



A SAFE SCHOOLS TRANSPORTATION STUDY

Wildwood Middle-High School Parent Responsibility Zones Wildwood, FL



November 2013



Study Purpose:

- ✓ Review and summarize existing local, school and state policies regarding transportation and provision of sidewalk and bicycle facilities
- ✓ Make general recommendations for local jurisdictions regarding provision of sidewalks and bicycle facilities
- ✓ Make initial recommendations for designation of a parent responsibility zone (PRZ) for the school, within which it will be the responsibility of the parent to transport their child to school (walking, bicycling or by car) and busing will not be provided, this may include initial needed improvements to establish the PRZ
- ✓ Provide a series or tiered or priority recommendations for improvements that will increase the accessibility of the school by walking and bicycling, and which will allow for the expansion of the PRZ within the state defined two (2) mile walk zone



Wildwood Middle-High School PRZ

Florida Policy Findings:

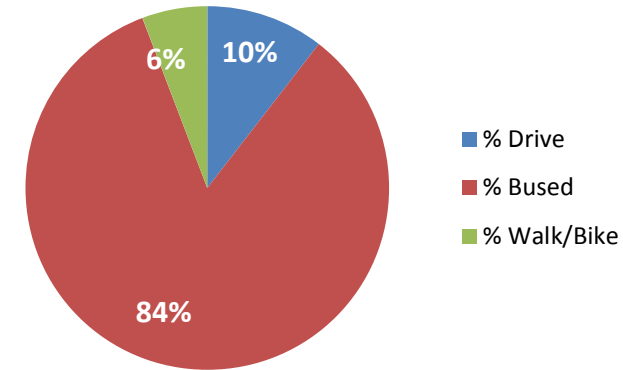
- ✓ The state does not reimburse school districts for students transported within 2 miles of the school unless a “Hazardous Walking Condition” as defined by the state has been identified and proven. (Students meeting the criteria of Section 1011.68 FS are exempted from the 2 mile walk zone criteria).
- ✓ Florida statute also defines the reasonable walking distance to the bus stop as 1.5 miles.
- ✓ 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”.



Sumter District Schools Findings:

- ✓ Sumter District Schools offers bus transportation to most students, including those living within 2-miles of the school.
- ✓ Sumter District Schools uses 61 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 \$3.01 million for 2013/14 and includes transportation for 4,332 students. The cost of transportation for the 2013/14 school year, averages \$700 per student.
- ✓ 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 has been scheduled to meet quarterly.

