

Leesburg Elementary School Oak Park Middle School Leesburg, FL



LEESBURG
ELEMENTARY
SCHOOL

OAK PARK
MIDDLE
SCHOOL

March 2013



HDR



Lake-Sumter
MPO
Metropolitan
Planning Organization

Leesburg Elementary School Snapshot

Leesburg Elementary School / Oak Park Middle School



May 17, 2012

Grades: Pre-Kindergarten – 5th

Total Students: 852

- Provided Bus Transportation : 354
- Not Provided Bus Transportation: 498

Students Living within the “Walk Zone”: 514

- Provided Bus Transportation: 178
- Not Provided Bus Transportation: 336

Observation Day (Sunny)

- Walkers: 100 (est.)
- Bike Riders: 5



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

Oak Park Middle School Snapshot

May 17, 2012

Grades: 6th – 8th

Total Students: 579

- Provided Bus Transportation : 319
- Not Provided Bus Transportation: 260

Students Living within the “Walk Zone”: 249

- Provided Bus Transportation: 79
- Not Provided Bus Transportation: 170

Observation Day (Sunny)

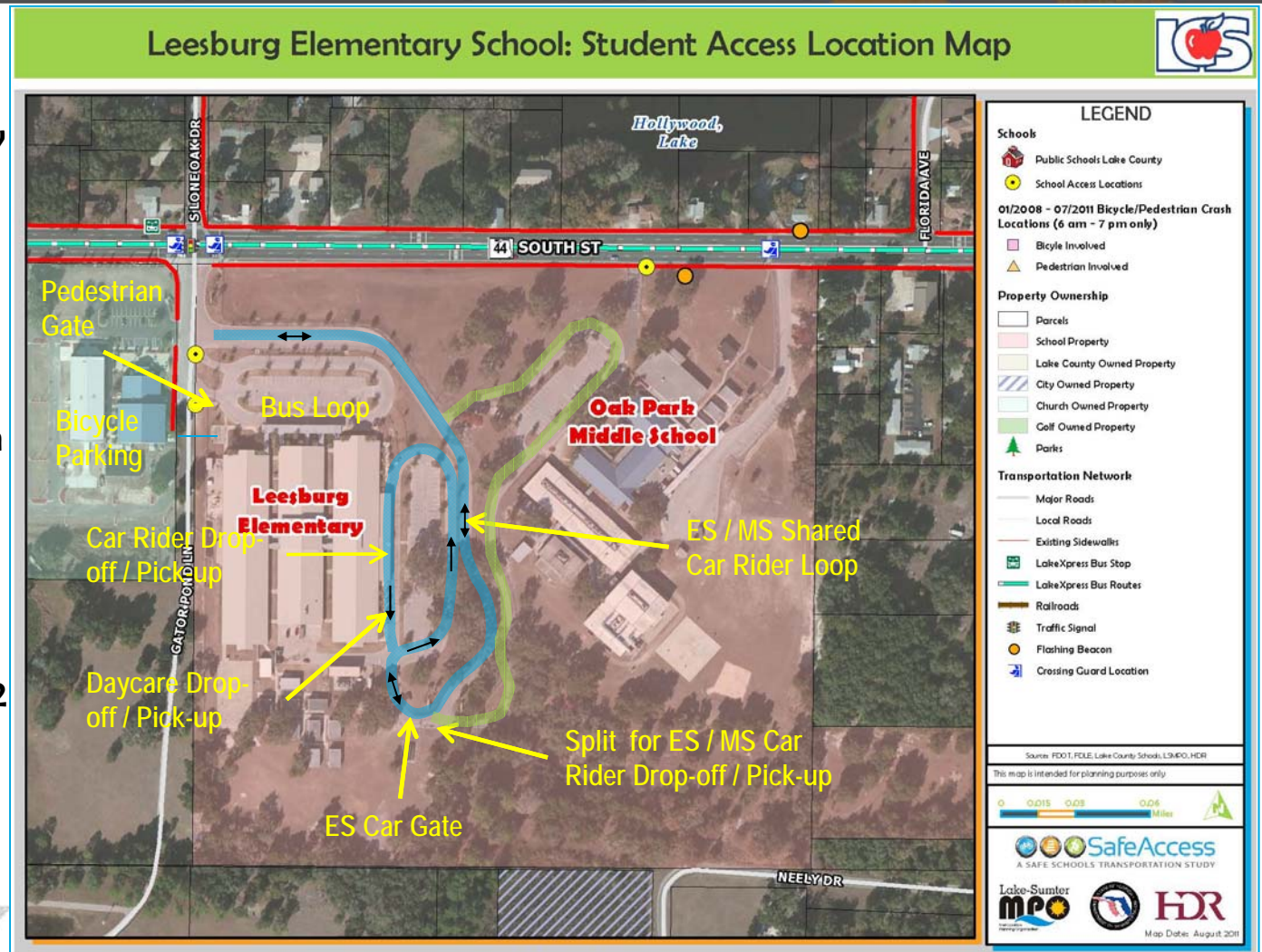
- Walkers: 100 (est.)
- Bike Riders: 7



- ✓ Oak Park Middle School website – Click [here](#)
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- ✓ Lake County Schools website – Click [here](#)

Findings:

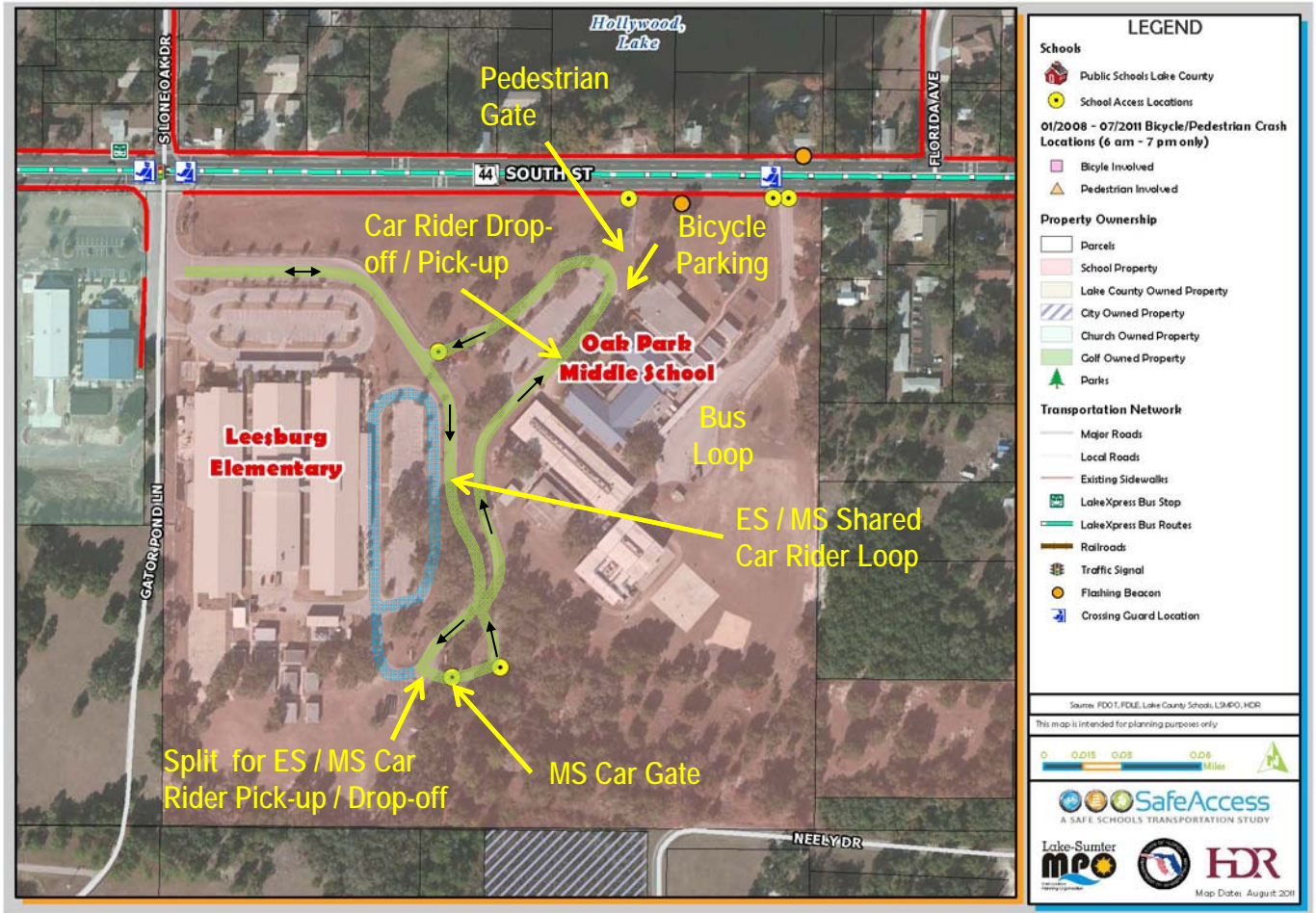
- ✓ Campus located directly adjacent to Oak Park MS
- ✓ Drop-off / pick-up driveway is shared between the two schools, with access from SR 44 / Lone Oak Dr intersection
- ✓ Walk / bike access via west side of Lone Oak Dr to SR 44 (which has 2 crossing guards)
- ✓ Bus loop on north side of school, access from Lone Oak Dr



