

Chapter 3.7 Read- Pattillo Elementary School New Smyrna Beach, FL

**Volusia County  
MPO**

**November 2008**



# **Read - Pattillo Elementary School**

**Bicycle and Pedestrian School Safety Review Study  
Phase 3B**



## School Summary

Read - Pattillo Elementary School is located along U.S. Hwy. 1 in the City of New Smyrna Beach. The designated walk zone for this school extends north to Chisholm Elementary School, resulting in the need for some students to travel long distances and cross the railroad and U.S. Hwy. 1.

Of the 485 students attending this school, 104 live within the designated walk zone area. During the 2007/2008 school year, approximately fifteen of these students walked or rode bicycles to school. Some students who live near Chisholm Elementary School have variances to attend Read-Pattillo Elementary.

Read – Pattillo Elementary School includes a student drop-off/pick-up area along the north side of the 6<sup>th</sup> Street right of way and a second drop-off/pick-up area near the school. Due to limited space for queuing, many parents park in the shopping center located south of the school and cross 6<sup>th</sup> Street with their children at various locations to reach the school.

At the time of this Study, there were no crossing guards serving Read - Pattillo Elementary School. A guard designated for Chisholm Elementary School may assist some Read-Pattillo students crossing U.S. Hwy. 1. No reported bicycle or pedestrian crashes during estimated school travel times and involving elementary school age children have been reported within the walk zone during the last three years.

Due to hazardous conditions from the railroad and US Hwy. 1, students living south of S.R. 44 and west of the railroad are provided bus transportation. This Study does not recommend a specific Priority Project but includes several sidewalk sections that will provide sidewalk continuity within the walk zone area.



Figure 3.7.1

## **Read-Pattillo Elementary School – Summary Sheet**

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**School Address:** 400 Sixth Street  
New Smyrna Beach, FL 32168

**School Principal:** Marilyn Travis  
Phone: 386-424-2600  
Email: [mtravis@volusia.k12.fl.us](mailto:mtravis@volusia.k12.fl.us)

**Volusia County School District Representative:** Saralee Morrissey, AICP  
Phone: 386-947-8786, ext. 50772  
Email: [smorriss@volusia.k12.fl.us](mailto:smorriss@volusia.k12.fl.us)

**Volusia County Public Works Traffic Engineering:** Jon Cheney, P.E., Director  
Phone: 386-736-5968 ext. 2709  
Email: [jcheney@co.volusia.fl.us](mailto:jcheney@co.volusia.fl.us)

**City Representative:** Michelle Martin, Engineering Technician  
City of New Smyrna Beach  
Phone: 386-424-2138  
Email: [jbaker@cityofnsb.com](mailto:jbaker@cityofnsb.com)

Mark Rakowski, Development of Services, Director  
City of New Smyrna Beach  
Telephone: (386) 424-2130  
Email: [mrakowski@cityofnsb.com](mailto:mrakowski@cityofnsb.com)

Chad T. Lingenfelter, AICP, PTP, Department of Development Services, Chief Planner  
City of New Smyrna Beach  
Telephone: (386) 424-2133  
Email: [clingenfelter@cityofnsb.com](mailto:clingenfelter@cityofnsb.com)

**Volusia County MPO:** Stephan Harris, Bicycle and Pedestrian Coordinator  
Phone: 386-226-0422 ext. 34  
Email: [scharris@co.volusia.fl.us](mailto:scharris@co.volusia.fl.us)

**Site Visit Observation Date:** March 17, 2008 (weather: seasonal, clear)

**Meeting Attendees:**

- Marilyn Travis, Principal
- Michelle Martin, Engineering Technician
- Stephan Harris, Bicycle and Pedestrian Coordinator
- Ginger Hoke, Hoke Design, Inc.

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**Number of Enrolled Students (2008 data):** 485

**Estimated Number of Students Living in Walk Zone:** 104

**Number of School Buses:** 10

**Number of Aftercare Buses/Vans:** 1 (YMCA)

**Estimated Number of Walkers/Bicycle Riders:** 10-15

**Number of Bicycles on Site:** 2

**Number of Helmets on Site (stored with bicycle):** 1

**Estimated Number of Students Attending Breakfast:** 200

**Number of Students for School Site Aftercare:** 81

**Teachers Assisting in Arrival and Dismissal Safety:**

**Arrival:** 9                      **Dismissal:** 5

**Title One School:** Yes (62%)

**Backpack Policy:** No rolling backpacks allowed

**Summary of Principal Comments:**

- Would like the rear access to the school from Palmetto Street to be paved
- Would like signage along 6<sup>th</sup> Street indicating “no left turn” onto U.S. Hwy. 1

