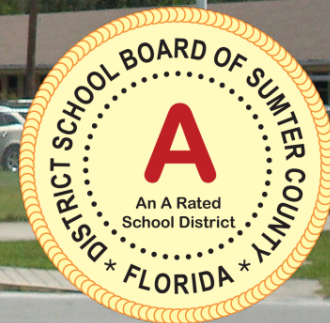




A SAFE SCHOOLS TRANSPORTATION STUDY

Bushnell Elementary School Parent Responsibility Zones Bushnell, FL

Bushnell Elementary
An "A" School



November 2013



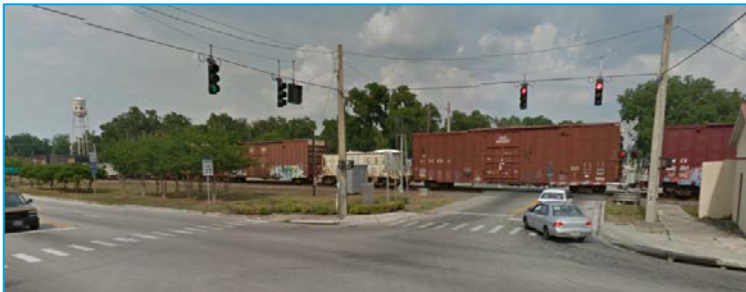
Study Purpose:

- ✓ 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

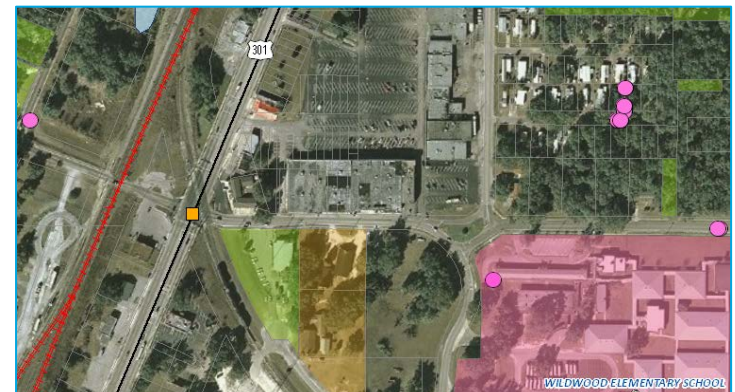


Florida Policy Findings:

- ✓ 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”.



The rail line parallels US 301 at Noble Avenue in Bushnell

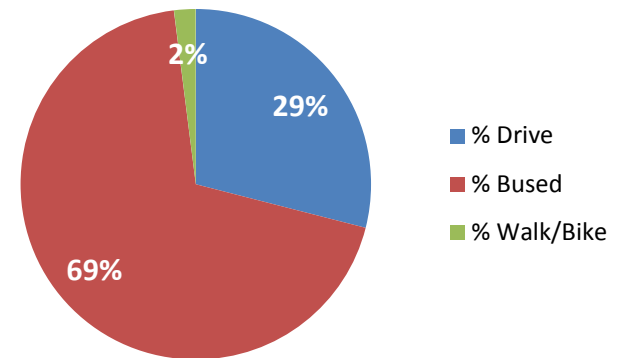


Rail line activity is expected to increase to 28 trains per day in Wildwood

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.

