



**CAMPBELL
DRIVE
ELEMENTARY
SCHOOL**



**CHAPMAN
ELEMENTARY
SCHOOL**



**LEISURE CITY
ELEMENTARY
SCHOOL**

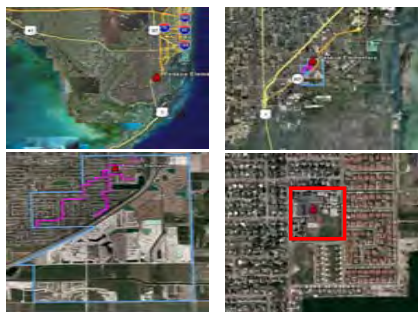
**AVOCADO
ELEMENTARY
SCHOOL**



**CC-1
ELEMENTARY**



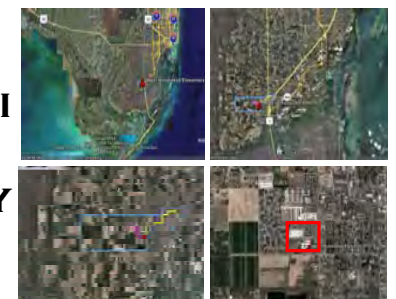
SAFE ROUTES TO SCHOOL 2008



**REDONDO
ELEMENTARY
SCHOOL**



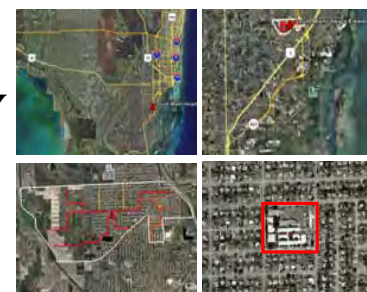
**SOUTH MIAMI
HEIGHTS
ELEMENTARY
SCHOOL**



**PESKOE
ELEMENTARY
SCHOOL**

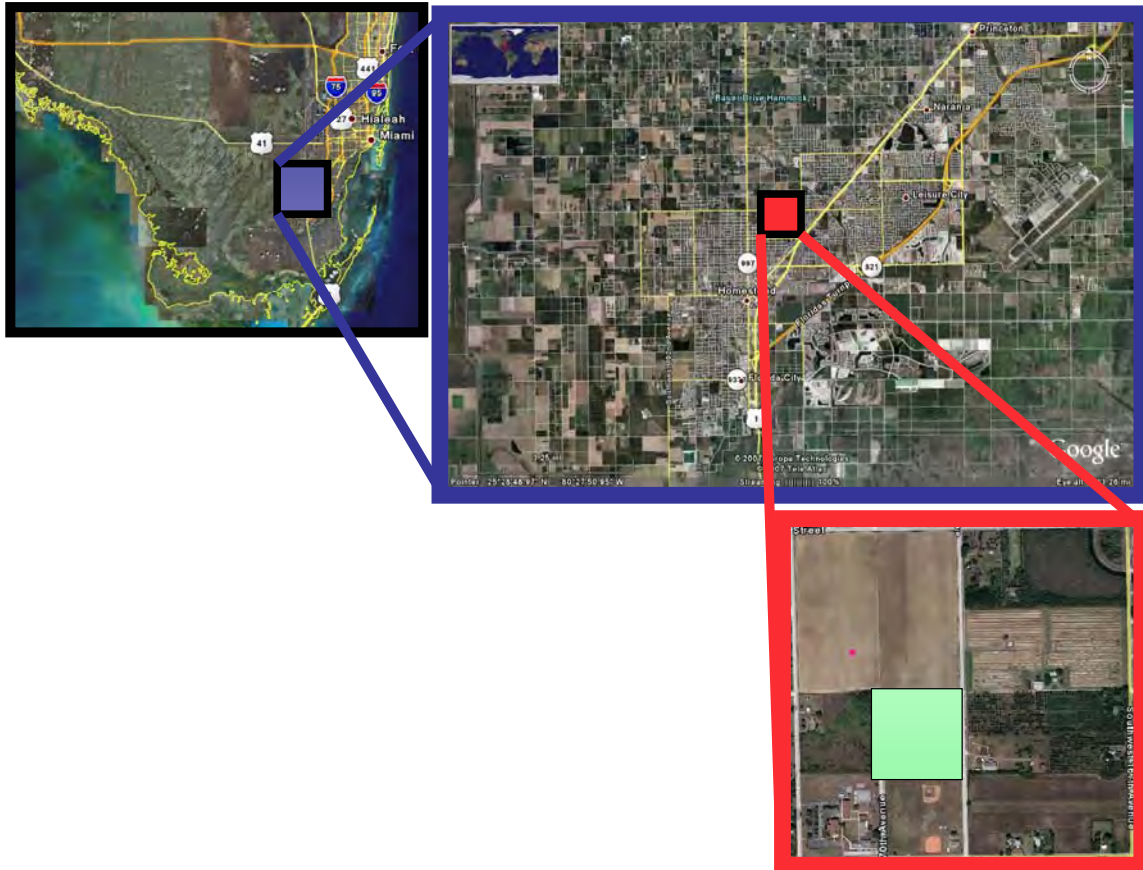


**SAUNDERS
ELEMENTARY
SCHOOL**



**WEST
HOMESTEAD
SCHOOL**

**AVOCADO ELEMENTARY SCHOOL
16969 SW 294TH STREET
HOMESTEAD, FL 33030**



SAFE ROUTES TO SCHOOL – 2008

AVOCADO ELEMENTARY SCHOOL SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Avocado Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The philosophical approach to the application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred, as were those that were major corridors connecting residential areas and the school.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Avocado Elementary School

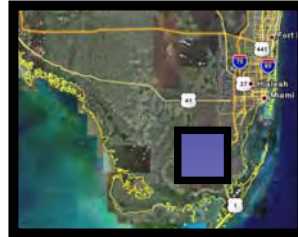
Address: 16969 SW 294th Street, Homestead, Florida 33030

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride = 5%
- Private Car/ Buses = 95%



Avocado Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and, if available, each PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Patrick Doyle
Principal
Avocado Elementary School
16969 SW 294TH St
HOMESTEAD, FL 33030

RE: Safe Routes to School Program in District 9

Principal Doyle,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,
- current school attendance boundary
- roadway facilities data
- pedestrian facilities data
- traffic controls and devices
- existing and proposed land use
- traffic volumes
- pedestrian crash data

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004 Overall in the five year analysis period there have been 3 injuries and no fatalities due to crashes in the area. Of the five years analyzed crashes only occurred in 2001 and 2003 Only one crash occurred in close proximity to the school. All fatalities have occurred at intersections. The following tables and map detail the data.

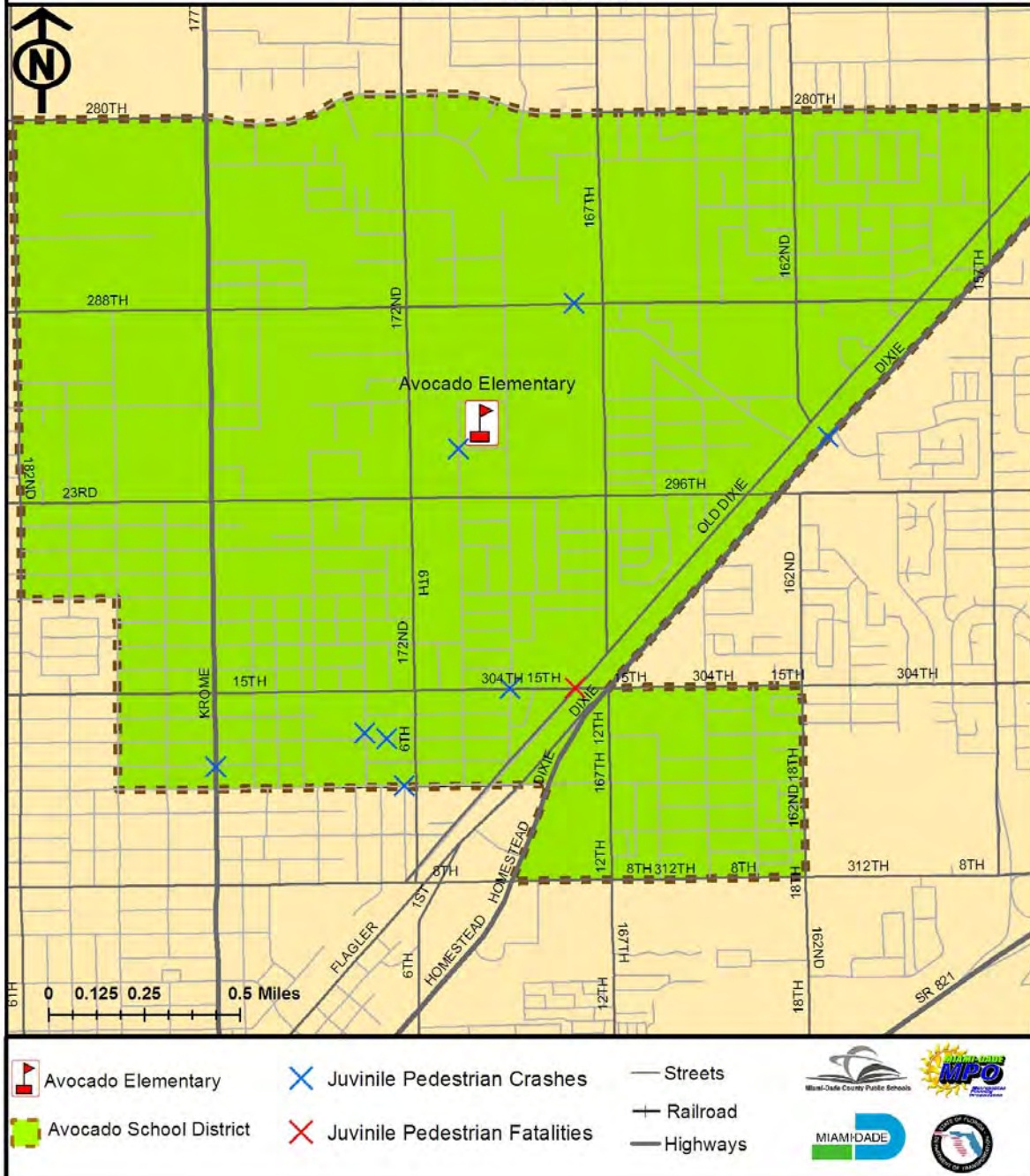
Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

		Avacado Elementary															
Case Number	Pedestrian Date of Birth	Road Name	Segment		2001		2003		TOTAL								
					Juveniles		Juveniles		Total								
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries							
72050621	3/04/1993	SW 288TH ST & SW 167TH AVE	Intersection		0	0	0	1	0	1							
550716210	10/09/1990	SW 304TH ST & SW 169TH AVE	Intersection		0	1	0	0	0	1							
616470430	10/29/1991	SW 170TH AVE & SW 294TH ST	Intersection		0	1	0	0	0	1							
Total					0	2	0	1	0	3							
Juveniles = Children under the age of 13																	

Avocado Elementary School

16969 294th Street - Homestead, FL 33030

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, the Principal and the PTA chairperson. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was discussed which could be distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher, should the project be funded. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ____

2. Approximately how far does your child travel to school?

__ ½ mile or less __ ½ mile to 1 mile __ between 1 to 2 miles __ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain)_____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

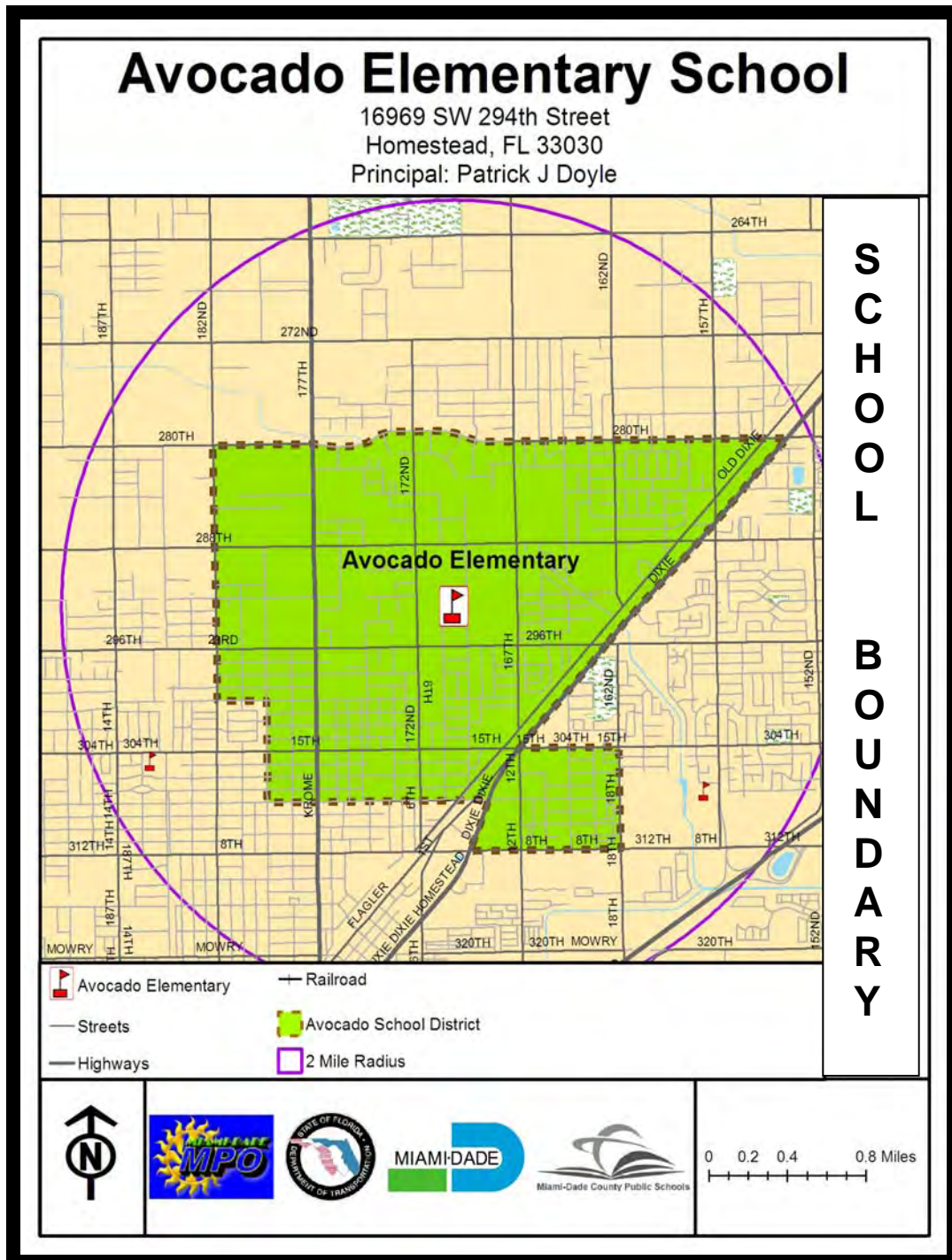
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

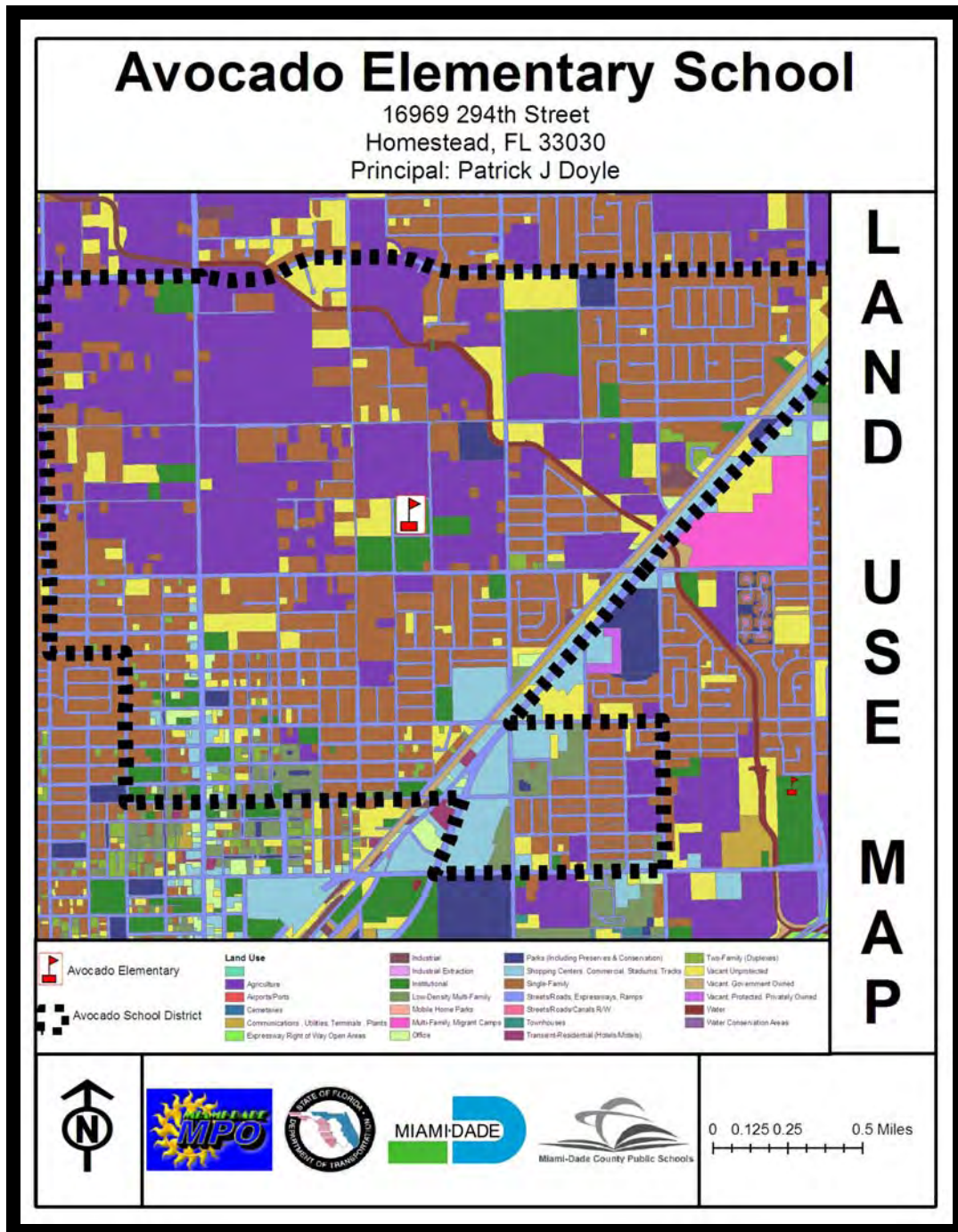
6.2 School Zone Boundary

The Avocado Elementary School boundary is completely within the 2-mile radius of the school. The school sits in the center of a irregularly shaped attendance area bound on the north by 280th Street, on the west by 182nd Ave and 180th Ave, on the South by 308th St and 312th St. The eastern boundary is generally US-1. One area extends east of US-1; it is roughly a square between US-1 on the west, 312th St on the South, 162nd Ave on the east, and 304th St on the north.



6.3 Land Use

Land use in the study area is primarily low density Single Family Residential and Agricultural. Immediately surrounding the school are large tracks of Institutional, Agricultural and Vacant land. Some of this land is currently being developed into single family homes. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. This is seen in the predominance of crashes along West Dixie Highway and 167th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Table 6.4
Avocado Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
294th Street	167th Avenue	169th Avenue	Local Street	30 mph	low	0
	169th Avenue	170th Avenue	Local Street	15 mph	low	0
169th Avenue	296th Street	288th Street	Local Street	15 mph	low	0
292nd Street	169th Avenue	170th Avenue	Local Street	15 mph	low	0
170th Avenue	292nd Street	296th Street	Local Street	15 mph	low	1
	296th Street	305th Street	Local Street	30 mph	low	0
288th Street	172nd Avenue	West Dixie Hwy	Local Street	30 mph	mod	2
172nd Avenue	304th Street	Canal	Local Street	35 mph	low	0
284th Street	172nd Avenue	173rd Avenue	Local Street	30mph	low	0
296th Street	West Dixie Hwy	Krome Avenue	Local Street	30 mph	low	2
167th Avenue	280th Street	296th Street	Local Street	30 mph	mod	5

* For road segments where AADT was not readily available, traffic volume was assessed as light, moderate, heavy based on field observations

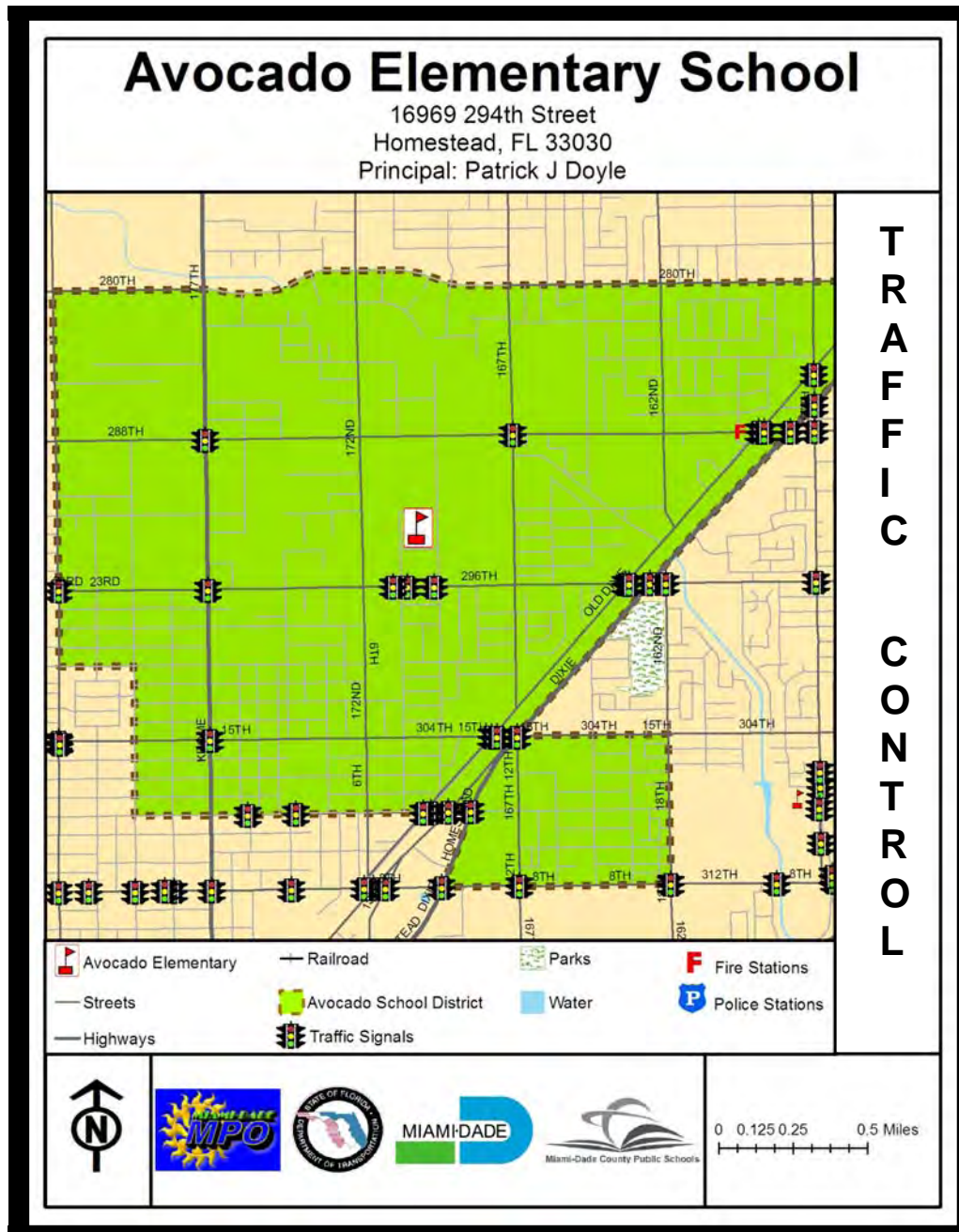
** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Avocado Elementary School were conducted in December, 2007. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. The area surrounding Avocado Elementary School is currently developing. Site conditions will change with frequency. Sporadic new construction is intermingled with active farm fields.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are few traffic lights in the immediate area, yet at the main entrance to the school at 296th Street there are three signals which protect pedestrians and bicyclists. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 26 signals are currently located within the attendance boundary. The roadway facilities function as more rural than urban, due to the nature of the land and its geographic location. As such pedestrian facilities are sporadic in location. Often there are gaps in the infrastructure, making it seemingly difficult to access the school on foot or bicycle. As development occurs, which appears to be rapidly, these pedestrian facilities are being incorporated into the built environment.