Middle Student Transportation Breakdown Sumter County, FL*



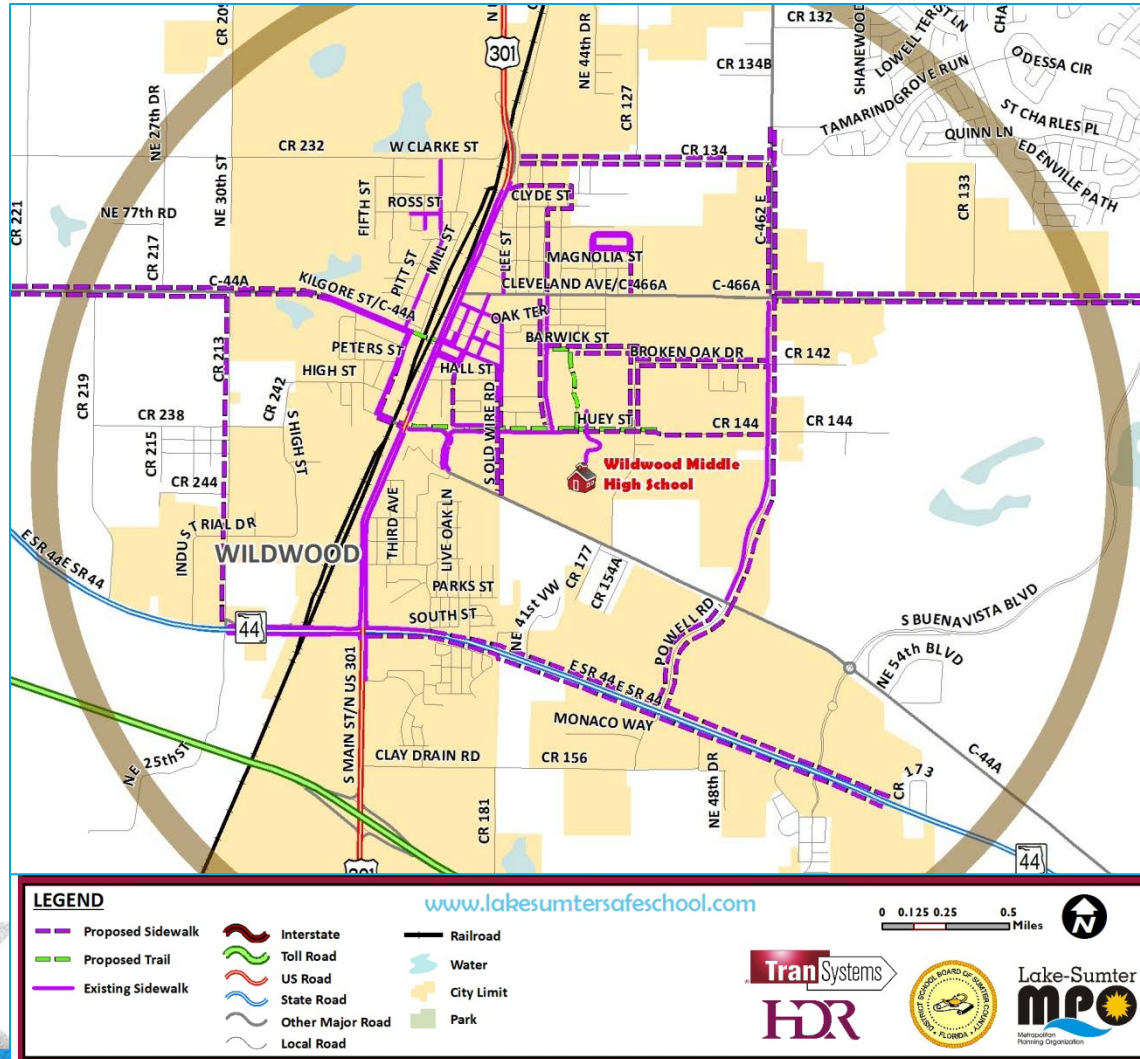
*Also contains High School Students at Wildwood MS (joint Middle and High)

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).

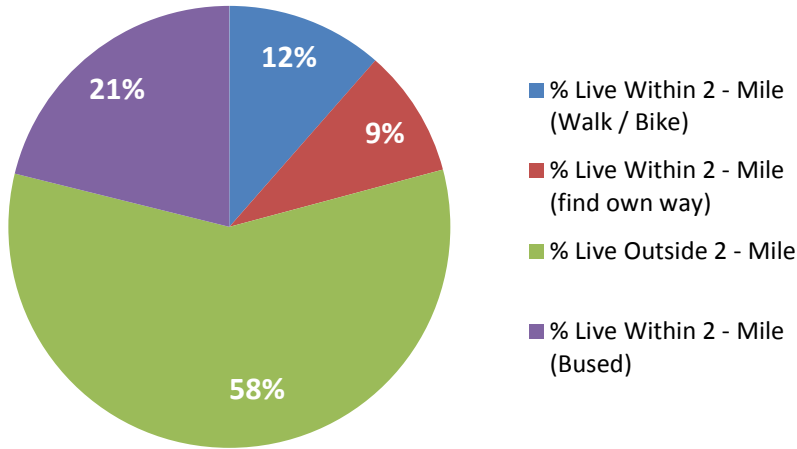
Sumter County and Municipalities Recommendations:

- ✓ 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



Wildwood Middle-High School PRZ

Wildwood Middle-High School Transportation Analysis



- ✓ Wildwood Middle-High School – Click [Here](#)
- ✓ Sumter County – Click [Here](#)