Elementary Student Transportation Breakdown Sumter County, FL



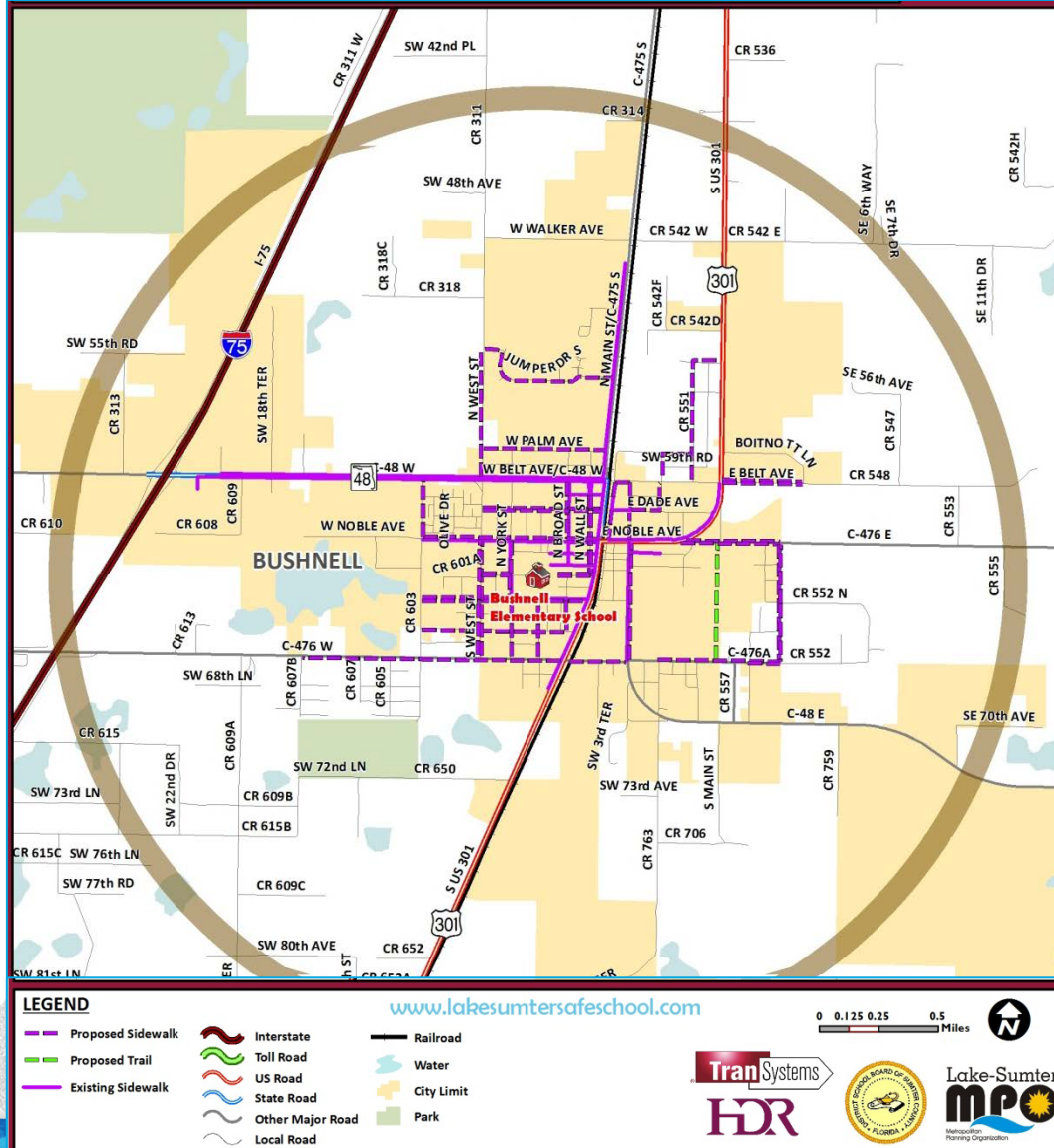
Sumter District Schools General Recommendations:

- ✓ 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:

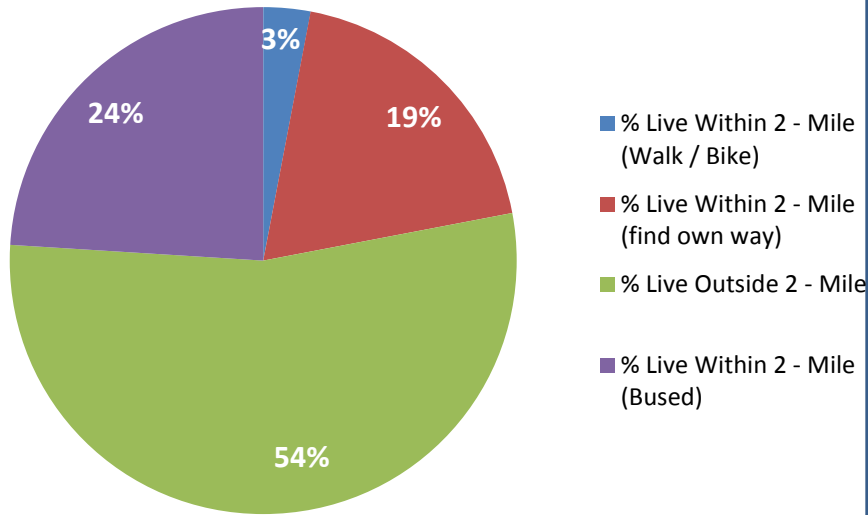
- ✓ Continue to work with the School District to consolidate bus stop locations. Provide adequate lighting, signage and pedestrian access for school bus stops. Include bicycle racks and shelter, if possible.
- ✓ Create a sub-committee to the LSMPO's Bicycle and Pedestrian Advisory Committee (BPAC) to 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

