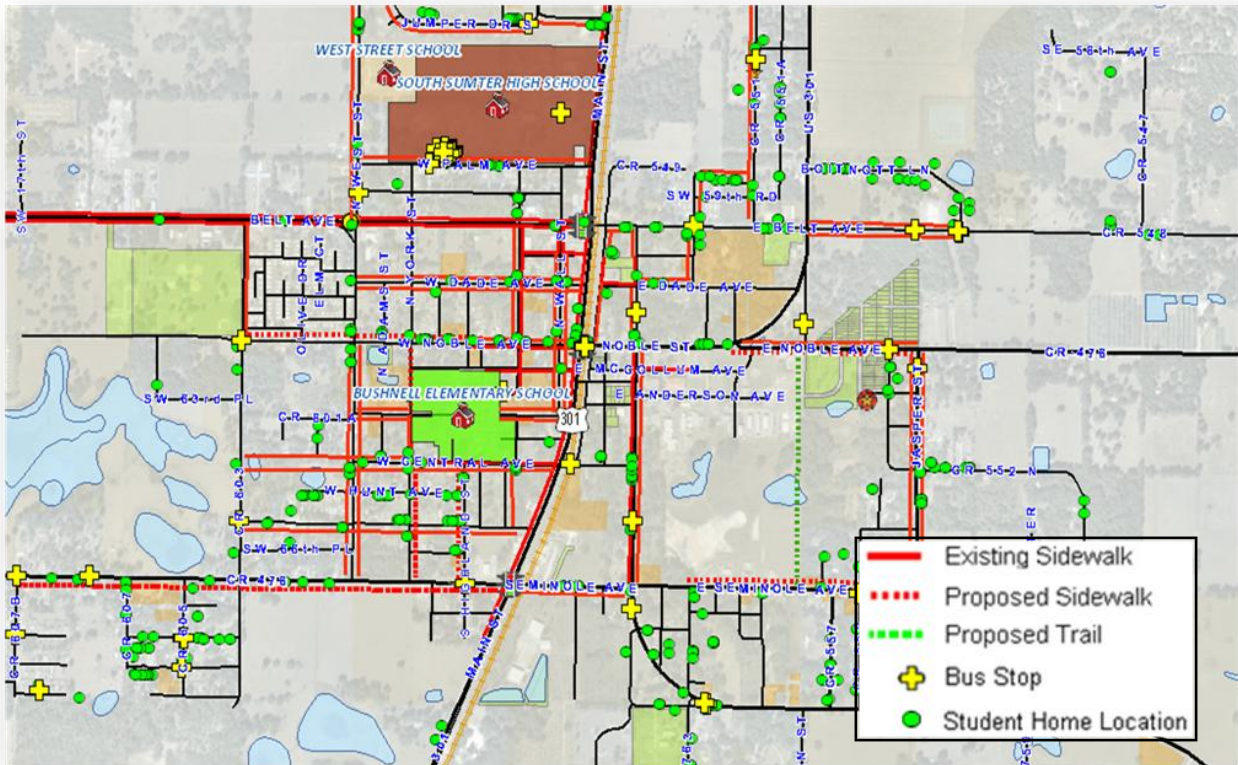
Bicycle and Pedestrian Facilities:

Stimulus funding for sidewalks and multi-use trails will increase pedestrian access and safety for students attending Bushnell Elementary and South Sumter High School.

School Bus Stop Locations:

The construction of new sidewalks may also serve students walking or bicycling to bus stops and may allow for increased bus stop consolidation in the future.

Bushnell Elementary School: Student Home and Bus Stop Locations and Existing / Proposed Sidewalks



Existing and planned (funded) sidewalks in the City of Bushnell can serve students living adjacent to Bushnell Elementary School north of Seminole Avenue, east of West Street, south of Noble Avenue and west of US 301.

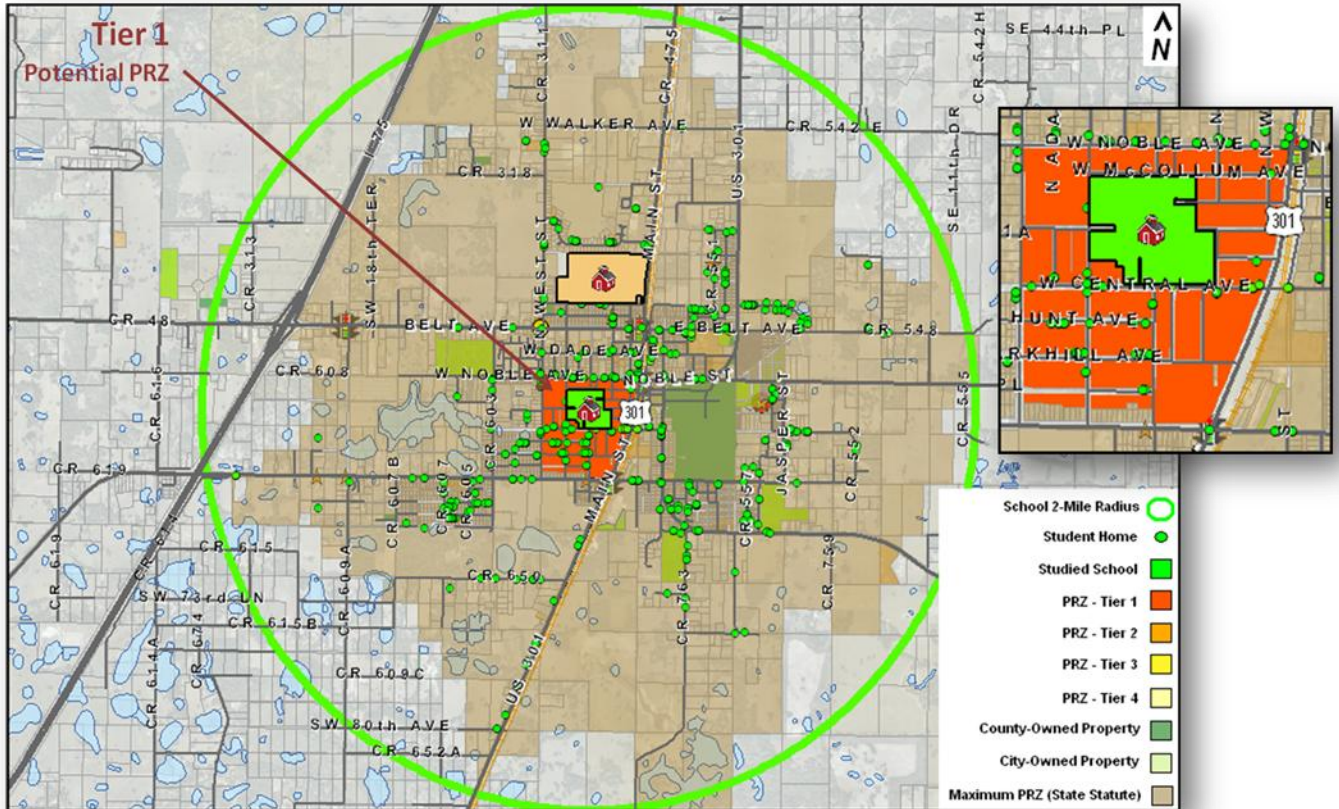
Tier I Potential Parent Responsibility Zone Recommendation:

Implement policies and procedures to allow immediate (Fall 2012) designation of PRZ-Tier I as outlined on the following page.



Pedestrian crossing improvements are planned for three rail crossings in the Bushnell area

Bushnell Elementary School: Potential Parent Responsibility Zone Tier I



Note: Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 2 – Speed Limit Reductions and Crosswalks – Finding:

Speed limits along Noble Avenue west of US 301 and along West Street from Belt Avenue to Seminole Avenue are 35 mph.

Tier 2 – Speed Limit Reductions and Crosswalks – Recommendation:

Review the possibility of reducing speed limits along these roadway sections to 25 mph and include enhanced crosswalks at the stop conditions.

If reduced, consider increasing the PRZ to include students living within PRZ Tier-2.

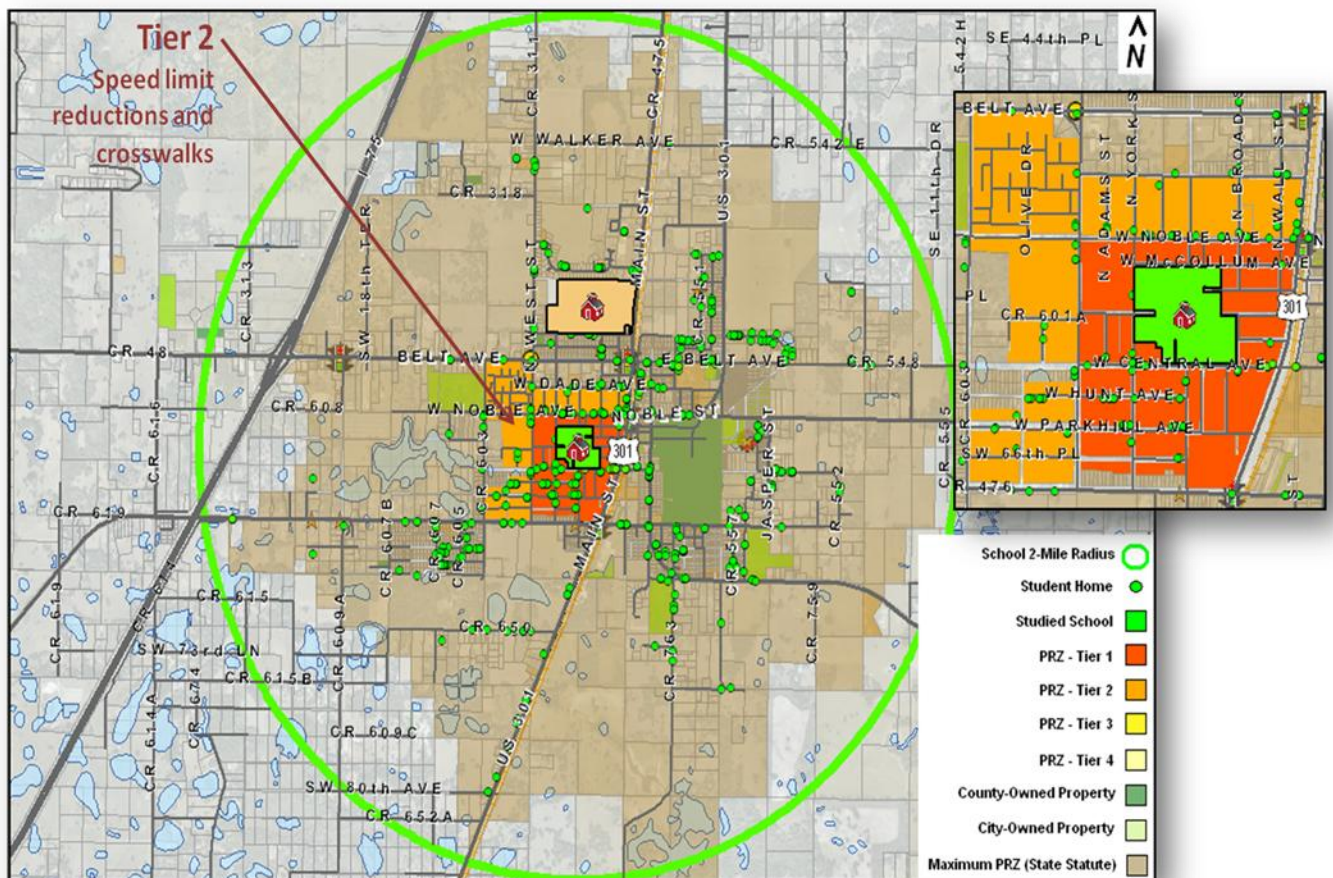


Noble Avenue looking west



West Street looking south towards the Central Avenue intersection

Bushnell Elementary School: Potential Parent Responsibility Zone Tier2



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 3 – US 301 and Active Rail Line Crossing - Findings:

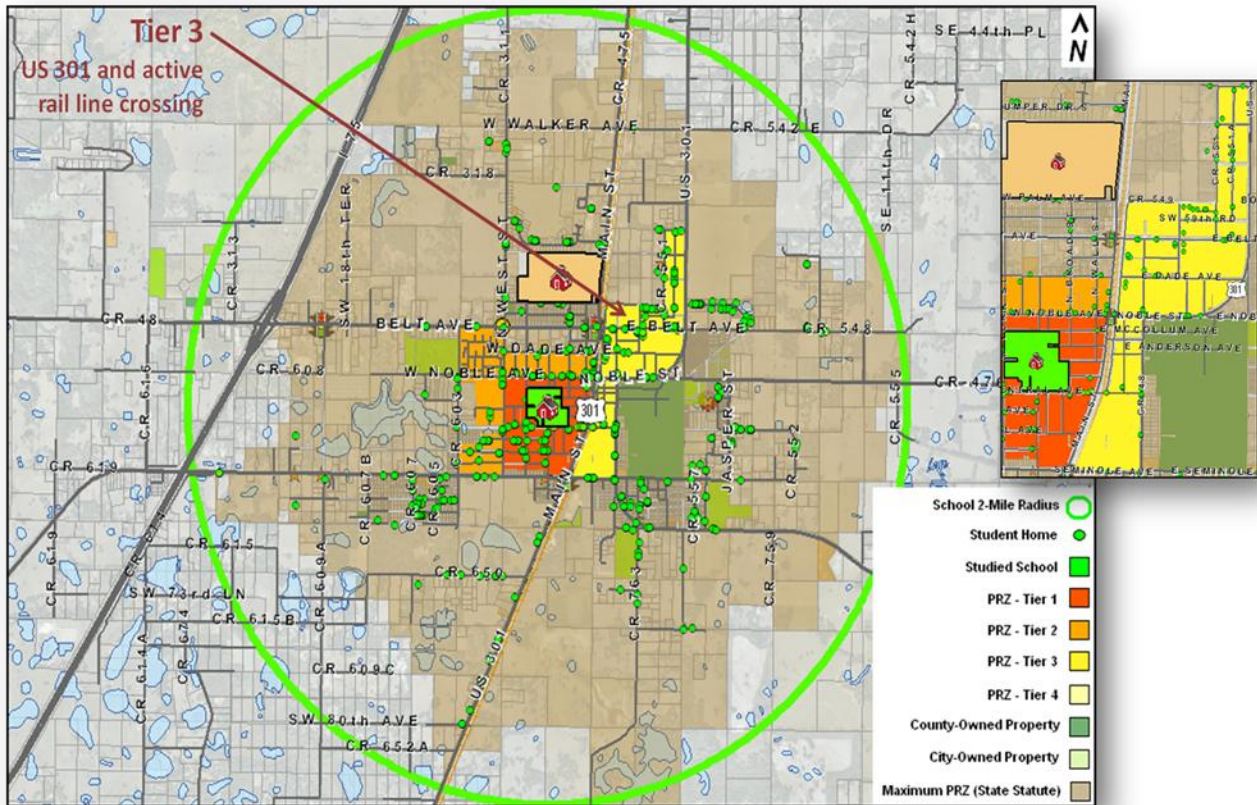
- There is a school zone and crosswalk over US 301 just south of Noble Avenue. This crosswalk is unstaffed and there are no controlled stop conditions in this location.
- There are no pedestrian features (crossing arms, etc.) along the railroad tracks for students living east of US 301. The City of Bushnell is adding sidewalks and trails using stimulus funding. Railroad crossings will be included.
- The existing speed limit along US 301 is 35mph.
- The US 301 crossing did not meet designated “Hazardous Conditions” criteria as outlined in Florida Statute 1006.23, but the crossing conditions are undesirable, especially for elementary-age students.
- 225 students live east of the active rail line.

Tier 3 – US 301 and Active Rail Line Crossing - Recommendations:

- Relocate the school crossing over US 301 to the Noble Avenue intersection and provide a crossing guard.
 - As an interim measure, continue to provide busing for students living east of US 301 and the rail lines.
 - As an interim measure, remove parallel parking spaces on the west side of US 301 near the existing school crossing location to increase pedestrian visibility.
 - Remove sidewalk encroachments along the south side of Noble Avenue between US 301 and Wall Street.
 - Review the need for a 3-way stop at the intersection of Broad Street and Anderson Avenue.
 - Provide access on the north side of campus for students riding bicycles or walking to school.
- Provide pedestrian rail crossing arms over the active rail line at the Noble Avenue intersection (planned).

If implemented, consider increasing the PRZ to include students living within PRZ Tier-3 as depicted on the following page.

Bushnell Elementary School: Potential Parent Responsibility Zone Tier 3



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 4 – Seminole Avenue Improvements – Findings:

- The only pedestrian crossing over Seminole Avenue in the potential PRZ is located at the intersection with US 301. The speed limit is 45 mph.
- The SAS study recommends a sidewalk on the south side of Seminole Avenue from CR 607B to US 301 and a sidewalk on the west side of Highland Street from Seminole Avenue to Central Avenue. There are no designated crossings over Central Avenue near Highland Street (bicycle/pedestrian access point).

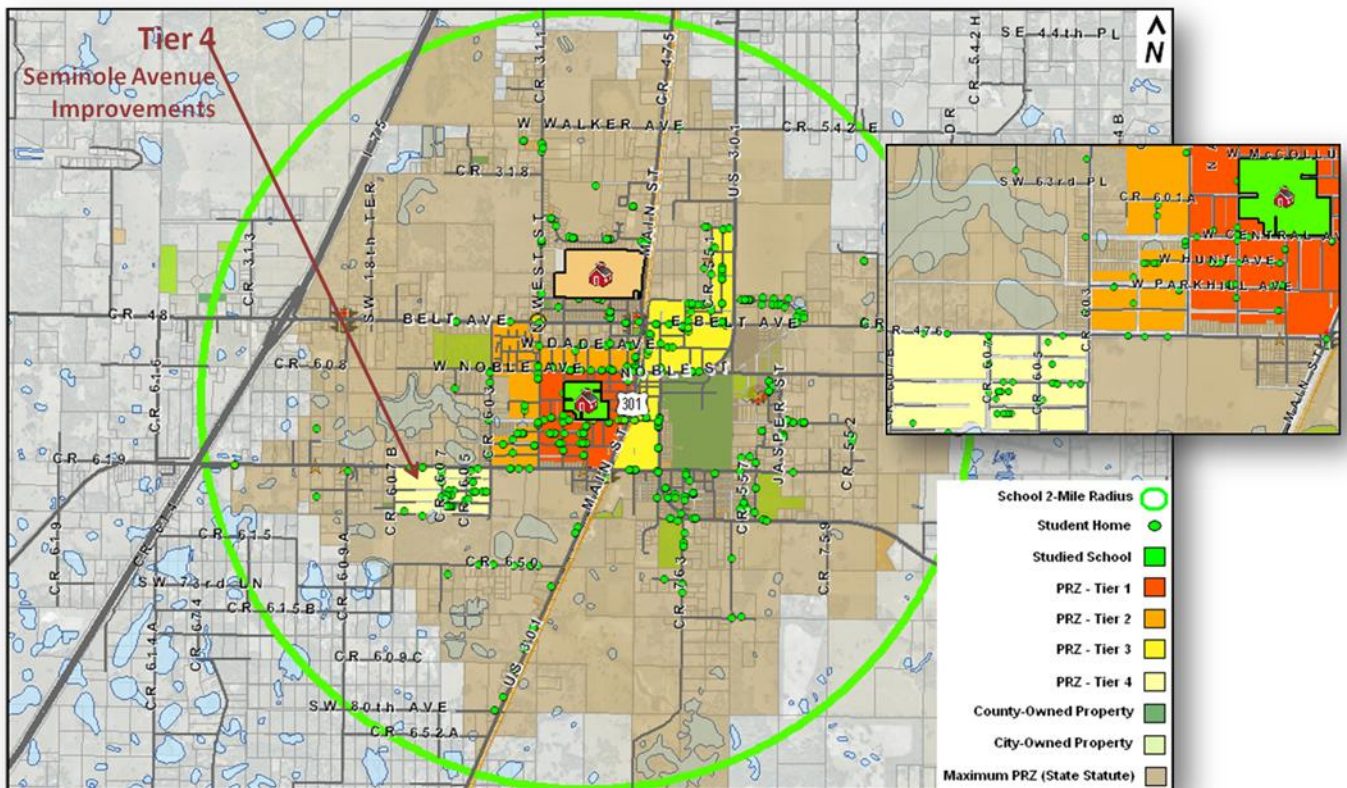
Tier 4 – Seminole Avenue Improvements – Recommendation:

- If the planned (SAS Study) sidewalks along Seminole Avenue and Highland Street are constructed, consider adding a crossing guard at the intersection of Seminole Avenue and CR 603 and Central Avenue and Highland Avenue.

If implemented, consider increasing the PRZ to include students living within PRZ Tier-4 as depicted on the following page.



Bushnell Elementary School: Potential Parent Responsibility Zone Tier 4



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Lake Panasoffkee Elementary School: Findings (2-Mile Radius)

School Snapshot:

Number of Students: 522

Students Living within the 2-Mile Radius: 147 (28%)

Bused Students Living within the 2-Mile Radius: 75

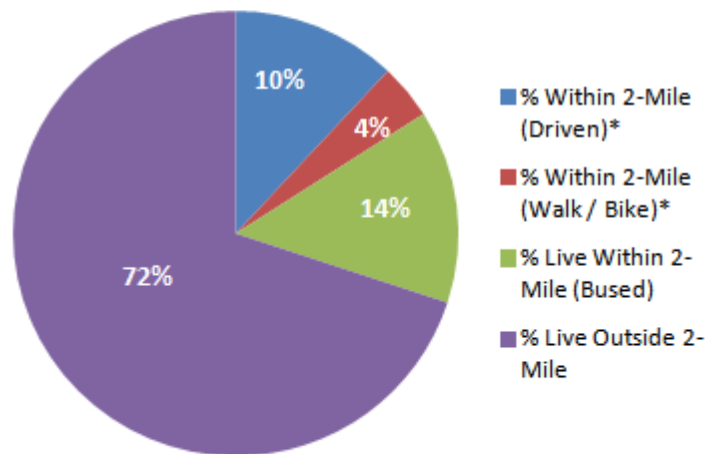
Number of Buses: 8

School Title I Percentage: 73.1%

School Siting:

Lake Panasoffkee Elementary School is located west of CR 470 and 25% of the students who live within the 2-mile radius are located east of CR 470. Of the schools studied, the siting for this school presents the biggest barrier for pedestrian connectivity.