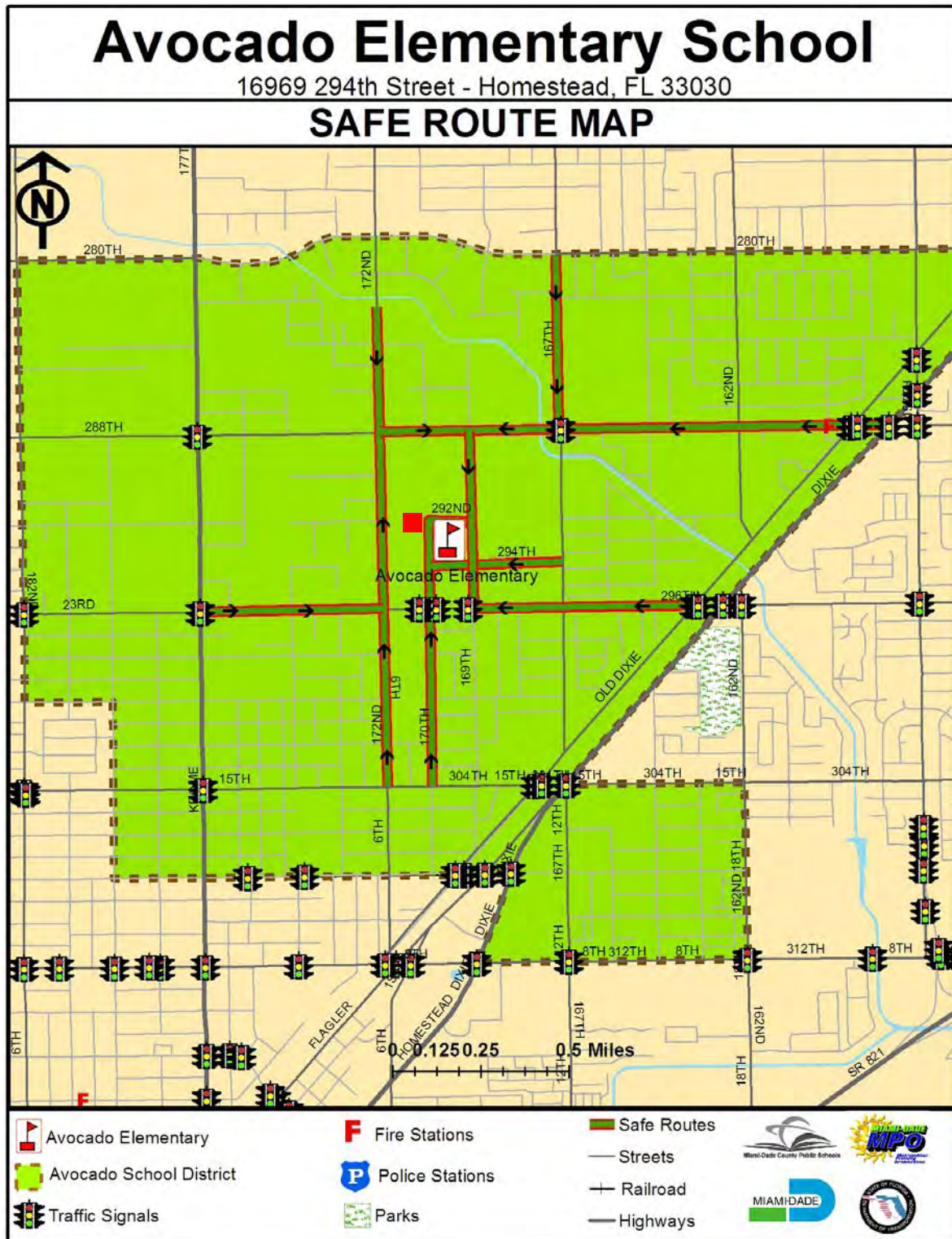
7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Avocado Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7:
Avocado Elementary School
Opinion of Probable Costs

Road Segment	Recommended Improvements	Length (ft)	Unit Cost	Unit	Total
294th Street [From 167th Avenue to 170th Avenue]	Install sidewalk along 294th Street - north side	120		sy	0
	Install sidewalk along 294th Street - south side	120		sy	0
	Install painted crosswalk at 168th Avenue - all legs	160		ft	0
169th Avenue [296th Street to 288th Street]	Install painted east/west and north/south crosswalk at 292nd Street - south side, west side	42		ft	0
	Install sidewalk between 292nd Street and 288th Street - west side	1300		sy	0
	Install painted crosswalks at 288th Street intersection - all sides	160		ft	0
	Install sidewalk between 294th Street and 296th Street - east side	610		sy	0
292nd Street [From 169th Avenue to 170th Avenue]	Install sidewalk along 292nd Street - north side	600		sy	0
	Install sidewalk along 292nd Street - south side	600		sy	0
170th Avenue [From 292nd Street to 305th Street]	Install sidewalk along 170th Avenue - west side	1306		sy	0
	Install sidewalk along 170th Avenue - east side	1306		sy	0
	Install painted east/west crosswalk at 294th Street - north side	40		ft	0
	Install painted east/west and north/south crosswalk at 292th Street - north side, south side	80		ft	0
	Install sidewalk between 296th Street and 304th Street - west side	2610		sy	0
	Install painted crosswalks at all intersections between 296th Street and 304th Street - east side	200		ft	0
	Install 8' sidewalk extensions at 302 St, 301 St, 300 St, and 299th St - east side	64		sy	0
	Install sidewalk in missing gap between 301st Street and 302nd Street - east side	50		sy	0
	Install sidewalk at the north end of block between 304th Street and 305th Street	100		sy	0
	Install sidewalk on south side of 288th Avenue between 169th Avenue and 167th Avenue	1290		sy	0
	Install sidewalk on north side of 288th Street east of canal	30		sy	0
288th Street [From 172nd Street to West Dixie Highway]	Install sidewalk on south side of 288th Street between 169th Avenue and 172nd Avenue	1314		sy	0
	Install sidewalk on south side of 288th Street between 162nd Avenue and 163rd Avenue	1250		sy	0
	Install painted crosswalks at intersection of 288th Street and 162nd Avenue - all sides	160		ft	0
	Install painted crosswalks at intersection of 288th Street and 163rd Avenue - all sides	160		ft	0
	Install sidewalk on 172nd Avenue, between 285th Street and 288th Street - west side	961		sy	0
172nd Avenue [From 304th Street to Canal]	Install painted crosswalks at 288th Street intersection - north and west sides	80		ft	0
	Install sidewalk between 284th Street and Canal - west side	645		sy	0
	Install sidewalk between 288th Street and 296th Street - west side	2600		sy	0
	Install sidewalk between 296th Street and 304th Street - east side and west side	5040		sy	0
	Install sidewalk on north side of 284th Street	395		sy	0
284th Street [From 172nd Avenue to 173rd Avenue]	Install painted crosswalk at 172nd Avenue intersection - west side	40		ft	0
	Install sidewalk between 172nd Avenue and Krome Avenue - north side	2670		sy	0
296th Street [From Old Dixie Highway to Krome Avenue]	Install painted crosswalks at 167th Avenue - north side and south side	122		ft	0
	Install sidewalk between 167th Avenue and 168th Avenue - south side	580		sy	0
	Install sidewalk between 168th Avenue and 169th Avenue - south side	626		sy	0
	Install painted crosswalk at 167th Avenue - all sides	384		ft	0
	Install painted crosswalk at 168th Avenue - south side	134		ft	0
	Install painted crosswalk at 168th Court - south side	86		ft	0
	Install painted crosswalk at 169th Court - south side	100		ft	0
Preliminary Costs					0
Contingency (20%)					
Mobilization (10)					
Maintenance of Traffic (10%)					
Opinion of Total Costs					

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

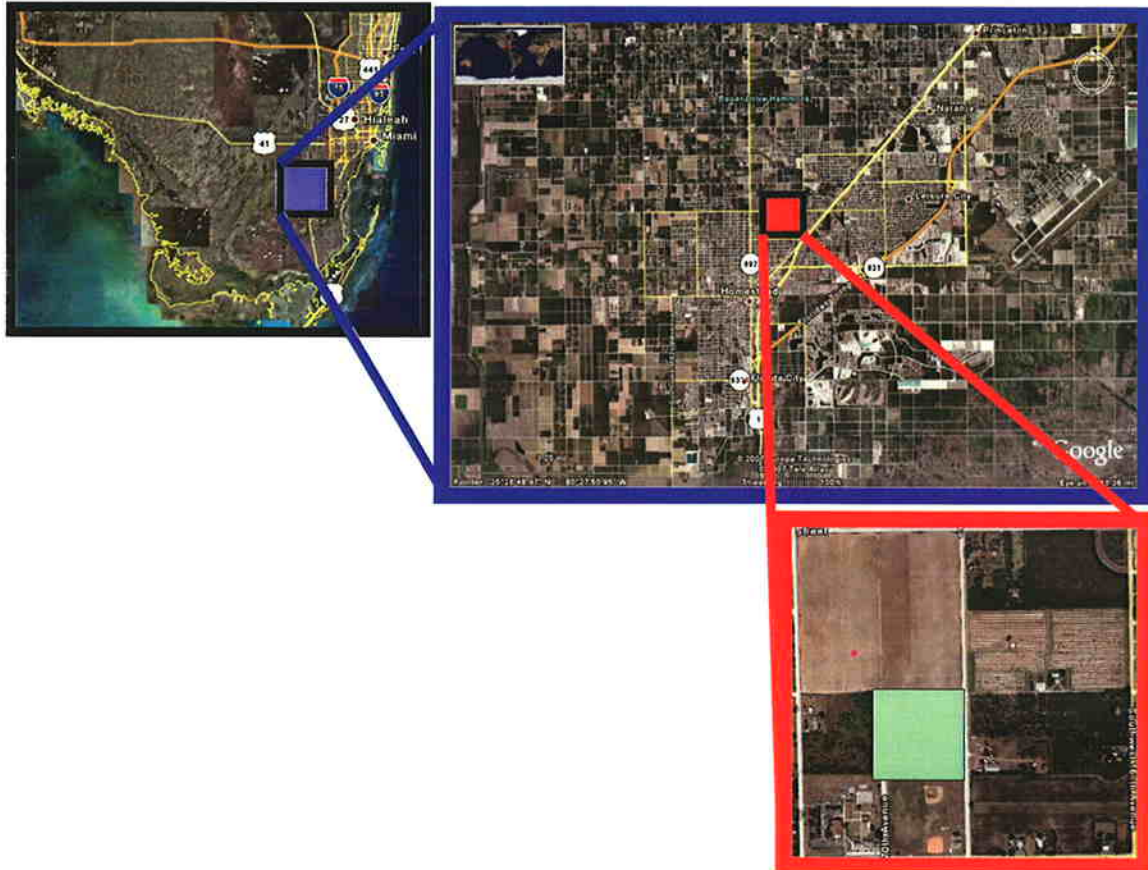
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuerno

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**AVOCADO ELEMENTARY SCHOOL
16969 SW 294TH STREET
HOMESTEAD, FL 33030**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information

Name of school: Avocado Elementary School		County: Miami-Dade
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board	<input type="checkbox"/> Private School	<input type="checkbox"/> Community Traffic Safety Team
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jiame Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: 331281970
Signature: <i>[Signature]</i>		Typed name: Jiame Torrens Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature: _____		Typed name: _____ Date: _____
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City	<input checked="" type="checkbox"/> County	<input type="checkbox"/> Florida Department of Transportation
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffery L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305 375-2030	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature: <i>[Signature]</i>		Typed name: Jeffery L. Cohen Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature: <i>[Signature]</i>		Typed name: David Henderson Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant	<input checked="" type="checkbox"/> Maintaining Agency	<input type="checkbox"/> MPO

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering “No” does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen’s Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **Generally +50' in width. Walking surfaces are not paved but level, or paved with gaps.***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implmentation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
<p>If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/</p>	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

The pedestrian areas around the school are generally lacking key components that would allow children to walk or bike safely to school. The main issues included missing cross walks, missing ADA accessible sidewalk extensions from the sidewalk to the crosswalk and missing gaps in sidewalks, or missing sidewalk segments. The land surrounding the school is rural yet rapidly urbanizing land. The clash between pedestrians and elevated traffic volumes as a result of new development makes it intimidating for parents and children to walk.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking. For this school, the land is converting to primarily low density Single Family Residential from Agricultural. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Avocado Elementary School, the population is 20% white, 19% black, 58% hispanic and 4% asian. Nearly 72% of the population is eligible for the Free Lunch Program. Generally in the area about 61% of the households have children. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. This is seen in the predominance of crashes along West Dixie Highway and 167th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Field reviews for Avocado Elementary School were conducted in December, 2007. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. The area surrounding Avocado Elementary School is currently developing. Site conditions will change with frequency. Sporadic new construction is intermingled with active farm fields.

There are few traffic lights in the immediate area, yet at the main entrance to the school at 296th

Street there are three signals which protect pedestrians and bicyclists. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 26 signals are currently located within the attendance boundary. The roadway facilities function as more rural than urban, due to the nature of the land and its geographic location. As such pedestrian facilities are sporadic in location. Often there are gaps in the infrastructure, making it seemingly difficult to access the school on foot or bicycle. As development occurs, which appears to be rapidly, these pedestrian facilities are being incorporated into the built environment.

Section 5 – Current Conditions		
LOCATION		
#1 Street Name: 294th Street	From: 170 Ave	To: 169 Ave
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State		
#2 Street Name: 170 Ave	From: 294 St	To: 292 St
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State		
Project begins how far from the school? (attach a map illustrating the area)		
<input type="checkbox"/> 0 to ½ mile <input type="checkbox"/> ½ to 1 mile <input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles		
Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.		
<p>Land use in the study area is primarily low density Single Family Residential and Agricultural. Immediately surrounding the school are large tracks of Institutional, Agricultural and Vacant land. Some of this land is currently being developed into single family homes. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area. Residential areas surrounding the school will be the primary beneficiaries to this programs.</p>		
ROADWAY CHARACTERISTICS		
Roadway Type: <input type="checkbox"/> Urban (curb & gutter)	<input checked="" type="checkbox"/> Rural (check shoulder type): <input type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass	
Shoulder Type: <input type="checkbox"/> Grass <input type="checkbox"/> Paved <input type="checkbox"/> Curb		
Shoulder Grade: <input checked="" type="checkbox"/> Flat <input type="checkbox"/> Steep-Up <input type="checkbox"/> Steep-Down		
Drainage: <input checked="" type="checkbox"/> Swale <input type="checkbox"/> Concrete Ditch <input type="checkbox"/> Curb/Gutter		
Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved <input type="checkbox"/> Unpaved surface		
<input checked="" type="checkbox"/> Paved surface with gaps <input type="checkbox"/> Continuous paved sidewalks		
Write below your comments on status of the current walking surface:		
<p>There are some paved walking surfaces in the area. The previously developed sections are the primary location of these. The more rural or agricultural sections of the area are maked by unpaved surfaces.</p>		
Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):		
<p>Roads in the area are predominantly local streets, with low speed limits and few pedestrian facilities. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. This is seen in the predominance of crashes along West Dixie Highway and 167th Avenue. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessable sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.</p>		
TRAFFIC CONTROLS		
Mark all that apply in regard to traffic control devices:		
<input checked="" type="checkbox"/> We need pedestrian features	<input type="checkbox"/> We need other school-related signals	
<input type="checkbox"/> We need traffic signs	<input checked="" type="checkbox"/> We need marked crosswalks	
<input checked="" type="checkbox"/> We need other roadway markings	<input type="checkbox"/> We have what we need	
DATA		
Traffic Conditions		
Average Annual Daily Traffic (AADT): 12517	Posted Speed Limit: 30	Operating Speed: 30
Crash History in Study Area (all ages)		

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	0	1	0	0 NA	0 NA
Ped fatalities	0	0	0	0 NA	0 NA
Bike injuries	0	0	0	NA	NA
Bike fatalities	0	0	0	0	0
Totals	0	1	0	0 NA	0

Section 6 – Specific Infrastructure Improvement(s) RequestedRequest #1 Street Name: **Please see attached spread sheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:Current: **The principal estimates that less than 10% of the school children walk or bike to school.**Potential*: **There are 786 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary will have the infrastructure that allows them to walk safely to school should they choose to do so.**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

Potential applies only to those along or within ¼ mile of proposed route*Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path**☒ Continuation of Existing Sidewalk☒ New Sidewalk☐ Continuation of Existing Bike Lane☐ New Bike Lane (includes re-striping or reconstruction)☐ Continuation of Paved Shoulder☐ New Paved Shoulder☐ Continuation of Shared Use Path☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalk either where none exists or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.**Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)**☒ Within school zone or school area☐ Outside of school zone or school areaIs your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.**Other Requests (includes bike parking, traffic calming, or other improvements not listed above)**

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are portions of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	1408150
Maintenance of Traffic (MOT)	140815
Mobilization	140815
Subtotal	1689780
Contingency (15% of Subtotal)	211222
Total Construction Cost	1901002
Professional Engineering Design (15% of Total)	211222
Construction Engineering and Inspection (CEI) (15% of Total)	211222
Grand Total	2323446

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

This Safe Routes project focused on developing continuous safe routes, including sidewalks and sidewalk extensions, which were placed at all practical places. Because of potentially limited funds, county officials, may determine that currently unpaved walking surfaces are adequate, particularly if they are level and the appropriate distance from the driving surface.

RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, "Development of Safe Routes", the recommended SRTS were developed for Avocado Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7:
Avocado Elementary School
Opinion of Probable Costs

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
294th St	167th Ave	170th Ave	Install 6' sidewalk along 294th St - north side	120	LF	8,450.00
			Install 6' sidewalk along 294th St - south side	120	LF	8,450.00
			Install painted crosswalk at 168th Ave - all legs	160	LF	500.00
169th Ave	296th St	288th St	Install painted east/west and north/south crosswalk at 292nd St - south side, west side	42	LF	150.00
			Install 6' sidewalk between 292nd St and 288th St - west side	1300	LF	89,550.00
			Install painted crosswalks at 288th St intersection - all sides	160	LF	500.00
			Install 6' sidewalk between 294th St and 296th St - east side	610	LF	32,650.00
292nd St	169th Ave	170th Ave	Install 6' sidewalk along 292nd St - north side	600	LF	32,100.00
	170th Ave	292nd St	Install 6' sidewalk along 292nd St - south side	600	LF	32,100.00
Install 6' sidewalk along 170th Ave - west side			1306	LF	89,850.00	
Install 6' sidewalk along 170th Ave - east side			1306	LF	89,850.00	
Install painted east/west crosswalk at 294th St - north side			40	LF	150.00	
Install painted east/west and north/south crosswalk at 292th St - north side, south side			80	LF	250.00	
Install 6' sidewalk between 296th St and 304th St - west side			2610	LF	139,600.00	
Install painted crosswalks at all intersections between 296th St and 304th St - east side			200	LF	600.00	
Install 6' sidewalk extensions at 302 St, 301 St, 300 St, and 299th St - east side			64	LF	4,600.00	
Install 6' sidewalk in missing gap between 301st St and 302nd St - east side			50	LF	2,700.00	
Install 6' sidewalk at the north end of block between 304th St and 305th St			100	LF	5,350.00	
288th St			172nd St	W Dixie Hwy	Install 6' sidewalk on south side of 288th Ave between 169th Ave and 167th Avenue	1290
	Install 6' sidewalk on north side of 288th St east of canal	30			LF	1,650.00
	Install 6' sidewalk on south side of 288th St between 169th Ave and 172nd Ave	1314			LF	70,300.00
	Install 6' sidewalk on south side of 288th St between 162nd Ave and 163rd Ave	1250			LF	66,850.00
	Install painted crosswalks at intersection of 288th St and 162nd Ave - all sides	160			LF	500.00
	Install painted crosswalks at intersection of 288th St and 163rd Ave - all sides	160			LF	500.00
172nd Ave	304th St	Canal	Install 6' sidewalk on 172nd Ave, between 285th St and 288th St - west side	961	LF	51,400.00
			Install painted crosswalks at 288th St intersection - north and west sides	80	LF	250.00
			Install 6' sidewalk between 284th St and Canal - west side	645	LF	34,500.00
			Install 6' sidewalk between 288th St and 296th St - west side	2600	LF	139,050.00
			Install 6' sidewalk between 296th St and 304th St - east side and west side	5040	LF	269,550.00
284th St to	172nd Ave	173rd Ave	Install 6' sidewalk on north side of 284th St	395	LF	21,150.00
			Install painted crosswalk at 172nd Ave intersection - west side	40	LF	150.00
296th St	Old Dixie Hwy	Krome Ave	Install 6' sidewalk between 172nd Ave and Krome Ave - north side	2670	LF	142,800.00
			Install painted crosswalks at 167th Ave - north side and south side	122	LF	400.00
			Install 6' sidewalk between 167th Ave and 168th Ave - south side	580	LF	31,050.00
			Install 6' sidewalk between 168th Ave and 169th Ave - south side	626	LF	33,500.00
			Install painted crosswalk at 167th Ave - all sides	384	LF	1,150.00
			Install painted crosswalk at 168th Ave - south side	134	LF	400.00
			Install painted crosswalk at 168th Court - south side	88	LF	300.00
			Install painted crosswalk at 169th Court - south side	100	LF	300.00
Preliminary Costs						1,408,150.00
Contingency (15%)					\$	211,222.50
Professional Engineering Design (15%)					\$	211,222.50
Construction Engineering Inspection (15%)					\$	211,222.50
Mobilization (10%)					\$	140,815.00
Maintenance of Traffic (10%)					\$	140,815.00
Opinion of Total Costs					\$	2,323,447.50

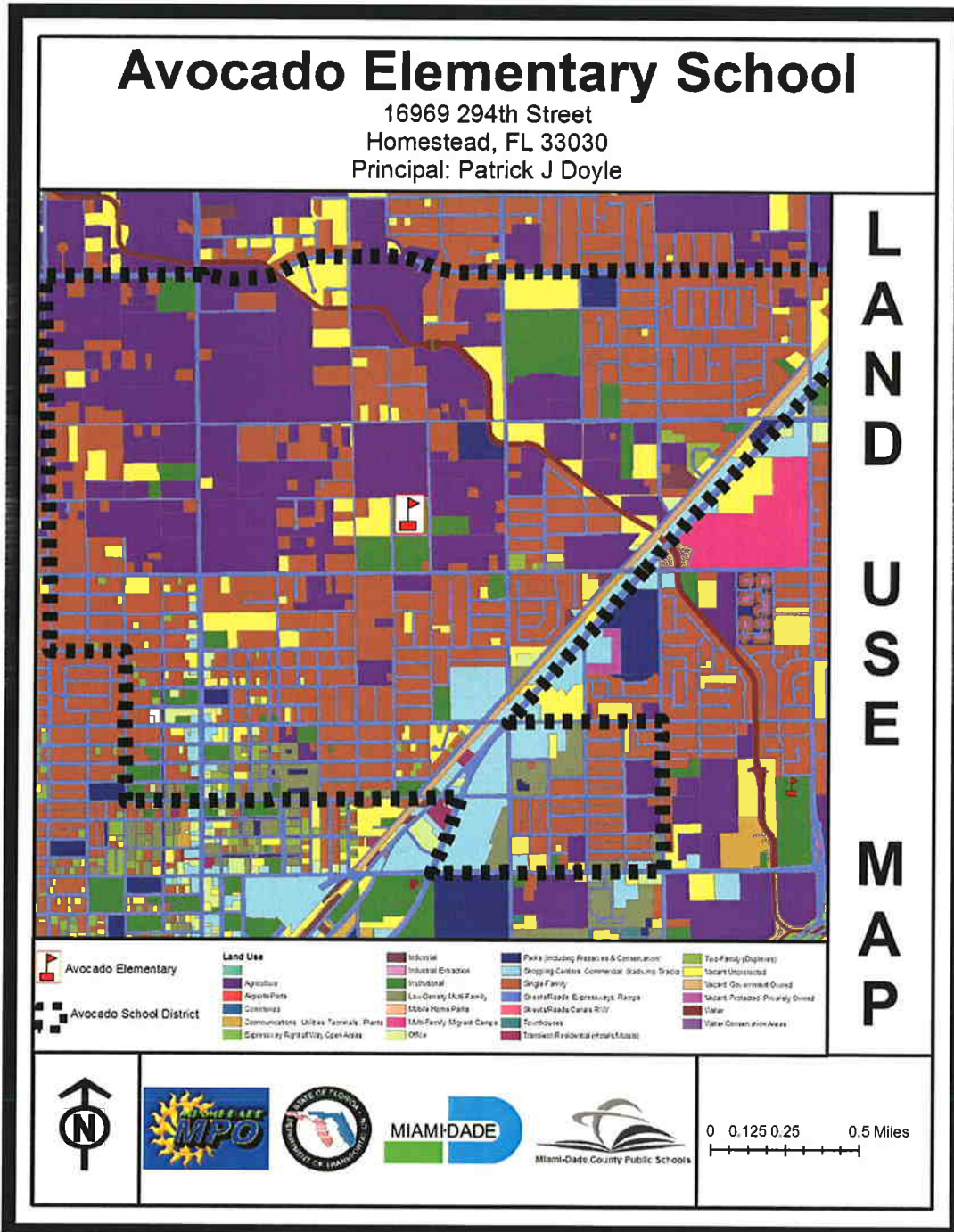
Note
 1 All sidewalk widths are 6 feet wide unless stated otherwise
 2 Abbreviations
 Qty = Quantity
 LF = Linear Feet
 AS = Assembly

16969 294th Street - Homestead, FL 33030

The map displays the Avocado Elementary School District, which is highlighted in green. The district is bounded by 172nd St to the west, 162nd St to the east, 23rd St to the north, and 18th St to the south. The map shows a network of streets, including 172nd, 162nd, 15th, 14th, 13th, 12th, 11th, 10th, 9th, 8th, 7th, 6th, 5th, 4th, 3rd, 2nd, and 1st. Major roads like 172nd, 162nd, and 15th are shown with traffic signals. The map also includes a legend with symbols for Avocado Elementary, Avocado School District, Traffic Signals, Fire Stations, Police Stations, Parks, Safe Routes, Streets, Railroad, and Highways. A scale bar indicates a distance of 0.1250.25 miles. The map is titled 'Avocado Elementary School District' and 'Safe Routes'.

Land Use

Land use in the study area is primarily low density Single Family Residential and Agricultural. Immediately surrounding the school are large tracks of Institutional, Agricultural and Vacant land. Some of this land is currently being developed into single family homes. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area.

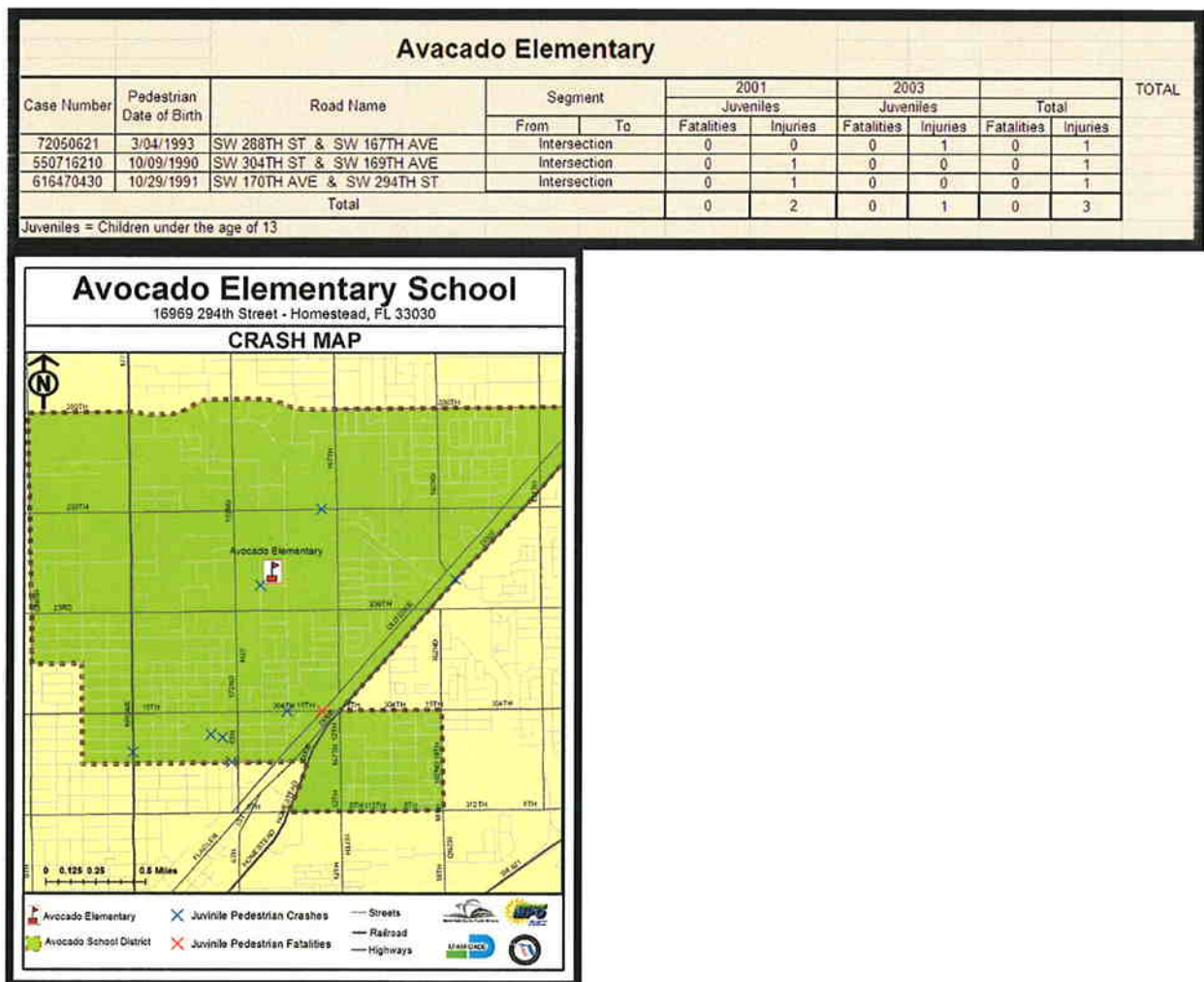


CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004 Overall in the five year analysis period there have been 3 injuries and no fatalities due to crashes in the area. Of the five years analyzed crashes only occurred in 2001 and 2003 Only one crash occurred in close proximity to the school. All fatalities have occurred at intersections. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.



Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. This is seen in the predominance of crashes along West Dixie Highway and 167th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are few traffic lights in the immediate area, yet at the main entrance to the school at 296th Street there are three signals which protect pedestrians and bicyclists. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 26 signals are currently located within the attendance boundary. The roadway facilities function as more rural than urban, due to the nature of the land and its geographic location. As such pedestrian facilities are sporadic in location. Often there are gaps in the infrastructure, making it seemingly difficult to access the school on foot or bicycle. As development occurs, which appears to be rapidly, these pedestrian facilities are being incorporated into the built environment.