**Number of Bicycle and Pedestrian Crash Events within the Existing Walk Zone (elementary age, during estimated school travel times, 2005-2007):** 0

**Planned Road, Sidewalk, or other Improvements:**

- 10<sup>th</sup> Street will be widened west of the intersection with U.S. Hwy. 1
- Streetscaping is planned for Canal Street within the Read-Pattillo walk zone

**Planned Development in Walk Zone:** None

**Number of Students Transported (Designated as Hazardous):** 55

**Votran Route in Walk Zone:** Yes

## Findings and Recommendations

**Circulation Description:** There are two student drop-off and pick-up areas. One area consists of a short loop along the south side of the school and the second area is located along 6<sup>th</sup> Street within City right of way. The bus loading and unloading area is along a one-way drive on the east side of the school. This also provides angled parking for staff along the east side. There is additional parking, including accessible spaces, to the west of the main building.

Rather than waiting in the car lines, many parents/guardians choose to park in the shopping center parking lot on the south side of 6<sup>th</sup> Street and escort students to and from school. On the day of the school observation, about half of the students crossing 6<sup>th</sup> Street used the designated crosswalk located between the entrance and exit of the drop-off loop. Due to site constraints, students crossing 6<sup>th</sup> Street will also need to cross school-related traffic to reach the school building. Students cluster outside the gate waiting for school to open. Very few walkers and only two bicyclists were observed on the day of the site visit.



Figure 3.7.2



**Finding:** Motorists frequently park in the adjacent shopping center and walk students across 6<sup>th</sup> Street at undesignated crossing areas. These pedestrians also cross through the designated drop-off/pick-up area along the street.

**Recommendation:** The City may wish to research the possibility of creating one-way westbound traffic on 6<sup>th</sup> Street from Palmetto Street to U.S. Hwy. 1. This may reduce the traffic complexity in this area and allow for expanded pedestrian areas.



*An adult and a student cross 6<sup>th</sup> Street away from the marked crosswalk*

**Finding:** The sidewalk along the south side of 6<sup>th</sup> Street extends only along the shopping center property. Students living south of 6<sup>th</sup> Street may cross at random locations to reach the sidewalk on the north side.

**Recommendation:** Construct a sidewalk from the existing shopping center sidewalk to Riverside Drive. Encourage students to cross 6<sup>th</sup> Street at the intersection with Palmetto Street where there is a four-way stop condition. Paint crosswalks in all directions to emphasize the crossing areas. Another possibility is for students to stay on the south side of 6<sup>th</sup> Street and use the existing mid-block crosswalk. This crossing may be more convenient to pedestrians using the shopping center parking but will continue the need for students to cross 6<sup>th</sup> Street through the drop-off/pick-up area along 6<sup>th</sup> Street. The need for a crossing guard should be reviewed.



*The sidewalk along the south side of 6<sup>th</sup> Street*

**Finding:** A student drop-off/pick-up area is located along the north side of the 6<sup>th</sup> Street right of way. This area includes a free-standing curb that may create a trip hazard for students entering and exiting vehicles.

**Recommendation:** Replace the curb with bollards to separate vehicles from the sidewalk travel zone. The drop-off and pick-up parking area should be wide enough to accommodate open vehicle doors. The loading area should be striped with white stripes.

City engineering staff has specific recommendations for improvement for this area and should work with school district staff to implement any future changes.



*Students are dropped off along the north side of 6<sup>th</sup> Street*

If this roadway is modified into a one-way road, additional right of way will be available for bicyclists and pedestrians.



*Stephan Harris, MPO Bicycle and Pedestrian Coordinator, examines the free-standing curb that may create a trip hazard*

**Finding:** Students wait outside of the closed gate for school to open. The waiting area is flush and adjacent to the paved area on 6<sup>th</sup> Street. A yellow striped area is painted to guide bus drivers and other motorists away from the gate entrance. During the site visit, motorists were observed encroaching into this area, so additional measures may be required to protect students waiting in this area.

**Recommendations:** If possible, create a raised sidewalk matching the existing painted area. Alternatively, the fence could be relocated to provide a larger waiting area for students and bollards could be used to separate motorists from the pedestrian areas.

The school may wish to consider allowing students waiting for the start of school to wait within the fenced area.