Findings:

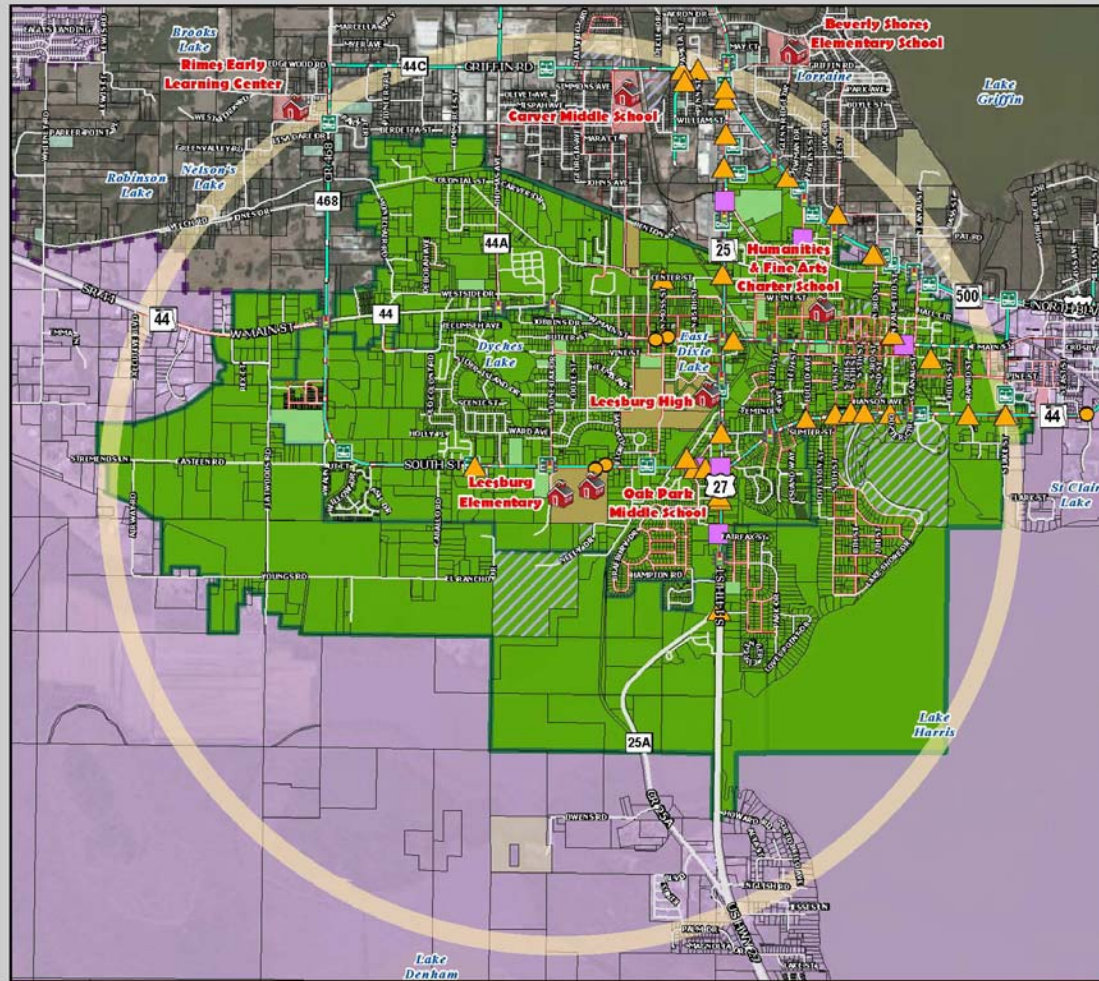
- ✓ Drop-off / pick-up is one-way loop which splits off shared driveway with Leesburg ES
- ✓ Walk / bike access from SR 44 via a now unused driveway
- ✓ Bus loop located at back of school, access off SR 44 just east of midblock crosswalk

Oak Park Middle School: Student Access Location Map



Attendance and 2-Mile "Walk" Zone Map

Leesburg Elementary School: Attendance and 2-Mile "Walk" Zone Map



LEGEND

Schools

- Public Schools Lake County
- 2-Mile Buffer of Leesburg ES
- Parent Responsibility Zone
- Special Exception Areas
- Leesburg ES 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

Sources: FDOT, FOLE, Lake County Schools, LMAP, HDR

This map is intended for planning purposes only

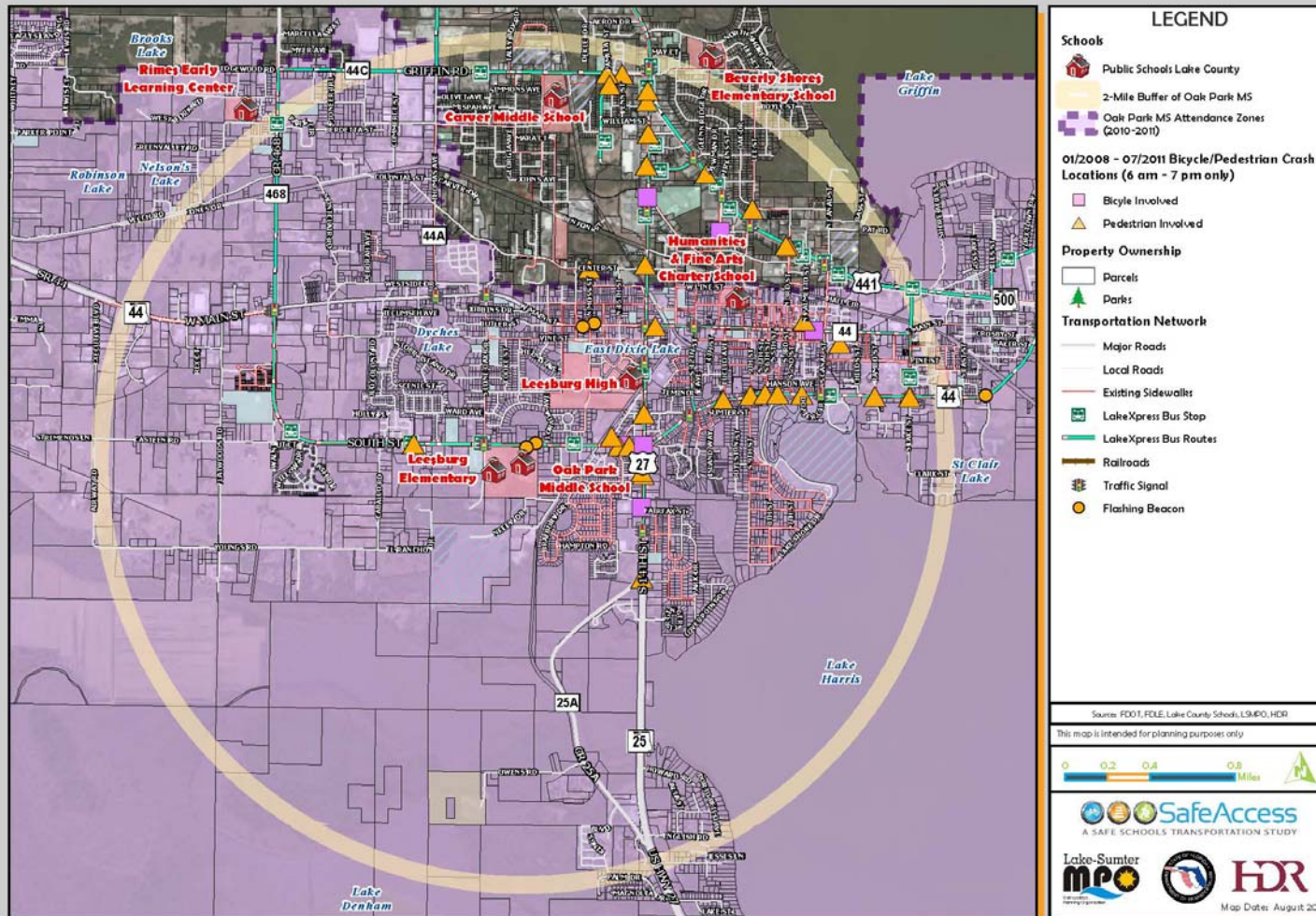
0 0.2 0.4 0.8 Miles

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A SAFE SCHOOLS TRANSPORTATION STUDY

Lake-Sumter **mpo** **HDR**
Map Date: August 2011

Attendance and 2-Mile "Walk" Zone Map

Oak Park Middle School: Attendance and 2-Mile "Walk" Zone Map



Leesburg ES Arrival/Dismissal Schedule



- | | |
|-----------------|---|
| 7:00 am: | ELC begins |
| 8:05 – 8:35 am: | Breakfast served in classrooms (all students eligible for free breakfast) |
| 8:35 am: | School starts |
| 2:45 pm: | Car rider gate is opened |
| 3:00 pm: | School ends; staggered release: walkers, then car riders, then bus riders |
| 6:00 pm: | ELC ends |