Lake Panasoffkee Elementary School Transportation Analysis



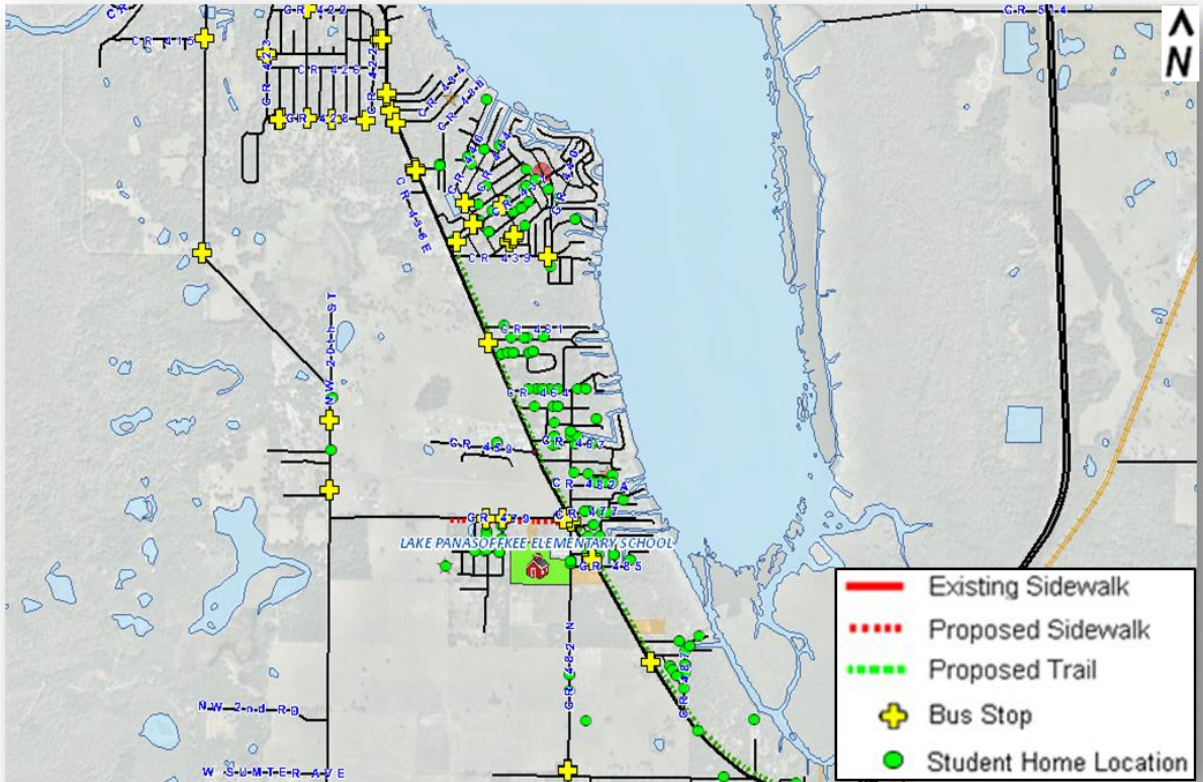
Bicycle and Pedestrian Facilities:

One main sidewalk along the west side of CR 470 was recently constructed using SRTS funding. There are no sidewalks along the east side of CR 470.

School Bus Stop Locations:

Bus stop locations appear to be partially consolidated. Further bus stop consolidation could occur in the residential areas to the north of school campus.

Student Home and Bus Stop Locations and Existing / Proposed Sidewalks



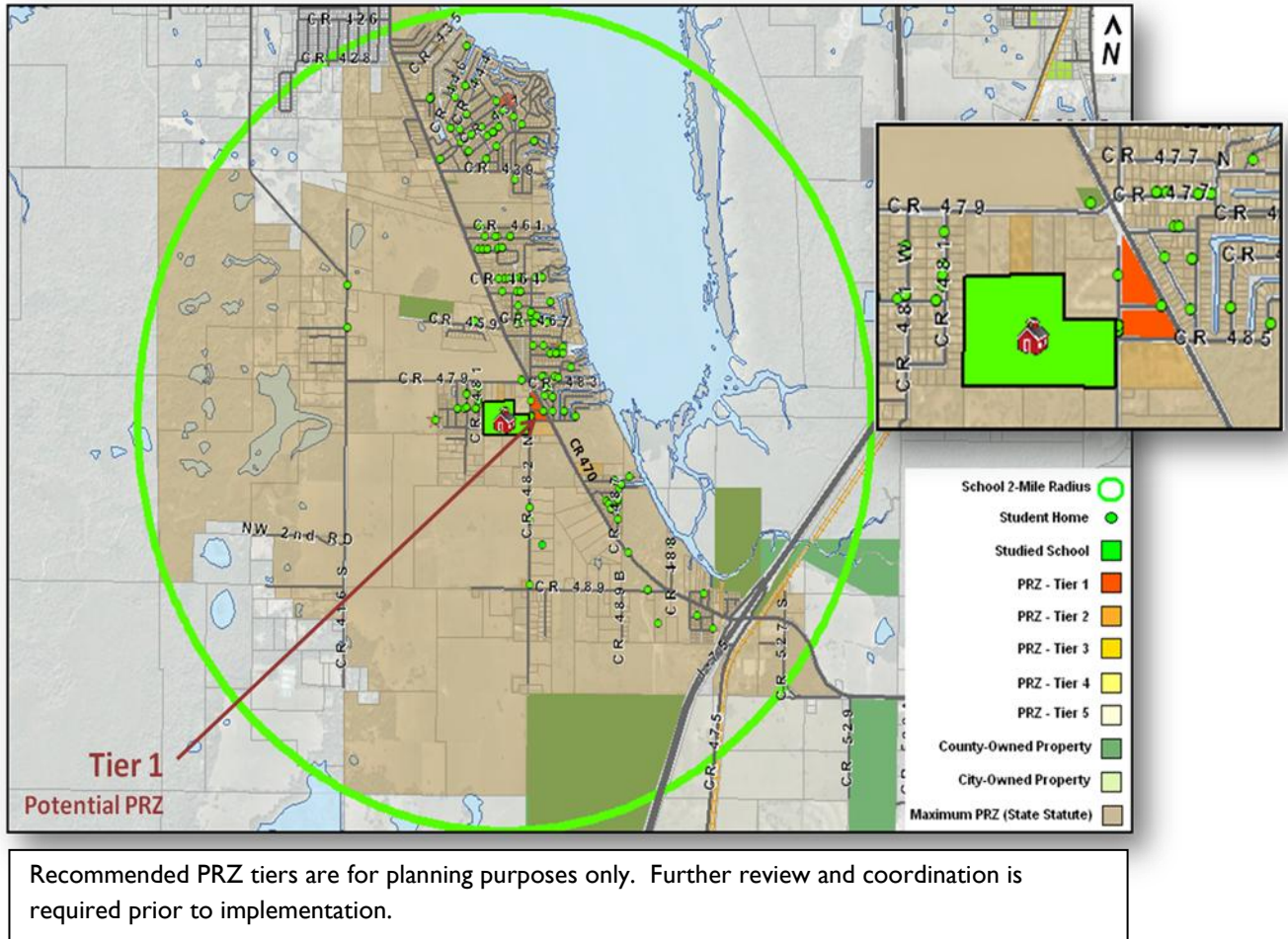
Tier I – Potential Parent Responsibility Zone – Finding:

- There is a small residential area east of Lake Panasoffkee Elementary School and west of CR 470.
- This area is zoned as a school walk zone with a 20mph speed limit.

Tier I – Potential Parent Responsibility Zone – Recommendations:

- Implement policies and procedures to allow immediate (Fall 2012) designation of PRZ-Tier I as outlined on the following page.

Potential Parent Responsibility Zone Tier I



Tier 2 – Sidewalk and Speed Limit Reductions to CR 479 – Findings:

- The speed limit along CR 479 north of school campus is 45 mph.
- There are no sidewalks on either side of CR 479.

Tier 2 – Sidewalk and Speed Limit Reductions to CR 479 – Recommendations:

- Review the possibility of reducing the speed limit along CR 479.
- Construct a sidewalk along the south side of CR 479 as identified in the SAS study for this school.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 2 as depicted on the following page.

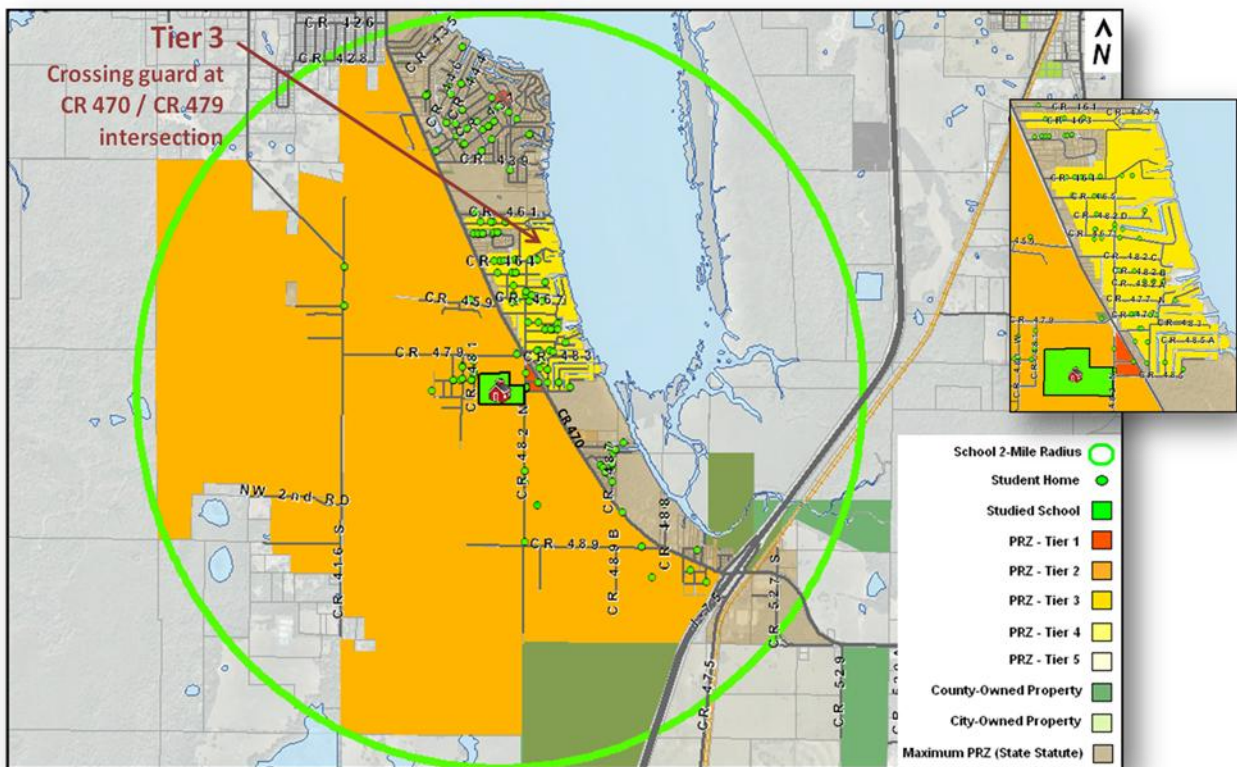
- Add a permanently-staffed crossing guard location to the intersection of CR 470 and CR 479.
- If feasible, provide a short sidewalk section along the east side of CR 470 between CR 474 and CR 477. Ideally, this sidewalk should extend south to CR 485 to reduce the walking distance for students.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 3 as depicted on the following page.

- Add a permanently-staffed crossing guard location to the intersection of CR 470 and CR 479.
- If feasible, provide a short sidewalk section along the east side of CR 470 between CR 474 and CR 477. Ideally, this sidewalk should extend south to CR 485 to reduce the walking distance for students.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 3 as depicted on the following page.

Potential Parent Responsibility Zone Tier 3



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required

Tier 4 – Northern CR 470 Sidewalks – Findings:

- There are no sidewalks along the west side of CR 470 within the potential PRZ.
- There are sidewalks along the east side of CR 470 within the potential PRZ.