Wildwood Middle-High School Grades: 6th-12th

Total Students:	715
<ul style="list-style-type: none"> ■ Provided Bus Transportation within the 2 mile walk zone : 	151
<ul style="list-style-type: none"> ■ Buses Assigned to School 	14-16
<ul style="list-style-type: none"> ■ Walking / Biking 	82

Households within the “Walk Zones”:	
<ul style="list-style-type: none"> ■ 2 Mile State Defined Walk Zone 	1,822
<ul style="list-style-type: none"> ■ Zone 1: 	33
<ul style="list-style-type: none"> ■ Zone 2 	120
<ul style="list-style-type: none"> ■ Zone 3 	224
<ul style="list-style-type: none"> ■ Zone 4 	386
Total	655

Parent Responsibility Zone: Tier 1 Recommendations

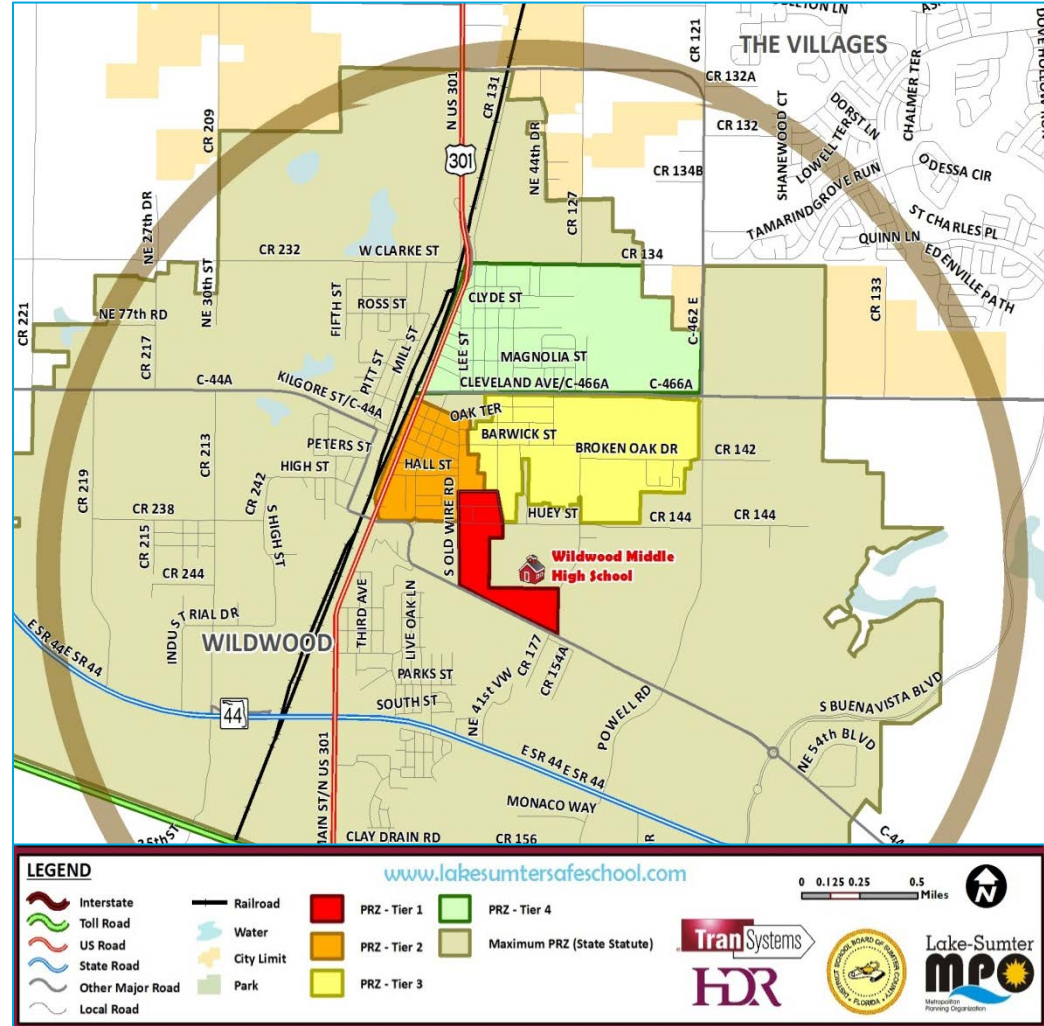
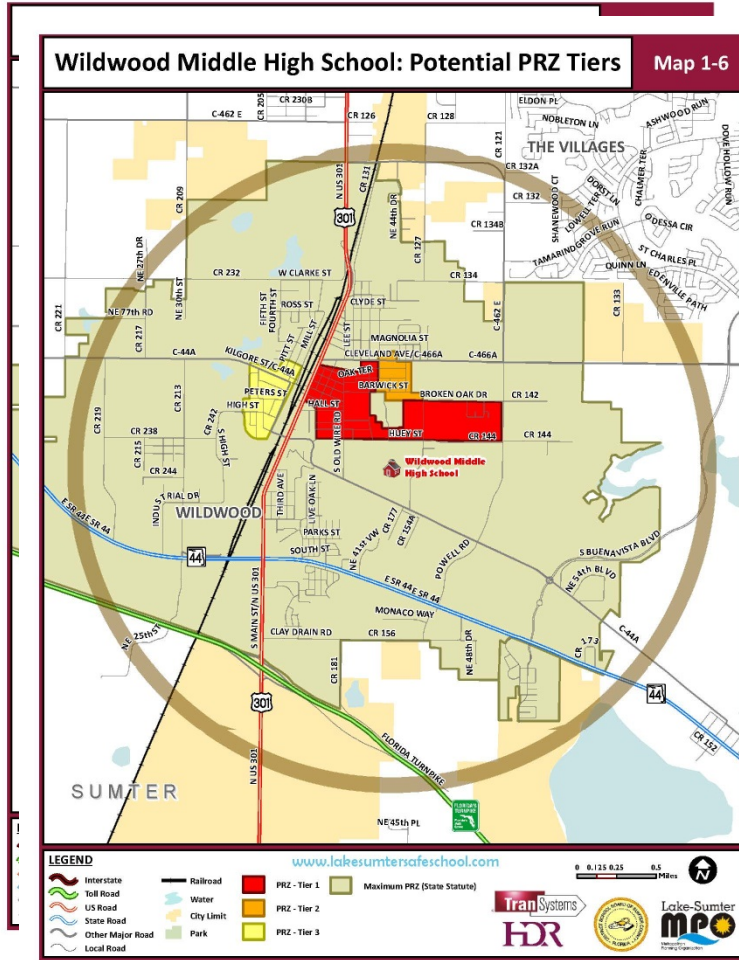
Findings:

- ✓ There is no sidewalk on the north side of Huey Street from Old Wire Street to the existing Huey Street Trail east of St. Clair.
- ✓ The sidewalk on the south side of Huey St terminates at the Middle-High School Driveway, approximately 1 block before the pedestrian entrance. There is no sidewalk or pedestrian area at the driveway.
- ✓ Over 75 students were observed using the designated pedestrian crossing in front of Wildwood Middle-High School at dismissal.
- ✓ Buses entered and exited the bus loop near this crosswalk, increasing the potential for pedestrian conflict.
- ✓ Most students who attend Wildwood Elementary or Wildwood Middle/High School live north of Huey Street. Students were observed walking along the northern edge of Huey Street. Students travel to the main middle-high crosswalk on the way to and from school.
- ✓ The City-owned area across from the middle-high school is used as an informal student drop-off and pick-up location. The area has undefined vehicular access points and has no designated walk zone area. Right of way may be constrained in some areas and needs further assessment. Drainage swales, limited right of way and tree locations may increase costs of constructing this trail segment.



Parent Responsibility Zone: Tier 1 Recommendations

Tier 1 Recommendations:



Parent Responsibility Zone 1 - RED

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

Parent Responsibility Zone: Tier 1 Recommendations

Tier 1 Recommendations cont:

- ✓ Incorporate the proposed trail, reduce the asphalt area and restrict vehicular access on the north side of Huey Street in front of Wildwood Middle-High School
- ✓ Shift and enhance the existing crosswalk in front of the Middle-High School including ladder style painting, yield pavement markings and signage to increase visibility.
- ✓ Within this zone students would be expected to make their own way to school
- ✓ Include this information with 14/15 orientation for parents



Parking area / crosswalk concept

Students/Households within the Tier 1 Zone:

- Current Students **86**
- Households (potential student locations) **236**

Parent Responsibility Zone: Tier 2 Recommendations

Findings:

- ✓ Many students attending Wildwood Middle-High School live north of Huey Street and some live north of Cleveland Avenue.
- ✓ Over 20 Wildwood Middle-High School students were observed using Palmer Drive as a walking route home. Students walked along the paved roadway until they reached Barwick Street. Some elementary students may use this route but most likely do not travel north of Cleveland Avenue.
- ✓ There is a short sidewalk section on the east side of Palmer Drive near Huey Street.
- ✓ There is an existing 4' wide (undersized) sidewalk on the east side of Warfield Avenue from Cleveland Avenue to Huey Street.



Students walk along Palmer Drive after dismissal



Students walk along Barwick Street

Parent Responsibility Zone: Tier 2 Recommendations

Tier 2 Recommendations:

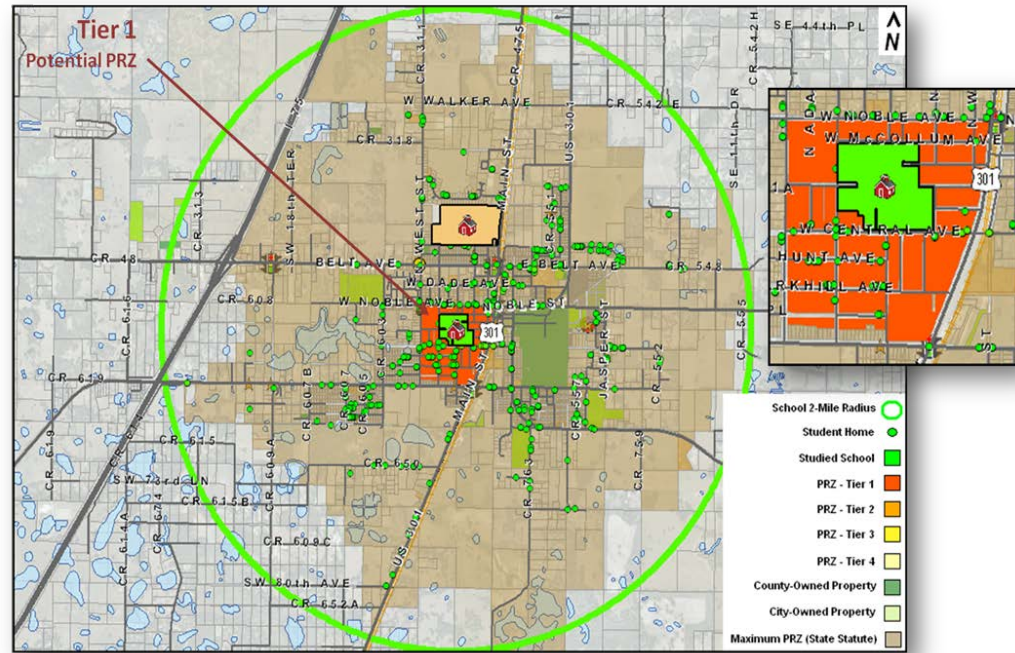
- ✓ Construct a minimum 8' wide trail/ sidewalk along the east side of Palmer Drive from Huey Street to Barwick Street. Extend the facility westward along the south side of Barwick Street and connect to the existing sidewalk on the east side of Warfield Avenue.
- ✓ If funds allow, replace the 4' wide sidewalk on the east side of Warfield Avenue with a wider sidewalk.