General 2-Mile "Walk" Zone Map



Bushnell Elementary School PRZ

Bushnell Elementary School Transportation Analysis



Bushnell Elementary

Grades: Pre-K – 5th

Total Students:	764
<ul style="list-style-type: none"> Provided Bus Transportation within the 2 mile walk zone : 	184
<ul style="list-style-type: none"> Buses Assigned to School 	10

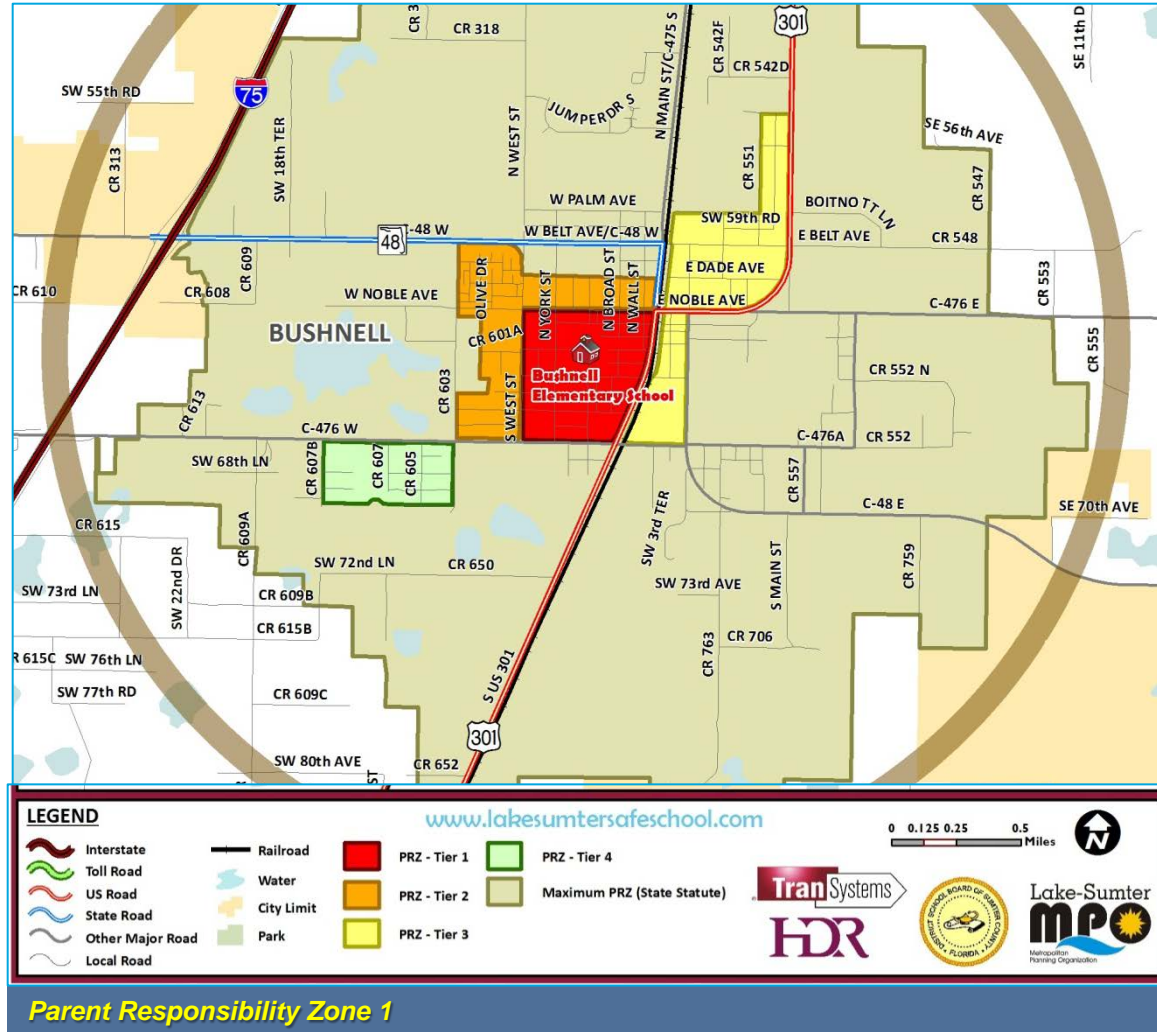
Households within the “Walk Zones”:	
<ul style="list-style-type: none"> 2 Mile State Defined Walk Zone 	1675
<ul style="list-style-type: none"> Recommended PRZ Tier 1: 	176
<ul style="list-style-type: none"> Recommended PRZ Tier 2: 	201
<ul style="list-style-type: none"> Recommended PRZ Tier 3: 	209
<ul style="list-style-type: none"> Recommended PRZ Tier 4: 	126
Total in All PRZ Tiers:	712