Table 6.4
Avocado Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
294th Street	167th Avenue	169th Avenue	Local Street	30 mph	low	0
	169th Avenue	170th Avenue	Local Street	15 mph	low	0
169th Avenue	296th Street	288th Street	Local Street	15 mph	low	0
292nd Street	169th Avenue	170th Avenue	Local Street	15 mph	low	0
170th Avenue	292nd Street	296th Street	Local Street	15 mph	low	1
	296th Street	305th Street	Local Street	30 mph	low	0
288th Street	172nd Avenue	West Dixie Hwy	Local Street	30 mph	mod	2
172nd Avenue	304th Street	Canal	Local Street	35 mph	low	0
284th Street	172nd Avenue	173rd Avenue	Local Street	30mph	low	0
296th Street	West Dixie Hwy	Krome Avenue	Local Street	30 mph	low	2
167th Avenue	280th Street	296th Street	Local Street	30 mph	mod	5

* For road segments where AADT was not readily available, traffic volume was assessed as light, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**CAMPBELL DRIVE ELEMENTARY SCHOOL
15790 SW 307TH STREET
HOMESTEAD, FL 33033**



SAFE ROUTES TO SCHOOL – 2008

CAMPBELL DRIVE ELEMENTARY SCHOOL SAFE ROUTES REPORT

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8.0 SAFE ROUTE MAP

9.0 APPLICATION

1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Campbell Drive Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Campbell Drive Elementary School

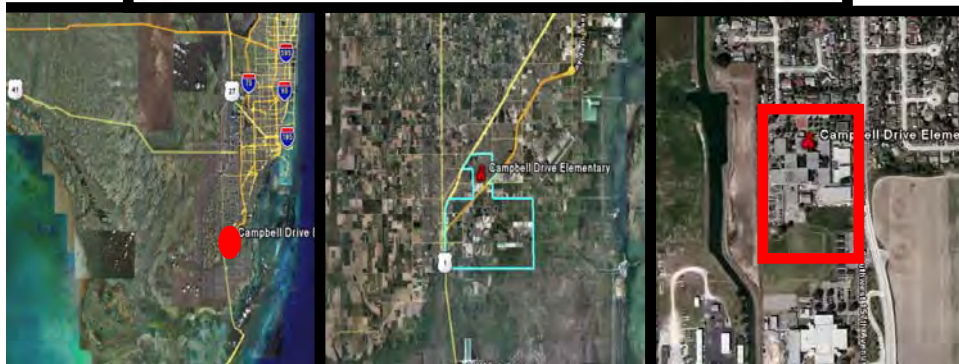
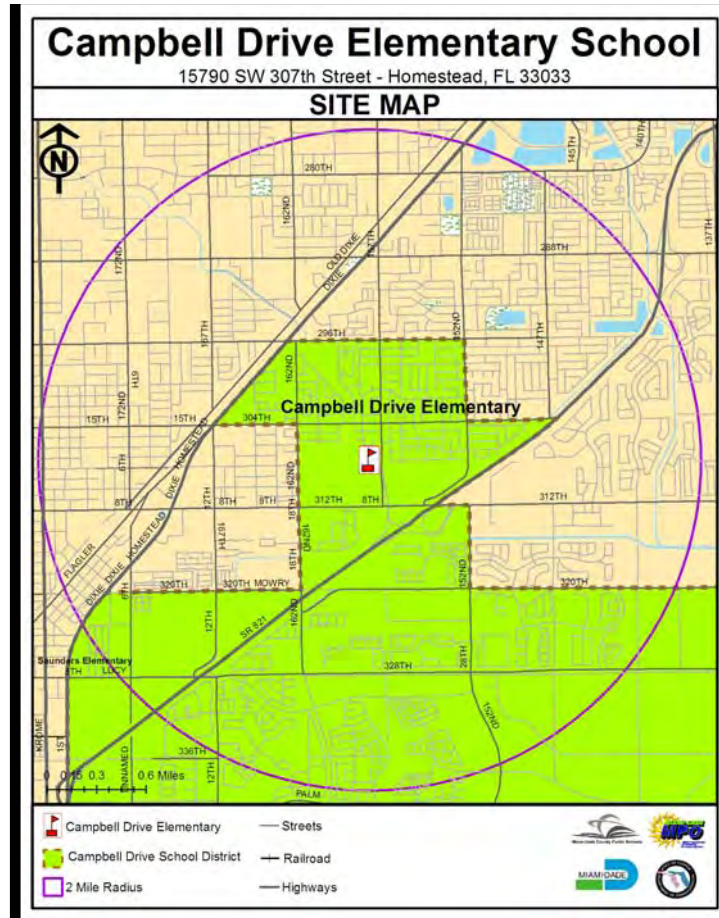
Address: 15790 SW 307th Street, Homestead, Florida 33033

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride =
- Private Car =
- Buses =



Campbell Drive Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Ana Othon
Principal
Campbell Drive Elementary School
16969 SW 294th St
Homestead, FL 33030

RE: Safe Routes to School Program in District 9

Principal Othon,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes have occurred in the attendance boundary of the past several years. Two of these have been fatalities. Nearly half of the crashes occurred along US-1 or West Dixie Highway. All but one crash occurred on a major thorofare. Each of the two fatalities occurred along US-1. Only one crash occurred on a neighborhood street. In 2002 there was a high of 2 crashes including one fatality in the area. The following table and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

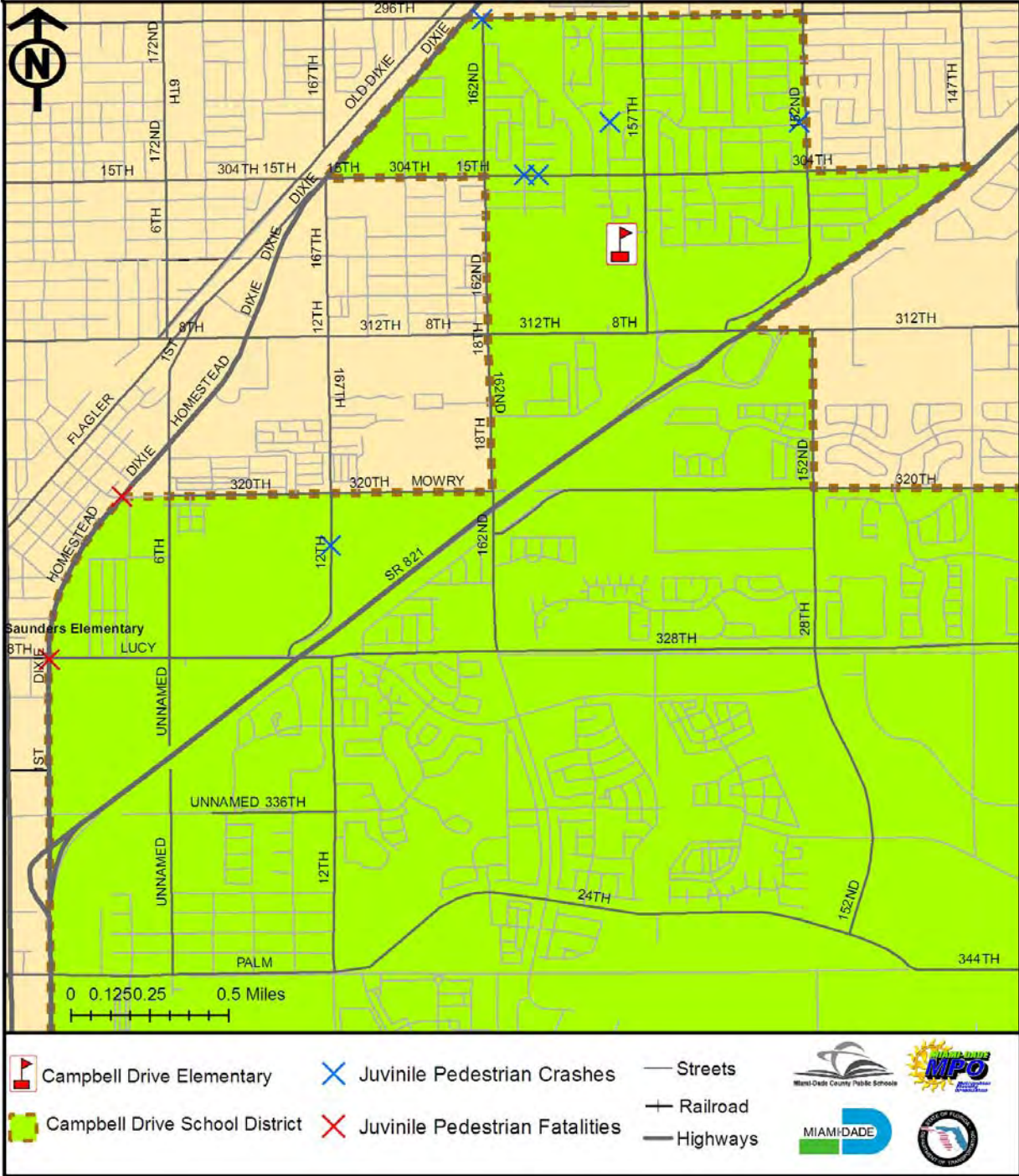
Campbell Elementary

Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2002		2003		2004		Total	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
73864748		29609 SW 162ND AVE			0	0	0	0	0	0	0	0	0	1	0	1
70708469	9281993	SW 158TH AVE & SW 158TH RD			0	0	0	0	0	0	0	1	0	0	0	1
70561336	5021995	SW 304TH ST & SW 160TH AVE			0	0	0	0	0	1	0	0	0	0	0	1
72053049	10021955	SW 152ND AVE & SW 296TH ST			0	0	0	0	0	0	0	0	0	0	0	0
72126819		S DIXIE HWY & LUCY ST			0	0	0	0	1	0	0	0	0	0	1	0
596520930		S HOMESTEAD BLVD & E MOWRY DR			0	0	1	0	0	0	0	0	0	0	1	0
596534060	9271999	237 SE 12TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
581422800	1271998	15261 SW 302nd ST			0	1	0	0	0	0	0	0	0	0	0	1
TOTAL					0	1	1	0	1	1	0	1	0	1	2	4

Campbell Drive Elementary School

15790 SW 307th Street - Homestead, FL 33033

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ____

2. Approximately how far does your child travel to school?
__ ½ mile or less __ ½ mile to 1 mile __ between 1 to 2 miles __ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)
Arrival Dismissal
a. walk
b. bicycle
c. car
d. school bus
e. private bus
f. city bus
g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).
a. Schools provided walking and bicycling route maps to parents and students. Y N
b. Additional crossing guards were provided at busy intersections. Y N
c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N
d. Bicycle/pedestrian pathways separated from traffic. Y N
e. There were fewer cars around where children are walking to school. Y N
f. Speed limits were strictly enforced in school speed zones. Y N
g. School speed zones were marked with flashing signals. Y N
h. There was better street lighting along routes to school. Y N
i. A greater presence of police officers and safety monitors along safe routes. Y N
j. Designated safe route signs along safe route paths at children's eye level. Y N
k. There were painted footsteps designating safe routes along sidewalks. Y N

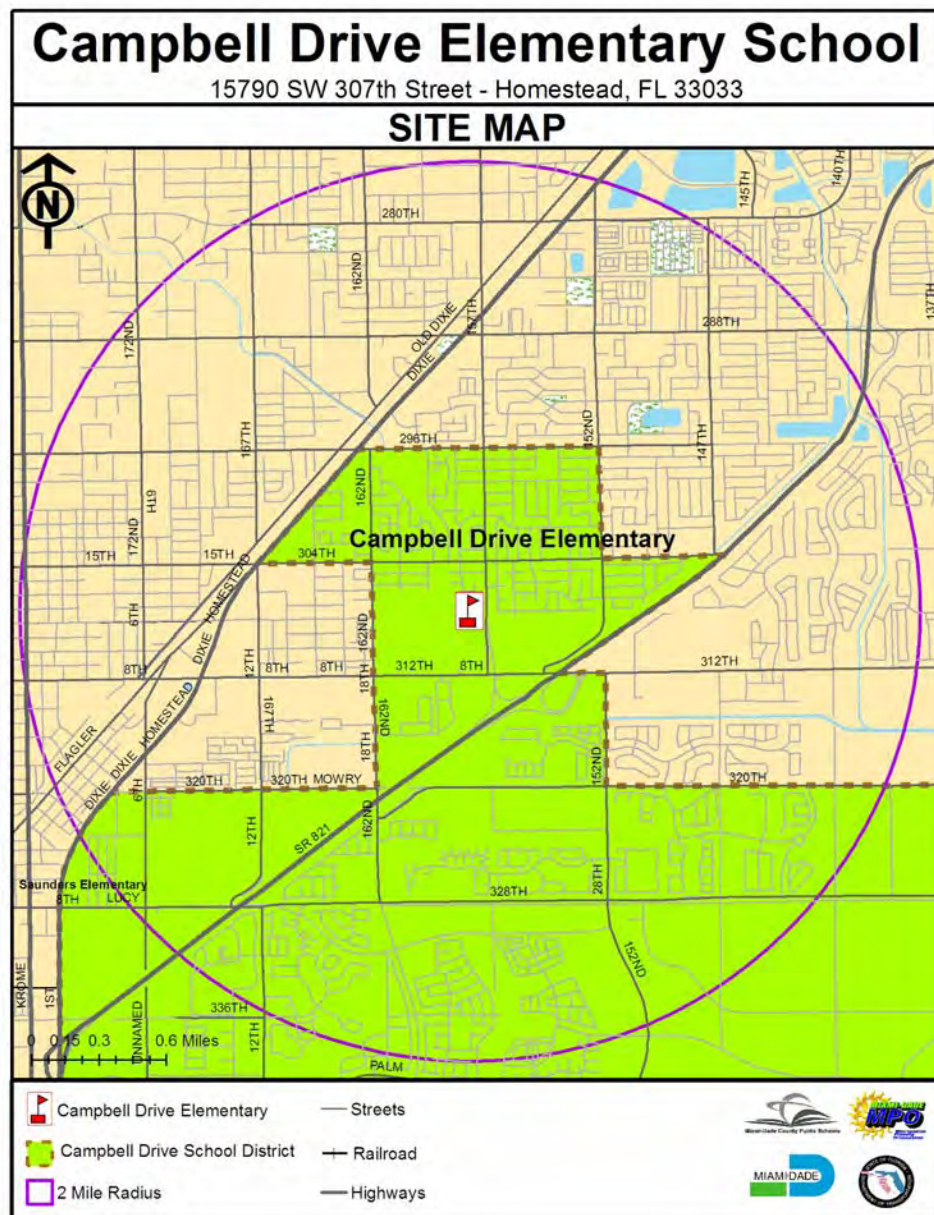
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

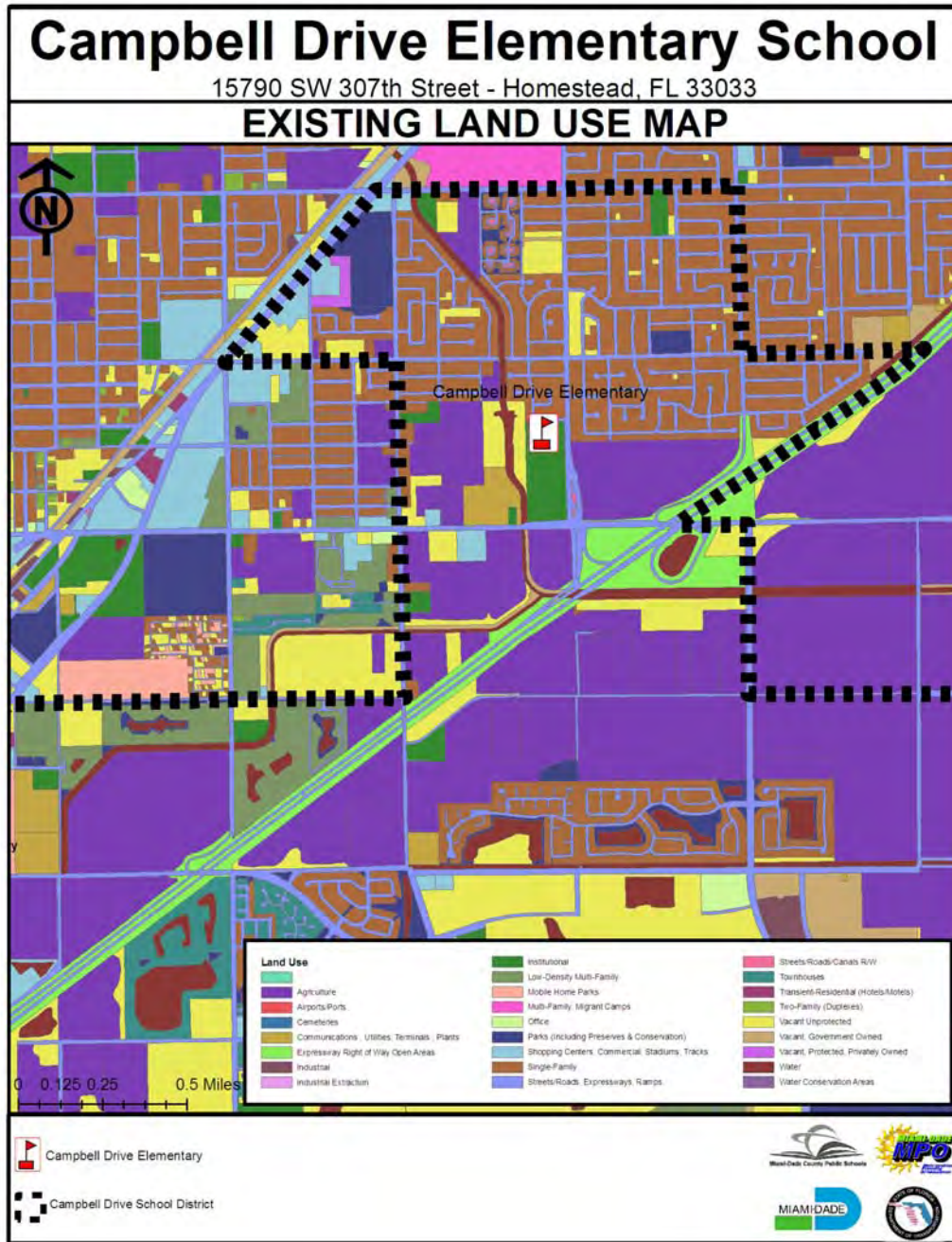
6.2 School Zone Boundary

The Campbell Drive Elementary School boundary is a sprawling boundary spilling well outside the 2-mile radius of the school, particularly to the south and east of the school where little or no development is or expected in coming years. The school sits in the center of an irregularly shaped attendance area bound on the north by 296th Street, on the west by US-1 and 18th Ave. In the schools urbanize portion it is bounded to the south by Palm Drive and to the east by 137th Avenue / 320th Street / 152nd Avenue and the Turnpike. Outside of the urbanized are of the attendance boundary the bounded by Card Sound and Biscayne Bay. About half of the area within the two mile radius extends east of Florida's Turnpike. No safe routes have been planned that cross the Turnpike. It is suggested that the bus service be implemented to that area, due to the dangers of suggesting children walk or bike on the facilities that cross the turnpike.



6.3 Land Use

Land use in the study area is primarily low density Single Family Residential and Agricultural. Immediately surrounding the school are large tracks of Agricultural and Vacant land. The area to the south is quickly developing, creating a clash between rural, and suburban uses. The preponderance of automobile traffic particularly to the south of the area often makes it hazardous for pedestrians or bicycles. It can be expected that future crashes begin to spread into the areas in the neighborhoods east of US-1 and west of the Turnpike as the development continues.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as an interrupted grid, with major corridors on Section Line and Half-Section Line Roads, which move through the community in both north/south and east/west directions. Where the undeveloped character of the road, meets the more concentrated traffic urban or suburban character of the development, conflicts occur. This is seen in the predominance of crashes along the Section Line Roads. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Table 6.4
Campbell Drive Elementary School
Roadway Characteristics

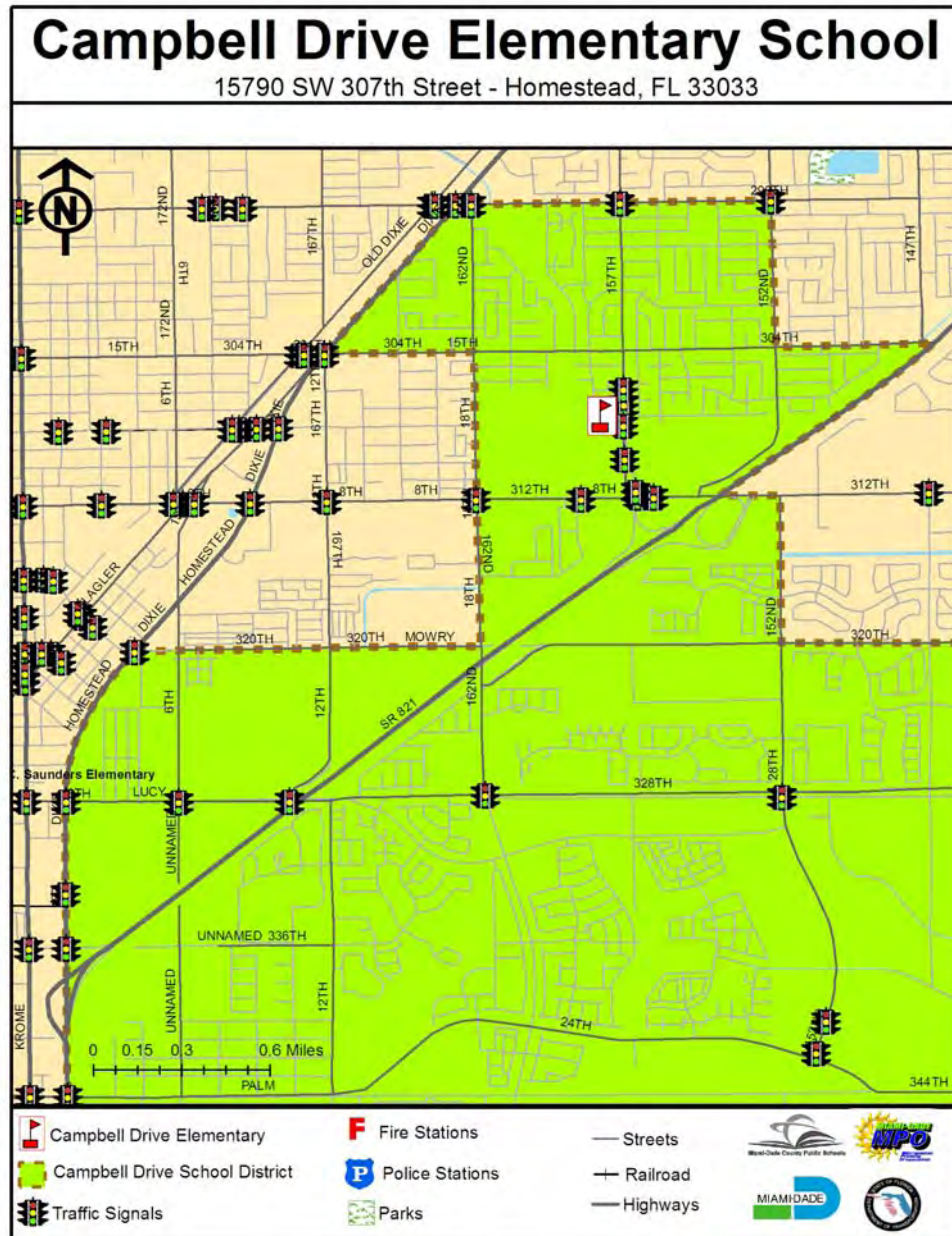
Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
157th Avenue	312 St	296 St	County Collector	30	High	No
312nd Street	Fla Tpk	157 Ave	County Collector	30	High	No
304th Street	296 St	159 St	County Collector	30	Med	No
159th Avenue	296 St	304 St	Local	30	Low	No
158th Avenue	304 St	School Entrance	Local	30	Low	No
306th Street	157 Ave	156 Ave	Local	30	Low	No
156th Avenue	306 St	308 St	Local	30	Low	No
308th Street	156 Ave	152 Pl	Local	30	Low	No
152nd Place	308 St	307St	Local	30	Low	No
307th Street	152 Pl	School Entrance	Local	30	Low	No
* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations						
** Total pedestrian and bicycle crashes, 2000 - 2004						

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Campbell Drive Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 157th Avenue. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 16 signals are currently located within the attendance boundary. The roadway facilities function as urban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the residential neighborhoods.



7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

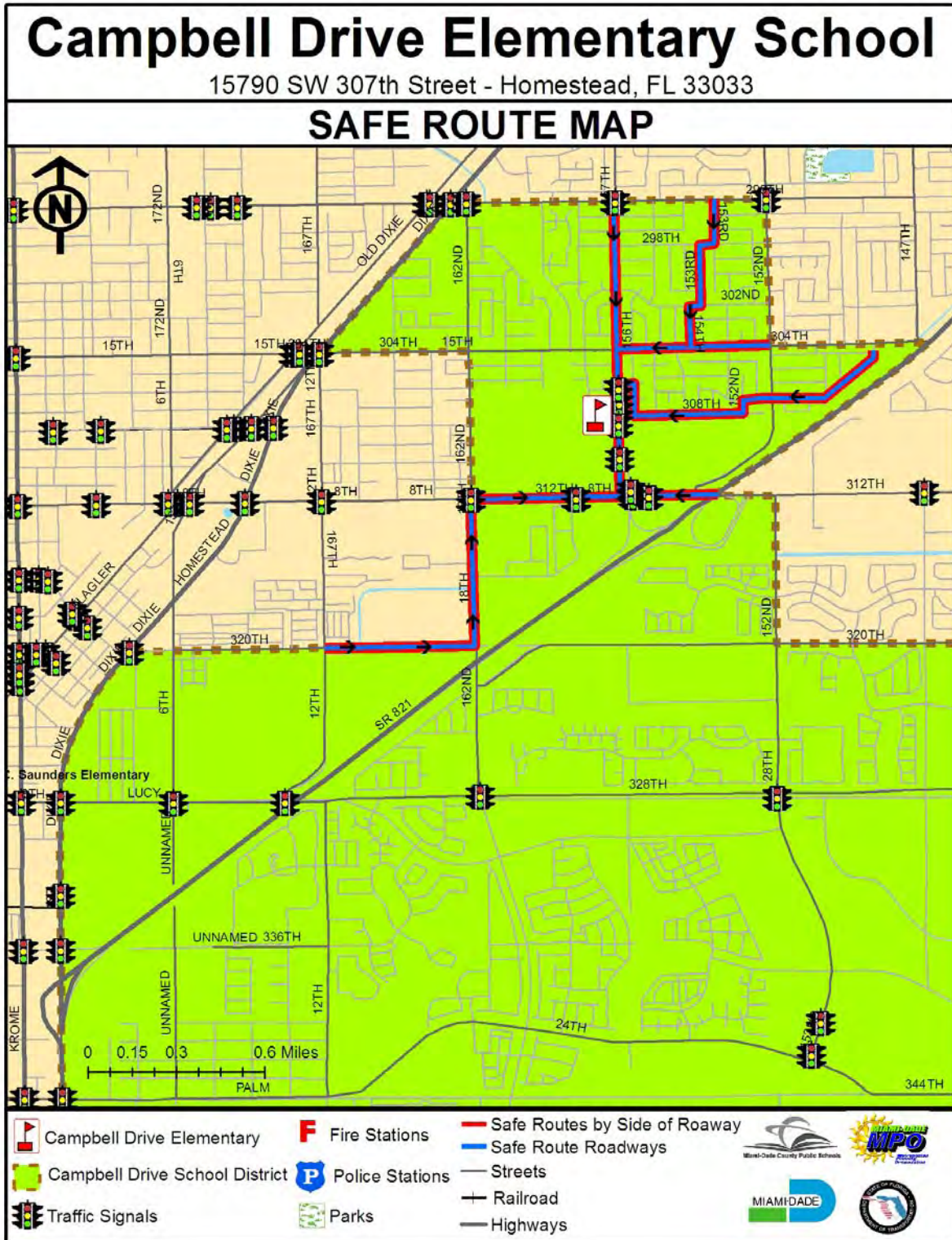
Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Campbell Drive Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7:
Campbell Drive Elementary School
Opinion of Probable Costs