Households within the Tier 2 Zone:

- Households (potential student locations) - **236 (+??)**



Need Updated Map from Doug



Parent Responsibility Zone 2 - ORANGE

Parent Responsibility Zone: Tier 3 Recommendations

Findings:

- ✓ There is no sidewalk or pedestrian zone adjacent to the shopping center on the north side of Huey Street between Gamble Street and US 301.
- ✓ It appears that the loading area for the shopping center encroaches into the Huey Street right of way.
- ✓ Service operations may conflict with pedestrians or bicyclists traveling along the north side of Huey Street.
- ✓ Many Wildwood Elementary School parents use the rear of the shopping center west of Gamble Street as a remote student drop-off/ pick-up location.
- ✓ The roundabout connecting Huey Street, C-44A and Gamble Street is unpredictable and may be difficult to navigate.
- ✓ Flexible bollards are used to control traffic turning movements.
- ✓ The existing crosswalk over C-44A is located at the curve in the road near the bus exit. The location of the crosswalk and the bus activity may reduce visibility of pedestrians using this crosswalk.
- ✓ The “School” pavement marking is located at the intersection of Huey Street and may be misconstrued by motorists as a stop bar.



Existing Conditions



The shopping center service area along Huey Street, looking west.

Parent Responsibility Zone: Tier 3 Recommendations

Findings cont:

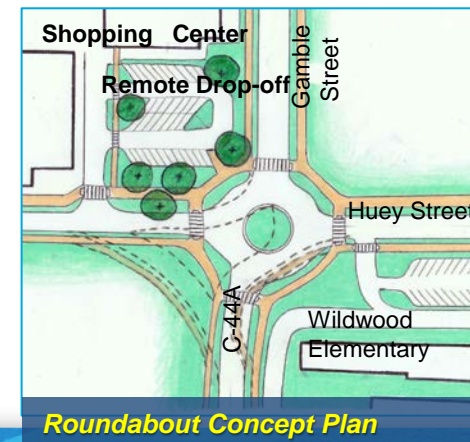
- ✓ There are sections of sidewalk missing on both sides of Lynum Street west of US 301. This roadway aligns with Huey Street to the east of US 301.
- ✓ There is a signalized crossing over US 301 at the intersection of Huey Street/ Lynum Street.
- ✓ Active railways run parallel to US 301 and there are no pedestrian railroad crossing arms to control pedestrian movement. Additionally, pedestrians may try to cross through stopped trains and be injured. Railroad expansion plans are expected to increase train frequency to 28 trains per day. Attempts to work with the rail company to provide safe pedestrian access have been unsuccessful to date.



Parent Responsibility Zone: Tier 3 Recommendations

Tier 3 Recommendations:

- ✓ Provide / Reconstruct a sidewalk/trail 5 to 8 feet wide from Old Wire Street to US 301 / Lylum St that is coordinated with loading operations for the service area at the shopping center.
- ✓ Reconfigure the intersection of Huey Street, C-44A and Gamble Street to create a more standard roundabout configuration. This will eliminate the need for the existing crosswalk over C-44A.
- ✓ The design should incorporate access to the elementary school remote drop-off and pick-up area located at the rear of the shopping center. Partnership and coordination with the shopping center property owners will be required.
- ✓ Construct a minimum 5' wide sidewalk on the both sides of Lylum Street and on the east side of Martin Luther King, Jr. Avenue near the intersection with US 301 to connect the existing sidewalk to the crosswalk over US 301.