- ✓ Bushnell Elementary School website – Click [here](#)
- ✓ City of Bushnell website – Click [here](#)
- ✓ Sumter County Schools website – Click [here](#)

Parent Responsibility Zone: Tier 1 Recommendations

Findings:

- Existing and planned (funded) sidewalks 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.



Parent Responsibility Zone 1

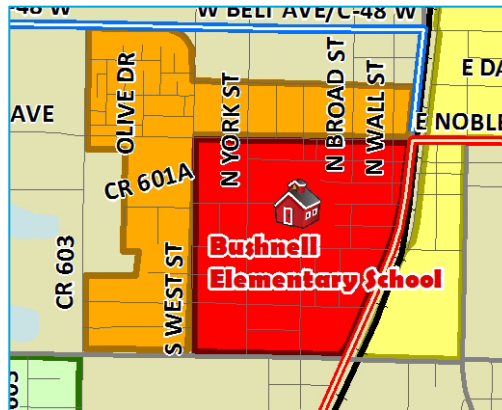
Parent Responsibility Zone: Tier 1 Recommendations

Tier 1 Recommendations:

- ✓ Establish an initial Parent Responsibility Zone for Bushnell Elementary
- ✓ Within this zone students would be expected to make their own way to school
- ✓ Provide information on Walking School Bus Programs with links to Safe Routes to School Website
- ✓ Include this information with 14/15 orientation for parents

Households within the Tier 1 Zone:

- Households (potential student locations) 176



Findings:

- ✓ Speed limits along Noble Avenue west of US 301 and along West Street from Belt Avenue to Seminole Avenue are 35 mph
- ✓ Sidewalks exist on the south side of Noble Avenue west of US 301
- ✓ There are no sidewalks on West St from Belt Ave to Seminole Avenue



