

**Volusia County  
MPO**

**November 2008**



# **Pine Trail Elementary School**

## **Bicycle and Pedestrian School Safety Review Study**

### **Phase 3B**



## **School Summary**

Pine Trail Elementary School is located between I-95 and the Tomoka River in the City of Ormond Beach. The school is located on the inside of a 90 degree turn on Airport Road.

Of the 780 students attending this school, only 34 live within the designated walk zone area. During the observation day for this Study, there were two students who bicycled and one student who walked with an adult.

There are currently few residential subdivisions within walking distance of Pine Trail Elementary School and many of the students are transported to and from school by car. Motorists frequently park along Airport Road right of way and block the sidewalk. The south entrances to the school do not include sidewalks connecting the external sidewalk system to the school building.

At the time of this Study, there were no crossing guards serving Pine Trail Elementary School students. 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 the location of the school site, the low number of students within the walk zone, and the right of way constraints along Airport Road, no sidewalks are recommended as priority projects at this time. Instead, this study focuses on on-campus improvements, which are likely to have a larger impact on bicycle and pedestrian safety in the near term. However, this Study recommends that the City of Ormond Beach work closely with developers of residential subdivisions planned within the Pine Trail Elementary School walk zone to maximize long term off-campus safety.



**Figure 3.6.1**

## **Pine Trail Elementary School – Summary Sheet**

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**School Address:** 300 Airport Road  
Ormond Beach, FL 32174

**School Principal:** Mrs. Barbara Paranzino  
Phone: 386-258-4672  
Email: [jbrokaw@volusia.k12.fl.us](mailto:jbrokaw@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  
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**City Representative:** Ric Goss, Planning Director  
City of Ormond Beach  
Phone: 386-676-3343  
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**Volusia County MPO:** Stephan Harris, Bicycle and Pedestrian Coordinator  
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Email: [scharris@co.volusia.fl.us](mailto:scharris@co.volusia.fl.us)

**Site Visit Observation Date:** May 1, 2008 (weather: clear, seasonal)

**Meeting Attendees:**

- Barbara Paranzino, School Principal
- Mike Knight, School Facilities staff
- Stephan Harris, MPO Bicycle and Pedestrian Coordinator
- Ginger Hoke, Hoke Design, Inc.

*Note: A separate meeting was held with Ric Goss, Planning Director, City of Ormond Beach on May 21, 2008.*

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**Number of Enrolled Students (2008 data):** 780

**Estimated Number of Students Living in Walk Zone:** 34

**Number of School Buses:** 11

**Number of Aftercare Buses/Vans:** 5 or 6

**Estimated Number of Walkers/Bicycle Riders:** 3

**Number of Bicycles on Site:** 2

**Number of Bicycle Helmets (stored with bicycle):** 2

**Staggered Student Dismissal:** N/A

**Estimated Number of Students Attending Breakfast:** 150 (starts at 7:30 am)

**Number of Students for School Site Aftercare:** 150

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

**Arrival:** 2                      **Dismissal:** 4

**Title One School:** No

**Backpack Policy:** None

**Summary of Principal Comments:**

- Staff parking lot gate closed temporarily for track, PE
- Some projects will be constructed in the summer of 2008

**Crossing Guard Locations:** None

**Summary of Crossing Guard Supervisor Comments:**

- No crossing guards are currently placed at this school

**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:**

- The County plans to add roadway shoulders to Airport Road north of Ocean Pines Drive
- The County is planning to add a turn lane onto Sunshine Boulevard from Airport Road

**Planned Development in Walk Zone:** Residential housing is planned west of the school site

**Number of Students Transported (Designated as Hazardous):** 24

Due to the lack of a level 4-foot area for walking along Airport Road, the area east and west of Airport Road from Sunshine Boulevard to Ocean Pines Drive is designated as hazardous and students are provided transportation. See the yellow shaded area on the enclosed Bicycle and Pedestrian Master Plan.

**Votran Route in Walk Zone:** Yes, from U.S. Hwy. 1 to Sunshine Boulevard

## Findings and Recommendations

**Findings:** Pine Trail Elementary School is located between I-95 and the Tomoka River, resulting in a small designated walk zone area. Of the 780 students attending this school in 2007/2008, only 34 lived within the walk zone.

Additionally, the school site is located on the inside of a 90 degree curve in Airport Road creating limited sight distance for motorists and sidewalk users. School entrances near the curve in the road further complicate safe access to this school.

Future residential development is planned west of the school and may increase the number of students walking or riding bicycles to and from school.



Figure 3.6.2

**Recommendations:** When possible, schools should be centrally located within populated neighborhoods to encourage non-motorized transportation to and from school.

The focus for this school should be improving the on-campus circulation and parking to eliminate parking along Airport Road right of way. If a school site with limited sight distance is developed in the future, careful consideration of the placement of the school access drives and sidewalks is of increased importance.

**Findings:** There are no sidewalks along the two southern driveways that connect to the staff parking area and building.

Pedestrians and bicyclists share the paved access driveways due to the lack of sidewalks. The location of the existing fence and gate also creates the need for pedestrians and bicyclists to share the access drive.

A clear pedestrian route near the building is blocked by dumpster containers.