Note: Students are released one hour early on Wednesdays

Oak Park MS Arrival/Dismissal Schedule

- 8:35 – 9:05 am:** Supervision provided; students directed to wait on benches for school to start
- 9:05 am:** School starts
- 3:58 pm:** School ends
- 4:05 pm:** Walker gate closed (as observed)
- 4:28 pm:** Student supervision ends



Note: Students are released one hour early on Wednesdays



Findings:

- ✓ 10 buses serve the school (7 regular, 3 ESE); no bus loop storage issues were observed
- ✓ Operations in the bus loop and loading / unloading work well
- ✓ AM: buses are unloaded one at a time
- ✓ PM: buses are loaded three at a time; 7 minutes are allotted to load each bus
- ✓ Bus riders are dismissed in PM after school as buses arrive
- ✓ Fence / gates being to be installed on bus loop – summer 2012



Findings:

- ✓ 14 buses serve the school (10 regular, 3 ESE)
- ✓ Buses use separate access on east side of school; no bus loop storage issues were observed on bus loop at back of the school
- ✓ Operations in the bus loop and loading / unloading work well
- ✓ Buses turning left into and right out of the bus driveway are aided at times by the crossing guard (midblock location on SR 44) who will hold the stopped cars longer to allow the buses to make their turns



Findings:

- ✓ School shares car rider driveway with Oak Park MS; during PM pick-up, queued vehicles block the entrance to the OPMS parking lot, which forces vehicles desiring to access OPMS to enter through the one-way exit
- ✓ For dismissal, students are lined up by grade between the car ramp pillars; 1 staff member is assigned to each grade level to help load cars, and 2 additional staff members are also present to help ensure safety
- ✓ Daycare buses bypass a portion of the car line by driving through the center aisle of the parking lot, then driving around the queued vehicles, and drop-off / pick-up just beyond the canopy
- ✓ Two traffic lanes are used – one for loading / unloading and one for through traffic
- ✓ Approximately 45 cars can be stored within gate area without queue backing onto the entrance road
- ✓ Fences / gates to be installed on car loop – summer 2012

Findings:



Afternoon Daycare Pick-up



PM Car Rider Queue Inside Gate (R) and Outside Gate Along Shared Driveway (L)

- ✓ “Remote” drop-off in the parking area is not an issue during AM or PM; staff will help students cross to / from the parking area at the crosswalk when this occasionally occurs
- ✓ 24 cars queued before gate was opened at 2:45 PM; vehicles going to OPMS still have access to their entrance by passing the car queue until Leesburg ES is dismissed and vehicles are also exiting via the ES driveway
- ✓ After gate opened, queue built up and at 2:57 PM, the car queue blocked the OPMS vehicle entrance
- ✓ A total of 54 cars had queued (both inside and outside the gate) by the 3:00 PM dismissal
- ✓ 27 vehicles was maximum observed queue outside ES gate, which extended nearly to the OPMS one-way exit driveway
- ✓ Pick-up was completed by 3:28 PM

Findings:

- ✓ Shared car rider driveway with Leesburg ES; access to Oak Park MS one way entrance blocked during ES dismissal period
- ✓ Two traffic lanes are used – one for loading / unloading and one for through traffic
- ✓ School supervision is provided 30 minutes before school and 30 minutes after dismissal
- ✓ No queuing observed during AM drop-off
- ✓ No school staff were observed assisting with AM drop-off, directing cars to pull all the way down the curb; several cars observed stopping at the beginning or middle of the curb rather than pulling all the way forward
- ✓ Students dropped off in AM are directed to sit on benches until dismissed to class at 9:05 AM



Findings:

- ✓ In afternoon, vehicles started to queue at 2:46 PM; by dismissal time (3:58 PM), queue extended back to shared driveway (42 total vehicles), and maximum observed queue beyond OPMS entrance gate was 17 vehicles
- ✓ 3 school staff members help direct PM pick-up with 2 on the curb and 1 in the traffic lanes, and keep vehicles moving down to the end of the pick-up curb
- ✓ Vehicles desiring to park at OPMS would occasionally drive through the one-way exit to avoid the ES queue or bypass the MS pick-up queue





Findings:

- ✓ Remote drop-off / pick-up occurs in front of the school at the church and near the bus entrance; 4 vehicles observed using church parking lot in PM for remote pick-up
- ✓ A few students are occasionally dropped off on Lone Oak Dr north of SR 44 and cross the intersection with the crossing guards
- ✓ There are potential safety issues and traffic disruptions when loading or unloading at unauthorized locations

Recommendations:

- ✓ Consider releasing walkers last; could avoid potential conflicts with buses, and parents may be discouraged to pick-up remotely since they have to wait anyway

Oak Park MS Remote Drop-off/Pick-up

Findings:

- ✓ Remote drop-off / pick-up does not seem to be an issue
- ✓ Only 1 vehicle observed picking up students remotely on the bus loop access road just off SR 44

Recommendations:

- ✓ Consider releasing walkers last; could avoid potential conflicts with buses and parents may be discouraged to pick-up remotely since they have to wait anyway





Findings:

- ✓ All walkers / bicyclists use the walkers gate at front of school from Lone Oak Dr
- ✓ There is an abundant supply of bike racks, which are located in a secure, paved bike cage adjacent to the bus loop
- ✓ At school dismissal, walkers / bikers are escorted by one school staff person to the SR 44 / Lone Oak Dr intersection
- ✓ A large group of students walks to the adjacent Boys & Girls Club after school – located at back of church next to school
- ✓ The south leg of the SR 44 / Lone Oak Dr intersection is very wide (approx. 115 ft curb to curb at crosswalk) due to 4-lane section and large curb radii; all walkers / bicyclists must cross this leg since the sidewalk leading to the school is on the west side of Lone Oak Dr south of SR 44, but is on the east side north of SR 44
- ✓ A second grade student was hit by a car the week before the observations after darting into the road just east of the SR 44 / Lone Oak Dr intersection

Findings:

- ✓ All walkers / bicyclists use the walkers gate at front of school from SR 44, which is a gate previously used for vehicle egress; the old walkers gate which has a sidewalk connecting the SR 44 midblock crosswalk to the portables area is no longer used
- ✓ Bike racks are poorly placed (not on a paved surface), and are the older style “wheel bender” rack
- ✓ At dismissal, walker gate was observed open for only 7 minutes (closed at 4:05 PM); students that stay later after school may be required to walk along the shared car loop roadway to Lone Oak Dr (which has no sidewalk) if the walkers gate is closed and locked



Walkers Gate



Bicycle Racks in Front of School



Two Crossing Guards at SR 44/Lone Oak Dr



Crossing Guard at SR 44 Midblock Crosswalk



Midblock Crossing Guard Crossing Students Across Bus Loop Access Road

Findings:

- ✓ Two crossing guards are posted at the SR 44 / Lone Oak Dr signalized intersection; the guards are required to press the pedestrian button each time they have students to cross in order to get the Walk signal phase
- ✓ One crossing guard is posted at the midblock (unsignalized) crosswalk at the northeast corner of OPMS, and also crosses students across the MS bus loop access roadway; about 20 students cross SR 44 at this location but a larger number of students cross the bus loop access roadway to / from the east
- ✓ The existing sidewalk on the south side of SR 44 between Lone Oak Dr and the midblock crosswalk at OPMS is heavily used by both ES and MS students, but is only 5 feet wide with about 5 feet of separation from the edge of the road; ES and MS staff are concerned about vehicle speeds along this stretch and students playing and potentially stepping into / falling into the roadway



Crossing Guards on the South Leg of the SR 44/US 27 Intersection

Findings:

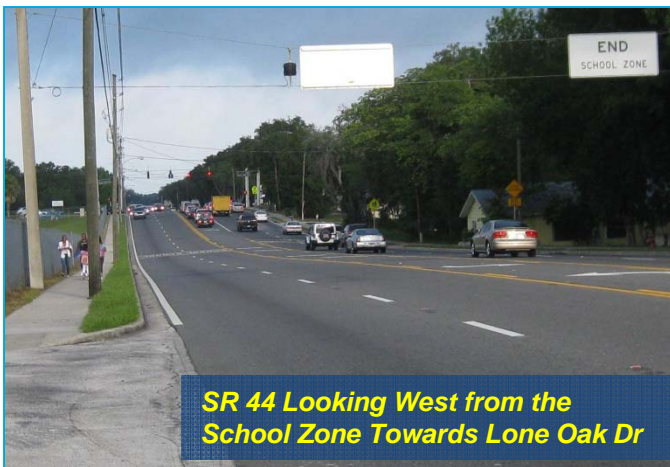
- ✓ There are two crossing guards at the SR 44 / US 27 intersection
- ✓ During many signal cycles the westbound left turn movement continues to turn into the red indication, consuming some or all of the pedestrian walk phase; crossing guards have to wait until intersection is clear to begin crossing students, but find that the existing walk + flashing don't walk pedestrian signal time on the south leg of intersection is too short to complete the crossings safely
- ✓ Guards have to press pedestrian buttons to get the Walk signal phase each time