Noble Avenue looking west



West Street looking south towards Central Avenue

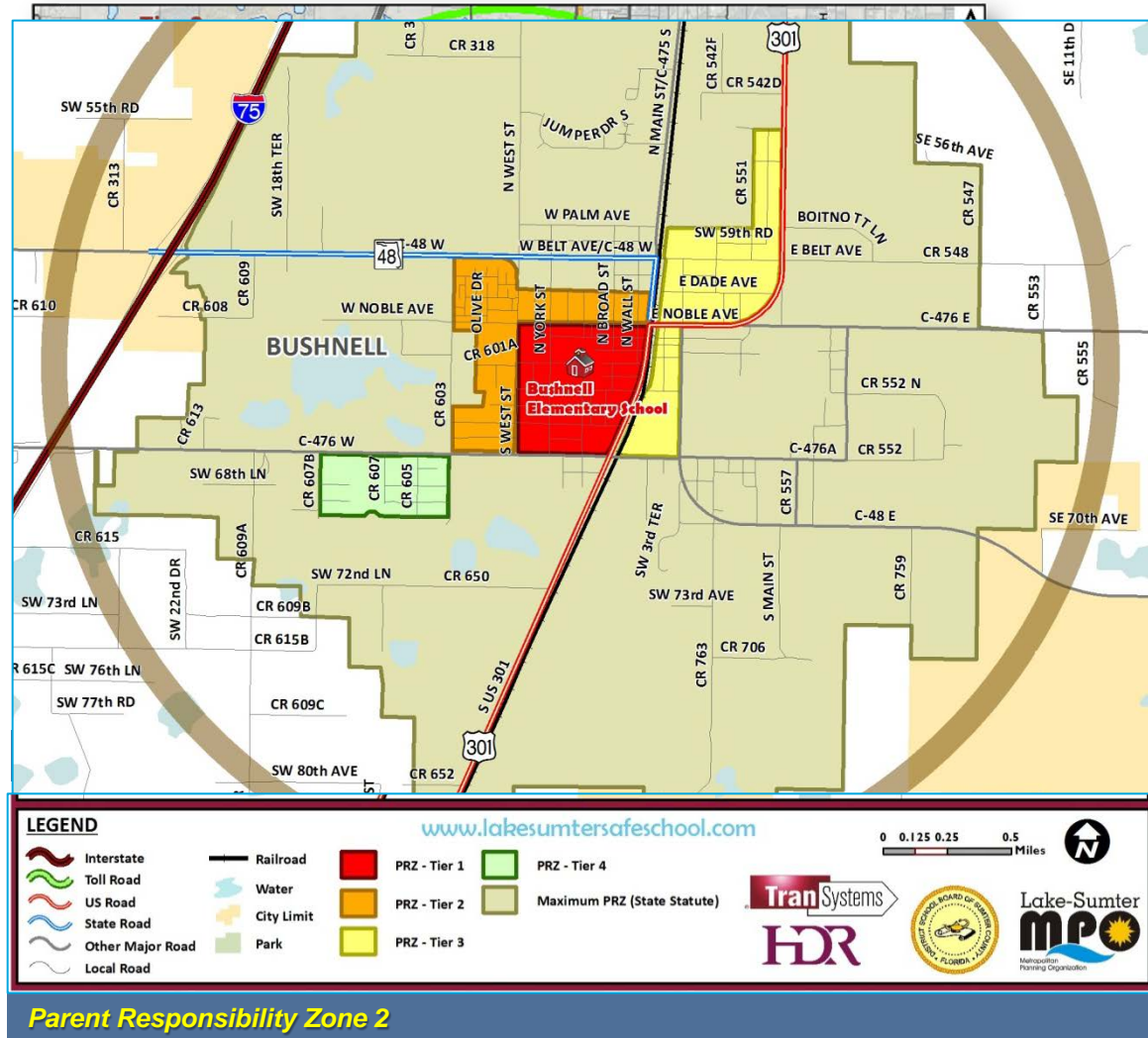
Parent Responsibility Zone: Tier 2 Recommendations

Tier 2 Recommendations:

- ✓ Review the possibility of reducing speed limits along these roadway sections to 25 mph during arrival and dismissal periods and include enhanced crosswalks
- ✓ Increase the PRZ to include students living within Zone 2

Households within the Tier 2 Zone:

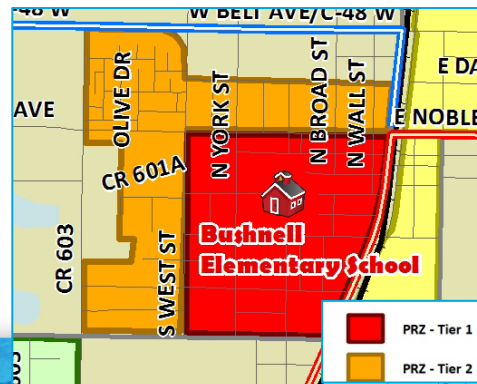
- Additional households (potential student locations) 201



Parent Responsibility Zone: Tier 3 Recommendations

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 (traffic signals or stop signs) in this location
- ✓ There are no pedestrian features (crossing arms, etc.) along the railroad tracks
- ✓ The City of Bushnell is adding sidewalks and trails using stimulus funding, and is working to include railroad crossings
- ✓ 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.



Rail Crossing at US 301

Parent Responsibility Zone: Tier 3 Recommendations

Tier 3 Recommendations:

- ✓ Relocate the school crossing over US 301 to the Noble Avenue intersection and provide a crossing guard
- ✓ 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