*Students ride in the painted area along the edge of the school exit drive*

**Recommendations (See Figure 3.6.3):**

Bus Exit Drive: Construct a separated sidewalk connecting the school sidewalk to the sidewalk along Airport Road. Modify the fence/gate to allow a clear path for pedestrians and bicyclists. As an interim measure, repaint the yellow painted area and erect bollards to provide a minimum 6' wide clear area for pedestrians and bicyclists.

Dumpster Area: The sidewalk recommended along the west side of the bus exit drive will need to connect to the existing sidewalk near the dumpster area. Construct a sidewalk along the south side of the brick wall and include a curb ramp at the entrance to the service area. This will require the relocation of one dumpster to allow space for the sidewalk (school maintenance staff stated that one dumpster could be removed from the property).



*The walkway does not extend to the painted route along the bus exit drive*



*Dumpsters block pedestrian/bicycle access*

Staff Entrance Drive: School District staff may wish to review the possibility of closing or removing the Staff entrance drive to reduce circulation complexity along Airport Road. The paved area could be reduced to provide a trail connection from the school building to the Airport Road sidewalk. The bus exit drive is wide enough (36') to serve as the entrance and exit for this parking area. Additionally, the closing of the bus entrance drive near the student drop-off and pick-up area should be considered.

A transportation engineer should be consulted to offer more detailed suggestions and recommendations for the safe reconfiguration of parking and circulation for this school. Creating safe pedestrian routes to this school may increase the number of students who choose to walk or ride bicycles to school. This may be especially beneficial if the planned housing near the school is constructed.



*Pedestrians walk in the access drive and through the bus loading area to access the school from Airport Road*



Figure 3.6.3

**Finding:** The sidewalk along the student drop-off and pick-up area does not connect to the sidewalk along Airport Road.

**Recommendation:** Construct a ten foot section of sidewalk to provide a complete sidewalk connection.



*The school sidewalk does not connect with the sidewalk along Airport Rd. near the student drop-off*

**Finding:** Parking spaces for persons with disabilities appear to be unsigned and possibly used as regular parking.

**Recommendation:** The School District should review accessible parking and accessible routes and make any corrections necessary to meet current ADA regulations.



*The parking stall is painted as accessible but does not include a posted sign*

**Finding:** A fenced area has been constructed as a waiting area for students using private after care transportation. The route to this fenced area requires students to cross the bus loading zone and is not fully accessible.

**Recommendation:** Consider relocating the waiting area for students using private transportation buses/vans. The timing of arrival and release of students using private transportation could also be reviewed to see if adjustments would allow shared use of the school bus loading and unloading area.



*Students cross the bus loading area to wait in a fenced area in the staff parking lot*

**Finding:** Motorists encroach into the sidewalk along Airport Road while parking to drop off or pick up students. Pedestrians maneuver around parked and moving vehicles as they make their way to and from the school building. The sharp turn in the roadway and the five driveways connecting to the school create additional complexity at student arrival and dismissal.

**Recommendation:** The use of Airport Road right of way for parking should be discontinued.



*Pedestrians maneuver around parked vehicles along Airport Road right of way*

The dirt parking area located north of the student drop-off and pick-up loop should be considered for use by parents who choose to park and walk students to and from the classroom. The existing sidewalk may need to be extended to provide a paved connection to destination points on campus.



*A dirt parking area north of the school appears to be underutilized*

**Finding:** One student was escorted by an adult across Airport Road near the curve in the roadway. The traffic complexity at school arrival and dismissal and limited sight distance create unsafe crossing conditions.

**Recommendation:** A reduction of parking along the Airport Road right of way would increase safety for pedestrians. Students should not be allowed to cross Airport Road near the school without adult assistance. Crossing near the curve in the road should be discouraged. The closed crossing guard location west of the school property would serve as a better place to cross.



*A student crosses Airport Road with an adult*

**Findings:** Airport Road includes sidewalks along the north/west side of the roadway within most of the walk zone. Airport Road serves as a short-cut to U.S. Hwy. 1 and connects to the airport business park located north of the school site. Votran serves the airport business park but does not extend to the school property.

Transportation (designated hazardous) is provided to students living north of the school site who do not have a sidewalk connection to the school.

**Recommendation:** Although sidewalks



*Airport Road looking south*

are needed, the right of way is limited and there are low/wet areas along the roadway in some areas. The County plans on adding paved shoulders to Airport Road north of Ocean Pines Drive and a turn lane into the business park. If possible, the planned paved shoulder should extend to the existing sidewalk terminus near Creek Forest Lane. Future improvement plans for this roadway should include sidewalks.

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**Finding:** A short section of sidewalk along Airport Road north of the school site has buckled and creates a potential safety issue for sidewalk users.

**Recommendation:** Replace this section of sidewalk.



*A section of sidewalk has buckled along Airport Road*

**Finding:** The new subdivision adjacent to the school includes an unopened right of way that connects to Airport Road just west of the school site.

**Recommendation:** Create and maintain a designated pedestrian connection from Creek Forest Lane to Airport Road. Students moving into this subdivision may be more likely to walk or bicycle to school if this short cut exists.



*An unopened right of way connects Creek Forest Road to Airport Road*

## **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.