Recommendations:

- ✓ Set SR 44 / US 27 signal to recall ped timings automatically for east-west movements at a minimum, and potentially north-south as well; would eliminate the need for guards to push the ped button
- ✓ Evaluate the existing pedestrian signal timings to determine if the walk or flashing don't walk intervals need to be extended
- ✓ Enforce red light running at the intersection

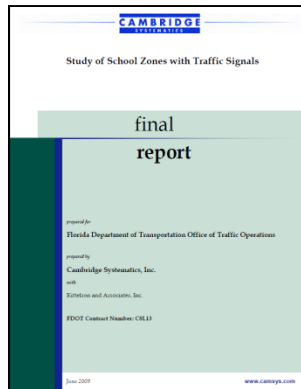
Findings:

- ✓ The midblock crosswalk on SR 44 is within a 20 mph school speed zone, but the zone does not extend to the SR 44 / Lone Oak Dr intersection
- ✓ The posted speed outside the school zone is 45 mph
- ✓ The schools have been asking for the speed zone to be extended to include the Lone Oak Dr intersection for 7 years
- ✓ FDOT has conducted two studies for a school zone extension, but concluded that an extension was not warranted



FDOT Policy & Reports:

- ✓ FDOT's Establishing School Zones and School Crossings (Topic No. 750-010-027-h) states “*School speed zones should be kept as short as practical and should not necessarily extend along the entire highway frontage of the school property.*”
- ✓ In contrast, FDOT's Study of School Zones with Traffic Signals (Cambridge Systematics, June 2009) states that “*If a reduced speed zone is going to be put in place – then the reduced speed zone should extend along the entire school frontage unless the length of the school frontage is excessively long (such as in Miami).*” The specific example cited was Leesburg ES and Oak Park MS:



“Consistent placement of school crossings also impacts motorists recognition of the school area. In some cases the placement of the crossing can lead to confusion and lack of motorist compliance. In particular, locations where a school zone is placed at an isolated crossing on the periphery of the campus, but not along the rest of the school frontage can create confusion with drivers. In this situation a driver may be traveling along the school frontage at a high rate of speed and then suddenly they have to slow down after they are nearly past the school. Similarly, a driver going the opposite direction goes through the reduced speed zone at the edge of a school campus and sees “end school” zone sign and speeds up to a high speed along the remainder of the school frontage. In either scenario, it is a confusing situation for drivers and could lead to safety problems.

An example of this can be found at Site 11, where Leesburg Elementary School and Oak Park Middle School are located at. There is a signal controlling the main school entrance, so they didn't put in a reduced speed zone along the school frontage, but rather put in a reduced speed zone just at an isolated spot on the fringe of campus. If a reduced speed zone is going to be put in place – then the reduced speed zone should extend along the entire school frontage unless the length of the school frontage is excessively long (such as in Miami).”



Recommendations:

- ✓ Move existing midblock crossing to align with pedestrian entrance
- ✓ Revise school speed zone to extend 200 feet east from relocated crosswalk (project #2)
- ✓ Extend school zone by 1,115 feet to the west (200 ft prior to Lone Oak Dr signal)

Justification for Extending Existing School Zone:

- ✓ Recent Leesburg ES student pedestrian crash east of Lone Oak Dr intersection but outside school zone
- ✓ Students walking in close proximity to roadway along entire school frontage
- ✓ Limited pedestrian storage space at corners of SR 44 / Lone Oak Dr intersection
- ✓ Unpredictable behaviors of students
- ✓ Potential to reduce motorist confusion in school area
- ✓ High speeds, high truck percentage (>12% heavy vehicles, 2010 FTI) on SR 44
- ✓ Rising sun can blind eastbound drivers on SR 44 during schools' AM arrival period
- ✓ Minimal impacts to traffic operations; longer travel time through the school zone:
 - ✓ 1,115 feet at existing 45 mph speed limit = 17 seconds
 - ✓ Proposed additional 1,115 feet at 20 mph reduced speed limit = 38 seconds
 - ✓ Difference = 21 seconds

FDOT's Study of School Zones with Traffic Signals – Other Recommendations:

- ✓ All signals used by students to cross state highways should be set to recall pedestrian phases for both intersecting streets during AM and PM school ingress / egress hours
 - ✓ Ensure adequate crossing time provided for pedestrian safety
 - ✓ Relieve an unnecessary burden to the responsibilities of crossing guards to manually call the pedestrian phase(s)
- ✓ Apply recommendations to signals at (1) SR 44 / Lone Oak Dr and (2) SR 44 / US 27

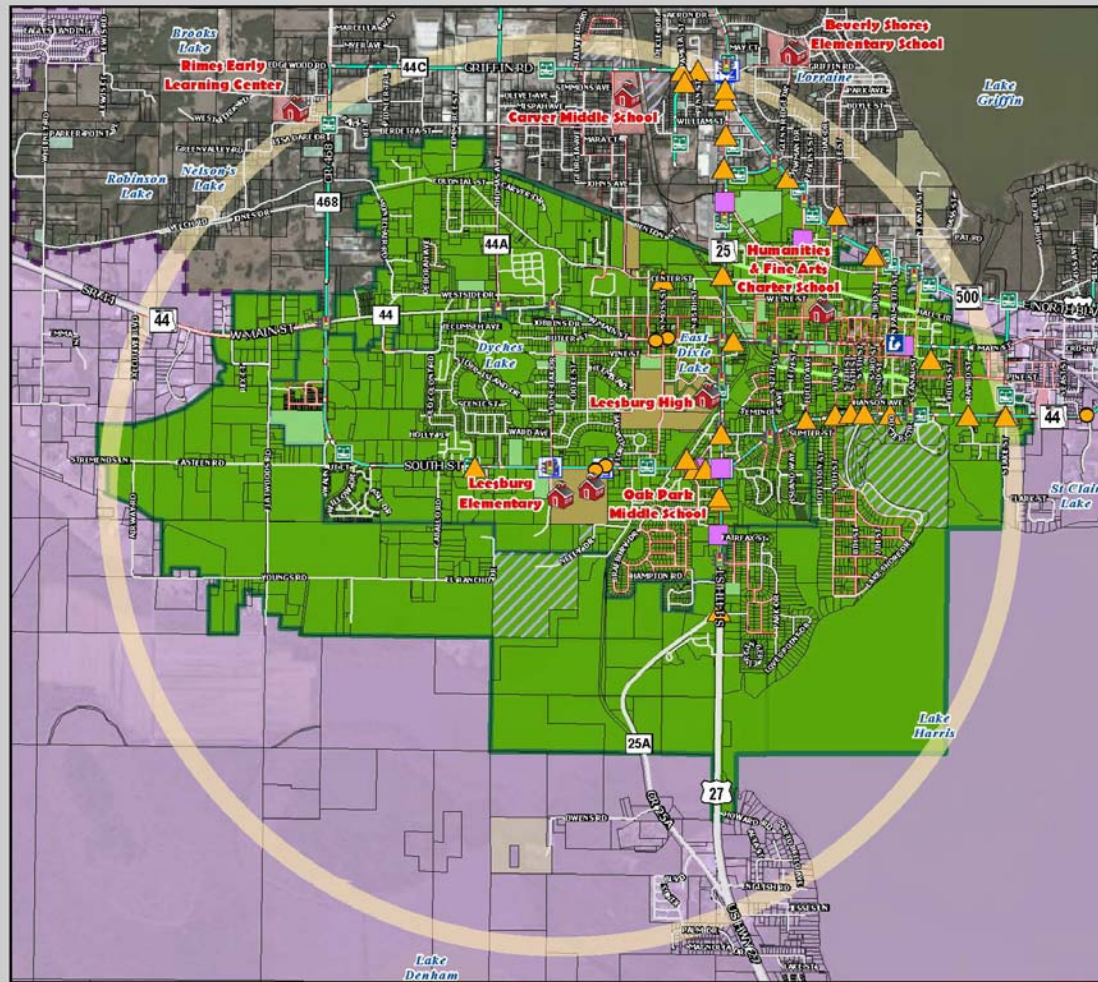


“All signals used by students to cross state highways should be programmed to automatically activate pedestrian phases for both intersecting streets during the morning and afternoon school ingress and egress hours. While it would be ideal if students were taught to always use the pedestrian crossing button, from a safety perspective it would be beneficial to ensure that adequate crossing time was provided at all such locations.”

Relying on crossing guards to manually call the pedestrian phases adds an unnecessary burden to their responsibilities, and is an example of unnecessary risk. A guard may forget to activate the pedestrian signal due to a distraction, and falsely believe they’re sending children across a crossing when they will have insufficient time to complete the crossing before highway traffic starts up again.”