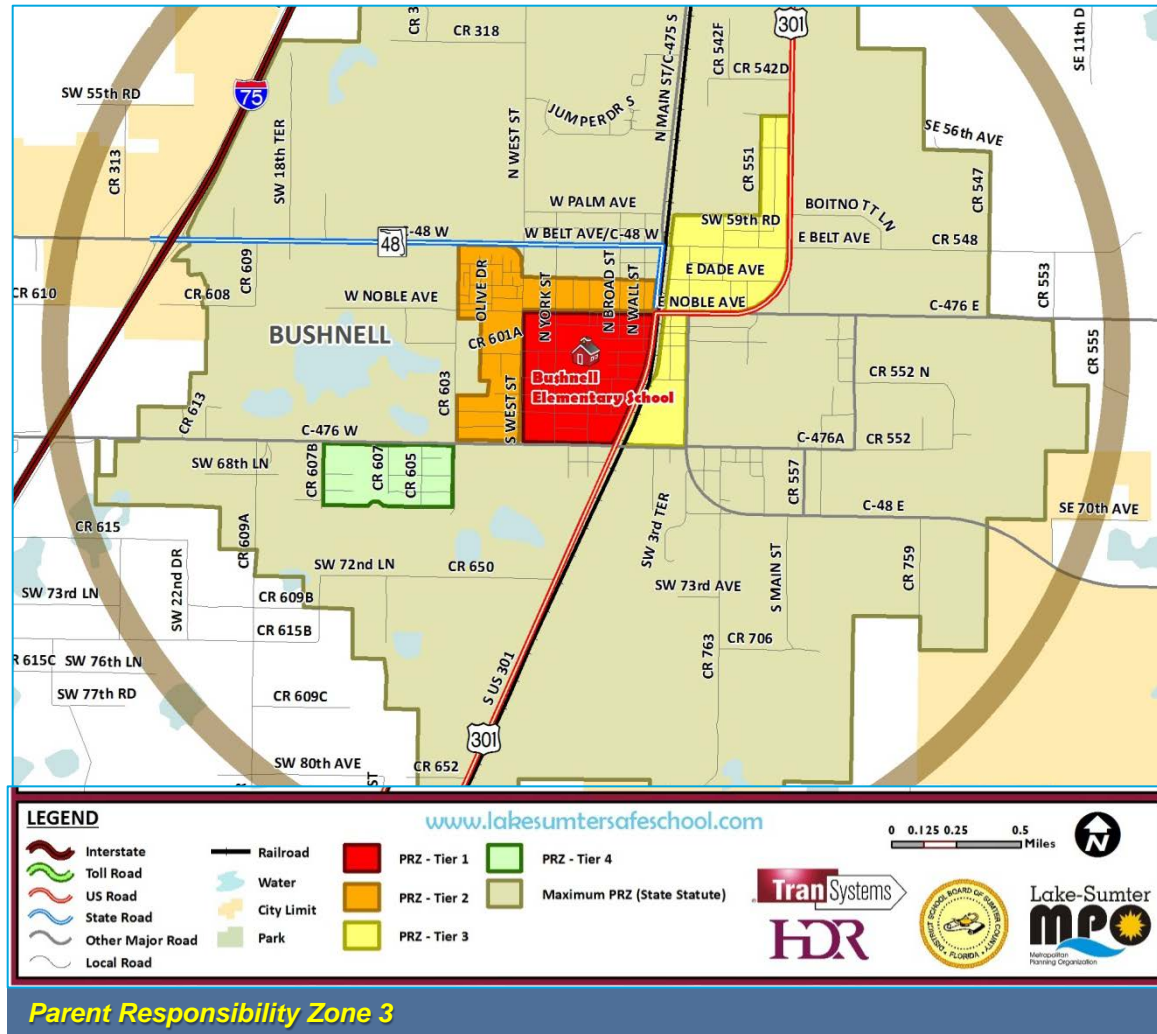
Parent Responsibility Zone: Tier 3 Recommendations

Tier 3 Recommendations:

- ✓ 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)

Households within the Tier 3 Zone:

- Additional households (potential student locations)
209



Parent Responsibility Zone 3

Findings:

- ✓ The only pedestrian crossing over Seminole Avenue in the 2 mile zone is located at the intersection with US 301. The speed limit is 45 mph.
- ✓ The SAS study recommended 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