Tier 4 – Northern CR 470 Sidewalks - Recommendations:

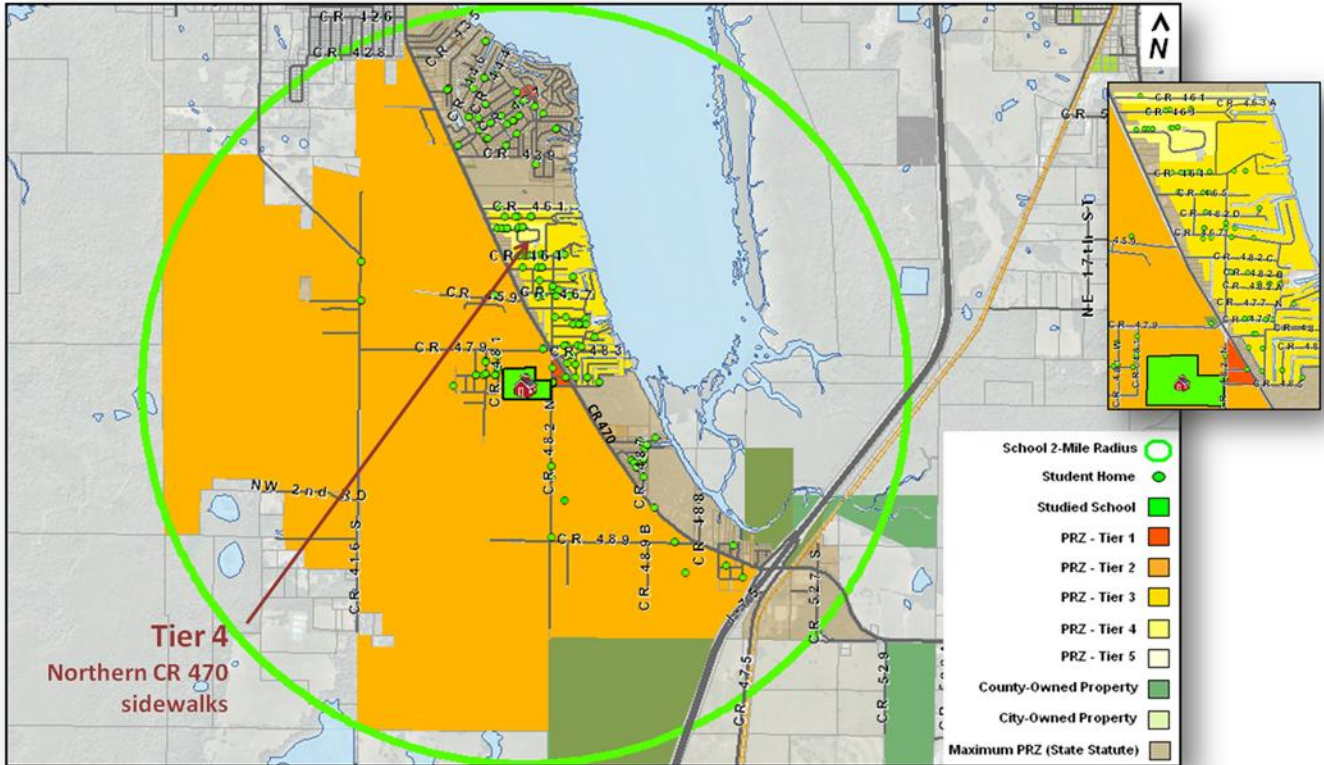
- Construct a short sidewalk section along the west side of CR 470 from CR 461 to 15th Place.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 4 as depicted on the following page.



View looking south along CR 470 at the intersection with CR 461

Potential Parent Responsibility Zone Tier 4



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 5 – Crossing Guard at CR 470 / CR 486 Intersection – Findings:

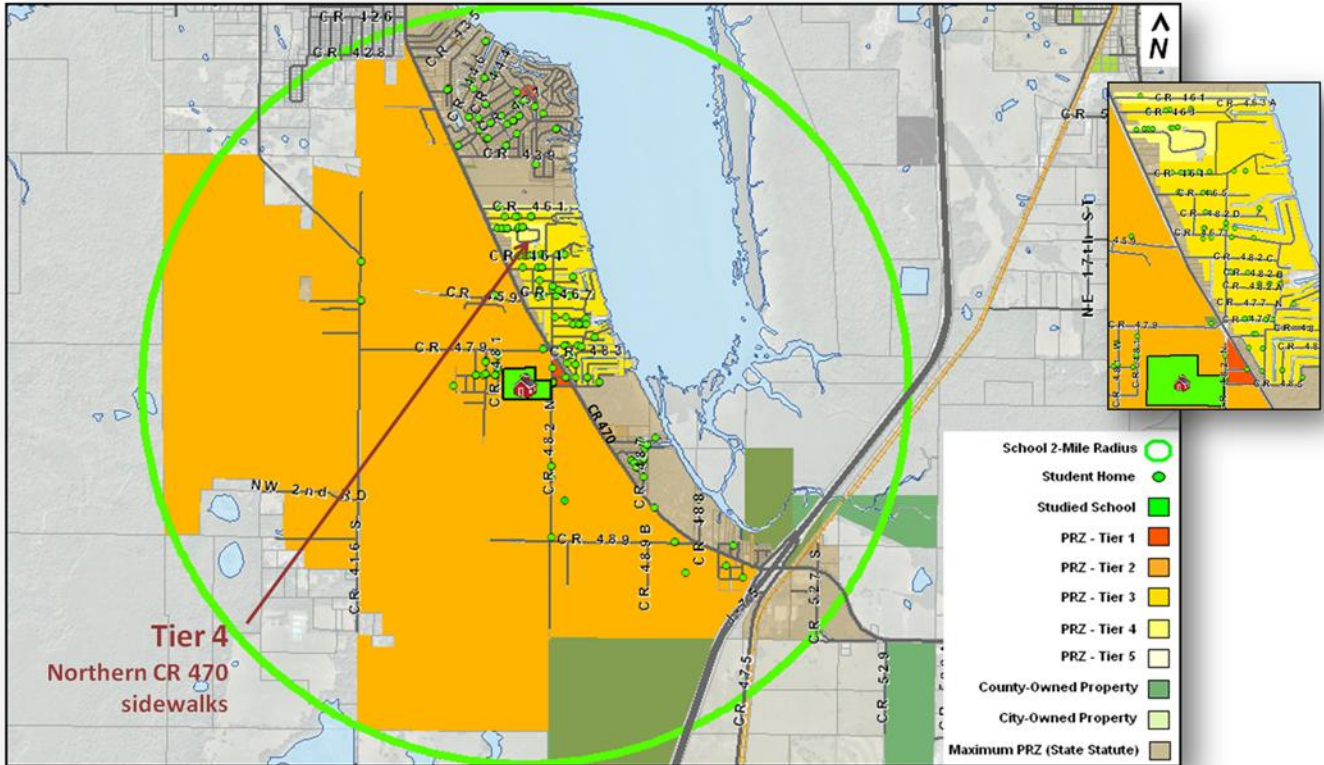
- There are no sidewalks along the west side of CR 470 within the school zone.
- There is a large section of woods along the west side of CR 470 north of CR 486.
- There is an existing sidewalk along the east side of CR 470.
- 130 students live east of CR 470 within the 2-mile radius of the school.

Tier 5 – Crossing Guard at CR 470 / CR 486 Intersection - Recommendation:

- Provide an enhanced crosswalk with a crossing guard location at the intersection of CR 470 and CR 486.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 5 as depicted on the following page.

Potential Parent Responsibility Zone Tier 4



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 5 – Crossing Guard at CR 470 / CR 486 Intersection – Findings:

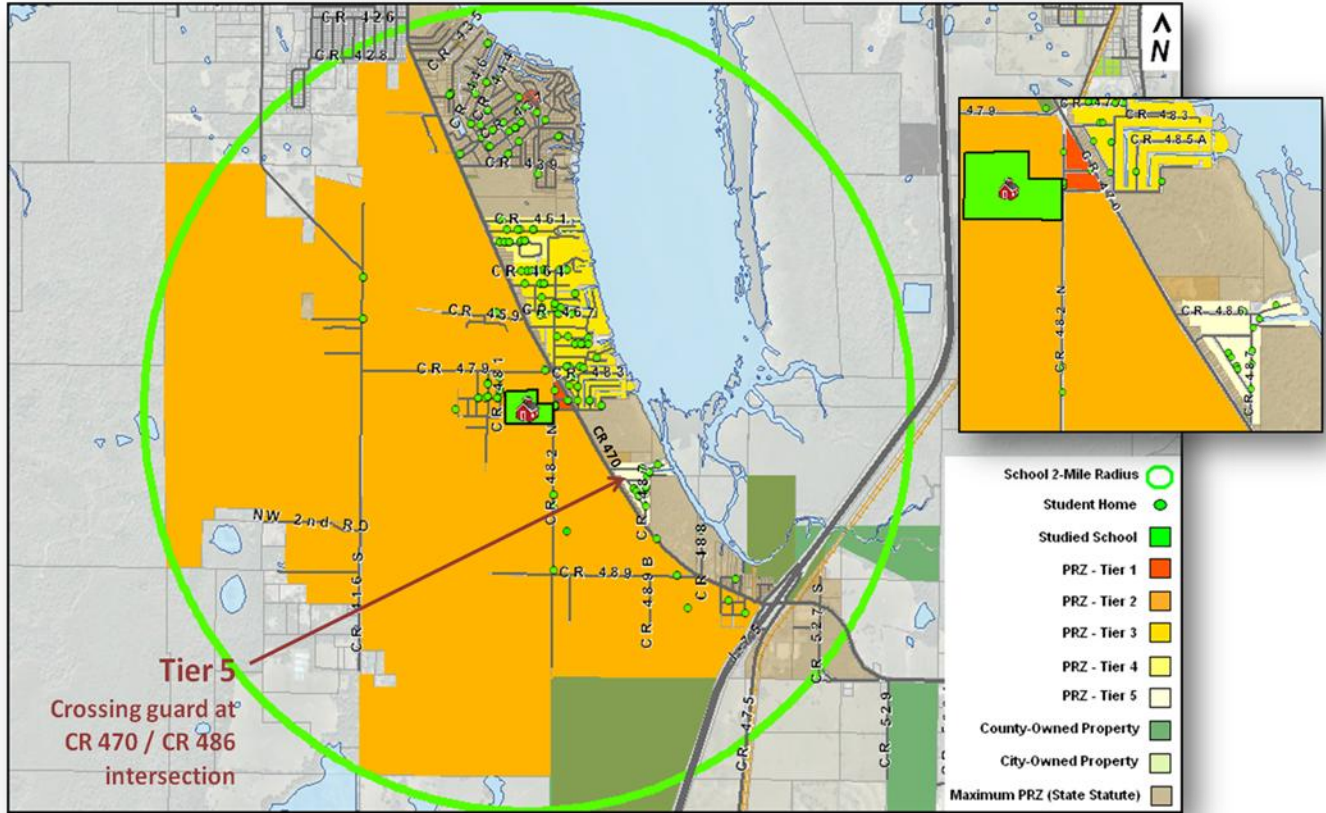
- There are no sidewalks along the west side of CR 470 within the school zone.
- There is a large section of woods along the west side of CR 470 north of CR 486.
- There is an existing sidewalk along the east side of CR 470.
- 130 students live east of CR 470 within the 2-mile radius of the school.

Tier 5 – Crossing Guard at CR 470 / CR 486 Intersection - Recommendation:

- Provide an enhanced crosswalk with a crossing guard location at the intersection of CR 470 and CR 486.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 5 as depicted on the following page.

Potential Parent Responsibility Zone Tier 5



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.



View looking south along CR 470 at the intersection with CR 486

Webster Elementary School: Findings (2-Mile Radius)

School Snapshot:

Number of Students: 715

Students Living within the 2-Mile Radius: 200 (28%)

Bused Students Living within the 2-Mile Radius: 100

Number of Buses: 12

School Title I Percentage: 84.0%

School Siting:

Webster Elementary School is located on the east side of SR 471. Over half of the students live west of SR 471.

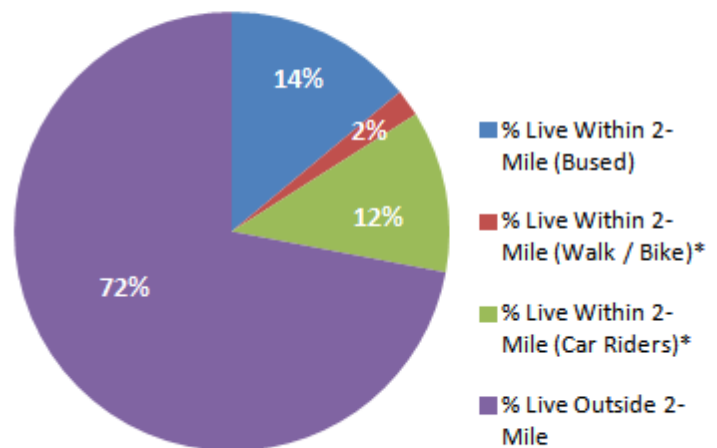
Bicycle and Pedestrian Facilities:

There are sidewalks on the east side of SR 471 in front of school campus, and sidewalks extend north from the bus loop on the north end of campus along the west side of S.E. 1st Street.