Leesburg Elementary School / Oak Park Middle School

Leesburg Elementary School: Existing Conditions Map



- Schools**
- Public Schools Lake County
 - Crossing Guard Locations
 - Libraries
 - 2-Mile Buffer of Leesburg ES
 - Parent Responsibility Zone
 - Special Exception Areas
 - Leesburg ES Attendance Zones (2010-2011)
- 01/2008 - 07/2011 Bicycle/Pedestrian Crash Locations (6 am - 7 pm only)
- Bicycle Involved
 - Pedestrian Involved
- Property Ownership**
- Parcels
 - School Property
 - Lake County Owned Property
 - City Owned Property
 - Church Owned Property
 - Golf Owned Property
 - Parks
- Transportation Network**
- Major Roads
 - Local Roads
 - Existing Sidewalks
 - Existing Trails
 - LakeXpress Bus Routes & Stops
 - Railroads
 - Traffic Signal
 - Flashing Beacon

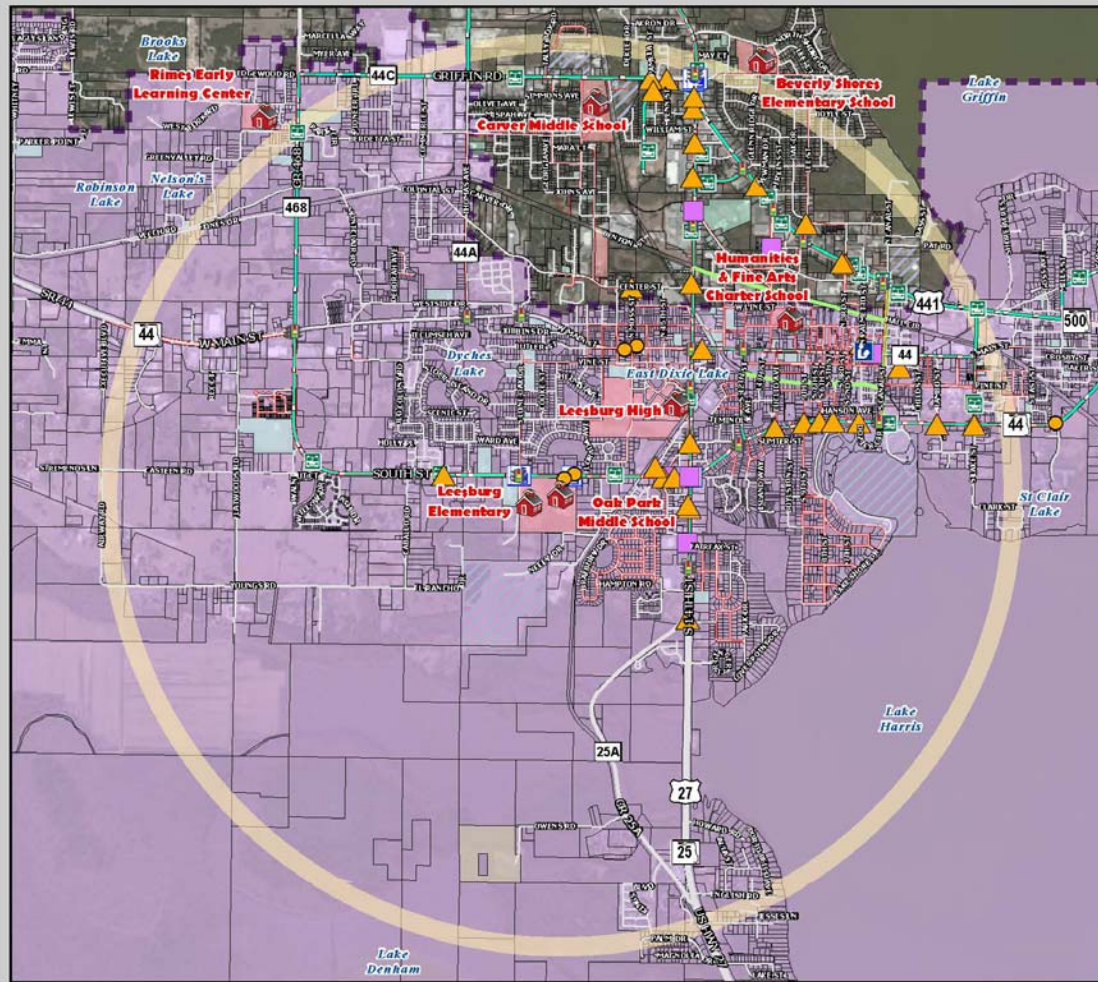
Source: FDOT, FCLE, Lake County Schools, LMPD, HDR

This map is intended for planning purposes only.



Leesburg Elementary School / Oak Park Middle School

Oak Park Middle School: Existing Conditions Map



LEGEND

Schools

- Public Schools Lake County
- Crossing Guard Locations
- Libraries
- 2-Mile Buffer of Oak Park MS
- Oak Park 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
- School Property
- Lake County Owned Property
- City Owned Property
- Church Owned Property
- Golf Owned Property
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Transportation Network

- Major Roads
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Source: FDOT, FDE, Lake County Schools, LMPD, HDR

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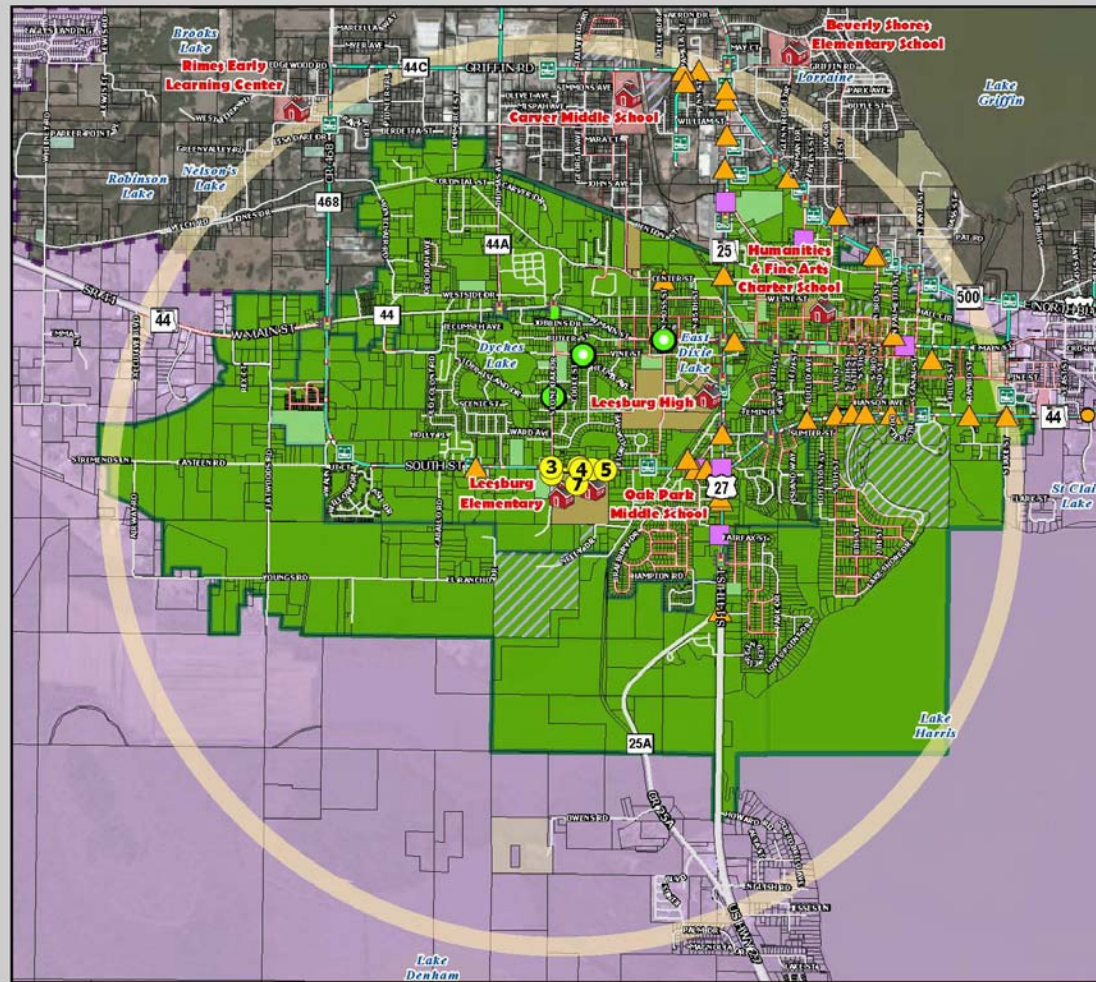
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Lake-Sumter **mco** **HDR**

Map Date: August 2011

Leesburg Elementary School: Transportation Access Master Plan



LEGEND

Schools

- Public Schools Lake County
- Crossing Guard Locations
- Libraries
- 2-Mile Buffer of Leesburg ES
- Parent Responsibility Zone
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- Leesburg ES Attendance Zones (2010-2011)

01/2008 - 07/2011 Bicycle/Pedestrian Crash Locations (School Pickup/Dropoff Times)

- Bicycle Involved
- Pedestrian Involved

Property Ownership

- Parcels
- School Property
- Lake County Owned Property
- City Owned Property
- Church Owned Property
- Golf Owned Property
- Parks

Transportation Network

- Major Roads
- Local Roads
- Existing Sidewalks
- Existing Trails

Identified Improvement Projects

- Priority Projects (by Project ID)
- Recommended Projects

Source: FDOT, FCLE, Lake County Schools, L&MPO, HDR

This map is intended for planning purposes only.