S. Highland Avenue looking north toward school



Available ROW observed along Seminole Avenue

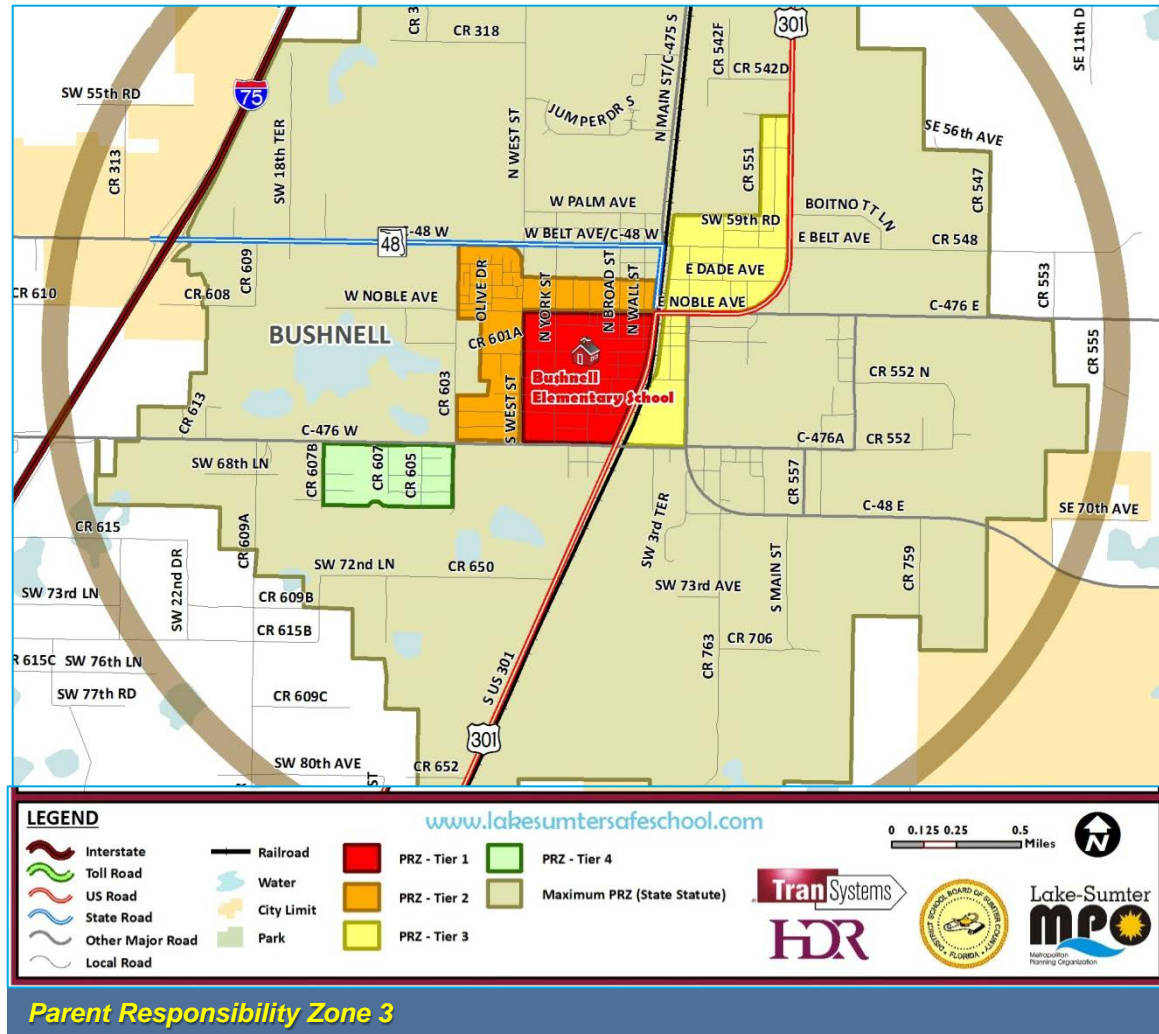
Parent Responsibility Zone: Tier 4 Recommendations

Tier 4 Recommendations:

- ✓ If the recommended 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

Households within the Tier 4 Zone:

- Additional households (potential student locations) - 126



Recommended Project List

Tier Number	Roadway	Location	Project
1			Implement policies and procedures to allow immediate (Fall 2012) designation of PRZ-Tier 1
2			Review the possibility of reducing speed limits along these roadway sections to 25 mph and include enhanced crosswalks at the stop conditions
3	US 301	Noble Ave. Intersection	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

Recommended Project List (cont.)

Tier Number	Roadway	Location	Project
3			Provide access on the north side of campus for students riding bicycles or walking to school.
	Noble Avenue		Provide pedestrian rail crossing arms over the active rail line at the Noble Avenue intersection (planned)
4	Seminole Avenue	At CR 603 & Central Ave & Highland Ave	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.



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.

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