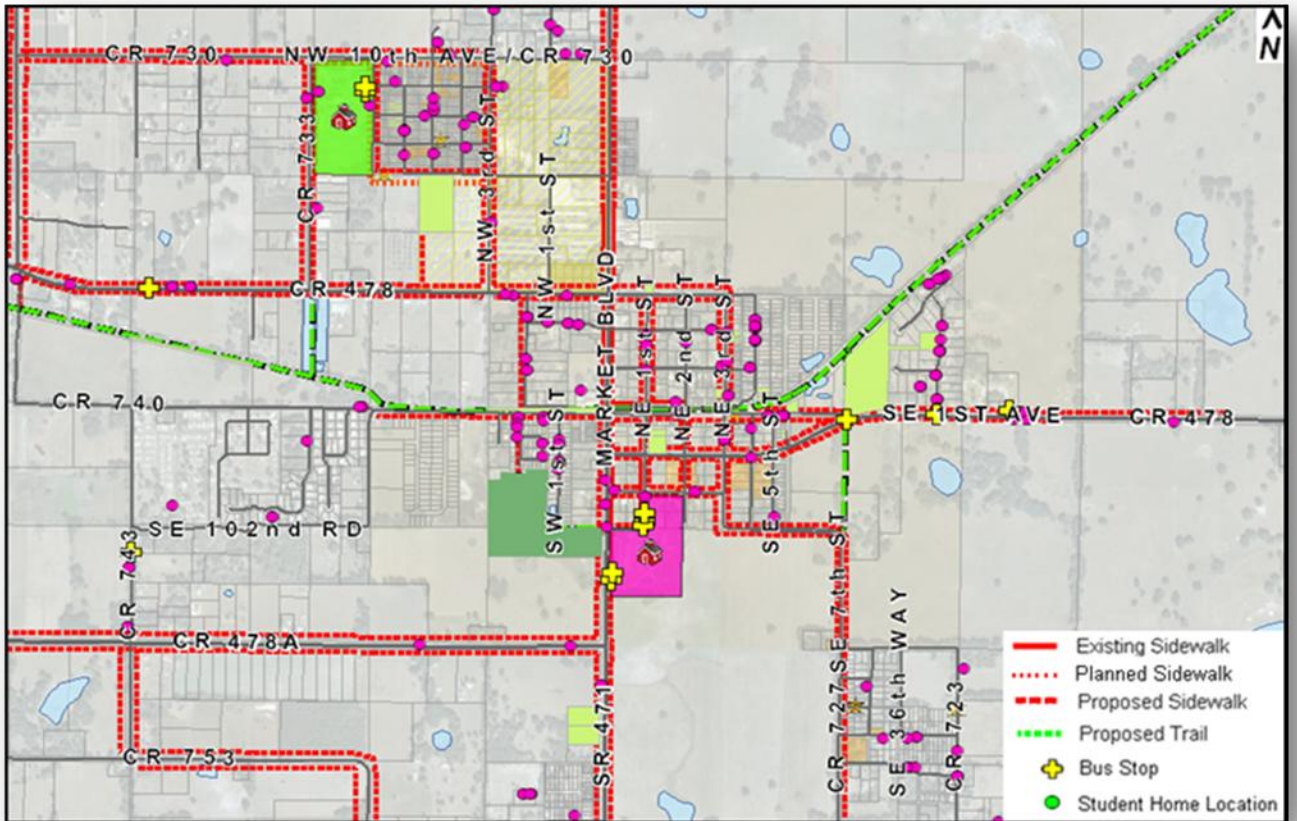
School Bus Stop Locations

Sumter County Schools recently consolidated bus stop locations within the Webster area.

Webster Elementary School Transportation Analysis



Student Home and Bus Stop Locations and Existing / Proposed Sidewalks



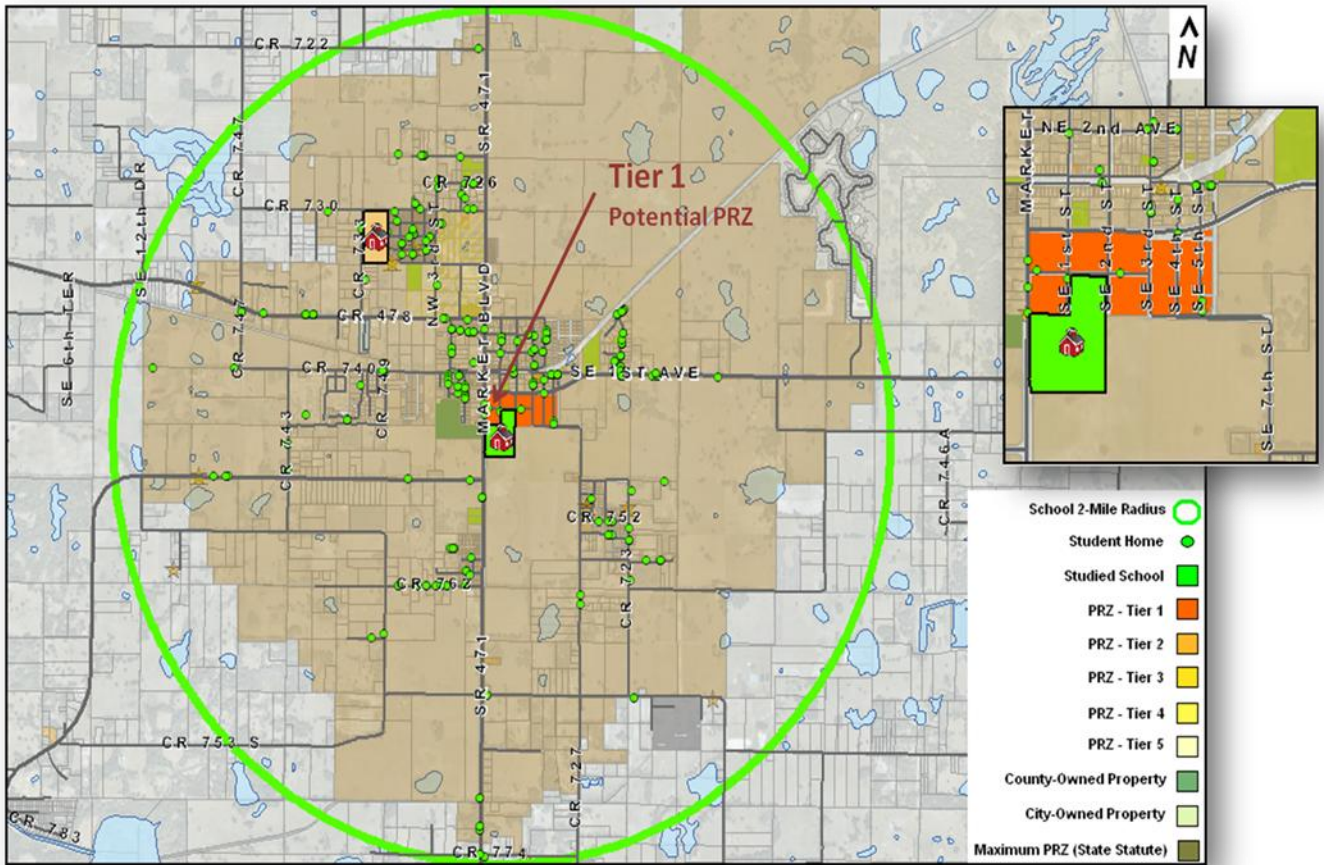
Tier I – Potential Parent Responsibility Zone – Findings:

- All students attending Webster Elementary School are offered bus transportation.
- The school district recently consolidated bus stop locations for this school.
- The roads in the neighborhood north of the school and south of S.E. 1st Street have 25 mph speed limits and low traffic volumes. S.E. 1st Street has a 35 mph speed limit.

Tier I Potential Parent Responsibility Zone Recommendation:

- Implement policies and procedures to allow immediate (Fall 2012) designation of this PRZ.

Potential Parent Responsibility Zone Tier I



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 2 – Speed Reduction to S.E. 1st Avenue – Finding:

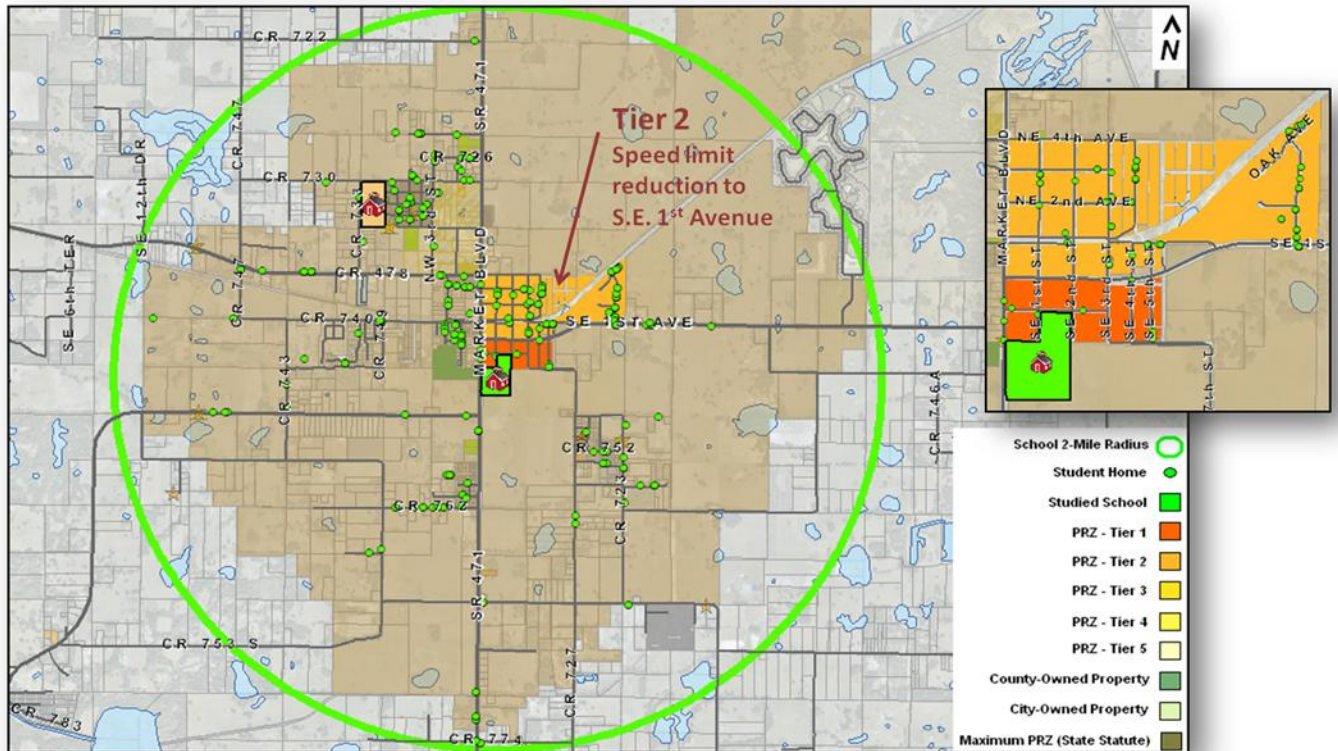
- The speed limit along S.E. 1st Avenue north of the school campus is 35 mph.
- There are no stop conditions on this road east of SR 471.

Tier 2 – Speed Reduction to S.E. 1st Avenue – Recommendation:

- Review the possibility of reducing the speed limit on S.E. 1st Avenue to 25 mph within the potential PRZ.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 2 as depicted on the following page.