0 0.2 0.4 0.8 Miles

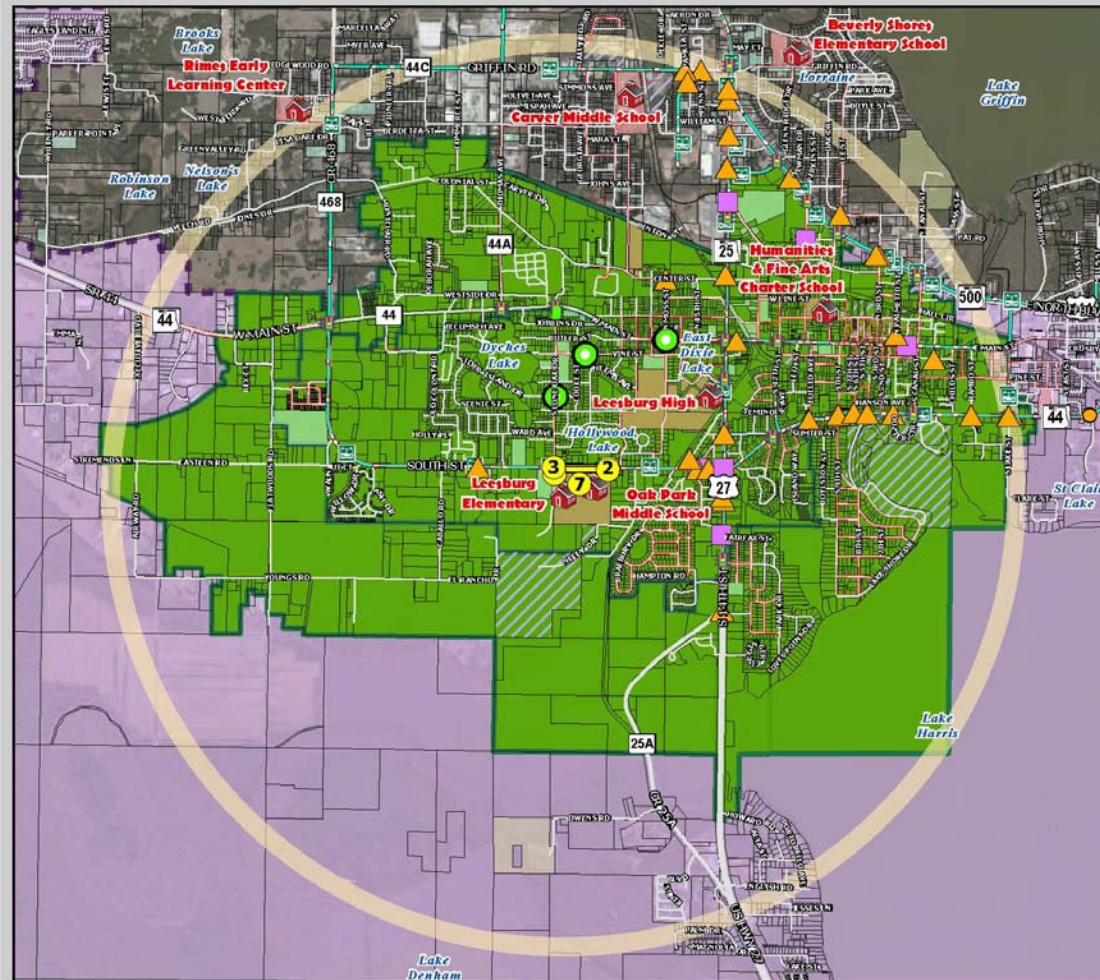
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Map Date: August 2011

Oak Park Middle School: Transportation Access Master Plan



LEGEND

Schools

- Public Schools Lake County
- Crossing Guard Locations
- Libraries
- 2-Mile Buffer of Oak Park MS
- Parent Responsibility Zone
- Special Exception Areas
- Oak Park MS Attendance Zones (2010-2011)

01/2008 - 07/2011 Bicycle/Pedestrian Crash Locations (School Pickup/Dropoff Times)

- Bicycle Involved
- Pedestrian Involved

Property Ownership

- Parcels
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Transportation Network

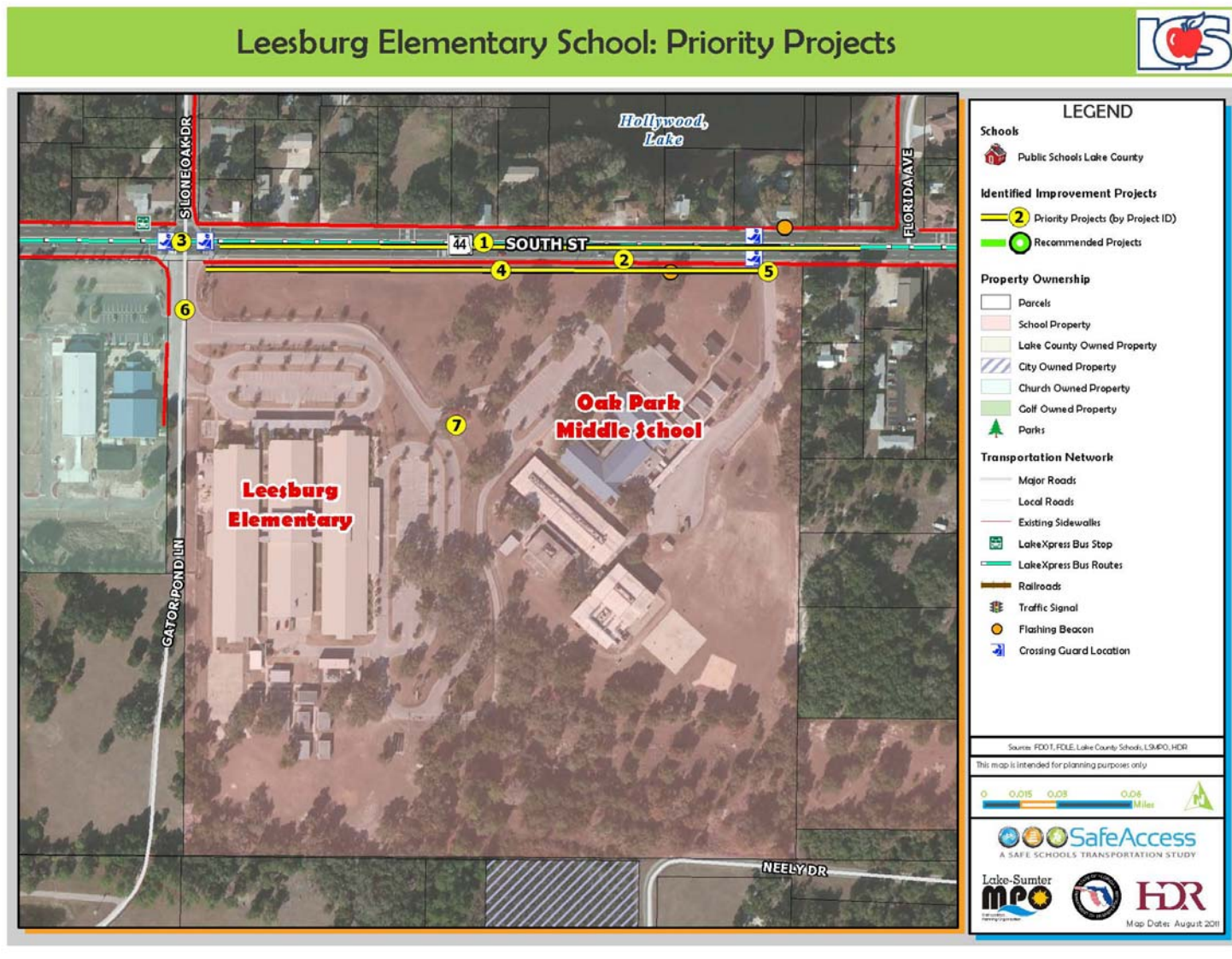
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Identified Improvement Projects