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
157th Avenue	312 St	296 St	Install Painted Crosswalk across the 157 Ave / 306 St intersection (East side-86')	86	LF	300.00
			Install Painted Crosswalk across the 157 Ave / 304 Ter intersection (West side-80')	80	LF	250.00
			Install Painted Crosswalk across the 157 Ave / 304 St intersection (East Side - 80', West side-76')	156	LF	500.00
			Install Painted Crosswalk across the 157 Ave / 303 Ter intersection (West Side 40')	40	LF	150.00
			Install Painted Crosswalk across the 157 Ave / 302 Ter intersection (West side-44")	44	LF	150.00
			Install Painted Crosswalk across the 157 Ave / 302 St intersection (East Side - 68', West side-46')	112	LF	350.00
			Install Painted Crosswalk across the 157 Ave / 300 St intersection (East side-58')	58	LF	200.00
			Install Painted Crosswalk across the 157 Ave / 299 St intersection (East side-80')	80	LF	250.00
			Install Painted Crosswalk across the 157 Ave / 297 Ter intersection (East Side - 68', West side-68')	136	LF	450.00
			Install Painted Crosswalk across the 157 Ave / 297 St intersection (East Side - 60', West side-66')	126	LF	400.00
			Install Painted Crosswalk across the 157 Ave / 296 St intersection (East Side - 80', West side-92')	172	LF	550.00
			Install Pedestrian Crossing Sign at intersection of 299 Street and 157 Ave	2	AS	850.00
312th Street	Fla Tpk	157 Ave	No Improvements Necessary	--	--	--
304th Street	296 St	159 St	No Improvements Necessary	--	--	--
159th Avenue	296 St	304 St	Install Sidewalk Extensions @ 159 Ave / 297 St (NE -26', SE - 18'.)	42	LF	3,350.00
			Install Painted Crosswalk across the 159 Ave / 297 St intersection (East Side - 80')	80	LF	250.00
			Install Painted Crosswalk across the 159 Ave / 299 Ter intersection (East Side - 44')	44	LF	150.00
			Install Painted Crosswalk across the 159 Ave / 300 Ter intersection (East Side - 70')	70	LF	250.00
158th Avenue	304 St	School Ent	Install Sidewalk Extensions @ 158 Ave / 304 Ter (NE - 10', NW - 10', SW -10', SE - 8'.)	38	LF	3,050.00
			Install Sidewalk Extensions @ 158 Ave / 305 Ter (NW - 10', SW - 8'.)	18	LF	1,450.00
			Install Sidewalk Extensions @ 158 Ave / 306 Ter (NE - 10', SE - 10'.)	20	LF	1,600.00
			Install Painted Crosswalk across the 159 Ave / 304 Ter intersection (East Side - 70', West side - 62')	132	LF	400.00
			Install Painted Crosswalk across the 159 Ave / 305 Ter intersection (West side - 82')	82	LF	250.00
			Install Painted Crosswalk across the 159 Ave / 306 Ter intersection (East side - 80')	80	LF	250.00
306th Street	157 Ave	156 Ave	Install Sidewalk Extensions @ 156 Ave / 306 St (NE - 10', NW - 9', SW -9', SE - 8'.)	36	LF	2,900.00
156th Avenue	306 St	308 St	Install Sidewalk Extensions @ 156 Ave / 307 St (NE - 9', SE - 11'.)	20	LF	1,600.00
308th Street	156 Ave	152 Pl	Install Painted Crosswalk across the 308 St / 155 Ct intersection (North side-92)	92	LF	300.00
			Install Sidewalk Extensions @ 308 St / 155 Ct (NE - 9', SE - 10', NW - 9', SW - 10')	38	LF	3,050.00
			Install Sidewalk Extensions @ 308 St / 154 Av (NE - 7', NW - 10')	17	LF	1,350.00
			Install Sidewalk Extensions @ 308 St / 153 Ct (NE - 10')	10	LF	800.00
			Install Sidewalk Extensions @ 308 St / 152 Pl (NE - 9', NW - 6')	15	LF	1,200.00
			Install Painted Crosswalk across the 308 St / 154 Av intersection (North side-114)	114	LF	350.00
			Install Painted Crosswalk across the 308 St / 153 Ct intersection (North side-60)	80	LF	250.00
			Install Painted Crosswalk across the 308 St / 152 Pl intersection (North side-88')	88	LF	300.00
152nd Place	308 St	307St	Install Painted Crosswalk across the 152 Pl / 307 Av intersection (North Side - 84', South side - 70, East side - 76', West side - 76")	306	LF	950.00
			Install Sidewalk Extensions @ 152 Pl / 307 Av (NE - 8', SE - 10', SW - 10')	28	LF	2,250.00
307th Street	152 Pl	School Ent	Install Sidewalk Extensions @ 307 St / 152 Ct (NE - 7',NW - 9')	16	LF	1,300.00
			Install Painted Crosswalk across the 307 St / 152 Ct (North Side -84')	84	LF	250.00
			Install Sidewalk Extensions @ 307 St / 152 Av (NE - 16 ',NW - 7', SE - 12', SW - 33')	68	LF	5,400.00
			Install Painted Crosswalk across the 307 St / 152 Av (North Side -76', South side - 92', East side - 86', West side - 90')	344	LF	1,050.00
			Install Sidewalk Extensions @ 307 St / 151 Ct (SE - 9', SW - 8')	17	LF	1,350.00
			Install Painted Crosswalk across the 307 St / 151 Ct (South Side -84')	84	LF	250.00
			Install Sidewalk Extensions @ 307 St / 150 Av (SE - 10', SW - 9')	19	LF	1,550.00
			Install Painted Crosswalk across the 307 St / 150 Av (South Side -72')	72	LF	250.00
			Install Sidewalk Extensions @ 307 St / 149 Pl (SE - 10', SW - 9')	19	LF	1,550.00
			Install Painted Crosswalk across the 307 St / 149 Pl (South Side -50')	50	LF	150.00
			Install Sidewalk Extensions @ 307 St / 149 Av (NE - 15', NW - 9')	24	LF	1,950.00
			Install Sidewalk Extensions @ 307 St / 149 Ct (SE - 15', SW - 9')	24	LF	1,950.00
			Install Painted Crosswalk across the 307 St / 149 Ct (South Side -44')	44	LF	150.00
			Install Sidewalk Extensions @ 307 St / 148 Pl (SE - 14', SW - 11')	25	LF	2,000.00
			Install Painted Crosswalk across the 307 St / 148 Pl (South Side -76')	76	LF	250.00
			Install Painted Crosswalk across the 307 Rd (148 Ct) / 305 Ter (South Side -80")	80	LF	250.00
Preliminary Costs						50,350.00
Contingency (20%)						10,070.00
Mobilization (10%)						5,035.00
Maintenance of Traffic (10%)						5,035.00
Opinion of Total Costs						70,490.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear
Feet

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

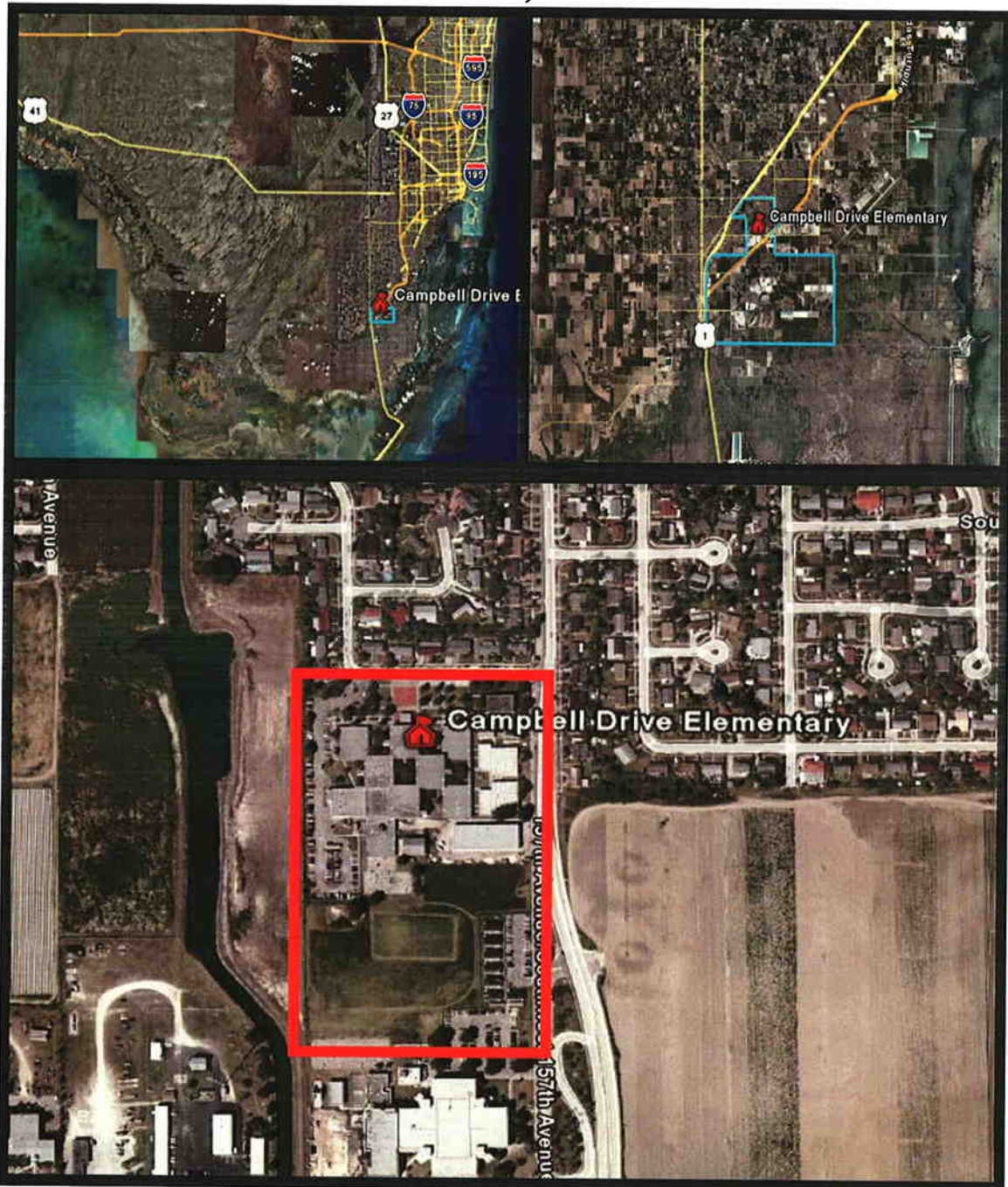
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**CAMPBELL DRIVE ELEMENTARY SCHOOL
15790 SW 307TH STREET
HOMESTEAD, FL 33033**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information

Name of school: Campbell Drive Elementary School			County: Miami-Dade		
The Applicant must be one of the agencies or organizations listed below:					
<input checked="" type="checkbox"/> School Board		<input type="checkbox"/> Private School		<input type="checkbox"/> Community Traffic Safety Team	
Agency/Organization Name: Miami Dade County Public Schools					
Contact Person: Jiame Torrens			Title: Chief Facilities Officer		
Daytime Phone: 305-995-7287		Fax: 305-995-4660		E-mail: Jtorrens@dadeschool	
Mailing Address: 111 NW 1 st Street Suite 1510					
City: Miami		State: Florida		Zip: -331281970	
Signature:		Typed name: Jaime Torrens		Date: 4/29/08	
Signature of School Board or school representative required when different from applicant:					
Signature:		Typed name:		Date:	
The Maintaining Agency must be one of the agencies listed below:					
<input type="checkbox"/> City		<input checked="" type="checkbox"/> County		<input type="checkbox"/> Florida Department of Transportation	
Agency/Organization Name: Miami Dade County, Public Works					
Contact Person: Jeffrey L. Cohen, P.E.			Title: Assistant Chief		
Daytime Phone: 305 375-2030		Fax: 305-372-6064		E-mail: jcpe@miamidade.gov	
Mailing Address: 111 NW First Street					
City: Miami		State: Florida		Zip: 33128-1970	
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.					
Signature:		Typed name: Jeffrey L. Cohen, P. E.		Date: 4/29/08	
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.					
Agency/Organization Name: Miami Dade Metropolitan Planning Organization					
Contact Person: David Henderson			Title: Bicycle/Pedestrian Specialist		
Daytime Phone: 305-375-1647		Fax: 3-5-375-4950		E-mail: davidh@miamidade.gov	
Mailing Address: 111 NW 1 st Street, Suite 910					
City: Miami		State: Florida		Zip: 33128	
Signature:		Typed name: David Henderson		Date: 4/29/08	
Designated Contact: Check below the primary contact (the one the District should coordinate with):					
<input type="checkbox"/> Applicant		<input checked="" type="checkbox"/> Maintaining Agency		<input type="checkbox"/> MPO	

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support?

☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements)

☒ Yes ☐ No

If no, are they willing to become LAP Certified?

☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project?

☒ Yes ☐ No

*If yes, describe its width and condition: **Greater than 50' in width, well paved, including sidewalks with gaps.***

If no, is acquisition or dedication of a permanent public access planned?

☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District?

☒ Yes

☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implmentation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
<p>If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/</p>	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as an interrupted grid, with major corridors on Section Line and Half-Section Line Roads, which move through the community in both north/south and east/west directions. Where the undeveloped character of the road, meets the more concentrated traffic urban or suburban character of the development, conflicts occur. This is seen in the predominance of crashes along the Section Line Roads. It is an underlying factor that stresses the importance of the Safe Routes to School program

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking. For this school, the land, particularly in the south end of the attendance area, is converting to primarily low density single family residential from agricultural. The existing single family residential area, typified by low traffic is now witnessing higher volumes. It is this which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Campbell Drive Elementary School, the population is 6% white, 32% black, 56% hispanic and 6% asian. Nearly 93% of the population is eligible for the Free Lunch Program. Generally in the area about 62% of the households have children. Nearly 3% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 157th Avenue. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 16 signals are currently located within the attendance boundary. The roadway facilities function as urban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the residential neighborhoods. A major complaint of the school is that there needs to be more supervision along the routes particularly across Campbell Drive.

Section 5 – Current Conditions

LOCATION

#1 Street Name: **307th Street** From: **157Ave** To: **156Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **157 Ave** From: **307 St** To: **306 St**

Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)

☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.

Land use in the study area is primarily low density single family residential and agricultural. Immediately surrounding the school are large tracks of Agricultural and Vacant land. The area to the south is quickly developing, creating a clash between rural, and suburban uses. The preponderance of automobile traffic particularly to the south of the area often makes it hazardous for pedestrians or bicycles. It can be expected in future that crashes begin to be seen in the neighborhoods east of US-1 and west of the Turnpike as the development continues. There are two other schools and two parks in the immediate area that may benefit.

ROADWAY CHARACTERISTICS

Roadway Type: ☐ Urban (curb & gutter) ☒ Rural (check shoulder type): ☐ Paved ☒ Grass

Shoulder Type: ☒ Grass ☐ Paved ☐ Curb

Shoulder Grade: ☒ Flat ☐ Steep-Up ☐ Steep-Down

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface
☒ Paved surface with gaps ☐ Continuous paved sidewalks

Write below your comments on status of the current walking surface:

Paved walking surfaces are generally in good condition.

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads in the area are mainly local streets separated by a grid system of collectors. The area has multiple sidewalks but few ADA accessible sidewalk extensions or painted crosswalks. No bike lanes exist, nor do multuse paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adquate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

☒ We need pedestrian features ☐ We need other school-related signals
☐ We need traffic signs ☒ We need marked crosswalks
☒ We need other roadway markings ☐ We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): **27889** Posted Speed Limit: **30** Operating Speed: **30**

Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	1	1	1	na	na

Ped fatalities	0	0	0		
Bike injuries	0	0	0		
Bike fatalities	0	0	0		
Totals	0	1	1	na	na

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -	To: -	
Number of K to 8 th grade children using route or facility:	Current: The principal estimates that no more than 10% of the children walk through the neighborhood near by neighborhoods	Potential*: There are 1217 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary on the north side of the turnpike will have the infrastructure that allows them to walk safely to school should they choose to do so.

Request #2 Street Name: -

From: -	To: -	
Number of K to 8 th grade children using route or facility:	Current:	Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

<input checked="" type="checkbox"/> Continuation of Existing Sidewalk	<input checked="" type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalk either where none exists or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

<input checked="" type="checkbox"/> Within school zone or school area	<input type="checkbox"/> Outside of school zone or school area
---	--

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests (includes bike parking, traffic calming, or other improvements not listed above)

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	37600
Maintenance of Traffic (MOT)	3760
Mobilization	3760
Subtotal	45120
Contingency (15% of Subtotal)	5640
Total Construction Cost	50760
Professional Engineering Design (15% of Total)	5640
Construction Engineering and Inspection (CEI) (15% of Total)	5640
Grand Total	62040

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:
Campbell Drive Elementary School
Opinion of Probable Costs**

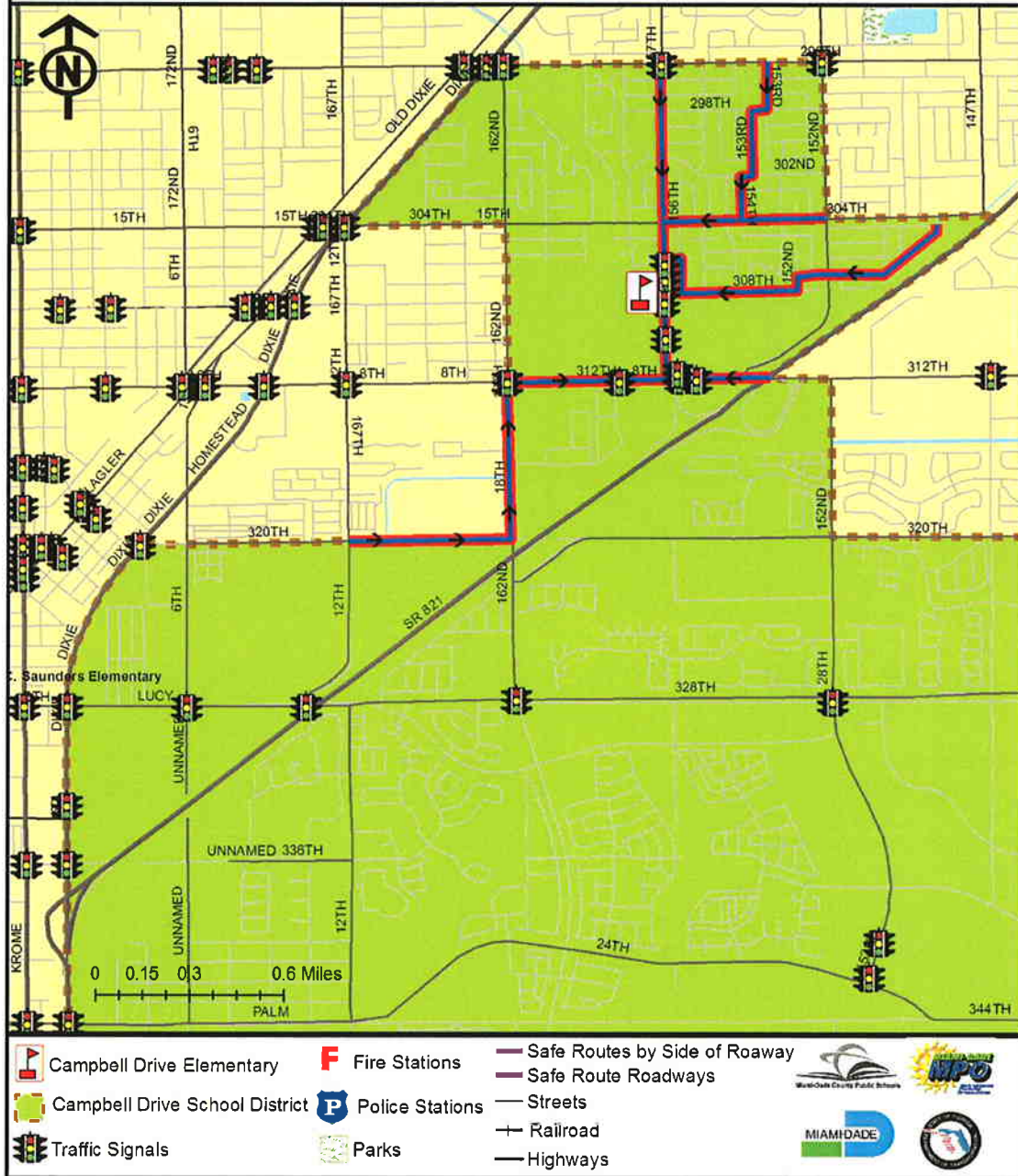
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
157th Avenue	312 St	296 St	Install Painted Crosswalk across the 157 Ave / 306 St Intersection (East side-86')	66	LF	300.00
			Install Painted Crosswalk across the 157 Ave / 304 Ter Intersection (West side-80')	80	LF	250.00
			Install Painted Crosswalk across the 157 Ave / 304 St Intersection (East Side - 80', West side-76')	156	LF	500.00
			Install Painted Crosswalk across the 157 Ave / 303 Ter Intersection (West Side 40')	40	LF	150.00
			Install Painted Crosswalk across the 157 Ave / 302 Ter intersection (West side-44')	44	LF	150.00
			Install Painted Crosswalk across the 157 Ave / 302 St Intersection (East Side - 68', West side-68')	112	LF	350.00
			Install Painted Crosswalk across the 157 Ave / 300 St Intersection (East side-58')	58	LF	200.00
			Install Painted Crosswalk across the 157 Ave / 299 St Intersection (East side-90')	80	LF	250.00
			Install Painted Crosswalk across the 157 Ave / 297 Ter intersection (East Side - 68', West side-68')	136	LF	450.00
			Install Painted Crosswalk across the 157 Ave / 297 St Intersection (East Side - 60', West side-66')	126	LF	400.00
			Install Painted Crosswalk across the 157 Ave / 296 St Intersection (East Side - 80', West side-92')	172	LF	550.00
			Install Pedestrian Crossing Sign at Intersection of 299 Street and 157 Ave	2	AS	850.00
312th Street	Fla Tpk	157 Ave	No Improvements Necessary	--	--	--
304th Street	296 St	159 St	No Improvements Necessary	--	--	--
159th Avenue	296 St	304 St	Install Sidewalk Extensions @ 159 Ave / 297 St (NE -26', SE - 18',)	42	LF	2,250.00
			Install Painted Crosswalk across the 159 Ave / 297 St Intersection (East Side - 80')	80	LF	250.00
			Install Painted Crosswalk across the 159 Ave / 299 Ter Intersection (East Side - 44')	44	LF	150.00
			Install Painted Crosswalk across the 159 Ave / 300 Ter intersection (East Side - 70')	70	LF	250.00
158th Avenue	304 St	School Ent	Install Sidewalk Extensions @ 158 Ave / 304 Ter (NE - 10', NW - 10', SW -10', SE - 8',)	38	LF	2,050.00
			Install Sidewalk Extensions @ 158 Ave / 305 Ter (NW - 10', SW - 8',)	18	LF	1,000.00
			Install Sidewalk Extensions @ 158 Ave / 306 Ter (NE - 10', SE - 10',)	20	LF	1,100.00
			Install Painted Crosswalk across the 159 Ave / 304 Ter intersection (East Side - 70', West side - 62')	132	LF	400.00
			Install Painted Crosswalk across the 159 Ave / 305 Ter intersection (West side - 82')	82	LF	250.00
			Install Painted Crosswalk across the 159 Ave / 306 Ter intersection (East side - 80')	80	LF	250.00
306th Street	157 Ave	156 Ave	Install Sidewalk Extensions @ 156 Ave / 306 St (NE - 10', NW - 9', SW -9', SE - 8',)	36	LF	1,950.00
156th Avenue	306 St	308 St	Install Sidewalk Extensions @ 156 Ave / 307 St (NE - 9', SE - 11',)	20	LF	1,100.00
308th Street	156 Ave	152 Pl	Install Painted Crosswalk across the 308 St / 155 Ct Intersection (North side-92')	92	LF	300.00
			Install Sidewalk Extensions @ 308 St / 155 Ct (NE - 9', SE - 10', NW - 9', SW - 10')	38	LF	2,050.00
			Install Sidewalk Extensions @ 308 St / 154 Av (NE - 7', NW - 10')	17	LF	950.00
			Install Sidewalk Extensions @ 308 St / 153 Ct (NE - 10')	10	LF	550.00
			Install Sidewalk Extensions @ 308 St / 152 Pl (NE - 9', NW - 6')	15	LF	850.00
			Install Painted Crosswalk across the 308 St / 154 Av intersection (North side-114')	114	LF	350.00
			Install Painted Crosswalk across the 308 St / 153 Ct Intersection (North side-60')	80	LF	250.00
			Install Painted Crosswalk across the 308 St / 152 Pl Intersection (North side-68')	68	LF	300.00
152nd Place	308 St	307St	Install Painted Crosswalk across the 152 Pl / 307 Av intersection (North Side - 84', South side - 70', East side - 76', West side - 76')	306	LF	950.00
			Install Sidewalk Extensions @ 152 Pl / 307 Av (NE - 8', SE - 10', SW - 10')	28	LF	1,500.00
307th Street	152 Pl	School Ent	Install Sidewalk Extensions @ 307 St / 152 Ct (NE - 7', NW - 9')	16	LF	900.00
			Install Painted Crosswalk across the 307 St / 152 Ct (North Side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 307 St / 152 Av (NE - 16', NW - 7', SE - 12', SW - 33')	68	LF	3,650.00
			Install Painted Crosswalk across the 307 St / 152 Av (North Side - 76', South side - 92', East side - 86', West side - 90')	344	LF	1,050.00
			Install Sidewalk Extensions @ 307 St / 151 Ct (SE - 9', SW - 8')	17	LF	950.00
			Install Painted Crosswalk across the 307 St / 151 Ct (South Side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 307 St / 150 Av (SE - 10', SW - 9')	19	LF	1,050.00
			Install Painted Crosswalk across the 307 St / 150 Av (South Side - 72')	72	LF	250.00
			Install Sidewalk Extensions @ 307 St / 149 Pl (SE - 10', SW - 9')	19	LF	1,050.00
			Install Painted Crosswalk across the 307 St / 149 Pl (South Side - 50')	50	LF	150.00
			Install Sidewalk Extensions @ 307 St / 149 Av (NE - 15', NW - 9')	24	LF	1,300.00
			Install Sidewalk Extensions @ 307 St / 149 Ct (SE - 15', SW - 9')	24	LF	1,300.00
			Install Painted Crosswalk across the 307 St / 149 Ct (South Side - 44')	44	LF	150.00
			Install Sidewalk Extensions @ 307 St / 148 Pl (SE - 14', SW - 11')	25	LF	1,350.00
			Install Painted Crosswalk across the 307 St / 148 Pl (South Side - 78')	76	LF	250.00
			Install Painted Crosswalk across the 307 Rd (148 Ct) / 305 Ter (South Side -80')	80	LF	250.00
Preliminary Costs						37,600.00
Contingency (15%)					\$	5,640.00
Professional Engineering Design (15%)					\$	5,640.00
Construction Engineering Inspection (15%)					\$	5,640.00
Mobilization (10%)					\$	3,760.00
Maintenance of Traffic (10%)					\$	3,760.00
Opinion of Total Costs					\$	62,040.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear Feet

Campbell Drive Elementary School

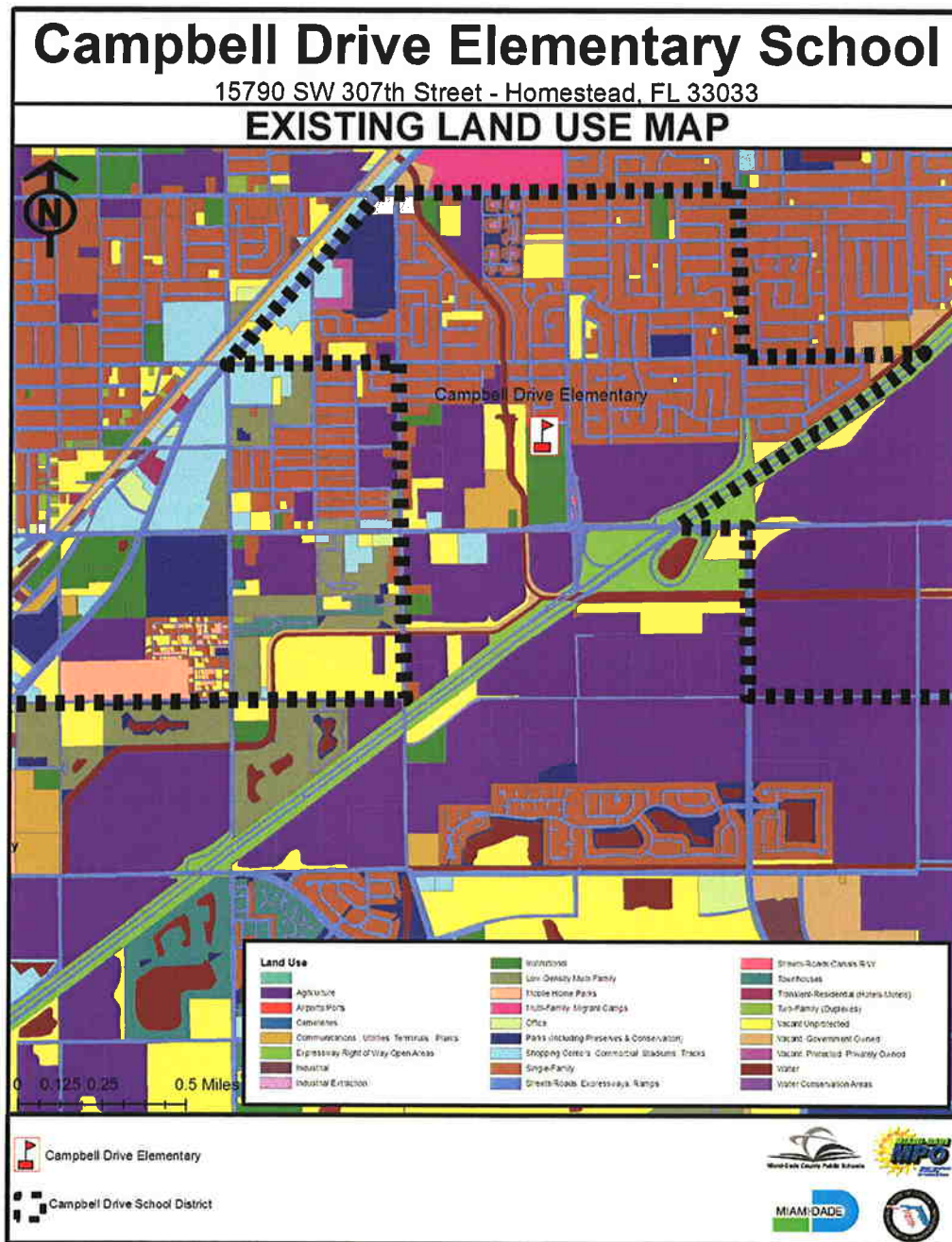
15790 SW 307th Street - Homestead, FL 33033

SAFE ROUTE MAP



Land Use

Land use in the study area is primarily low density Single Family Residential and Agricultural. Immediately surrounding the school are large tracks of Agricultural and Vacant land. The area to the south is quickly developing, creating a clash between rural, and suburban uses. The preponderance of automobile traffic particularly to the south of the area often makes it hazardous for pedestrians or bicycles. It can be expected that future crashes begin to spread into the areas in the neighborhoods east of US-1 and west of the Turnpike as the development continues.



Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes have occurred in the attendance boundary of the past several years. Two of these have been fatalities. Nearly half of the crashes occurred along US-1 or West Dixie Highway. All but one crash occurred on a major thoroughfare. Each of the two fatalities occurred along US-1. Only one crash occurred on a neighborhood street. In 2002 there was a high of 2 crashes including one fatality in the area. The following table and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Campbell Elementary

Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2002		2003		2004		Total	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
73864748		29609 SW 162ND AVE			0	0	0	0	0	0	0	0	0	1	0	1
70708469	9281993	SW 158TH AVE & SW 158TH RD			0	0	0	0	0	0	0	1	0	0	0	1
70561336	5021995	SW 304TH ST & SW 160TH AVE			0	0	0	0	0	1	0	0	0	0	0	1
72053049	10021955	SW 152ND AVE & SW 295TH ST			0	0	0	0	0	0	0	0	0	0	0	0
72126819		S DIXIE HWY & LUCY ST			0	0	0	0	1	0	0	0	0	0	1	0
598520930		S HOMESTEAD BLVD & E MOWRY DR			0	0	1	0	0	0	0	0	0	0	1	0
598534060	9271999	237 SE 12TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
581422800	1271998	15261 SW 302nd ST			0	1	0	0	0	0	0	0	0	0	0	1
TOTAL					0	1	1	0	1	1	0	1	0	1	2	4

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as an interrupted grid, with major corridors on Section Line and Half-Section Line Roads, which move through the community in both north/south and east/west directions. Where the undeveloped character of the road, meets the more concentrated traffic urban or suburban character of the development, conflicts occur. This is seen in the predominance of crashes along the Section Line Roads. It is an underlying factor that stresses the importance of the Safe Routes to School program.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 157th Avenue. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312th St. About 16 signals are currently located within the attendance boundary. The roadway facilities function as urban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the residential neighborhoods.

Route Characteristics

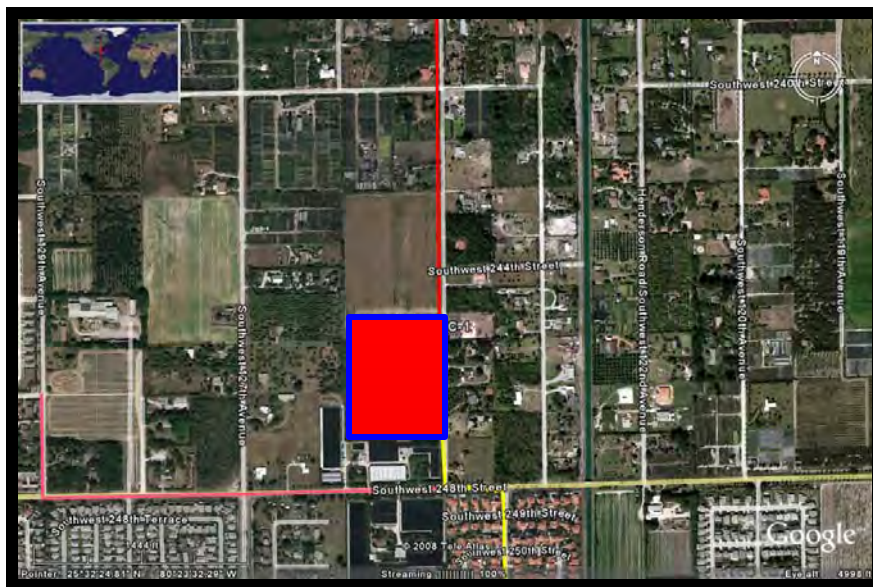
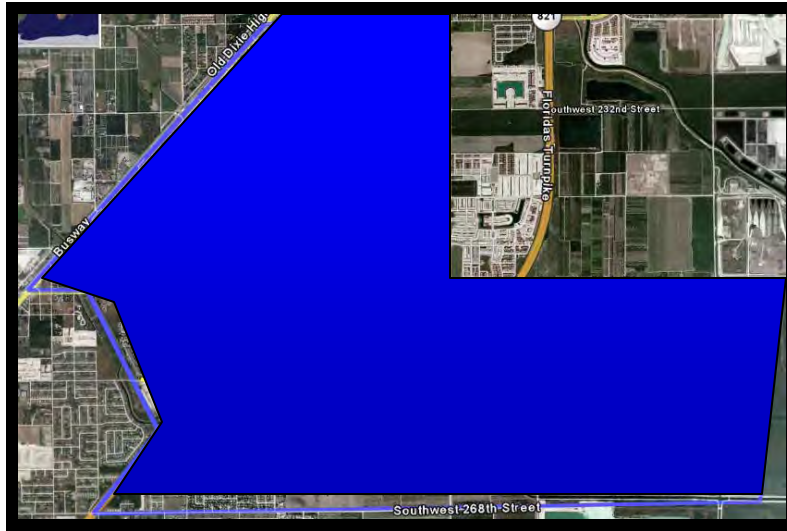
Table 6.4
Campbell Drive Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
157th Avenue	312 St	296 St	County Collector	30	High	No
312nd Street	Fla Tpk	157 Ave	County Collector	30	High	No
304th Street	296 St	159 St	County Collector	30	Med	No
159th Avenue	296 St	304 St	Local	30	Low	No
158th Avenue	304 St	School Entrance	Local	30	Low	No
306th Street	157 Ave	156 Ave	Local	30	Low	No
156th Avenue	306 St	308 St	Local	30	Low	No
308th Street	156 Ave	152 Pl	Local	30	Low	No
152nd Place	308 St	307St	Local	30	Low	No
307th Street	152 Pl	School Entrance	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

CC-1 ELEMENTARY 24400 SW 124 AVE



2008 SAFE ROUTES TO SCHOOL APPLICATION



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

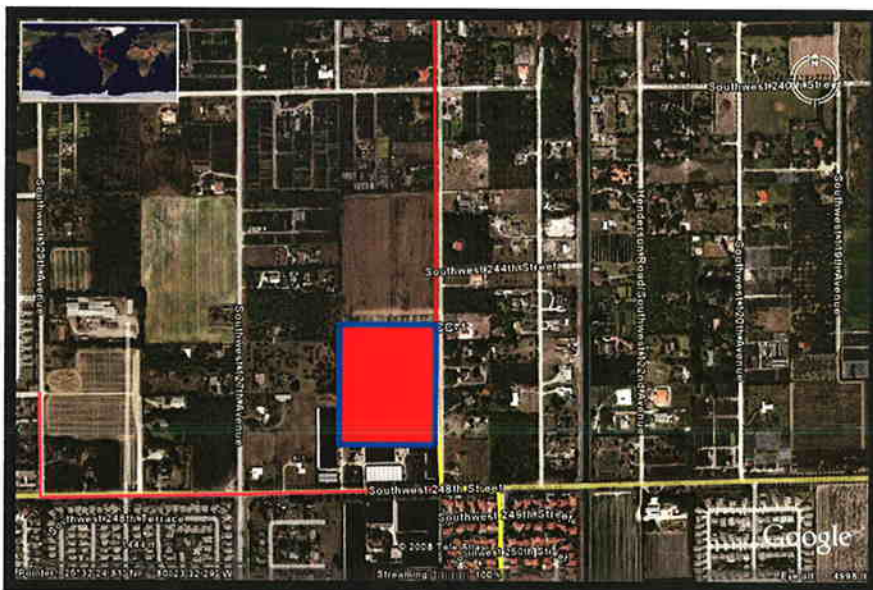
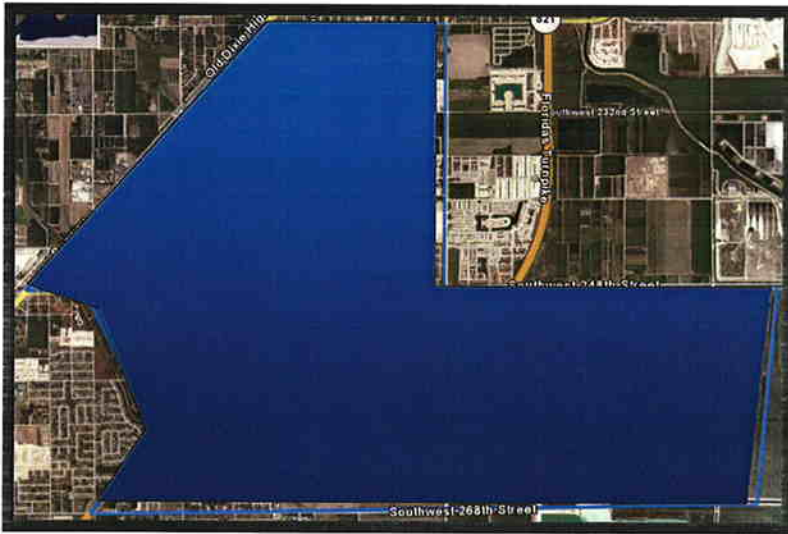
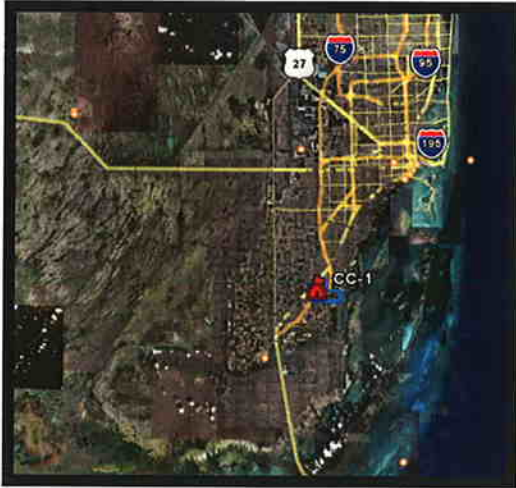
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuerno

Facilities Planning

Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net

CC-1 ELEMENTARY 24400 SW 124 AVE



2008 SAFE ROUTES TO SCHOOL APPLICATION



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information		
Name of school: CC-1 Elementary School		County: Miami-Dade
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team		
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jiame Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: -331281970
Signature:	Typed name: Jiame Torrens	Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature:	Typed name:	Date:
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation		
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffery L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305 375-2030	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature:	Typed name: Jeffery L. Cohen	Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature:	Typed name: David Henderson	Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO		

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support? ☐ Yes ☒ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

If yes, describe its width and condition: Generally +50' in width. Walking surfaces are not paved on the northern side of the attendance boundary. These unpaved walking areas are level and set back from driving surface, and as such few additional sidewalks are suggested at this time. The paved walking surfaces in the newer neighborhoods are in excellent condition with few gaps.

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implmentation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
<p>If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/</p>	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

The pedestrian areas around the school are generally lacking key components that would allow children to walk or bike safely to school. The main issues included missing cross walks, missing ADA accessible sidewalk extensions from the sidewalk to the crosswalk, completely missing sidewalks or and missing gaps in existing sidewalks, or missing sidewalk segments. The areas missing sidewalks completely, are generally level and separated from the driving surface. Because of this and the anticipated development of the area, few additional sidewalks are being recommended, as they will be implemented as development occurs. The land surrounding the school is rural yet rapidly urbanizing land. The clash between pedestrians and elevated traffic volumes as a result of new development makes it intimidating for parents and children to walk.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking. For this school, the land is converting to primarily low density Single Family Residential from Agricultural. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

there are few statistics for CC-1 Elementary because it does not exist yet. It is being cut from the Naranja attendance boundary. For CC-1 Elementary School, the population is likely to be about 3% white, 53% black, 42% hispanic and 2% asian. Nearly 92% of the population may be eligible for the Free Lunch Program. Generally in the area about 63% of the households have children. Nearly 47% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Field reviews were conducted in December, 2007. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. The area surrounding the school is currently developing. Site conditions will change with frequency. Sporadic new construction is intermingled with active farm fields.

There are few traffic lights in the immediate area. Most other signals are on the section-line and half-section line roads. The roadway facilities function as more rural than urban, due to the nature

of the land and its geographic location. As such pedestrian facilities are few. Often there are gaps in the infrastructure, making it seemingly difficult to access the school on foot or bicycle. As development occurs, which appears to be rapidly, these pedestrian facilities are being incorporated into the built environment. Generally connectivity and access is lacking. The existing grid is not connected or interrupted by canals or farm fields.

Section 5 – Current Conditions					
LOCATION					
#1 Street Name: 124 Ave		From: 244 St		To: 248 Ave	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
#2 Street Name:		From:		To:	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
Project begins how far from the school? (attach a map illustrating the area)					
<input type="checkbox"/> 0 to ½ mile		<input type="checkbox"/> ½ to 1 mile		<input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles	
Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.					
Land use in the study area is primarily agricultural or low density Single Family Residential. Some of this land is currently being developed into single family homes. It is the conversion of land from agriculture to residential which will be creating more pedestrian, vehicular conflicts. Crashes can be expected to increase due to the lack of adequate pedestrian facilities in the area. Residential areas surrounding the school will be the primary beneficiaries to this programs.					
ROADWAY CHARACTERISTICS					
Roadway Type: <input type="checkbox"/> Urban (curb & gutter)		<input checked="" type="checkbox"/> Rural (check shoulder type): <input type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass			
Shoulder Type: <input type="checkbox"/> Grass		<input type="checkbox"/> Paved		<input type="checkbox"/> Curb	
Shoulder Grade: <input checked="" type="checkbox"/> Flat		<input type="checkbox"/> Steep-Up		<input type="checkbox"/> Steep-Down	
Drainage: <input checked="" type="checkbox"/> Swale		<input type="checkbox"/> Concrete Ditch		<input type="checkbox"/> Curb/Gutter	
Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved		<input type="checkbox"/> Unpaved surface			
<input checked="" type="checkbox"/> Paved surface with gaps		<input type="checkbox"/> Continuous paved sidewalks			
Write below your comments on status of the current walking surface:					
There are few paved walking surfaces in the area. The more recently developed areas are the primary location of these. The more rural or agricultural sections of the area are made by unpaved surfaces.					
Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):					
Roads in the area are predominantly local streets, with low speed limits and few pedestrian facilities. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. No bike lanes exist, nor do multuse paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare.					
TRAFFIC CONTROLS					
Mark all that apply in regard to traffic control devices:					
<input checked="" type="checkbox"/> We need pedestrian features		<input type="checkbox"/> We need other school-related signals			
<input type="checkbox"/> We need traffic signs		<input checked="" type="checkbox"/> We need marked crosswalks			
<input checked="" type="checkbox"/> We need other roadway markings		<input type="checkbox"/> We have what we need			
DATA					
Traffic Conditions					
Average Annual Daily Traffic (AADT): 0		Posted Speed Limit: 30		Operating Speed: 30	
Crash History in Study Area (all ages)					
Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.					
Year	2002	2003	2004	2005	2006
Ped injuries	0		0	0 NA	0 NA

Ped fatalities	0	0	0	0 NA	0 NA
Bike injuries	0	0	0	NA	NA
Bike fatalities	0	0	0	0	0
Totals	0		0	0 NA	0

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:

Current: **the school has not opened so no data or estimates exist**

Potential*: **There will be hundreds of students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary will have the infrastructure that allows them to walk safely to school should they choose to do so.**

Request #2 Street Name: -

From: -

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

☐ New Bike Lane (includes re-striping or reconstruction)

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalk either where none exists or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

☒ Within school zone or school area

☐ Outside of school zone or school area

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests (includes bike parking, traffic calming, or other improvements not listed above)

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are portions of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	322400
Maintenance of Traffic (MOT)	32240
Mobilization	322400
Subtotal	386880
Contingency (15% of Subtotal)	48360
Total Construction Cost	435240
Professional Engineering Design (15% of Total)	48360
Construction Engineering and Inspection (CEI) (15% of Total)	48360
Grand Total	531960

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

This Safe Routes project focused on developing continuous safe routes, including sidewalks and sidewalk extensions, which were placed at all practical places. Because of potentially limited funds, county officials, may determine that currently unpaved walking surfaces are adequate, particularly if they are level and the appropriate distance from the driving surface.

**Table 7:
CC-1 Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
124th Avenue	248 St	School Entrance	No Improvements			
248th Street	123 Pl	124 Ave	Install Painted Crosswalk across the 248 Ave / 124 Ave intersection (East side - 64' West side - 64')	128	LF	400.00
123rd Place	251 St	248 St	No Improvements			
124th Avenue	251St	252 St	Install Painted Crosswalk across the 251 Ter/124 Ave intersection (North side-94', East side - 72' West side - 124', South side - 88')	378	LF	1,150.00
			Install Painted Crosswalk across the 252 Ter/124 Ave intersection (North side-48', East side - 46' West side - 40')	134	LF	400.00
			Install Sidewalk Extensions @ 252 Ter/ 124 Av (NW -6', NE - 6',)	12	LF	650.00
252nd Terrace	124 Ave	127 Ave	Install Sidewalk Extensions @ 252 Ter/ 124 Ct (SW -10', SE - 10',)	20	LF	1,100.00
			Install Sidewalk Extensions @ 252 Ter/ 124 Pl (SW -12', SE - 12',)	24	LF	1,300.00
			Install Sidewalk Extensions @ 252 Ter/ 125 Ct (SW -8', SE - 8',)	16	LF	900.00
			Install Painted Crosswalk across the 252 Ter/124 Ct intersection (South side-60')	60	LF	200.00
			Install Painted Crosswalk across the 252 Ter/124 P intersection (South side-60')	60	LF	200.00
			Install Painted Crosswalk across the 252 Ter/125 Ct intersection (South side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 252 Ter/127 Ave intersection (North side-74', South side - 184', East side - 64' West side - 128')	450	LF	1,350.00
			Install Sidewalk Extensions @ 252 Ter/ 127 Av (NE - 10, NW - 11, SW -10', SE - 8',)	39	LF	2,100.00
127th Avenue	252 Terr	256 St	Install Painted Crosswalks across 127 Ave/255 Terr intersection (East side 64')	64	LF	200.00
			Install Painted Crosswalks across 127 Ave/253 St intersection (East side 68')	68	LF	250.00
			Install Sidewalk Extensions @ 127 Av / 255 Terr (NE - 10, SE - 10',)	20	LF	1,100.00
			Install Sidewalk Extensions @ 127 Av / 253 St (NE - 10, SE - 10',)	20	LF	1,100.00
			Install Painted Crosswalk across the 127 Ave / 256 St intersection (North side-184', South side - 126', East side - 52' West side - 52')	414	LF	1,250.00
			Install Sidewalk Extensions @ 127 Av / 256 St (NE - 10, NW - 10',)	20	LF	1,100.00
256th Street	127 Ave	132 Ave	Install Sidewalk (North side - 1830', South side - 510')	2340	LF	125,150.00
			Install Painted Crosswalks across 256 St / 128 Ave intersection (North side 60')	60	LF	200.00
			Install Painted Crosswalks across 256 St / 127 Pl intersection (South side 34')	34	LF	150.00
			Install Painted Crosswalks across 256 St / 130 Ave intersection (South side 108')	108	LF	350.00
			Install 8' Chain Link Fence across Canal (North side - 74', South side - 74')	148	LF	4,450.00
			Install Painted Crosswalks across 256 St / 132 Ave intersection (North side - 74, South side - 86', East side - 86', West side - 100')	346	LF	1,050.00
117th Avenue	224 St	232 St	Install Painted Crosswalks across 117 Ave / Bales Rd intersection (East side - 86', West side - 80')	166	LF	500.00
232nd Street	117 Ave	124 Ave	Install Painted Crosswalks across 232 St / 124 Ave intersection (North side - 80, South side - 80', East side - 80', West side - 80')	320	LF	950.00
124th Avenue	232 St	School Entrance	No Improvements	-	-	
129th Avenue	246 St	248 St	Install Painted Crosswalks across 248 St / 129 Ave intersection (North side - 82)	82	LF	250.00
248th Street	129 Ave	124 Ave	Install Sidewalk (North side - 2600', South side - 660')	3260	LF	174,350.00
			Install Painted Crosswalks across 248 St / 127 Ave intersection (North side - 140)	140	LF	450.00
Preliminary Costs						322,400.00
Contingency (15%)						\$ 48,360.00
Professional Engineering Design (15%)						\$ 48,360.00
Construction Engineering Inspection (15%)						\$ 48,360.00
Mobilization (10%)						\$ 32,240.00
Maintenance of Traffic (10%)						\$ 32,240.00
Opinion of Total Costs						\$ 531,960.00

Note:

1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:

Qty = Quantity

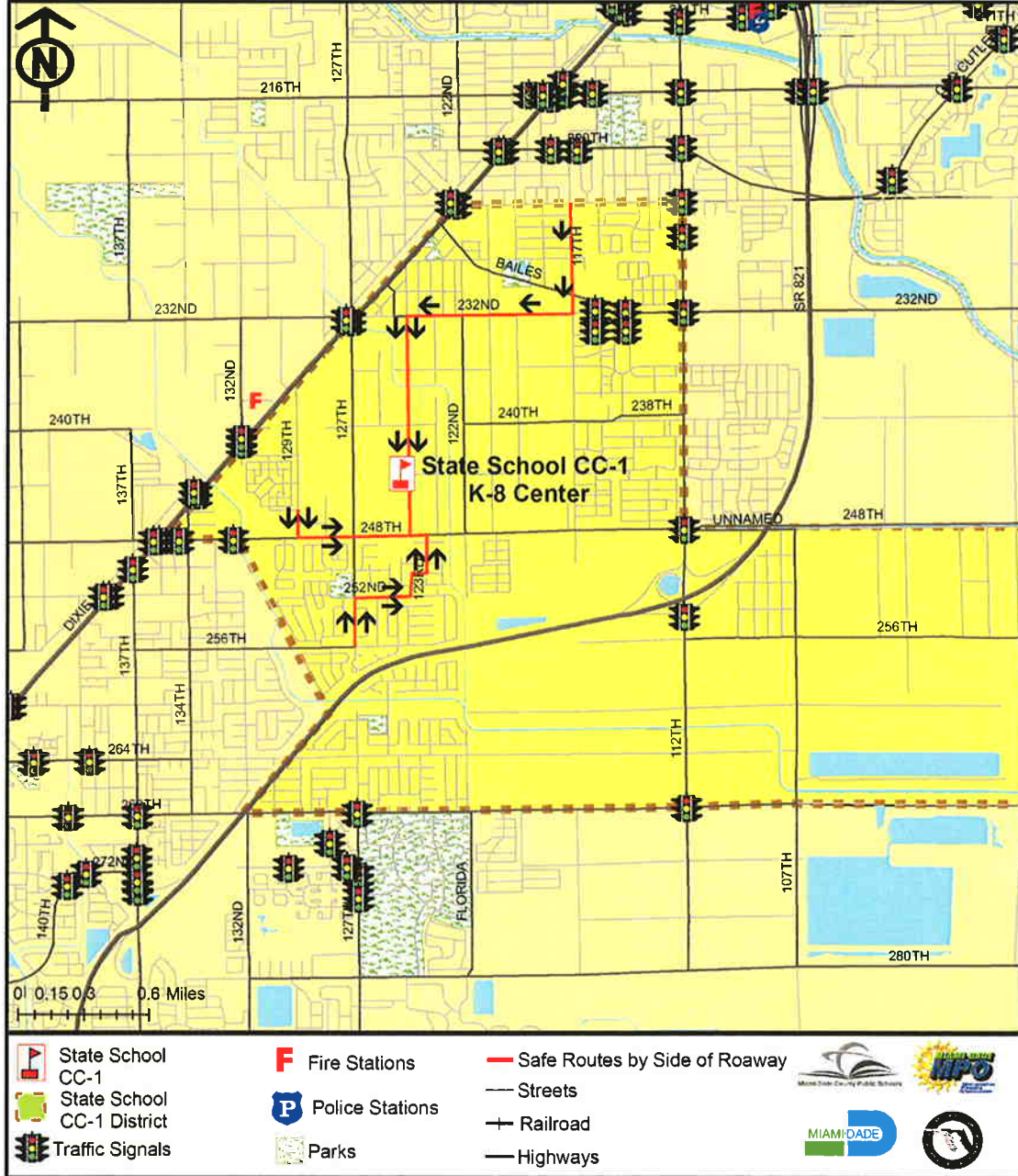
AS = Assembly

LF = Linear Feet

State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

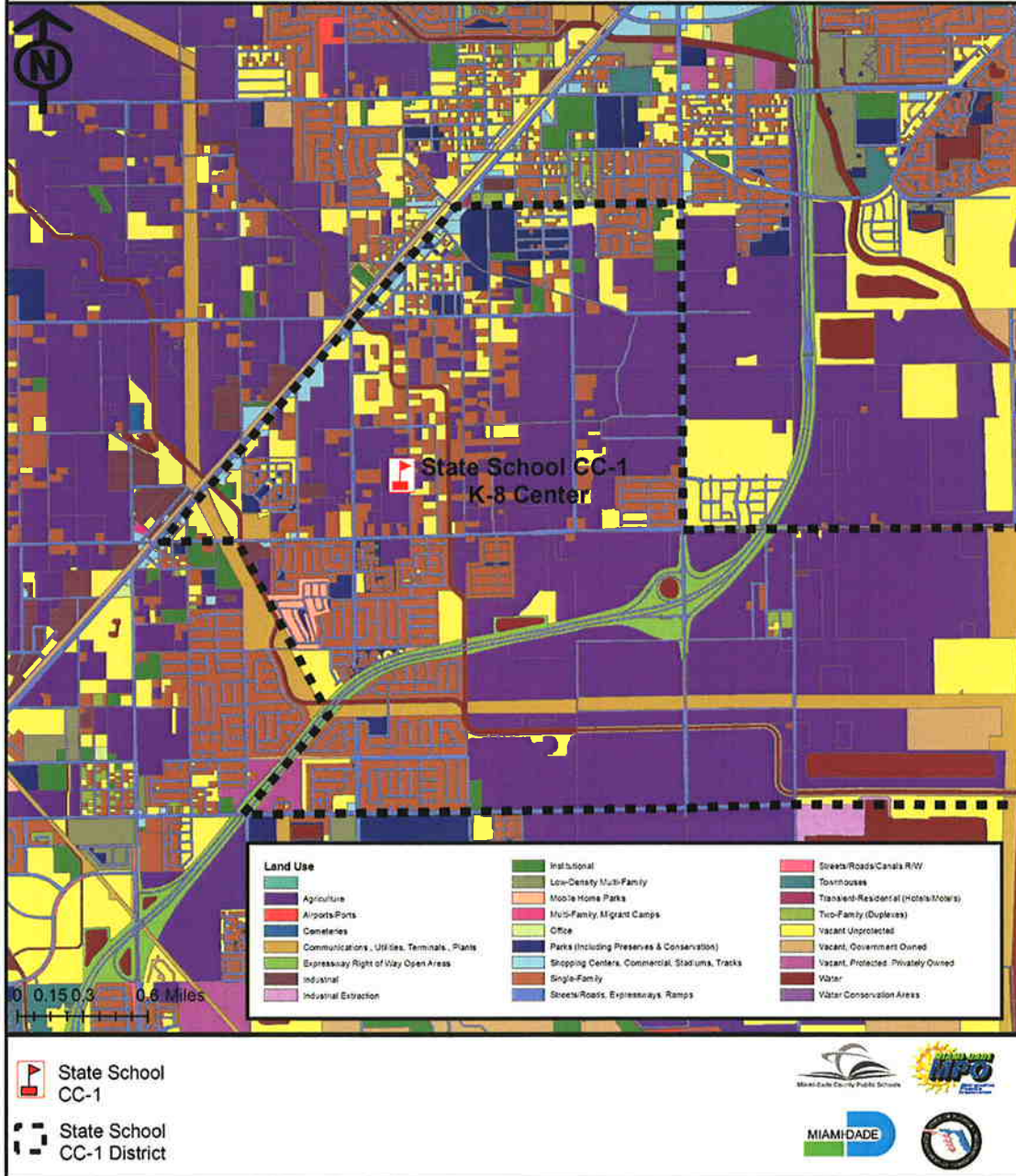
SAFE ROUTE MAP



State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

EXISTING LAND USE MAP



State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

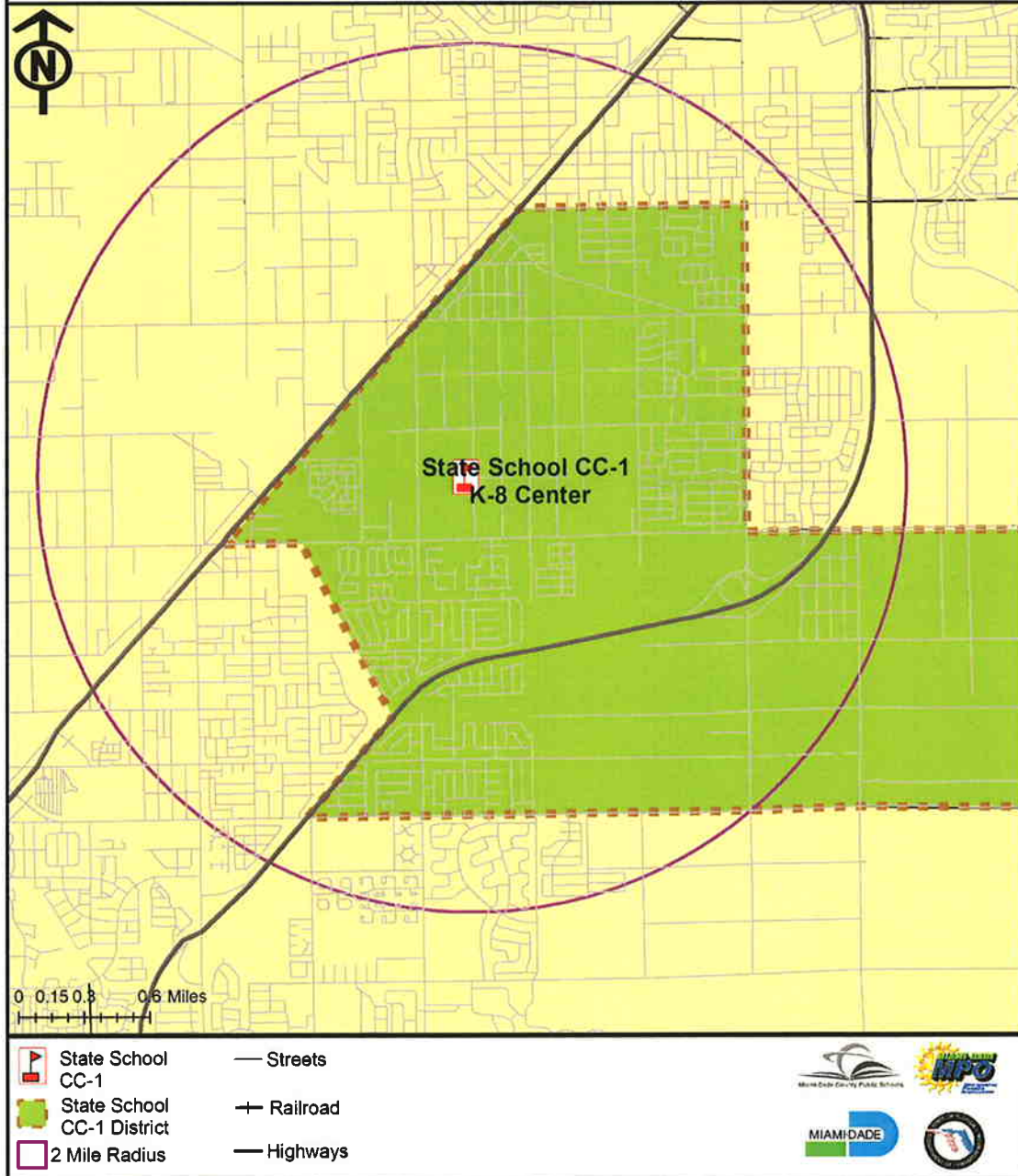
CRASH MAP



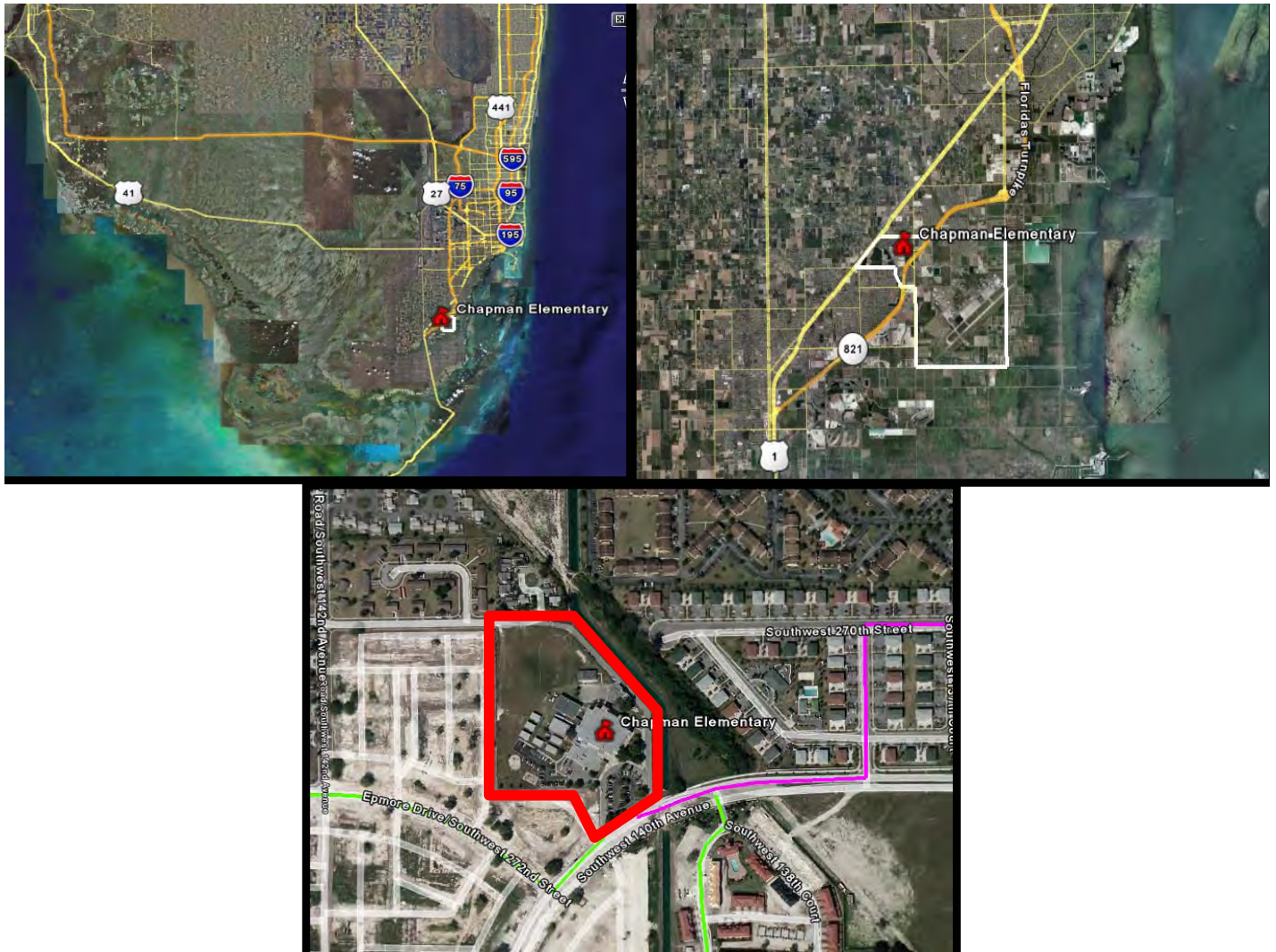
State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

SITE MAP



**WILLIAM A. CHAPMAN ELEMENTARY SCHOOL
27190 SW 140 AVENUE
HOMESTEAD, FL 33032**



SAFE ROUTES TO SCHOOL – 2008

CHAPMAN ELEMENTARY SCHOOL
SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Chapman Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Chapman Elementary School

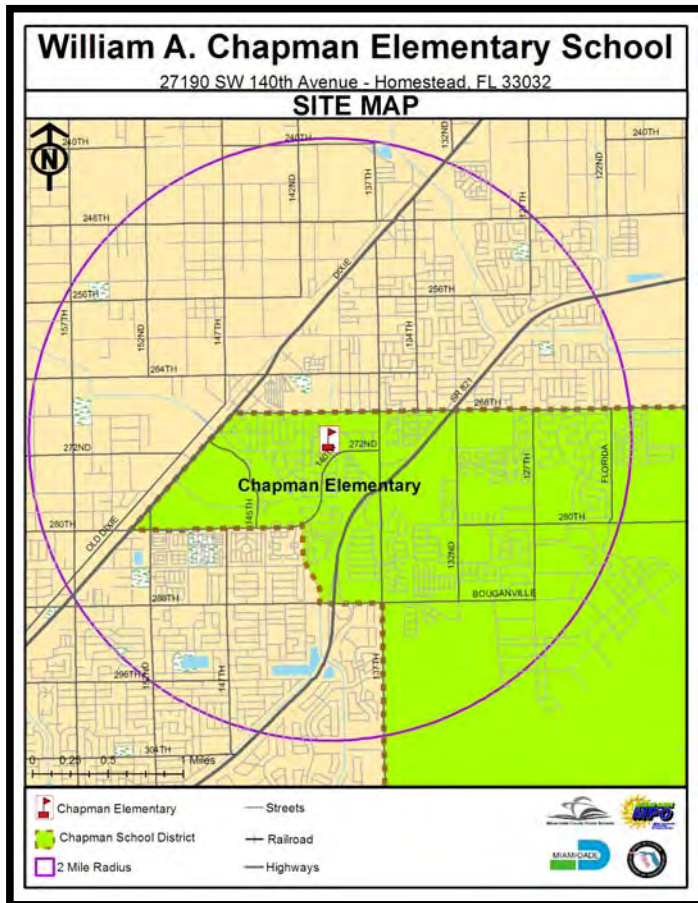
Address: 27190 SW 140th Avenue, Homestead, Florida 33032

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride =
- Private Car =
- Buses =



Chapman Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Carzell Morris
Principal
Chapman Elementary School
27190 SW 140 Ave
Homestead, FL 33032

RE: Safe Routes to School Program in District 9

Principal Morris,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Eight crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 280th Street and 268th Street. Only two crashes occurred on neighborhood streets. In 2002 there was a high of 3 injuries and no fatalities in the area. In 2003 there was one crash. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Chapman Elementary

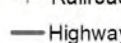
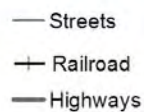
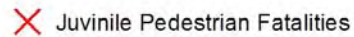
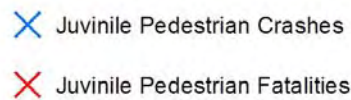
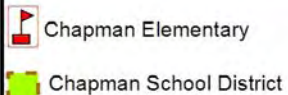
Case Number	Pedestrian Date of Birth	Road Name	2000		2001		2002		2003		Total	
			Juveniles		Juveniles		Juveniles		Juveniles			
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
70325516	11101998	14130 SW 282ND ST	0	0	0	0	0	0	0	0	0	0
72130844	8221991	SW 314TH ST & SW 134TH WAY	0	0	0	0	0	0	0	1	0	1
70500768		SW 268TH ST & SW 137TH AVE	0	0	0	0	0	0	0	0	0	0
70708425		SW 268TH ST & SW 137TH CT	0	0	0	0	0	1	0	0	0	1
72051854		14500 SW 280TH ST	0	0	0	0	0	1	0	0	0	1
72052156		SW 268TH ST & SW 137TH AVE	0	0	0	0	0	1	0	0	0	1
585584960	1211992	14500 SW 280TH ST	0	0	0	1	0	0	0	0	0	1
612995820	6241994	14850 SW 280TH ST	0	0	0	1	0	0	0	0	0	1
515713920	4151994	26914 SW 135th AVE	0	0	0	0	0	0	0	0	0	0
580145710	11291996	SW 320th ST & SW 94th AVE	0	2	0	0	0	0	0	0	0	2
			0	2	0	2	0	3	0	1	0	8

27190 SW 140th Avenue - Homestead, FL 33032

This map shows the proposed SR 821 corridor, which is highlighted in green. The corridor runs from the intersection of 137th St and 288th St, north along 137th St, and then east along 268th St. The map includes a north arrow in the top left corner and a scale bar in the bottom left corner, indicating distances of 0, 0.125, 0.25, and 0.5 miles. The map also shows the following streets:

- 147th St
- 264th St
- 268th St
- 134th St
- 272nd St
- 140th St
- 145th St
- 280th St
- 288th St
- 132nd St
- 137th St
- 296th St
- 147th St
- 152nd St
- BOUGANVILLE

The map also shows the location of the proposed SR 821 corridor, which is highlighted in green. The corridor runs from the intersection of 137th St and 288th St, north along 137th St, and then east along 268th St. The map includes a north arrow in the top left corner and a scale bar in the bottom left corner, indicating distances of 0, 0.125, 0.25, and 0.5 miles. The map also shows the following streets:



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?
___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)
Arrival Dismissal
a. walk
b. bicycle
c. car
d. school bus
e. private bus
f. city bus
g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).
a. Schools provided walking and bicycling route maps to parents and students. Y N
b. Additional crossing guards were provided at busy intersections. Y N
c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N
d. Bicycle/pedestrian pathways separated from traffic. Y N
e. There were fewer cars around where children are walking to school. Y N
f. Speed limits were strictly enforced in school speed zones. Y N
g. School speed zones were marked with flashing signals. Y N
h. There was better street lighting along routes to school. Y N
i. A greater presence of police officers and safety monitors along safe routes. Y N
j. Designated safe route signs along safe route paths at children's eye level. Y N
k. There were painted footsteps designating safe routes along sidewalks. Y N

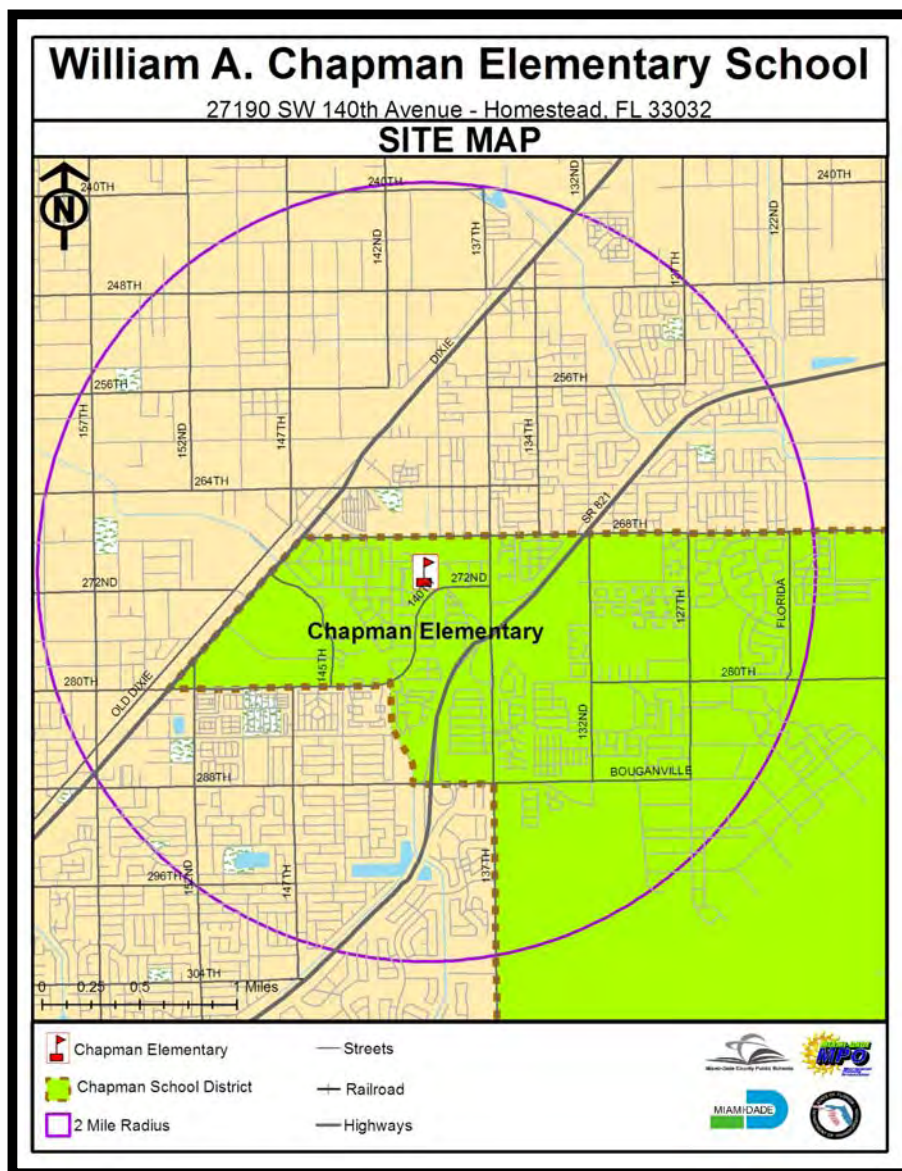
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

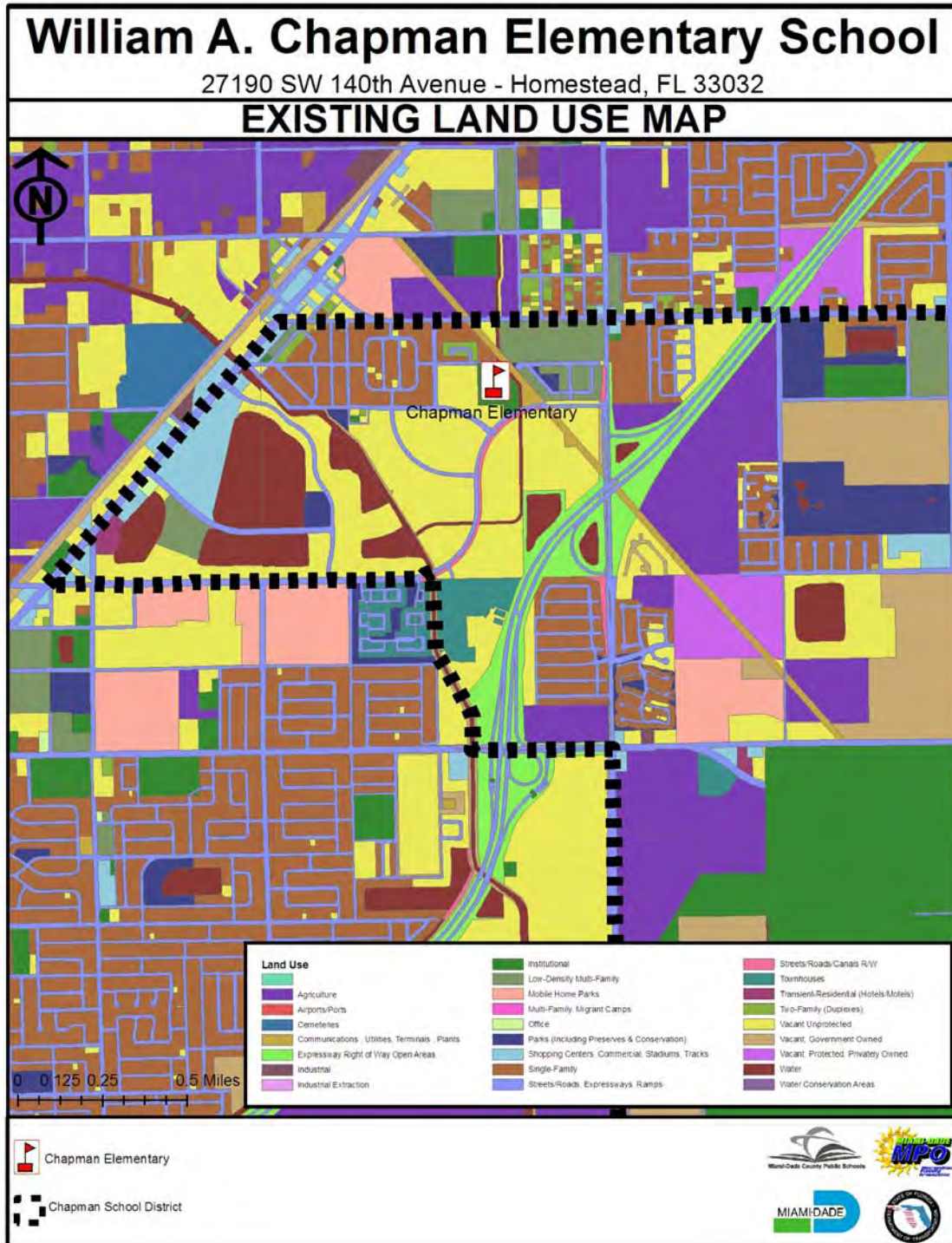
6.2 School Zone Boundary

The Chapman Elementary School boundary is a sprawling boundary spilling well outside the 2-mile radius of the school, particularly to the south and east of the school where little or no development is or expected in coming years. The school sits in the center of an attendance area bound on the north by 268th Street. The western boundary jogs south from 268th Street south, along US-1, east along 280th Street and south again along the canal east of 142nd Avenue, east along 288th Street and south along 137th Avenue to 320th Street, where it continues west to Biscayne Bay. In the schools urbanized portion it is bounded generally by 268th Street, US-1, 280th Street and the Turnpike. More than half of the area within the two mile radius extends east of Florida's Turnpike. No safe routes have been planned that cross the Turnpike. It is suggested that the bus service be implemented to that area, due to the dangers of suggesting children walk or bike on the facilities that cross the turnpike.



6.3 Land Use

Land use in the study area is primarily low to moderate density Residential, in older neighborhoods and very new neighborhoods. The newer neighborhoods are well equipped with pedestrian amenities. The older neighborhoods have sporadic facilities.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by curvilinear residential roadways, divided by higher traffic collectors. The residential neighborhoods are relatively isolated, on the larger sense by the boundaries of the Turnpike and US-1, and internally by the collectors that move through it such as 268th Street, 280th Street and 140th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Table 6.4
Chapman Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
137th Avenue	269 St	270 St	County Collector	40	High	No
270th Street	137 Ave	138 Ave	Local	30	Low	No
138th Avenue	270 St	271 St	Local	30	Low	No
272nd Street	138 Ave	School Entrance	County Collector	30	Low	No
137th Place	Cudesac	274 Ln	Local	30	Low	No
274th Lane	137 Pl	138 Pl	Local	30	Low	No
272nd Avenue	138 Pl	School Entrance	Local	30	Low	No
270th Street	Empmore Dr	143 Pl	Local	30	Low	No
143rd Place	270 St	271 St	Local	30	Low	No
271st Street	143 Pl	143 Ave	Local	30	Low	No
143rd Avenue	271 St Terr	272 St	Local	30	Low	No
272nd Street	143 Ave	140 Ave	Local	40	Low	No
140th Avenue	272 St	School Entrance	County Collector	40	Med	No
143rd Avenue	268 St	268 Terr	Local	30	Low	No
268th Terrace	143 Ave	270 St	Local	30	Low	No
270th Street	142 Ct	143 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

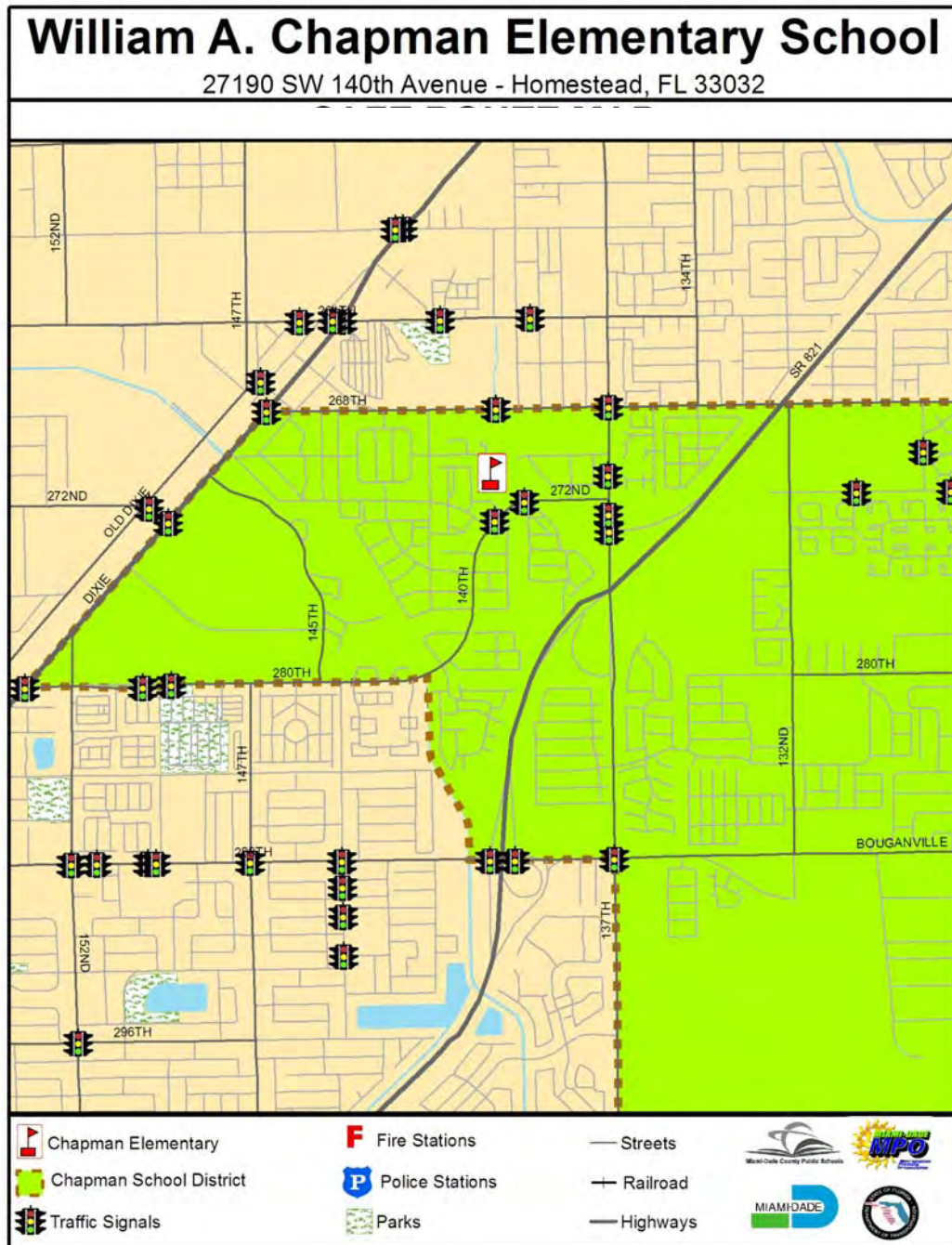
** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Chapman Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 272nd Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. The roadway facilities function as suburban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the older residential neighborhoods.