*Students wait outside the gate near parent drop-off and the bus exit*



*The bus exit area is located near the pedestrian gate*

**Findings:** The drainage grate in 6<sup>th</sup> Street near the school student drop-off/pick-up exit has a grate pattern that may be problematic for bicyclists.

**Recommendations:** This grate should be replaced with an acceptable version.



*Bicycle tires may catch on this type of drainage grate*

**Finding:** The limited “No Left Turn” sign located on 6<sup>th</sup> Street at the intersection of U.S. Hwy. 1 is small and does not include the standard “No Left Turn” symbol. Motorists turning left reduce the efficiency of the student drop-off and pick-up line.

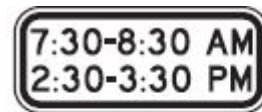
**Recommendation:** Replace the existing signage with a “No Left Turn” sign (R3-2) and a supplemental plaque for time of day (S4-1 or S4-2).



*The sign for no left turns during school arrival and dismissal is difficult to see*



R3-2



S4-1

OR



S4-2



**Finding:** During the 2007/2008 school year, students living west of U.S. Hwy. 1 were provided with bus transportation due to hazardous conditions. Although no students cross U.S. Hwy. 1, the principal was concerned with motorists' rate of speed so close to the school. The posted speed limit along U.S. Hwy. 1 is 35 mph.

**Recommendation:** The enforcement of the existing 35 mph speed limit is recommended with emphasis on patrolling at school arrival and dismissal times.



*U.S. Hwy. 1 looking north near Read-Pattillo Elementary School*

**Finding:** The right of way along Palmetto Street north of 6<sup>th</sup> Street has a roped off area to protect the grass. This encroachment into the right of way encourages pedestrians to walk in the roadway.

**Recommendation:** A sidewalk should be constructed to connect to the 6<sup>th</sup> Street sidewalk and "no parking or stopping" signs should be posted. Encroachments into City right of way should be removed.



*A student and an adult move into the roadway to avoid right of way encroachments*

**Finding:** Magnolia Street does not have sidewalks south of 6<sup>th</sup> Street within the walk zone. The roadway is 31' wide.

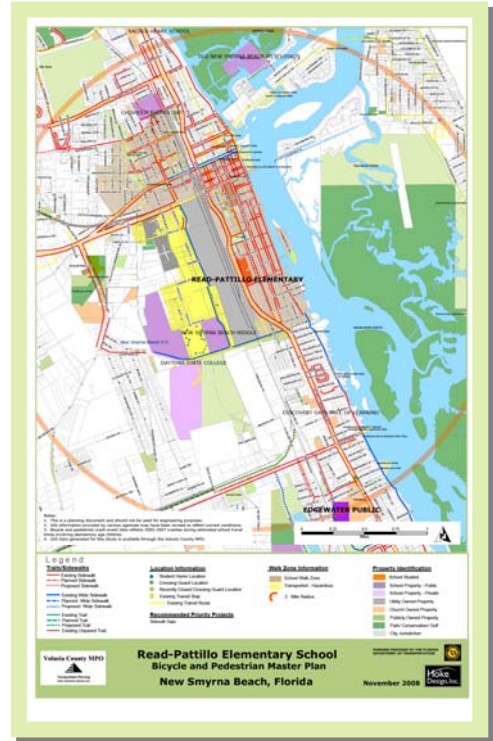
**Recommendation:** The City of New Smyrna Beach should review the possibility of adding sidewalks along Magnolia Street to continue the sidewalk connection to U.S. Hwy. 1. If right of way is limited, a cost effective way to improve this area for bicyclists and pedestrians would be to add painted shoulders or bicycle lanes on both sides of the road.



*A bicyclist rides across Magnolia Street near 7<sup>th</sup> Street*

**Finding:** The walk zone for Read – Pattillo Elementary School extends north of Canal Street to Ronnoc Lane. Students living near Chisholm Elementary School who walk or ride bicycles to and from school must cross S.R. 44 (Lytle Avenue), Canal Street and U.S. Hwy. 1 and the railroad. Some students may use the existing mid-block crossing over Canal Street at Myrtle Avenue.

**Recommendation:** If possible, modify the school attendance zone to allow students living near Chisholm Elementary to attend that school. Several of these students have a variance to attend Chisholm Elementary School. As an interim measure, students who walk or ride bicycles to and from Read-Pattillo Elementary School from the Chisholm Elementary area should be instructed to use the safest route available.