Potential Parent Responsibility Zone Tier 2



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 3 – Staffed Crossing over SR 471 – Findings:

- There are no stop conditions or staffed crossing locations over SR 471 within the City of Webster.
- Many students attending Webster Elementary School live west of this road.

Tier 3 – Staffed Crossing over SR 471 – Recommendations:

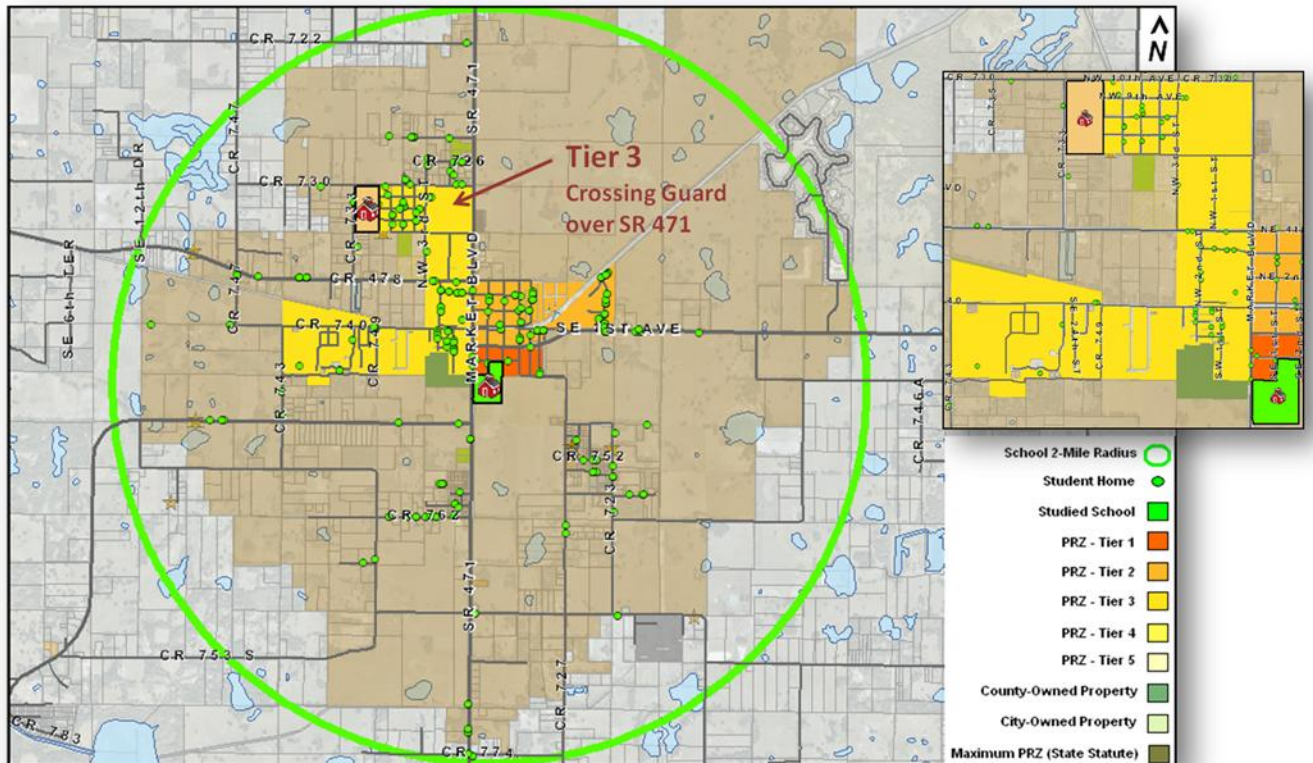
- Consider adding a staffed crossing location at the intersection of SR 471 and Central Avenue (see the SAS Report for long-term countermeasures).



View looking north along SR 471 at the intersection with Central Avenue

If implemented, consider increasing the PRZ to include students living within Tier 3 (following page).

Potential Parent Responsibility Zone Tier 3



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 4 –SR 471 Sidewalks and Speed Limit Reduction – Findings:

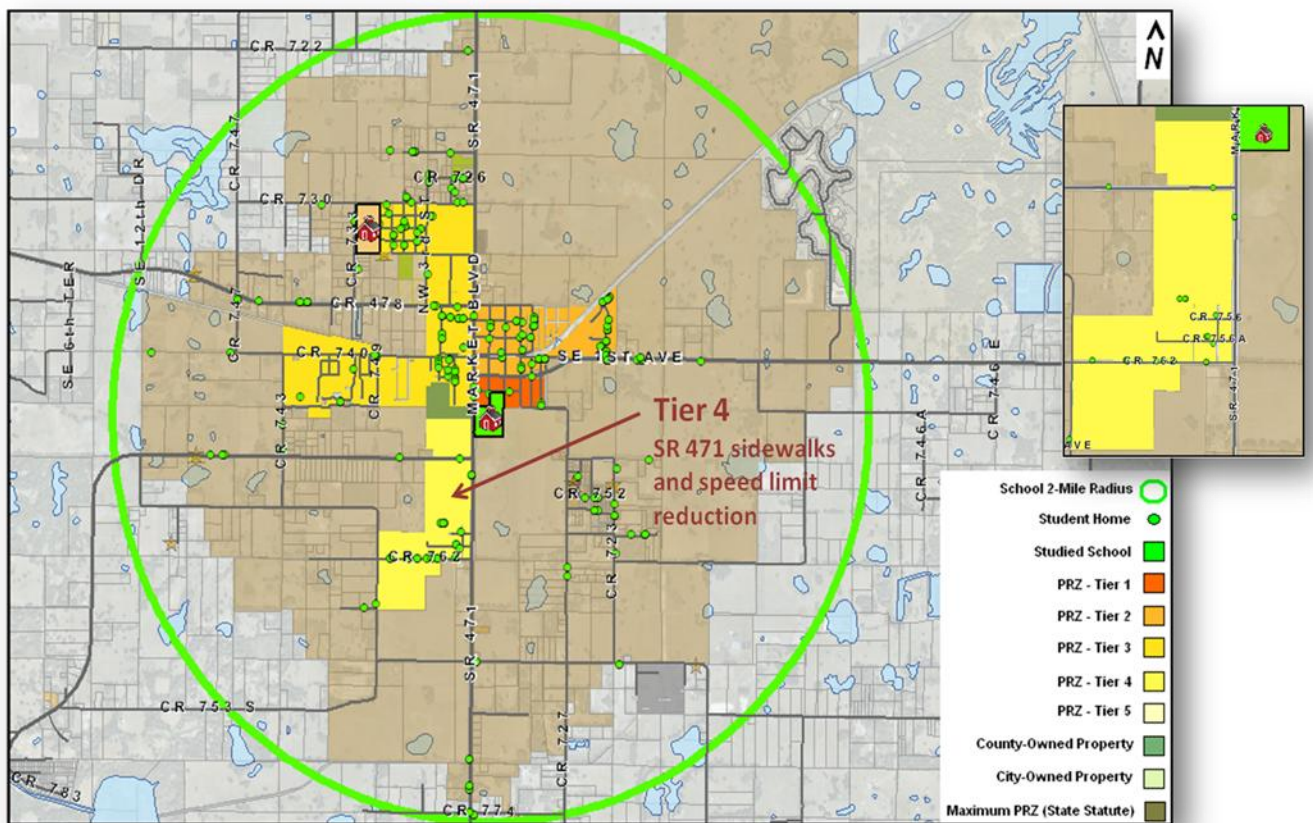
- There are no sidewalks on either side of SR 471 south of the Webster Elementary School.
- The speed limit along SR 471 south of Webster Elementary School ranges from 45 to 55 mph.
- There are no stop conditions along SR 471 within the City of Webster.
- The posted speed limit along CR 762 is 30mph and there are no sidewalks on either side of the roadway.

Tier 4 –SR 471 Sidewalks and Speed Limit Reduction – Recommendations:

- Construct a sidewalk along the west side of SR 471 from the existing sidewalk at Central Avenue to CR 762.
- Review the possibility of reducing the speed limit along SR 471 in both directions for this segment.
- Provide a staffed crossing guard location to allow students to cross SR 471.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 4 as depicted on the following page.

Potential Parent Responsibility Zone Tier 4



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 5 – Sidewalks along S.E. 3rd Avenue and S.E. 7th Street – Finding:

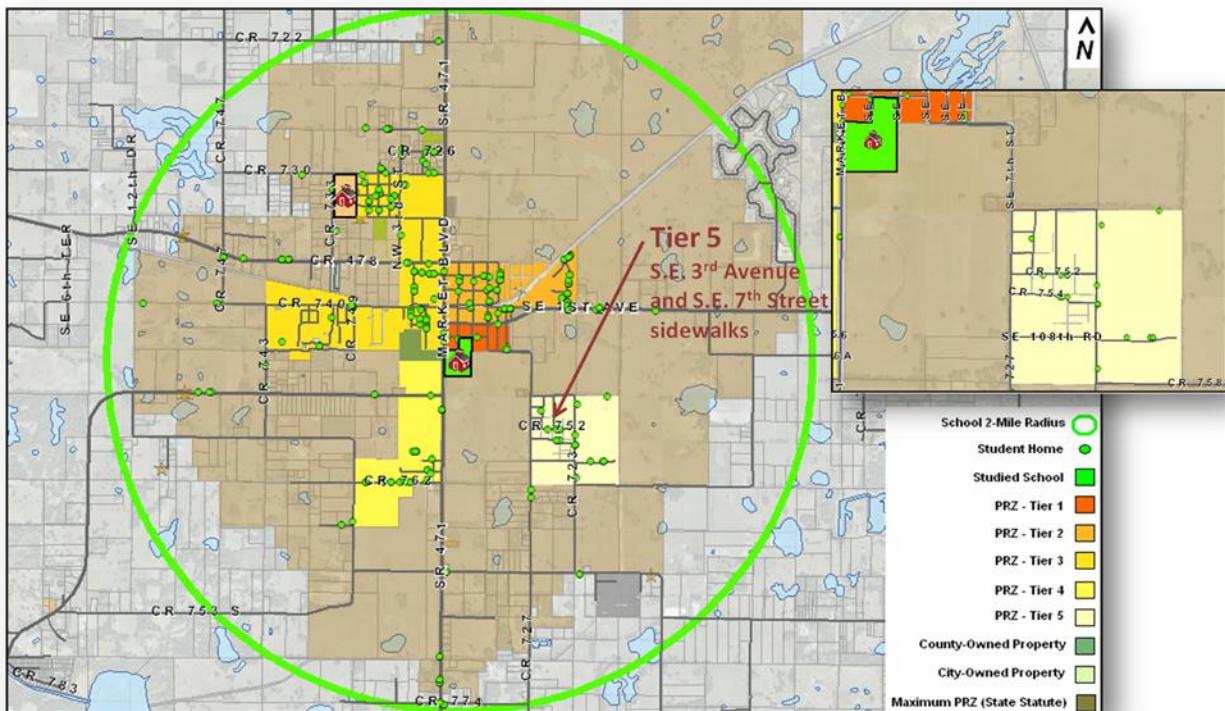
- There is a residential community located southeast of Webster Elementary School that has a single access road (S.E. 7th Street) and no sidewalks.
- Existing walking conditions along S.E. 7th Street include a narrow roadway, lack of lighting and areas with no residential population.