Parent Responsibility Zone: Tier 3 Recommendations

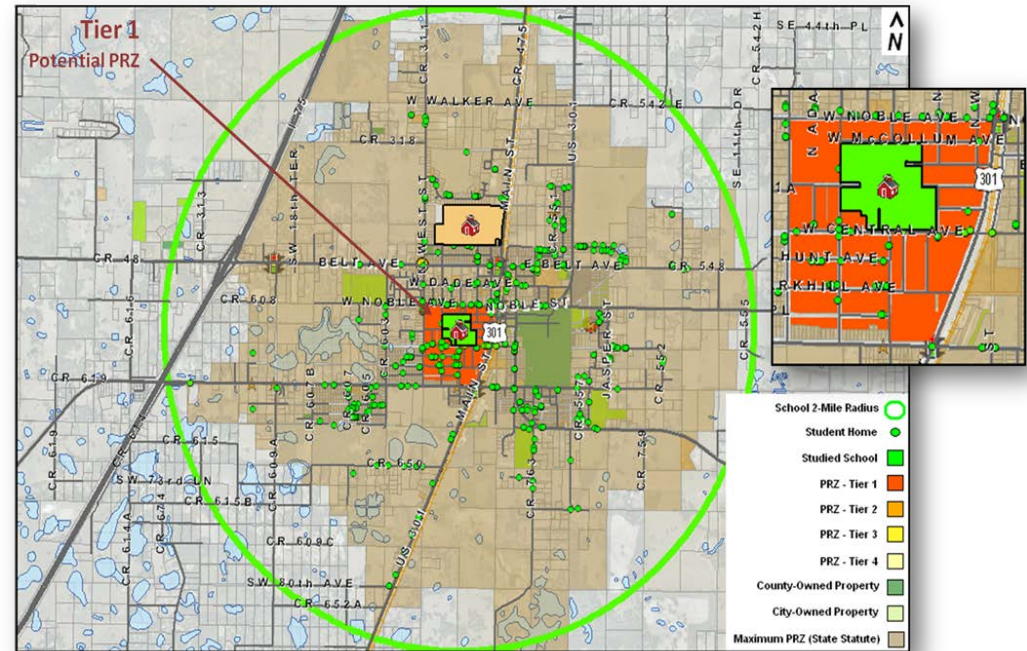
Tier 3 Recommendations cont:

- ✓ Continue to examine a feasible way to cross the railroad and US 301 with an overpass, tunnel or at grade crossing to prevent further severing of the community to the west of US 301 and the railroad tracks. City staff prefers a grade-separated crossing to span US 301 and the railroad tracks that aligns with Kilgore Street near City Hall.

Households within the Tier 3 Zone:

- Households (potential student locations) - **236 (+??)**

Need Updated Map from Doug



Parent Responsibility Zone 3 - YELLOW

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

Wildwood Middle-High School PRZ

Project Number	Roadway	Location	Project
1	Huey Street	North side	Extend the existing Huey Street Trail along the north side of Huey Street to the existing sidewalk at Old Wire Street
	Huey Street	North side	Incorporate the proposed trail, reduce the asphalt area and restrict vehicular access on the north side of Huey Street in front of Wildwood Middle-High School
	Huey Street	Existing Crosswalk	Shift and enhance the existing crosswalk in front of the Middle-High School including ladder style painting, yield pavement markings and signage to increase visibility
2	Palmer Drive	East side from Huey St to Barwick St	Construct a minimum 8' wide trail/ sidewalk along the east side of Palmer Drive from Huey Street to Barwick Street. Extend the facility westward along the south side of Barwick Street and connect to the existing sidewalk on the east side of Warfield Avenue
	Warfield Ave	East side	Replace the 4' wide sidewalk on the east side of Warfield Avenue with a wider sidewalk
3	Huey St	Old Wire St to US 301/Lynum St	Provide / Reconstruct a sidewalk/trail 5 to 8 feet wide from Old Wire Street to US 301 / Lynum St that is coordinated with loading operations for the service area at the shopping center

Wildwood Middle-High School PRZ

Project Number	Roadway	Location	Project
3	Huey Street	At C-44A and Gamble St	Reconfigure the intersection of Huey Street, C-44A and Gamble Street to create a more standard roundabout configuration
	Huey Street	At C-44A and Gamble St	Incorporate access to the elementary school remote drop-off and pick-up area located at the rear of the shopping center
	Lynum St	Both sides	Construct a minimum 5' wide sidewalk on the both sides of Lynum Street near the intersection with US 301
	Martin Luther King, Jr. Ave	East side	Construct a minimum 5' wide sidewalk on the east side of Martin Luther King, Jr. Avenue near the intersection with US 301
	US 301	At railroad crossing	Continue to examine a feasible way to cross the railroad and US 301 with an overpass, tunnel or at grade crossing to prevent further severing of the community to the west of US 301 and the railroad tracks



Wildwood Middle-High School PRZ

This document 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



Doug Lynch, GISP

Consultant Project Manager
(407) 875-8938
dwlynch@transystems.com



Mindy Heath, AICP

PRZ Task Manager
(407) 420-4200
mindy.heath@hdrinc.com

*Promoting Regional
Transportation Partnerships*