**Finding:** The wide sidewalk along the north side of Canal Street west of U.S. Hwy. 1 has a driveway cut without curb ramps.

**Recommendation:** Construct a sidewalk section to create a continuous level sidewalk. A curb ramp, if necessary, should extend into the sidewalk as little as possible to allow for a wider level area for sidewalk users.



Canal Street sidewalk looking east at a level change in the sidewalk

**Finding:** The route along Myrtle Avenue does not include a sidewalk on the east side of the roadway from Canal Street to Ronnoc Lane with the exception of a short section of sidewalk along the Babe James Community Center.

School District budget limitations have eliminated bus transportation for students attending the Babe James Community Center for after school programs.



Myrtle Avenue looking north from Canal Street

**Recommendations:** Despite the very limited right of way, the City of New Smyrna Beach should provide a clear walking area along the roadside to serve students, pedestrians and bicyclists using this route. Specific recommendations are listed below.

1. Paint a crosswalk along the paved right of way to designate a walking zone within the parking area for the laundry business. Replace or reposition the grate to increase safety for bicyclists.



*Myrtle Avenue looking north along the east side of the roadway*

2. Remove vegetation between the Myrtle Avenue pavement edge and the building. Provide a sidewalk, grass or mulch to allow a clear area for pedestrians and bicyclists.



*Myrtle Avenue looking north*

3. A fence along the east side of Myrtle Avenue encloses a large vegetable garden. If this is a community garden, perhaps the fence could be shifted to the east to allow sufficient room for a sidewalk or walking surface for pedestrians and bicyclists using this route.



*Right of way is very limited along the east side of Myrtle Avenue near the Babe James Community Center*



**Finding:** A student used the sidewalk along the south side of Canal Street and crossed Canal Street near the intersection of Pioneer Trail.

**Recommendation:** Construct a sidewalk along the north side of Canal Street from Myrtle Street to SR 44. This sidewalk might encourage students to cross Canal Street at a signalized intersection.



*A student uses the sidewalk along the south side of Canal Street and crosses Canal Street at Pioneer Trail*



## Master Plan

The following Bicycle and Pedestrian Master Plan specifies a network of sidewalks and trails that, if implemented, will greatly increase the convenience and safety of travel for pedestrians and bicyclists. A 24"x36" fold-out map is included as a deliverable with this Study.

The Bicycle and Pedestrian Master Plan includes the following information:

### Existing Conditions:

- Existing Walk Zone area from School District GIS (shaded tan)
- Courtesy Transportation Zone from School District, if applicable (shaded blue)
- Hazardous Transportation Zone from School District, if applicable (shaded yellow)
- Student Home Locations from School District (dark blue dot)
- Existing Trails from County GIS and field review (solid green line)
- Existing Wide Sidewalk 6-8' from field review (solid blue line)
- Existing Sidewalks 3-5' from field review (solid red line)
- Existing Crossing Guard Locations from County GIS and field observations (green cross for existing to remain and yellow cross for existing to be closed)
- Bicycle or Pedestrian Crash Event Locations from 2005-2007 from County GIS data, during estimated school travel times and involving an elementary age bicyclist or pedestrian (pink star).
- Existing Votran Routes and stops from Volusia County MPO (yellow lines along roadway centerline with yellow squares at bus stops).