Tier 5 – Sidewalks along S.E. 3rd Avenue and S.E. 7th Street – Recommendations:

- Construct a sidewalk along the north side of S.E. 3rd Avenue from S.E. 3rd Street to S.E. 7th Street.
- Construct a sidewalk along the east side of S.E. 7th Street from S.E. 3rd Avenue to S.E. 108th Road.
- Provide lighting and initiate a walking school bus program.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 5 as depicted on the following page

Potential Parent Responsibility Zone Tier 5



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Wildwood Elementary School: Findings (2-Mile Radius)

School Snapshot:

Number of Students: 833

Students Living within the 2-Mile Radius: 520 (62%)

Bused Students Living within the 2-Mile Radius:
200

Number of Buses: 15

School Title I Percentage: 85.5%

School Siting:

Wildwood Elementary School is located on the south side of Huey Street, while most of the students attending the school live on the north side of Huey Street or across US 301 to the west. This requires students to cross at a designated crossing point over Huey Street in front of school campus. US 301 has 5 lanes and a speed limit of 35 mph and 250 Wildwood Elementary School students live west of this road.

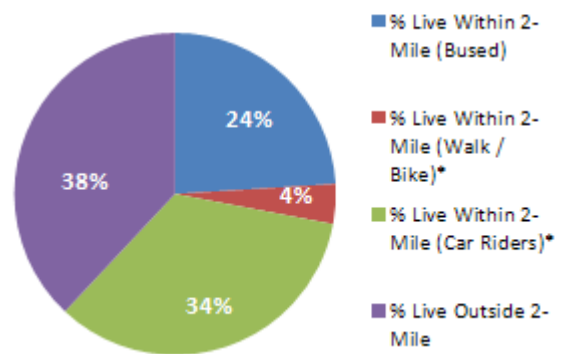
Bicycle and Pedestrian Facilities:

There are sidewalks on both sides of Huey Street in front of school campus, but there are a number of hindrances to pedestrian connectivity close to school campus. To the west of the school, an unmarked roundabout may deter pedestrian activity and increase motorist-student conflict.

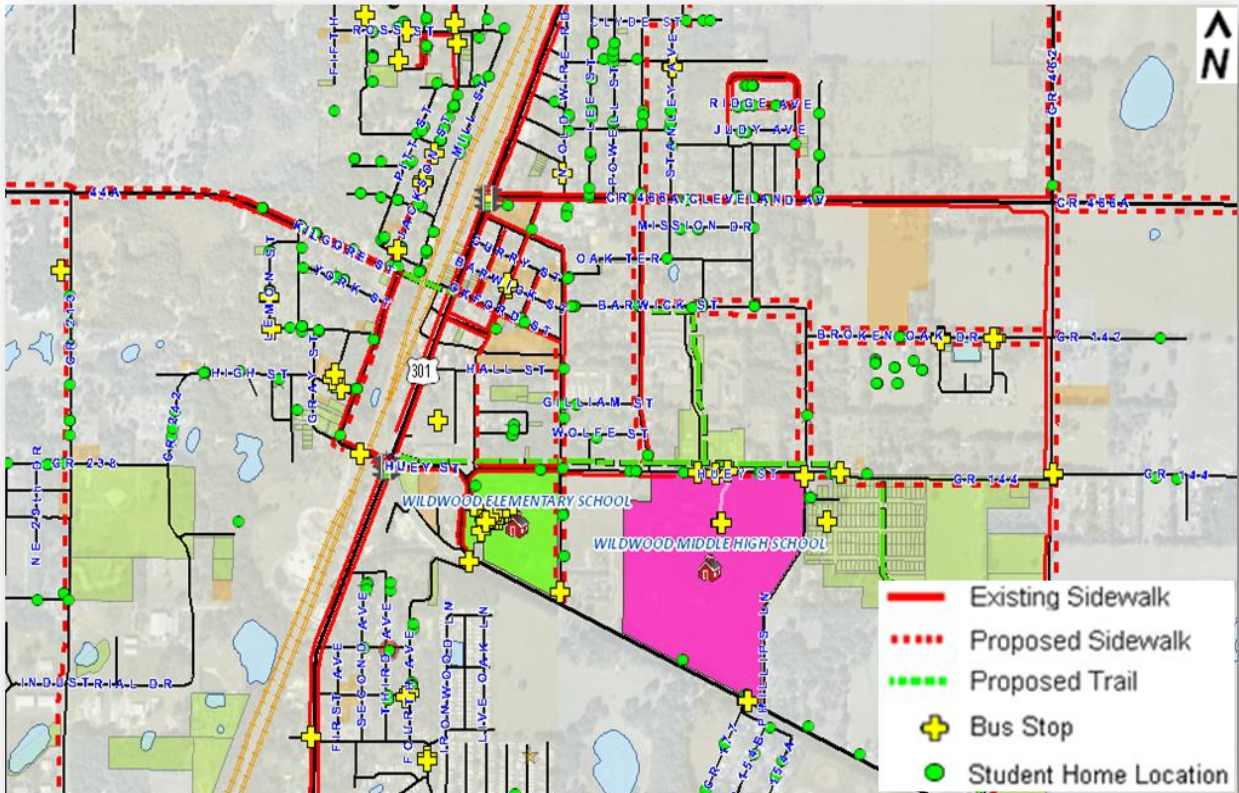
School Bus Stop Locations

Sumter County Schools recently consolidated bus stop locations within the Wildwood area.

Wildwood Elementary School Transportation Analysis



Student Home and Bus Stop Locations and Existing / Proposed Sidewalks



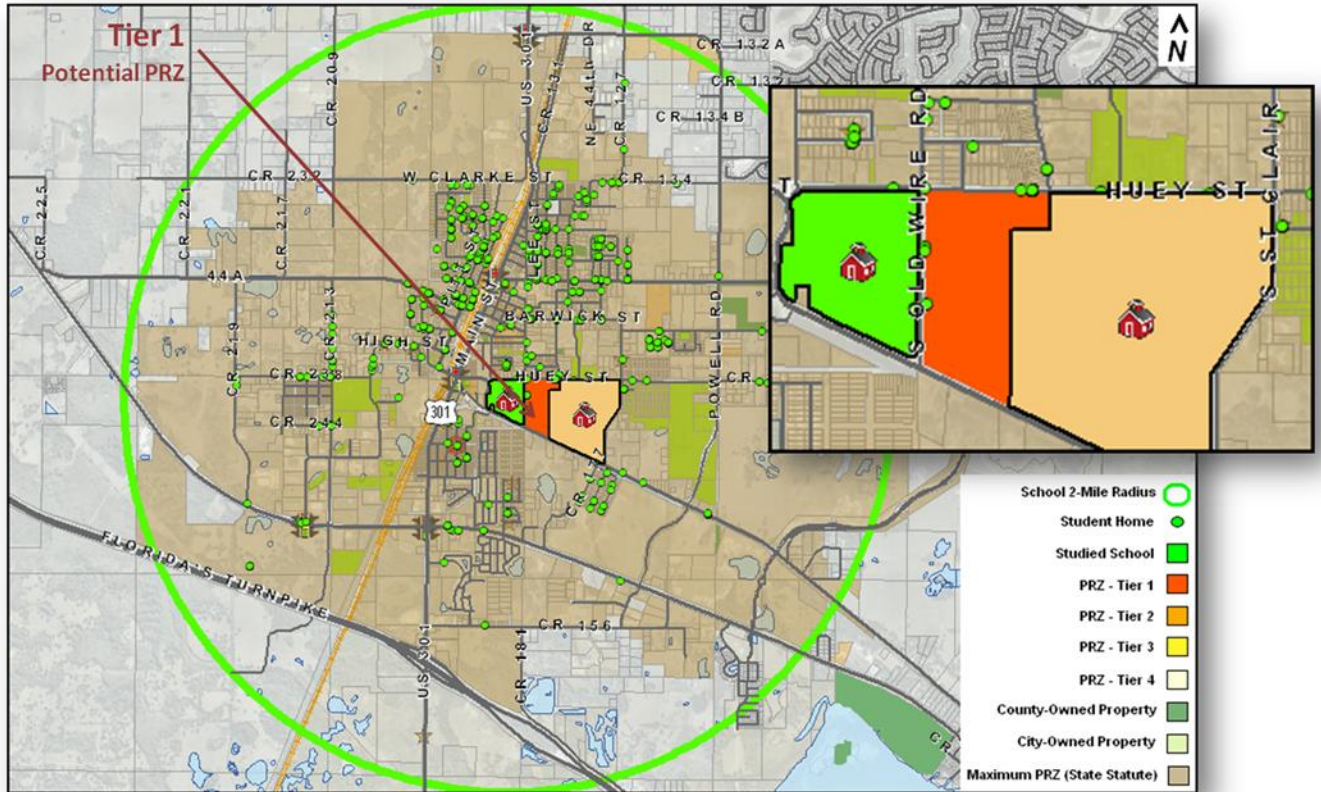
Tier I – Potential Parent Responsibility Zone – Findings:

- The parcels south of Huey Street between Wildwood Elementary School and Wildwood High School have access to the sidewalk along the south side of Huey Street.
- There are currently no students living in this area.
- The car line often extends into Huey Street from Old Wire Road and may create conflict for students who walk or ride bicycles to school that cross this intersection.

Tier I Potential Parent Responsibility Zone Recommendations:

- Implement policies and procedures to allow immediate (Fall 2012) designation of this PRZ. This will not impact any current students.

Potential Parent Responsibility Zone Tier I



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Tier 2 – Crossing over Huey Street at Wildwood Elementary School – Findings:

- The crosswalk in front of Wildwood Elementary School serves students living north of Huey Street who walk or ride bicycles to school. This crosswalk also serves students who walk from the adjacent shopping center that serves as a remote drop-off and pick up area (see recommendations included in the SAS Report).
- The City of Wildwood police provide crossing staff for this crosswalk when possible. School staff typically assists with student crossing when professional assistance is unavailable. The crosswalk is also unstaffed at times.



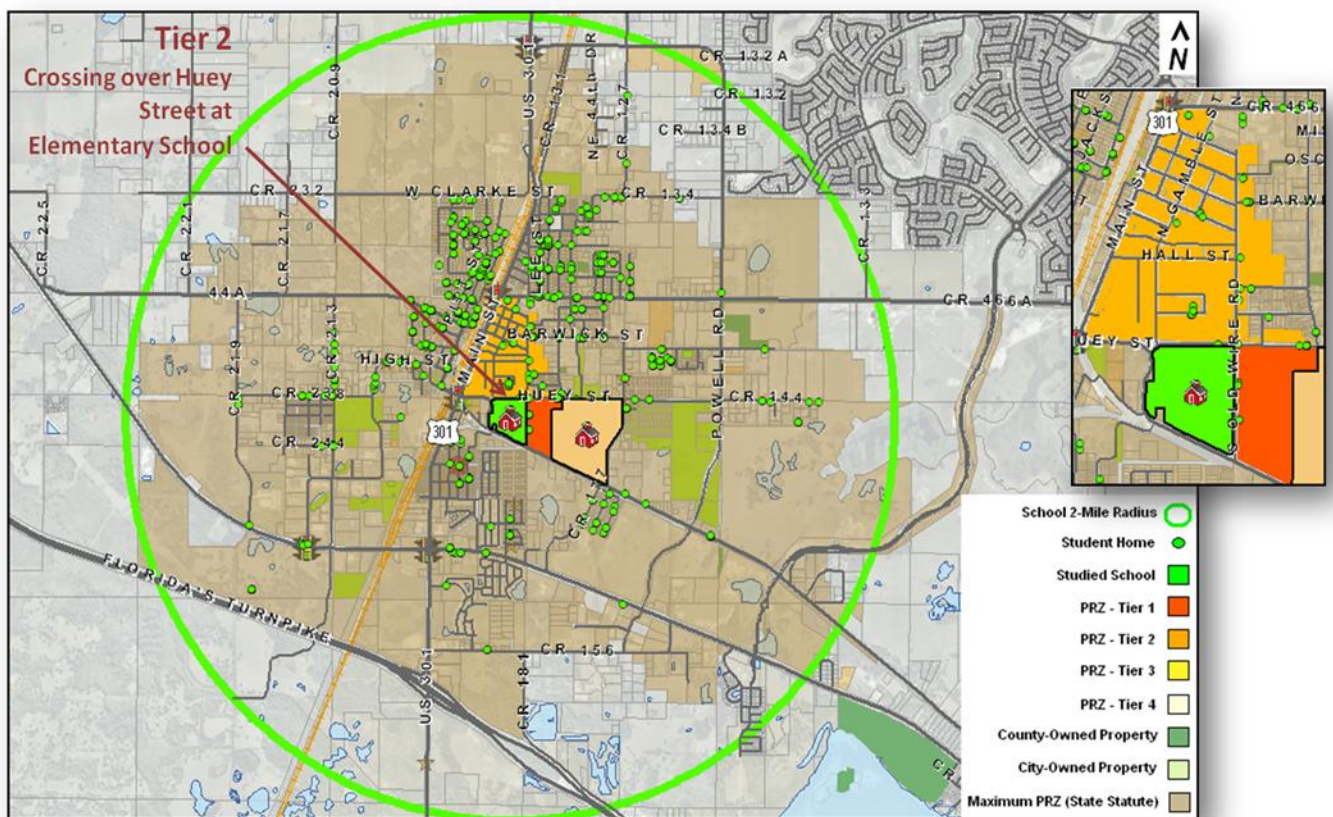
School staff assists students and parents crossing Huey Street during dismissal

Tier 2 – Crossing over Huey Street at Wildwood Elementary School – Recommendations:

- Review the possibility of adding a trained crossing guard to this crosswalk location.
- Consider implementing a walking school bus program.