- Priority Projects (by Project ID)
- Recommended Projects

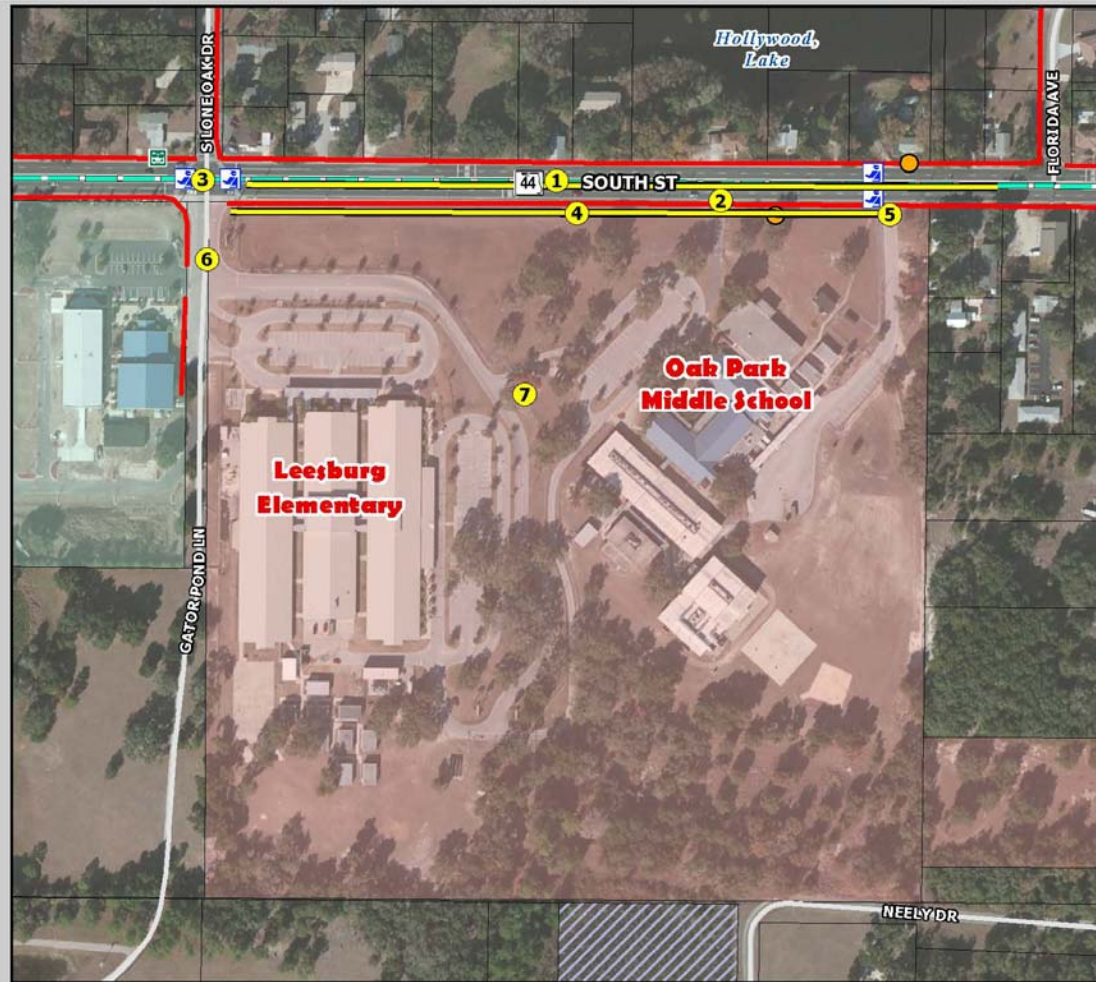
Source: FDOT, FOLE, Lake County Schools, L&MPO, HDR
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Leesburg Elementary School / Oak Park Middle School



Leesburg Elementary School / Oak Park Middle School

Oak Park Middle School: Priority Projects



LEGEND

Schools

- Public Schools Lake County

Identified Improvement Projects

- Priority Projects (by Project ID)
- Recommended Projects

Property Ownership

- Parcels
- School Property
- Lake County Owned Property
- City Owned Property
- Church Owned Property
- Golf Owned Property
- Parks

Transportation Network

- Major Roads
- Local Roads
- Existing Sidewalks
- LakeXpress Bus Stop
- LakeXpress Bus Routes
- Railroads
- Traffic Signal
- Flashing Beacon
- Crossing Guard Location

Source: FDOT, FCLE, Lake County Schools, L&MPO, HDR

This map is intended for planning purposes only.

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Lake-Sumter MPO | HDR
Map Date: August 2011

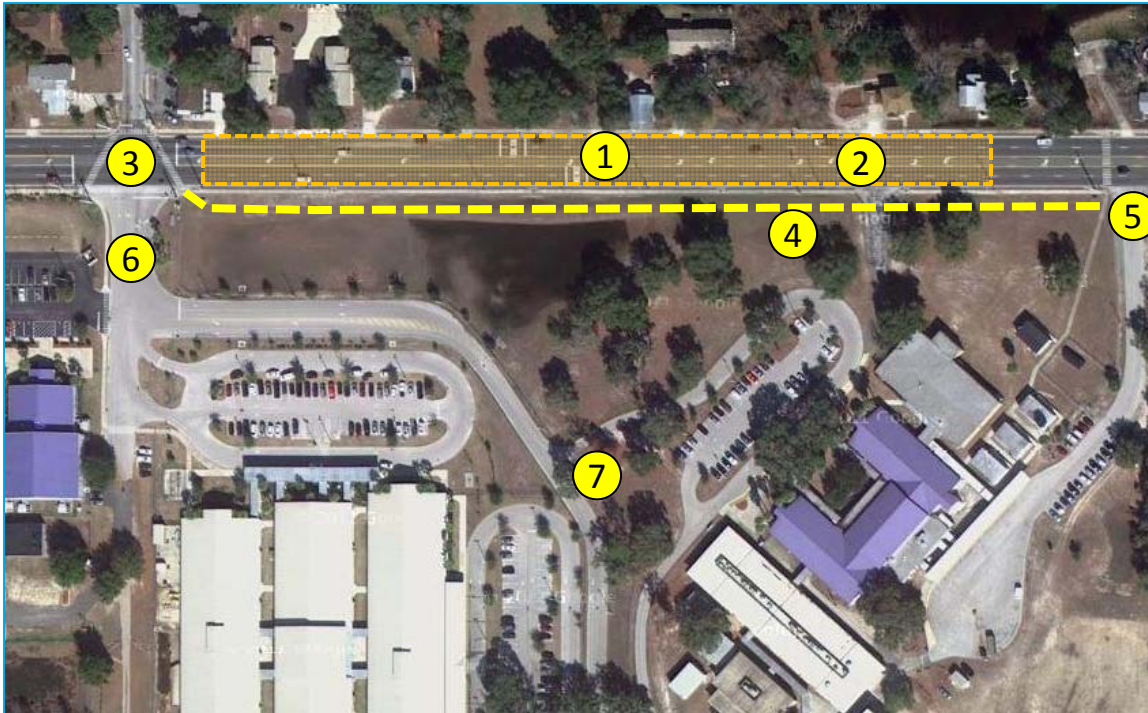


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Recommended Priority Projects

Leesburg Elementary School / Oak Park Middle School



Priority Projects:

1. Revise limits of existing school zone
2. Move existing midblock crossing to align with Middle School pedestrian entrance and enhance
3. Pedestrian signal timing changes
4. Shift SR 44 sidewalk further south onto school property
5. Restripe OPMS bus loop access road crosswalk
6. Narrow Lone Oak Dr school entrance road and restripe
7. Construct median divided entrance to OPMS parking lot

Leesburg Elementary School / Oak Park Middle School



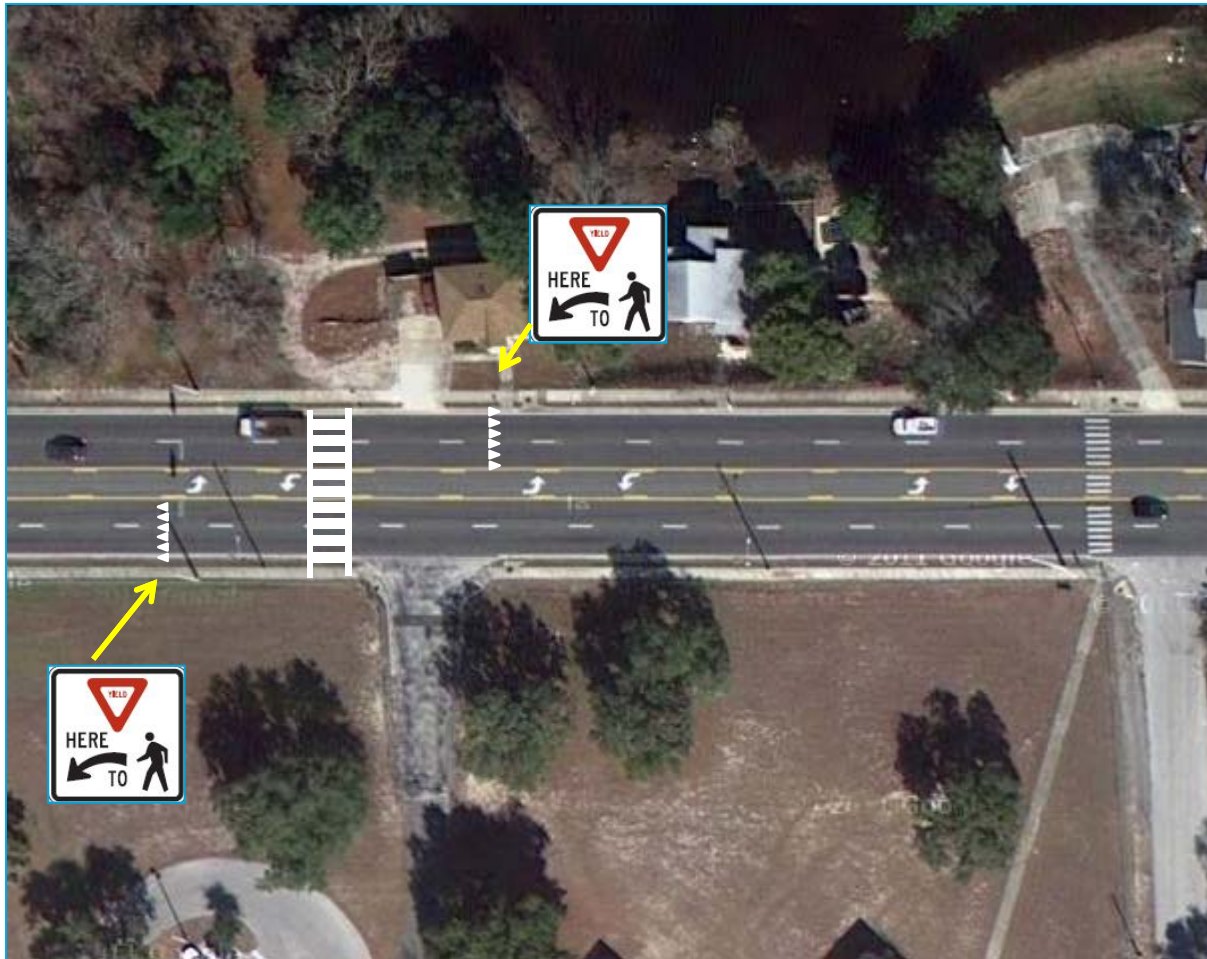
Recommendations:

- ✓ Revise school speed zone to extend 200 feet east from relocated crosswalk (project #2)
- ✓ Extend school zone by 1,115 feet to the west (200 ft prior to Lone Oak Dr signal)
- ✓ Add school speed zone flashing beacon signage at beginning / end of the revised speed zone

*NOTE: this project has been funded by the FDOT and is scheduled for construction in Summer 2013

Priority Project #2

Midblock Crossing Enhancements



Findings:

- ✓ One crossing guard located at SR 44 midblock crosswalk on existing 5-lane roadway section (current requirements call for two cross-guards)

Recommendations:

- ✓ Relocate crosswalk to align with Middle School pedestrian entrance; use “standard” school midblock treatment:
 - Add advance yield lines (set back a minimum of 30 ft from crosswalk) and yield here to peds signs
 - Use ladder style high visibility crosswalk
 - Add an additional crossing guard (note an additional guard has been added at the existing crosswalk)

*NOTE: this project has been funded by the FDOT and is scheduled for construction in Summer 2013



Two Crossing Guards at SR 44/Lone Oak Dr



Crossing Guards on the South Leg of the SR 44/US 27 Intersection

Findings:

- ✓ Crossing guards are required to press the pedestrian button each time they have students to cross in order to get the Walk signal phase
- ✓ At SR 44 / US 27, the walk + flashing don't walk pedestrian signal phase on the south leg of intersection is too short to complete the crossings safely, primarily due to the westbound left turns continuing into the walk phase.

Recommendations:

- ✓ Set signals to recall pedestrian phases for both intersecting streets during AM and PM school ingress / egress hours
 - ✓ SR 44 / Lone Oak Dr
 - ✓ SR 44 / US 27
- ✓ Evaluate length of walk and flashing don't walk pedestrian signal phases at SR 44 / US 27 (east / west pedestrian movement), and extend as needed

Leesburg Elementary School / Oak Park Middle School



Findings:

- ✓ The existing sidewalk on the south side of SR 44 between Lone Oak Dr and the midblock crosswalk at OPMS is heavily used by both ES and MS students; sidewalk is minimum width (5 ft) and only has about 5 feet of separation from the edge of the road
- ✓ ES and MS staff are concerned about vehicle speeds along this stretch and students playing and potentially stepping into / falling into the roadway

Recommendations:

- ✓ Shift sidewalk to the south onto school property, and widen to a minimum of 8 feet



A SAFE SCHOOLS TRANSPORTATION STUDY

Leesburg Elementary School / Oak Park Middle School

Priority Project #5

Restripe Crosswalk at Bus Loop Access



Bus Loop Access
Roadway at SR 44

Findings:

- ✓ Existing crosswalk markings at OPMS bus loop access roadway are very faded
- ✓ Curb ramps are missing detectable warnings mats

Recommendations:

- ✓ Restripe crosswalk using high-visibility ladder style and add detectable warnings





School Entrance Road

Findings:

- ✓ The entrance road to the schools, the south leg of the SR 44 / Lone Oak Dr intersection, is very wide (approx. 115 ft curb-to-curb at crosswalk) due to 4-lane section and large curb radii
- ✓ All walkers / bicyclists must cross this leg since the sidewalk leading to the school is on the west side of Lone Oak Dr south of SR 44; this results in long ped crossing times
- ✓ Because the entrance road is free flow entering, there is no need for two entering lanes
- ✓ All road striping on this section is completely faded

Recommendations:

- ✓ Narrow school entrance roadway to 1 lane inbound and 2 lanes outbound
- ✓ Restripe entrance roadway

Priority Project #7

Construct median divided entrance to OPMS parking lot



Findings:

- ✓ During the Leesburg ES dismissal period, queued vehicles at the ES block the entrance to the OPMS parking lot, which forces vehicles desiring to access OPMS to enter through the one-way exit

Recommendations:

- ✓ Construct a median divided entrance to the OPMS parking lot at the existing one-way exit
- ✓ Install a gate to close access to this new driveway following the clearing of the ES pick-up queue; recommend gate be left open except during MS arrival / dismissal times
- ✓ Connect new entrance driveway to existing parking lot with asphalt or gravel driveway; alignment to follow existing dirt pathway

Priority #	Item	Quantity	Units	Total
4	Sidewalk	1200	ft	\$117,700.00
5	Crosswalk	42	ft	\$94.00
5	Detectable Pads	2	Pads	\$700.00
6	Narrow Driveway	851	sy	\$110,100.00
7	New Driveway	173	ft	\$33,300.00
7	Driveway Gate (Double)	1	Gate	\$1,600.00

ESTIMATE BASIS AND ASSUMPTIONS:

- Sidewalk estimates based on estimating tool developed for Phase 1, Estimates for all other improvements based on Unit Costs per FDOT Lake County (Area 7) averages (07/2011 - 06/2012).
- Estimate does not include design costs, CEI costs, or utility relocation costs, utility relocation assumed by others.
- The mobilization costs are based on 15% of the construction cost and estimates include maintenance of traffic costs (15% of construction costs).
- Regular excavation & embankment to 1 ft depth is assumed
- No R/W costs included
- No specialized landscaping (beyond sodding) is included.
- Sidewalk is assumed to be 5 feet wide, unit given is in linear feet.

Leesburg Elementary School / Oak Park Middle School



Other Recommended Projects:

1. Lone Oak Dr – stripe high visibility ladder crosswalks at all east side cross streets from SR 44 to Jobbins Dr; move stop bars back behind crosswalks as needed (e.g., Vine St intersection)
2. Vine St – stripe high visibility ladder crosswalks at all south side cross streets from Lone Oak Dr to US 27
3. Lone Oak Dr – construct new sidewalk on east side from Jobbins Dr to Main St
4. Main St at Moss St – construct curb extensions and stripe high visibility ladder crosswalks

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Findings:

- ✓ Lone Oak Dr and Vine St are two of the few streets near the schools with sidewalks and serve as primary walking routes to the schools
- ✓ Cross streets do not have marked crosswalks
- ✓ In some cases, the cross street stop bars are pulled too far forward in front of the pedestrian crossing location; as such, vehicles may block pedestrians from crossing

Recommendations:

- ✓ Stripe high visibility ladder crosswalks at all cross streets on:
 1. Lone Oak Dr (east side) from SR 44 to Jobbins Dr
 2. Vine St (south side) from Lone Oak Dr to US 27
- ✓ Pull stop bars back as needed behind crosswalks



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Findings:

- ✓ The Lone Oak Dr sidewalk ends at Jobbins Rd, and does not connect to Main St, where there are pedestrian crosswalks and signals provided on all four approaches
- ✓ Adding a sidewalk on this section may be challenging due to limited right-of-way

Recommendations:

3. Construct new sidewalk on east side of Lone Oak Dr from Jobbins Dr to Main St

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Findings:

- ✓ Main St has a short 20 mph school zone at the Moss St intersection
- ✓ Numerous ES and MS students live north of Main St and could cross at Moss St within the school zone, although there is no crossing guard at this location
- ✓ This section of Main St is a 2-lane road with on-street parking on both sides of the street
- ✓ Adding curb extensions into the Main St parking lanes would shorten the crossing distance for students and make them more visible to motorists

Recommendations:

4. Construct curb extensions on Main St on the four corners of Moss St and stripe high visibility ladder style crosswalks on east and west legs of intersection





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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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