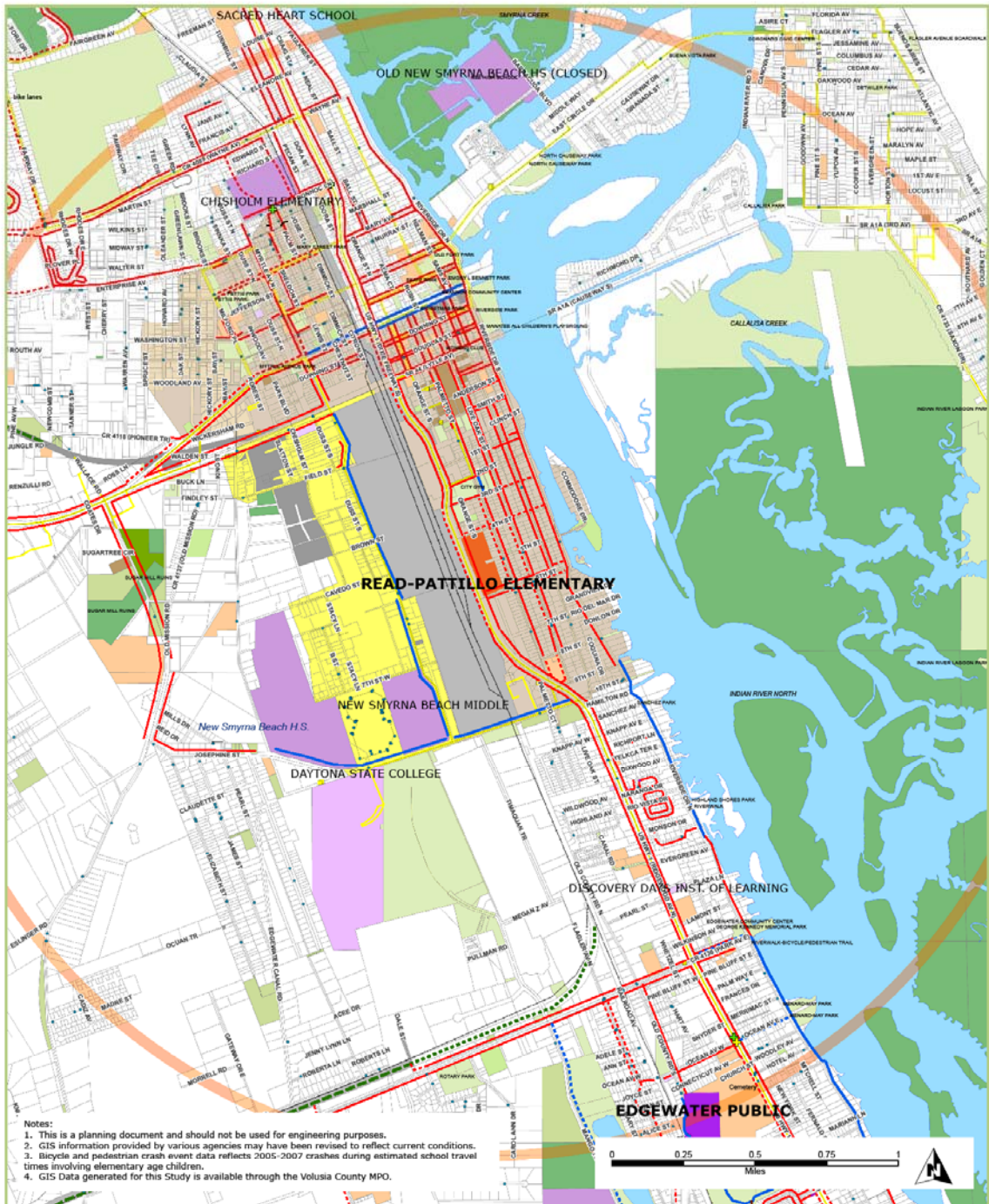
### Planned Conditions:

- Planned trail (long dashed dark green line)
- Planned wide sidewalk (long dashed blue line)
- Planned sidewalk (long dashed red line)

### Recommendations of this Study:

- Proposed Trails (dashed dark green line)
- Proposed Sidewalks 6-8' wide (dashed blue line)
- Proposed Sidewalks 5' (dashed red line)

This Master Plan and supplemental information supplied within the Implementation Report are meant as a guideline for sidewalk and trail planning. The Master Plan is not an engineering document.



Notes:  
 1. This is a planning document and should not be used for engineering purposes.  
 2. GIS information provided by various agencies may have been revised to reflect current conditions.  
 3. Bicycle and pedestrian crash event data reflects 2005-2007 crashes during estimated school travel times involving elementary age children.  
 4. GIS Data generated for this Study is available through the Volusia County MPO.

Trails/Sidewalks	Location Information	Walk Zone Information	Property Identification
Existing Sidewalk	Student Home Location	School Walk Zone	School Studied
Planned Sidewalk	Crossing Guard Location	Transported - Hazardous	School Property - Public
Proposed Sidewalk	Recently Closed Crossing Guard Location	2 - Mile Radius	School Property - Private
Existing Wide Sidewalk	Existing Transit Stop		Utility Owned Property
Planned Wide Sidewalk	Existing Transit Route		Church Owned Property
Proposed Wide Sidewalk			Publicly Owned Property
Existing Trail			Park/ Conservation/ Golf
Planned Trail			City Jurisdiction
Proposed Trail			
Existing Unpaved Trail			



### Read-Pattillo Elementary School Bicycle and Pedestrian Master Plan New Smyrna Beach, Florida

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