If implemented, consider increasing the PRZ to include students living within PRZ Tier 2 as depicted on the following page.

Potential Parent Responsibility Zone Tier 2



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

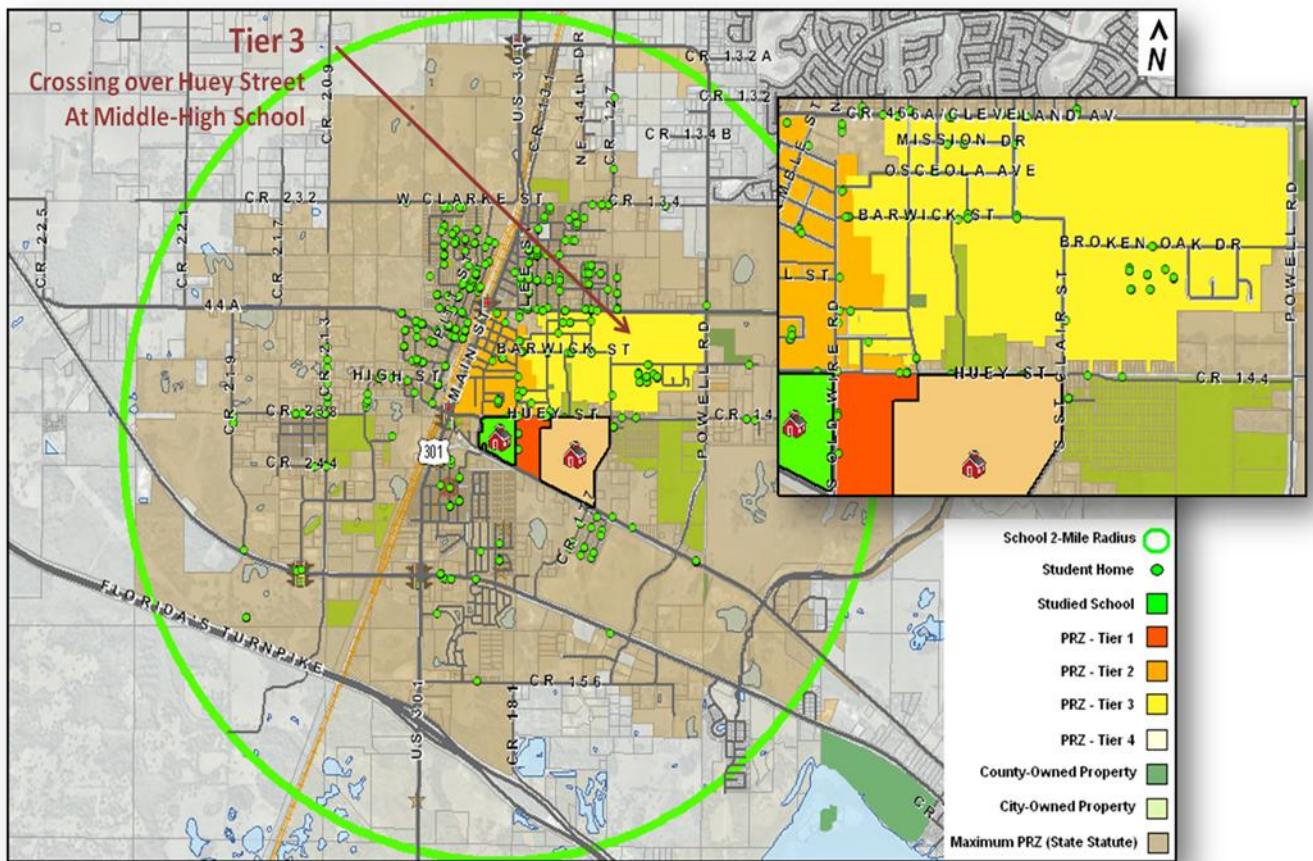
Tier 3 – Crossing over Huey Street at Middle-High School – Findings:

- There is an unstaffed crossing on Huey Street in front of Wildwood Middle-High School.
- A sidewalk along the south side of Huey Street extends from Wildwood Elementary School to the Wildwood –Middle High School. There is no sidewalk along the Wildwood Middle-High School property.

Tier 3 – Crossing over Huey Street at Middle-High School – Recommendations:

- Consider adding a trained crossing guard at this crossing location. Extend hours to serve Wildwood Middle-High School students.
- Construct the short section of sidewalk along the Wildwood-Middle High School property to connect to the existing sidewalk along the south side of Huey Street.

Potential Parent Responsibility Zone Tier 3



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

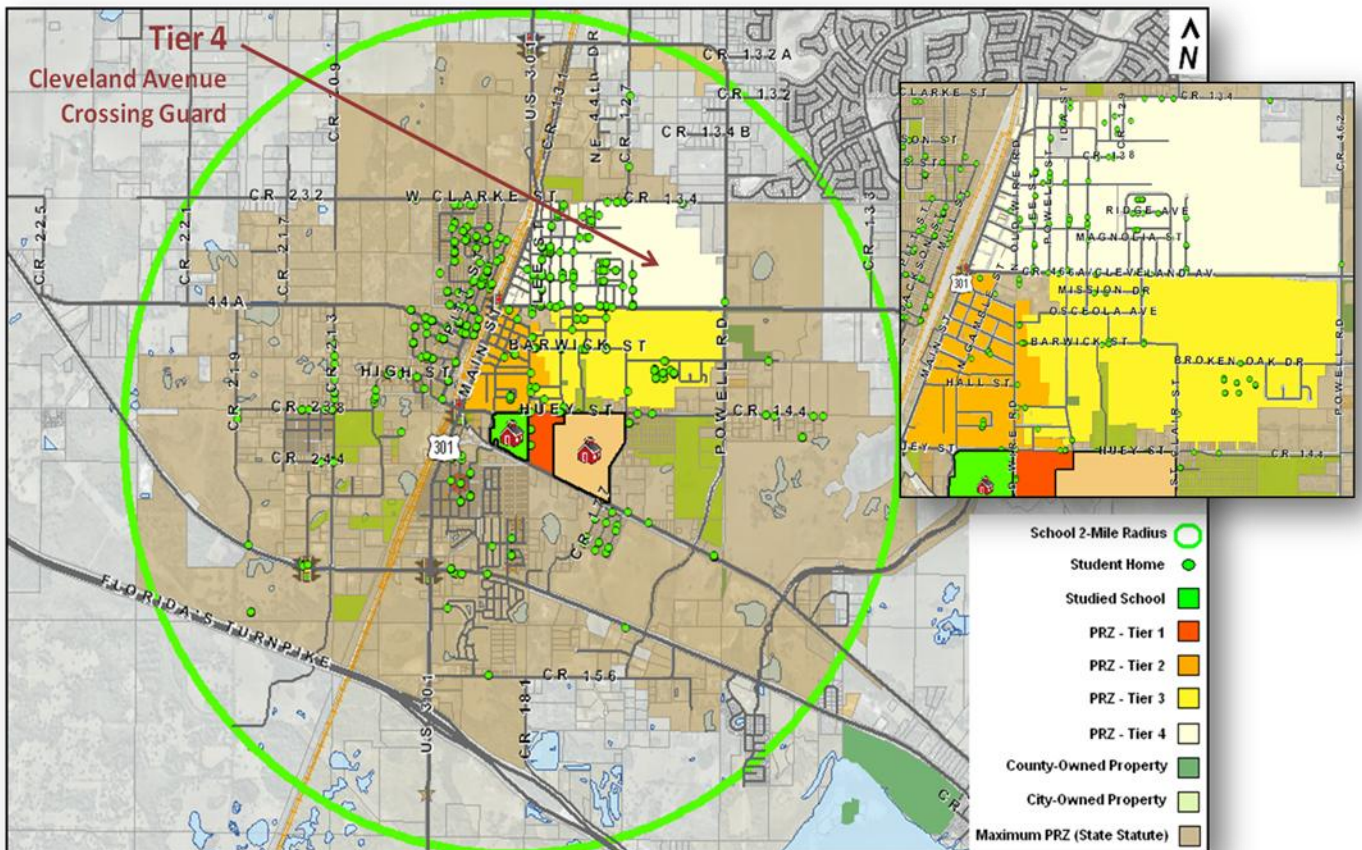
Tier 4 – Improvements to Cleveland Avenue – Findings:

- The City of Wildwood plans to widen Cleveland Avenue from US 301 to Powell Road. The planned speed limit for this segment of road is 35 mph and 8' sidewalks are planned to be placed on both sides of the road.
- Many students live north of Cleveland Avenue

Tier 4 – Improvements to Cleveland Avenue – Recommendations:

- Provide a staffed crossing guard location on over Cleveland Avenue. Consider shifting the planned crosswalk at Old Wire Road to a more central location and connect to the SAS proposed sidewalk along Warfield Avenue.
- Construct the recommended (per SAS Study) sidewalk along Warfield Avenue.

Potential Parent Responsibility Zone Tier 4



Recommended PRZ tiers are for planning purposes only. Further review and coordination is required prior to implementation.

Appendix

Source ID	Source Description	Website Link
1	Florida School Crossing Guard Training Guidelines	http://www.dot.state.fl.us/safety/ped_bike/brochures/pdf/SCG%20Training%20Guidelines2009.pdf
2	Selecting School Bus Stop Locations	http://www.nhtsa.gov/staticfiles/nti/buses/pdf/SelectingSchoolBusStopLocations.pdf
3	2035 Long Range Transportation Plan (LSMPO)	http://www.lakesumtermpo.com/pdfs/2035/long_range_transportation_plan_executive_summary.pdf
4	Withlacoochee Regional Policy Plan	http://www.wrpc.cc/documents/SRPP_TOC_Introduction.pdf
5	Safe Routes to School Local Policy Plan	http://www.saferoutespartnership.org/sites/default/files/pdf/Local_Policy_Guide_2011.pdf
6	Walking School Bus	http://guide.saferoutesinfo.org/walking_school_bus/index.cfm
7	Walking School Bus – School Policies	http://www.doh.state.fl.us/family/chronicdisease/CPWP/WSB_policy_school.pdf
8	Walking School Bus – Wellness Policy	http://www.doh.state.fl.us/family/chronicdisease/CPWP/WSB_policy_district_wellness_policy.pdf
9	Walking School Bus – “Let’s Get Going”	http://www.doh.state.fl.us/family/chronicdisease/CPWP/Booklet.pdf
10	SRTS Funding for Walking School Bus	http://www.saferoutespartnership.org/sites/default/files/pdf/Non_Infrastructure_11_3_09.pdf
11	Walk Safe Program	http://www.walksafe.us/
12	Complete Streets	http://www.completestreets.org/