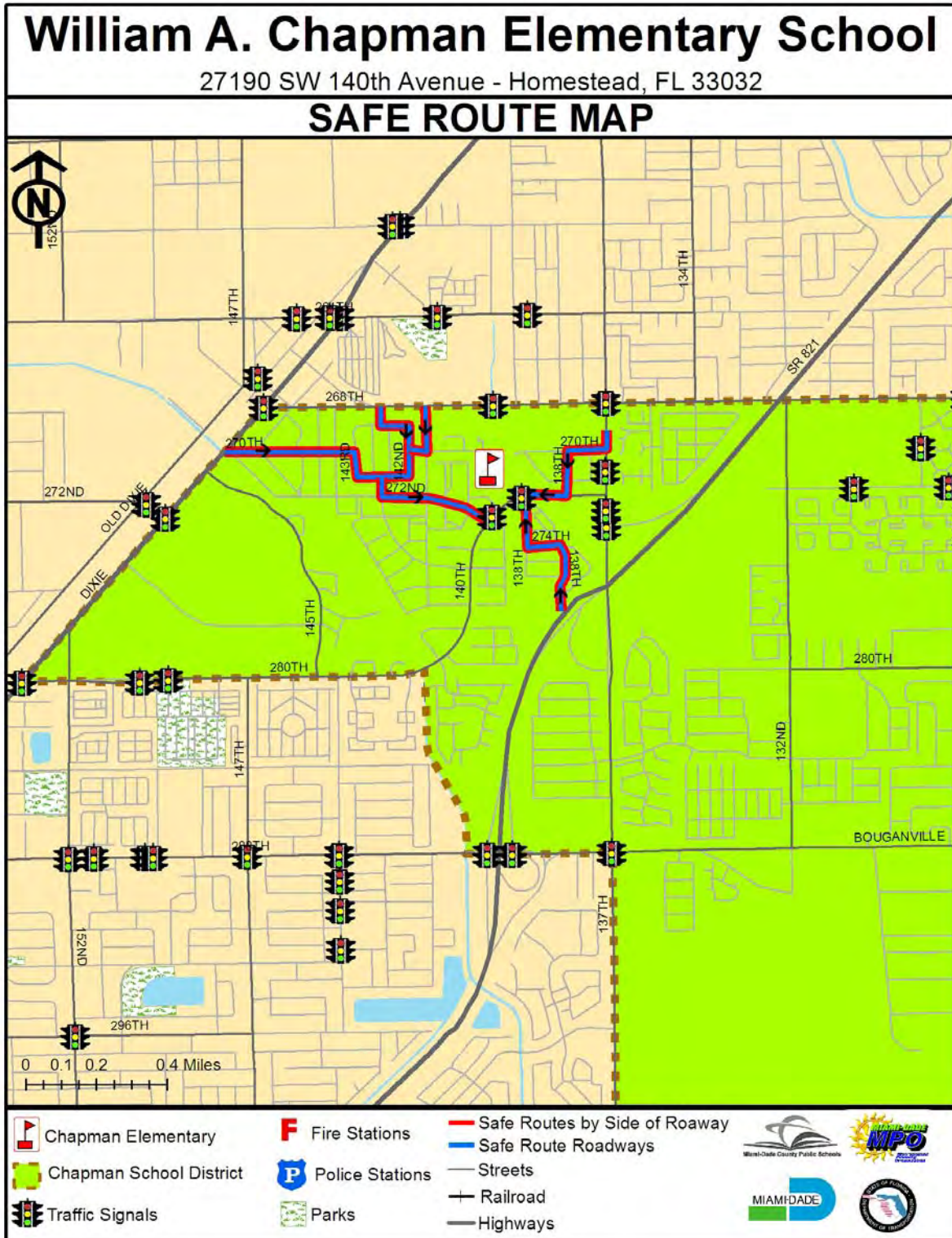


7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Chapman Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7: Chapman Elementary School Opinion of Probable Costs						
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
137th Avenue	269 St	270 St	No Improvements Necessary			
270th Street	137 Ave	138 Ave	Install Painted Crosswalk across the 138 Ave intersection (East side - 52', South side-100', West side, 52')	204	LF	650.00
138th Avenue	270 St	271 St	Install Painted Crosswalk across the 271 St intersection (East side - 101', South side-100', West side,-101', North side - 103')	405	LF	1,200.00
272nd Street	138 Ave	School Ent	No Improvements Necessary			
137th Place	Cul-de-sac	274 Ln	No Improvements Necessary			
274th Lane	137 Pl	138 Pl	No Improvements Necessary			
272nd Avenue	138 Pl	School Ent	Install Painted High Visibility Crosswalk across the 140 Ave intersection (West side - 35')	35	LF	700.00
270th Street	Empmore Dr	143 Pl	Install Pedestrian Crossing Signs with Flashers	2	AS	850.00
			Install Sidewalk East of 145 Ave, North side	98	LF	
			Install Painted Crosswalk across 145 Ave intersection (North side - 60', South side - 62')	122	LF	400.00
			Install Painted Crosswalk across 144 Ct intersection (North side - 60', South side - 60')	120	LF	400.00
			Install Painted Crosswalk across Virginia Ave intersection (North side - 70', South side - 44')	114	LF	350.00
			Install Painted Crosswalk across Virginia Ave intersection (North side - 70', South side - 44')	114	LF	350.00
143rd Place	270 St	271 St	No Improvements Necessary	--	--	--
271st Street	143 Pl	143 Ave	Install Painted Crosswalk across the 143 Ct intersection (North side - 67')	67	LF	200.00
			Install Sidewalk Extensions @ 144 Pl intersection (NE - 7', NW - 8')	15	LF	1,200.00
143rd Avenue	271 St Terr	272 St	Install Painted Crosswalk across the 271 Terr intersection (East side - 49', West side - 53', South side - 80')	182	LF	550.00
			Install Sidewalk Extensions @ 271 Terr intersection (NE - 8', NW - 10', SE - 6', SW - 12')	36	LF	2,900.00
272nd Street	143 Ave	140 Ave	Install Painted Crosswalk across the 142 Rd intersection (North side- 62')	62	LF	200.00
140th Avenue	272 St	School Ent	No Improvements Necessary	--	--	--
143rd Avenue	268 St	268 Terr	Install Painted Crosswalk across the 268 St intersection (South side-72')	72	LF	250.00
			Install Painted Crosswalk across the 268 Terr intersection (North side-67')	67	LF	200.00
268th Terrace	143 Ave	270 St	Install Painted Crosswalk across the 142 Pl intersection (South side- 60')	60	LF	200.00
			Install Painted Crosswalk across the 142 Ct / 170 St intersection (North side - 60', East side - 52', South side- 62')	174	LF	550.00
270th Street	142 Ct	143 Ave	No Improvements Necessary	--	--	--
Preliminary Costs						11,150.00
Contingency (20%)						2,230.00
Mobilization (10%)						1,115.00
Maintenance of Traffic (10%)						1,115.00
Opinion of Total Costs						15,610.00
Note: 1. All sidewalk widths are 6 feet wide unless stated otherwise. 2. Abbreviations: Qty = Quantity AS = Assembly LF = Linear Feet						

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGV:mo
L523

Enclosures

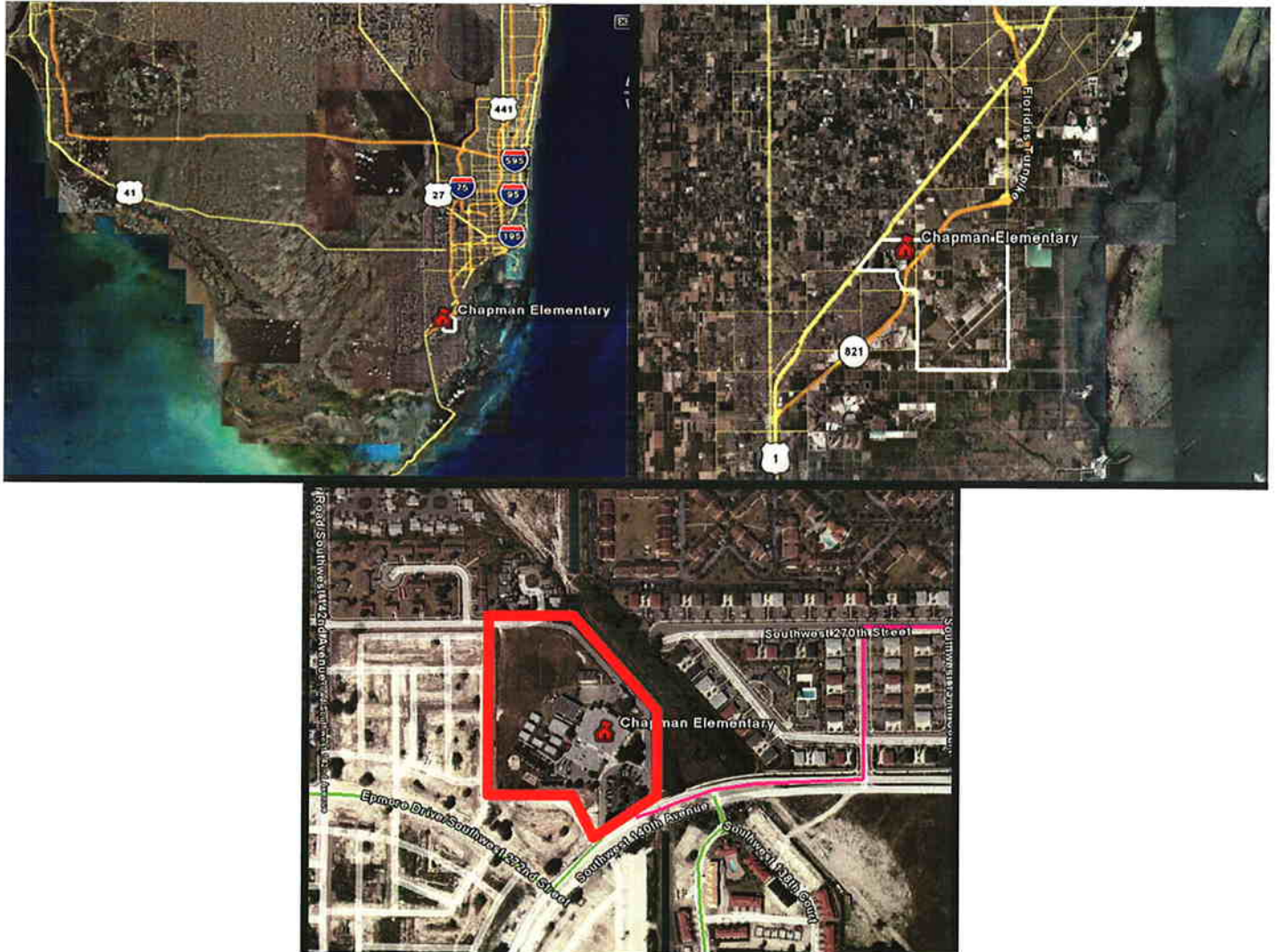
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuerna

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**WILLIAM A. CHAPMAN ELEMENTARY SCHOOL
27190 SW 140 AVENUE
HOMESTEAD, FL 33032**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information		
Name of school: Chapman Elementary School		County: Miami-Dade
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team		
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jaime Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: -331281970
Signature: <i>[Signature]</i>		Typed name: Jaime Torrens Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature: _____		Typed name: _____ Date: _____
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation		
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305-375-203-	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature: <i>[Signature]</i>		Typed name: Jeffrey L. Cohen Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature: <i>[Signature]</i>		Typed name: David Henderson Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO		

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support?

☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements)

☒ Yes ☐ No

If no, are they willing to become LAP Certified?

☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project?

☒ Yes ☐ No

*If yes, describe its width and condition: **Typically +50' with sidewalks containing few gaps.***

If no, is acquisition or dedication of a permanent public access planned?

☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District?

☒ Yes

☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implementation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
<p>If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/</p>	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by curvilinear residential roadways, divided by higher traffic collectors. The residential neighborhoods are relatively isolated, on the larger sense by the boundaries of the Turnpike and US-1, and internally by the collectors that move through it such as 268th Street, 280th Street and 140th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The propose schools are selected because they have issues related to walking.

Field reviews for Chapman Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Chapman Elementary School, the population is 3% white, 49% black, 47% hispanic and 1% asian. Nearly 96% of the population is eligible for the Free Lunch Program. Generally in the area about 63% of the households have children. The unemployment rate is about 7%. Nearly 33% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 272nd Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. The roadway facilities function as suburban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the older residential neighborhoods.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Eight crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these

crashes occurred along major corridors, including US-1, 280th Street and 268th Street. Only two crashes occurred on neighborhood streets. In 2002 there was a high of 3 injuries and no fatalities in the area. In 2003 there was one crash. The attached table and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Section 5 – Current Conditions

LOCATION

#1 Street Name: **271st Street** From: **140 Ave** To: **141 Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **140 Ave** From: **271 St** To: **272 St**

Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)

☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.

Land use in the study area is primarily low to moderate density residential, in older neighborhoods and very new neighborhoods. The newer neighborhoods are well equipped with pedestrian amenities. The older neighborhoods have sporadic facilities. There are no other schools and one park in the immediate area that may benefit.

ROADWAY CHARACTERISTICS

Roadway Type: ☐ Urban (curb & gutter) ☒ Rural (check shoulder type): ☐ Paved ☒ Grass

Shoulder Type: ☒ Grass ☐ Paved ☐ Curb

Shoulder Grade: ☒ Flat ☐ Steep-Up ☐ Steep-Down

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface
☒ Paved surface with gaps ☐ Continuous paved sidewalks

Write below your comments on status of the current walking surface:

Paved walking surfaces are generally in good condition.

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads in the area are mainly local streets separated by a curvilinear system of collectors. The area has multiple sidewalks and ADA accessible sidewalk extensions or painted crosswalks, except in the older areas to the north. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

- ☒ We need pedestrian features ☐ We need other school-related signals
☐ We need traffic signs ☒ We need marked crosswalks
☒ We need other roadway markings ☐ We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): **17889** Posted Speed Limit: **30** Operating Speed: **30**

Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	3	1	0		
Ped fatalities	0	0	0		

Bike injuries	0	0	0		
Bike fatalities	0	0	0		
Totals	3	1	0		

Section 6 – Specific Infrastructure Improvement(s) Requested			
Request #1 Street Name: Please see attached spread sheet for Route information			
From: -		To: -	
Number of K to 8 th grade children using route or facility:		Current: While pedestrian counts were not taken, few children walk through the nearby neighborhoods	Potential*: There are 906 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary on the north side of the turnpike will have the infrastructure that allows them to walk safely to school should they choose to do so.
Request #2 Street Name: -			
From: - -		To: -	
Number of K to 8 th grade children using route or facility:		Current:	Potential*: -
<i>*Potential applies only to those along or within ¼ mile of proposed route</i>			
Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path			
<input checked="" type="checkbox"/> Continuation of Existing Sidewalk	<input checked="" type="checkbox"/> New Sidewalk		
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)		
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder		
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path		
Comments: describe below your requests in detail, including location, length, side of road, etc.			
<p>The main type of project suggested is the addition of sidewalk either where none exists or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.</p>			
Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)			
<input checked="" type="checkbox"/> Within school zone or school area		<input type="checkbox"/> Outside of school zone or school area	
Is your Traffic Control request based on a Traffic or Engineering Study? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)			
<p>The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.</p>			
Other Requests (includes bike parking, traffic calming, or other improvements not listed above)			
Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.			

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are portions of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	15100
Maintenance of Traffic (MOT)	1510
Mobilization	1510
Subtotal	18120
Contingency (15% of Subtotal)	2265
Total Construction Cost	20385
Professional Engineering Design (15% of Total)	2265
Construction Engineering and Inspection (CEI) (15% of Total)	2265
Grand Total	24915

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:
Chapman Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
137th Avenue	269 St	270 St	No Improvements Necessary	--	--	--
270th Street	137 Ave	138 Ave	Install Painted Crosswalk across the 138 Ave intersection (East side - 52', South side-100', West side, 52')	204	LF	650.00
138th Avenue	270 St	271 St	Install Painted Crosswalk across the 271 St intersection (East side - 101', South side-100', West side,-101', North side - 103')	405	LF	1,200.00
272nd Street	138 Ave	School Ent	No Improvements Necessary	--	--	--
137th Place	Cul-de-sac	274 Ln	No Improvements Necessary	--	--	--
274th Lane	137 Pl	138 Pl	No Improvements Necessary	--	--	--
272nd Avenue	138 Pl	School Ent	Install Painted High Visibility Crosswalk across the 140 Ave intersection (West side - 35')	35	LF	700.00
270th Street	Empmore Dr	143 Pl	Install Pedestrian Crossing Signs with Flashers	2	AS	850.00
			Install Sidewalk East of 145 Ave, North side	98	LF	5,250.00
			Install Painted Crosswalk across 145 Ave intersection (North side - 60', South side - 62')	122	LF	400.00
			Install Painted Crosswalk across 144 Ct intersection (North side - 60', South side - 60')	120	LF	400.00
			Install Painted Crosswalk across Virginia Ave intersection (North side - 70', South side - 44')	114	LF	350.00
			Install Painted Crosswalk across Virginia Ave intersection (North side - 70', South side - 44')	114	LF	350.00
143rd Place	270 St	271 St	No Improvements Necessary	--	--	--
271st Street	143 Pl	143 Ave	Install Painted Crosswalk across the 143 Ct intersection (North side - 67')	67	LF	200.00
			Install Sidewalk Extensions @ 144 Pl intersection (NE - 7', NW - 8')	15	LF	850.00
143rd Avenue	271 St Terr	272 St	Install Painted Crosswalk across the 271 Terr intersection (East side - 49', West side - 53', South side - 80')	182	LF	550.00
			Install Sidewalk Extensions @ 271 Terr intersection (NE - 8', NW - 10', SE - 6', SW - 12')	36	LF	1,950.00
272nd Street	143 Ave	140 Ave	Install Painted Crosswalk across the 142 Rd intersection (North side- 62')	62	LF	200.00
140th Avenue	272 St	School Ent	No Improvements Necessary	--	--	--
143rd Avenue	268 St	268 Terr	Install Painted Crosswalk across the 268 St intersection (South side- 72')	72	LF	250.00
			Install Painted Crosswalk across the 268 Terr intersection (North side-67')	67	LF	200.00
268th Terrace	143 Ave	270 St	Install Painted Crosswalk across the 142 Pl intersection (South side- 60')	60	LF	200.00
			Install Painted Crosswalk across the 142 Ct / 170 St intersection (North side - 60', East side - 52, South side- 62')	174	LF	550.00
270th Street	142 Ct	143 Ave	No Improvements Necessary	--	--	--
Preliminary Costs						15,100.00
Contingency (15%)						\$ 2,265.00
Professional Engineering Design (15%)						\$ 2,265.00
Construction Engineering Inspection (15%)						\$ 2,265.00
Mobilization (10%)						\$ 1,510.00
Maintenance of Traffic (10%)						\$ 1,510.00
Opinion of Total Costs						\$ 24,915.00

Note:

1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:

Qty = Quantity

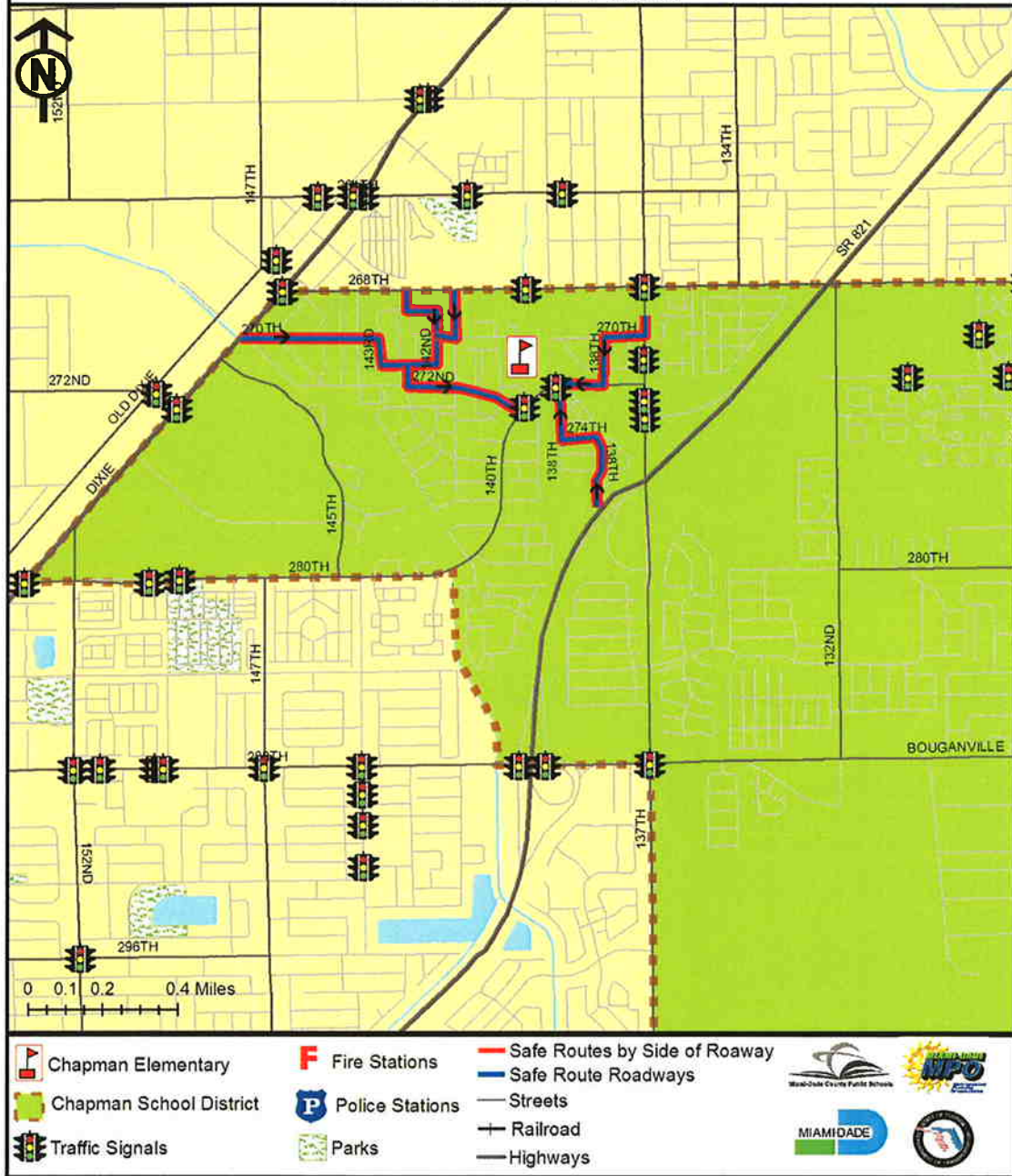
AS = Assembly

LF = Linear Feet

William A. Chapman Elementary School

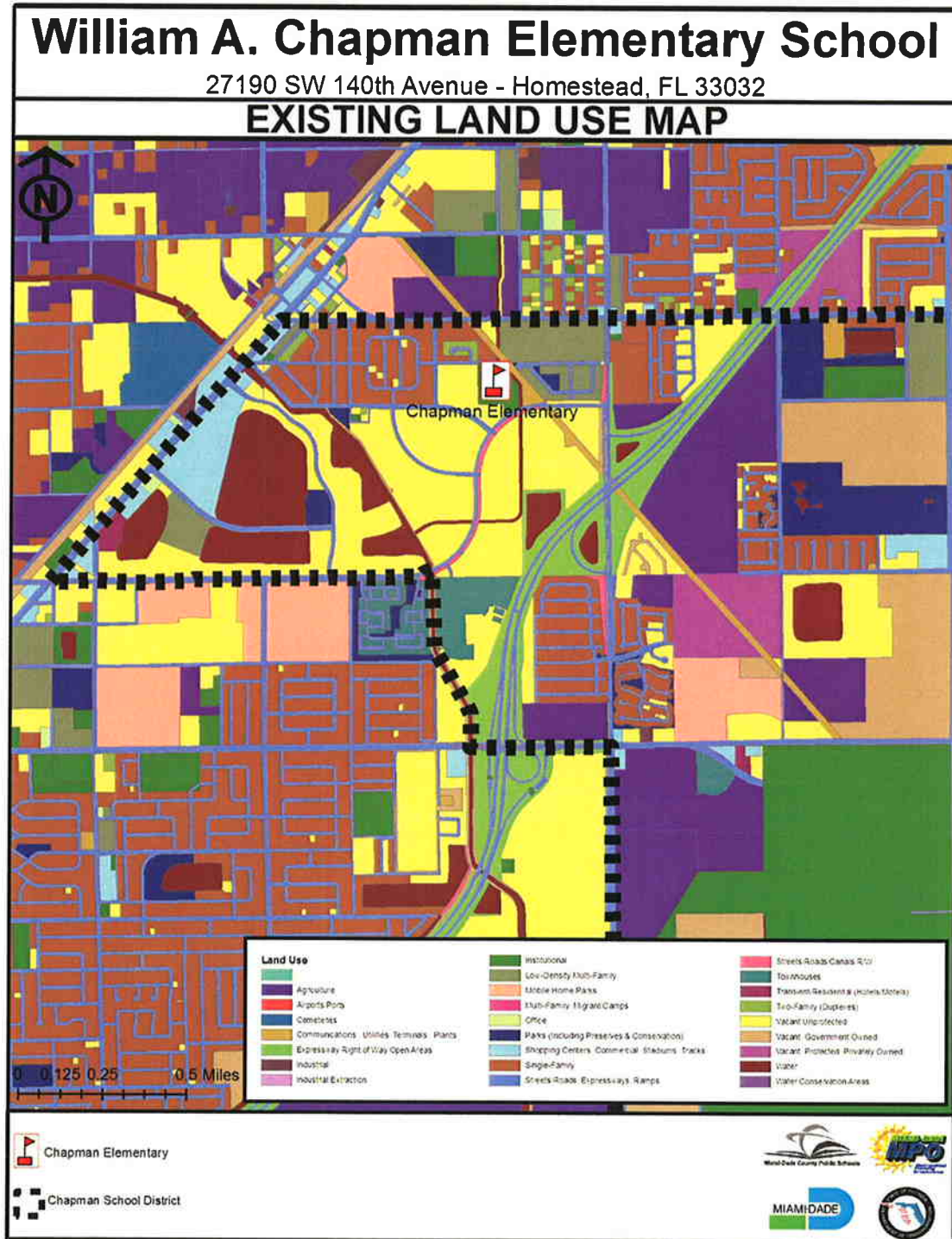
27190 SW 140th Avenue - Homestead, FL 33032

SAFE ROUTE MAP



Land Use

Land use in the study area is primarily low to moderate density Residential, in older neighborhoods and very new neighborhoods. The newer neighborhoods are well equipped with pedestrian amenities. The older neighborhoods have sporadic facilities.



CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Eight crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 280th Street and 268th Street. Only two crashes occurred on neighborhood streets. In 2002 there was a high of 3 injuries and no fatalities in the area. In 2003 there was one crash. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Chapman Elementary

Case Number	Pedestrian Date of Birth	Road Name	2000		2001		2002		2003		Total	
			Juveniles		Juveniles		Juveniles		Juveniles		Fatalities	Injuries
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries		
70325516	11101998	14130 SW 282ND ST	0	0	0	0	0	0	0	0	0	0
72130844	8221991	SW 314TH ST & SW 134TH WAY	0	0	0	0	0	0	0	1	0	1
70500768		SW 268TH ST & SW 137TH AVE	0	0	0	0	0	0	0	0	0	0
70708425		SW 268TH ST & SW 137TH CT	0	0	0	0	0	1	0	0	0	1
72051854		14500 SW 280TH ST	0	0	0	0	0	1	0	0	0	1
72052156		SW 268TH ST & SW 137TH AVE	0	0	0	0	0	1	0	0	0	1
585584960	1211992	14500 SW 280TH ST	0	0	0	1	0	0	0	0	0	1
612995820	8241994	14850 SW 260TH ST	0	0	0	1	0	0	0	0	0	1
515713920	4151994	26814 SW 135th AVE	0	0	0	0	0	0	0	0	0	0
580145710	11291996	SW 320th ST & SW 94th AVE	0	2	0	0	0	0	0	0	0	2
			0	2	0	2	0	3	0	1	0	8

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by curvilinear residential roadways, divided by higher traffic collectors. The residential neighborhoods are relatively isolated, on the larger sense by the boundaries of the Turnpike and US-1, and internally by the collectors that move through it such as 268th Street, 280th Street and 140th Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

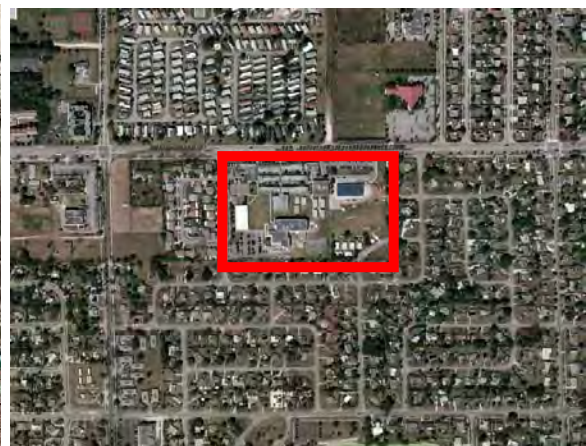
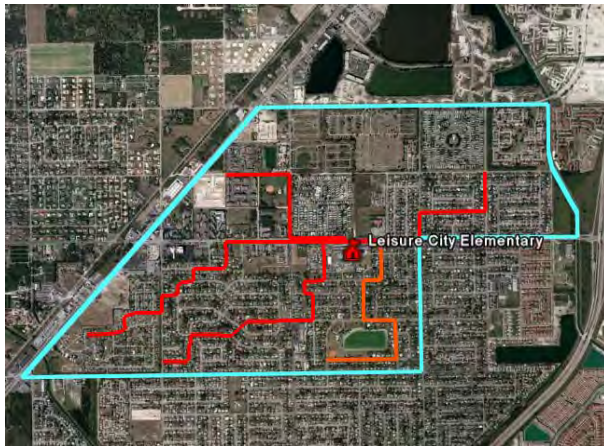
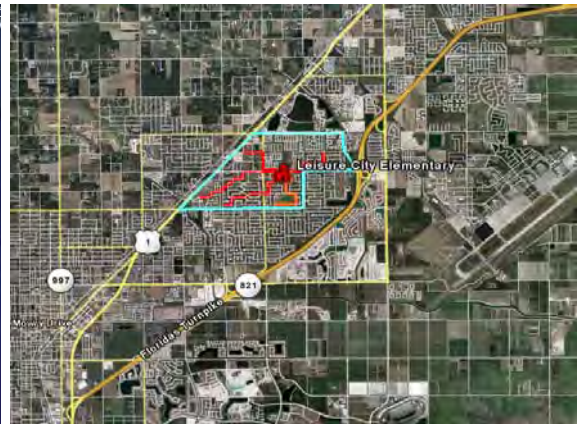
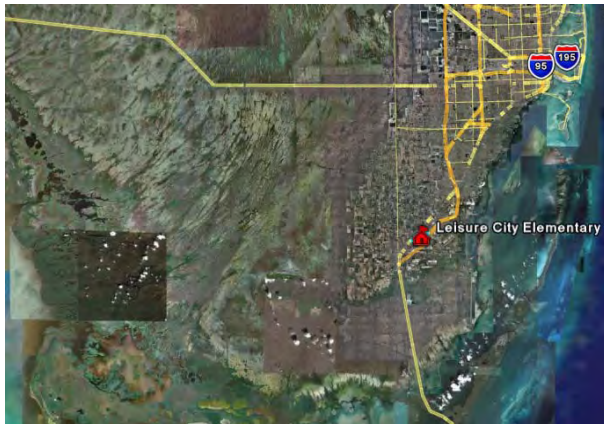
Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 272nd Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. The roadway facilities function as suburban, due to the nature of the land and its geographic location between US-1 and the Turnpike. Pedestrian facilities exist in the more recently constructed areas. They are generally lacking in the older residential neighborhoods.

Routes

Table 6.4 Chapman Elementary School Roadway Characteristics						
Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
137th Avenue	269 St	270 St	County Collector	40	High	No
270th Street	137 Ave	138 Ave	Local	30	Low	No
138th Avenue	270 St	271 St	Local	30	Low	No
272nd Street	138 Ave	School Entrance	County Collector	30	Low	No
137th Place	Cudesac	274 Ln	Local	30	Low	No
274th Lane	137 Pl	138 Pl	Local	30	Low	No
272nd Avenue	138 Pl	School Entrance	Local	30	Low	No
270th Street	Empmore Dr	143 Pl	Local	30	Low	No
143rd Place	270 St	271 St	Local	30	Low	No
271st Street	143 Pl	143 Ave	Local	30	Low	No
143rd Avenue	271 St Terr	272 St	Local	30	Low	No
272nd Street	143 Ave	140 Ave	Local	40	Low	No
140th Avenue	272 St	School Entrance	County Collector	40	Med	No
143rd Avenue	268 St	268 Terr	Local	30	Low	No
268th Terrace	143 Ave	270 St	Local	30	Low	No
270th Street	142 Ct	143 Ave	Local	30	Low	No
* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations						
** Total pedestrian and bicycle crashes, 2000 - 2004						

**LEISURE CITY ELEMENTARY SCHOOL
14950 SW 288TH STREET
HOMESTEAD, FL 33033**



SAFE ROUTES TO SCHOOL – 2008

LEISURE CITY ELEMENTARY SCHOOL SAFE ROUTES REPORT

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9.0 APPLICATION

1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Leisure City Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Leisure City Elementary School

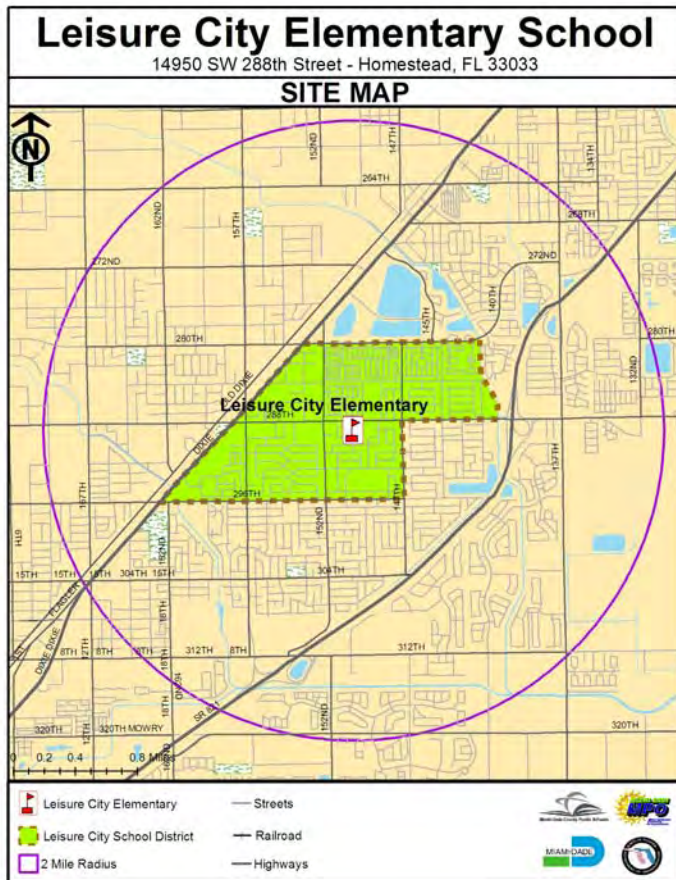
Address: 14950 SW 288th Street, Homestead, Florida 33033

Enrollment: 1308 students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride = 8%
- Private Car = 40%
- Buses = 52%



Leisure City Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Kelli R. Hunter
Principal
Leisure City Elementary School
14950 SW 288th Street
Homestead, FL 33033

RE: Safe Routes to School Program in District 9

Principal Hunter,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Thirteen crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 280th Street and 296th Street. Only four crashes occurred on neighborhood streets. No juvenile fatalities have occurred in the area. In 2004, there was a low of no injuries and no fatalities in the area. In 2000 there was a high of 5 injuries and no fatalities in the area. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

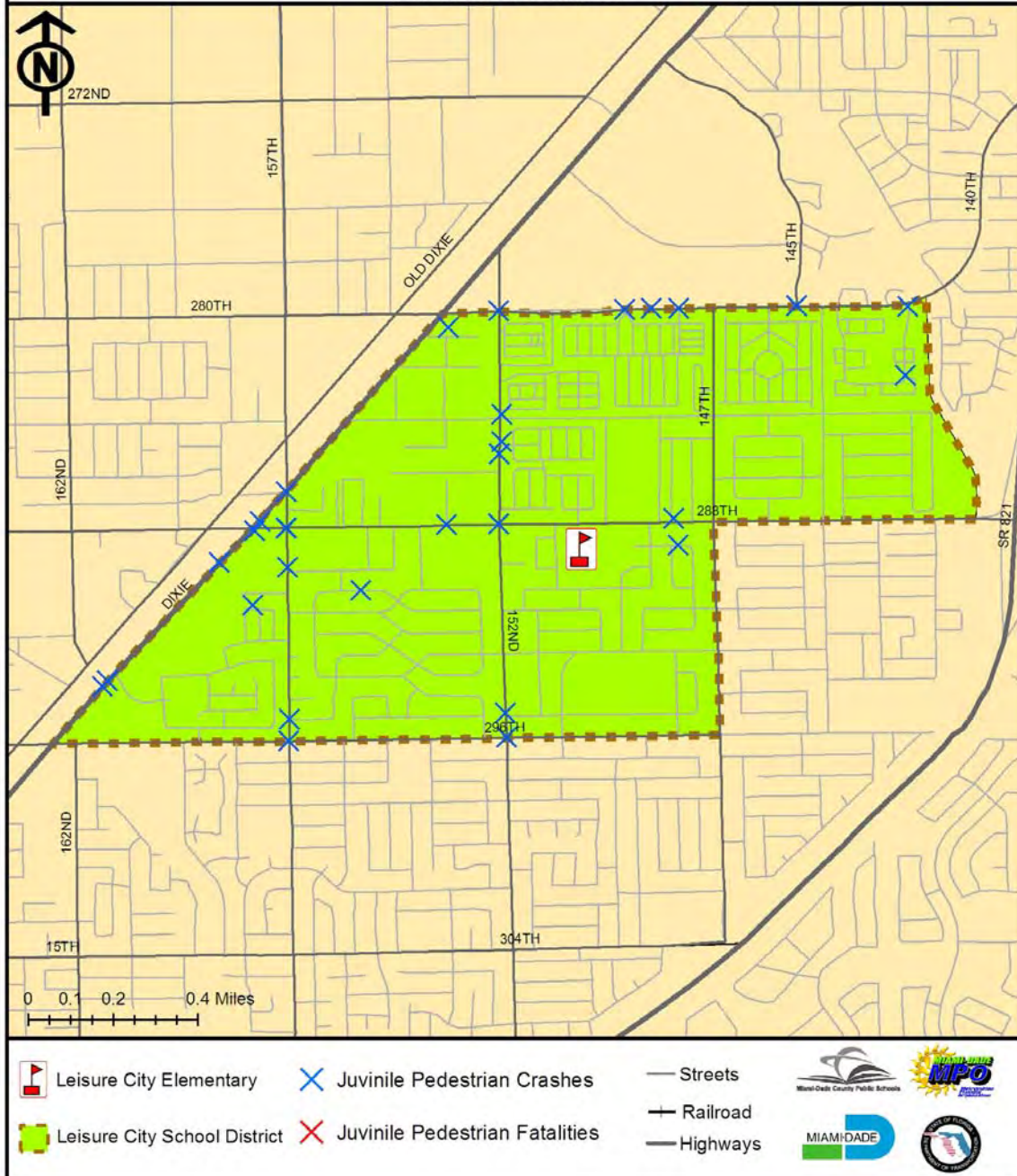
Leisure City Elementary

Case Number	Pedestrian Date of Birth	Road Name	2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		TOTAL	
			Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		Fatalities	Injuries
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries		
70708461	10/30/1982	28913 S DIXIE HWY	0	0	0	0	0	0	0	0	0	0	0	0
72019066	0	28801 SW 157TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
72054414	11111996	SW 288TH ST & SW 153RD AVE	0	0	0	0	0	0	0	1	0	0	0	1
70251998	5081994	SW 288TH ST & SW 152ND AVE	0	0	0	0	0	1	0	0	0	0	0	1
70500784	6121926	28501 SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
70705323	1211992	28501 SW 152ND AVE	0	0	0	0	0	1	0	0	0	0	0	1
70705386	5151990	SW 295TH TER & SW 157TH AVE	0	0	0	0	0	1	0	0	0	0	0	1
72051854	0	14500 SW 280TH ST	0	0	0	0	0	1	0	0	0	0	0	1
581443130	5101999	14755 COOLIDGE LN	0	0	0	0	0	0	0	0	0	0	0	0
585584960	1211992	14500 SW 280TH ST	0	0	0	1	0	0	0	0	0	0	0	1
594522390	0	29330 S DIXIE HWY	0	0	0	1	0	0	0	0	0	0	0	1
612995820	6241994	14850 SW 280TH ST	0	0	0	1	0	0	0	0	0	0	0	1
515501560	3131991	SW 284th ST & SW 152nd AVE	0	1	0	0	0	0	0	0	0	0	0	1
549364500	7291996	SW 288th ST & SW 147th PL	0	1	0	0	0	0	0	0	0	0	0	1
556003700	11111998	15783 SW 291st ST	0	1	0	0	0	0	0	0	0	0	0	1
580236570	1101990	SW 283rd ST & SW 142nd CT	0	1	0	0	0	0	0	0	0	0	0	1
585594310	11141996	28152 SW 153RD AVE	0	1	0	0	0	0	0	0	0	0	0	1
			0	5	0	3	0	4	0	1	0	0	0	13

Leisure City Elementary School

14950 SW 288th Street - Homestead, FL 33033

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was discussed that would be distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher if the project was funded. Below is a sample of what the survey form might look like.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?
___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)
Arrival Dismissal
a. walk
b. bicycle
c. car
d. school bus
e. private bus
f. city bus
g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).
a. Schools provided walking and bicycling route maps to parents and students. Y N
b. Additional crossing guards were provided at busy intersections. Y N
c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N
d. Bicycle/pedestrian pathways separated from traffic. Y N
e. There were fewer cars around where children are walking to school. Y N
f. Speed limits were strictly enforced in school speed zones. Y N
g. School speed zones were marked with flashing signals. Y N
h. There was better street lighting along routes to school. Y N
i. A greater presence of police officers and safety monitors along safe routes. Y N
j. Designated safe route signs along safe route paths at children's eye level. Y N
k. There were painted footsteps designating safe routes along sidewalks. Y N

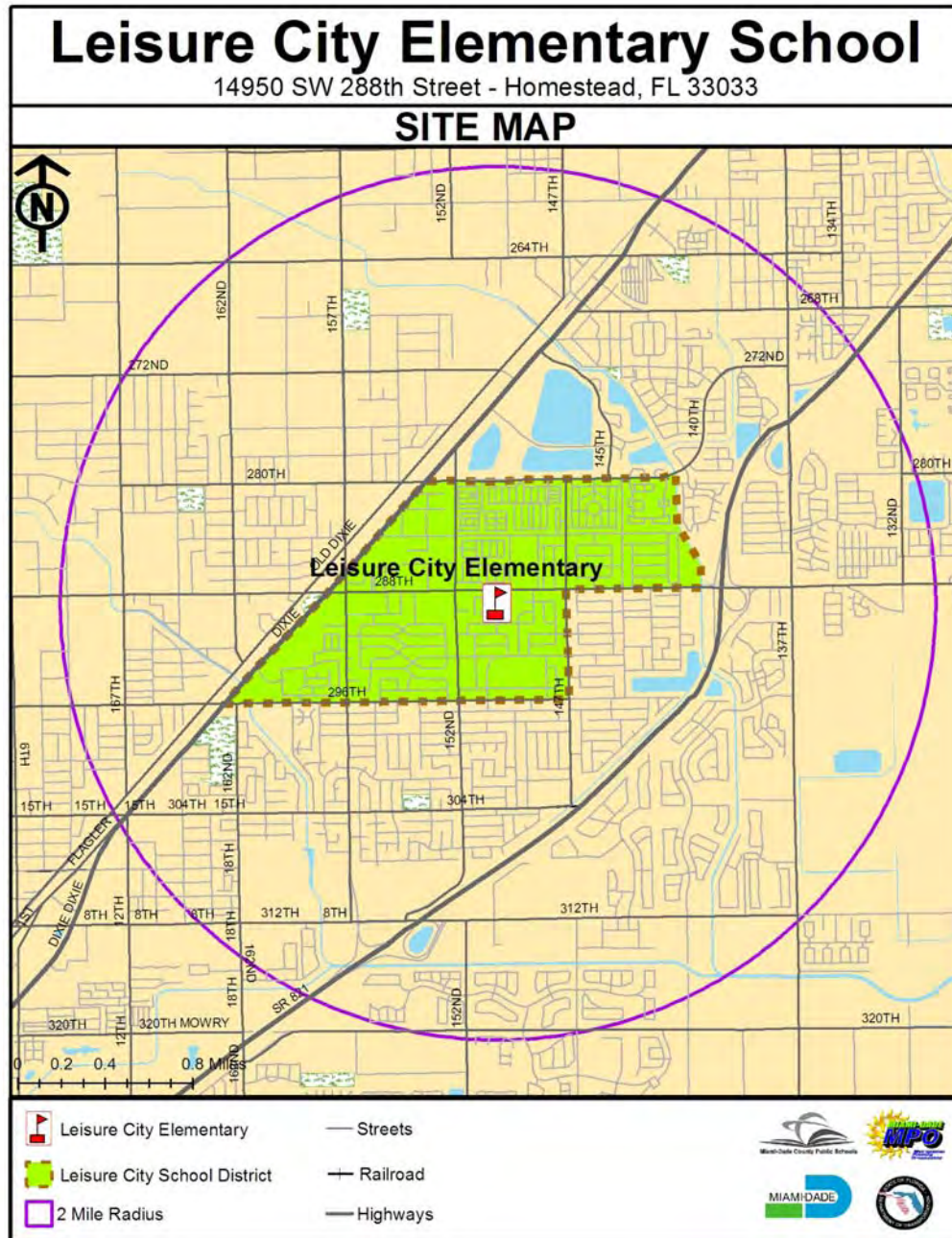
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

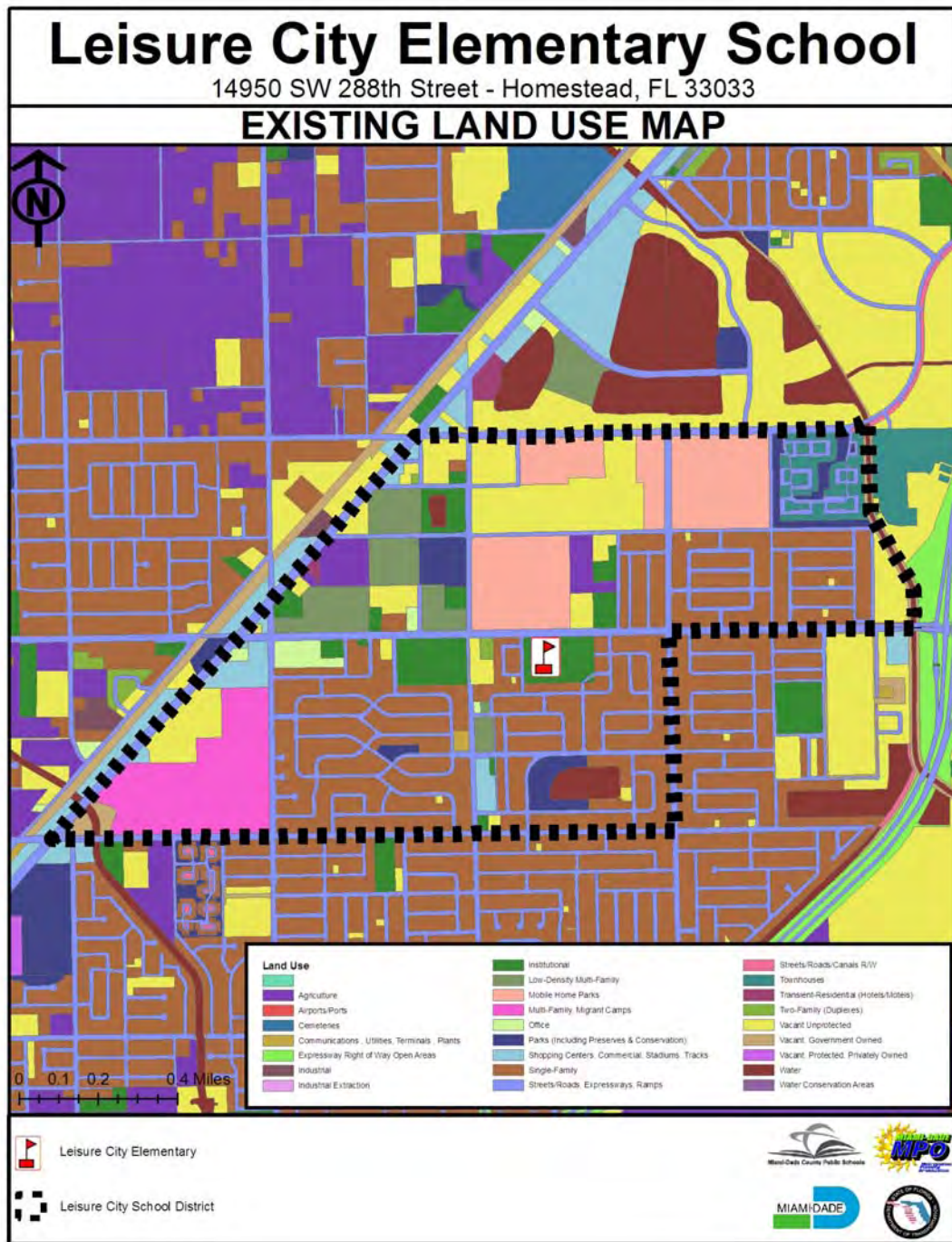
6.2 School Zone Boundary

The Leisure City Elementary School boundary is a compact boundary contained totally within the 2-mile radius of the school. The school sits in the center of an attendance area bound on the north by 280th Street. The western boundary is US-1. The southern boundary is 296th Street. The western boundary jogs north from 296th Street along 147th Avenue, east along 288th Street and north along the canal east of 144th Avenue.



6.3 Land Use

Land use in the study area is primarily single family residential, with recently demolished mobil home parks, low-density multi family areas as well as parks and vacant land. It can be expected that these fallow areas where the mobile home parks have been removed, and the vacant land will be redeveloped as residential in the not to distant future.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
Leisure City Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
284th Street	154 Ave	152 Ave	Local	30	Low	Yes
152nd Avenue	248 St	288 St	County Collector	35	Low	Yes
288th Street	152 Ave	School Entrance	County Collector	30	Mod	No
144th Avenue	284 St	286 St	Local	30	Low	No
286th Street	144 Ave	147 Ave	Local	30	Low	No
147th Avenue	286 St	288 St	County Collector	30	Mod	Yes
288th Street	147 Ave	School Entrance	County Collector	30	Low	No
295th Terrace	157 Ave	155 Ct	Local	30	Low	Yes
155th Court	295 Ter	Harding	Local	30	Low	No
Harding	155 Ct	Idaho	Local	30	Low	No
Idaho	Harding	Garfield	Local	30	Low	No
Garfield	Idaho	Georgia	Local	30	Low	No
Georgia	Garfield / Grant	Illinois	Local	30	Low	No
Illinois	Grant	288 St	Local	30	Low	No
292nd Terrace/Street	159 Ct	157 Ave	Local	30	Low	No
157th Avenue	292 St	Leisure Dr	County Collector	35	Mod	No
Leisure Drive	157 Ave	Alabama Rd	Local	30	Low	No
Alabama/Garfield	Leisure Rd	Arkansas Rd	Local	30	Low	No
Arkansas Road	Garfield Rd	289 Ter	Local	30	Low	No
289th Terrace	155 Ct	154 Ave	Local	30	Low	No
154th Avenue	289 Ter	288 St	Local	30	Low	No
288th Street	154 Ave	School Entrance	County Collector	35	Mod	Yes
295th Street	150 Ave	Lousiana Rd	Local	30	Low	No
Lousiana Road	295 St	Harding Rd	Local	30	Low	No
Harding Road	Lousiana Rd	Kansas Ave	Local	30	Low	No
Kansas Avenue	Harding Rd	Grant Rd	Local	30	Low	No
Grant Road	Kansas Rd	Kentucky Rd	Local	30	Low	No
Kentucky Road	Grant Rd	288 St	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

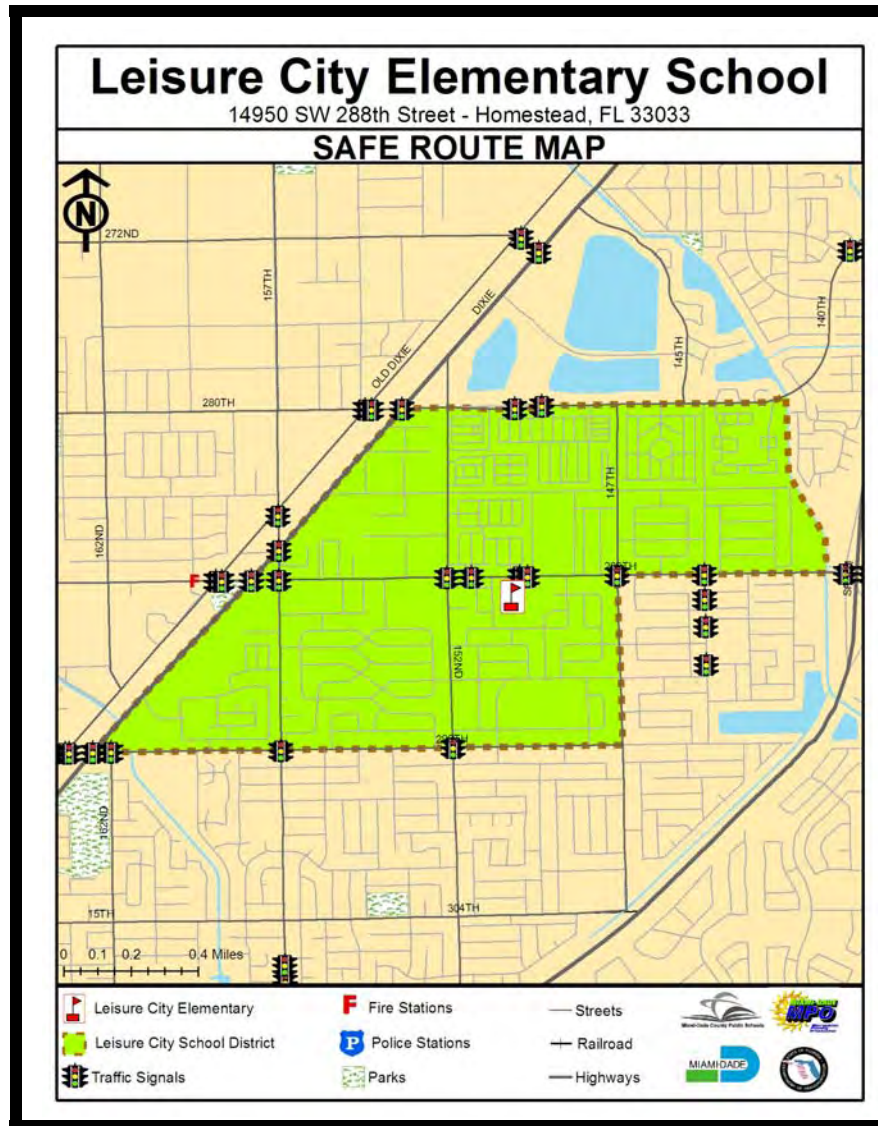
** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Leisure City Elementary School were conducted in February, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 288th Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. Pedestrian facilities are generally lacking. This area is typified by some pedestrian facilities. If these exist they are generally not connected across streets by painted crosswalks or to streets by ADA sidewalk extensions. The area is in the midst of redeveloping. Areas which were formerly trailer parks have been demolished. It is anticipated that more permanent residential community will be developed in their place. Until then there are gaps in the pedestrian network, along side vacant often shielded areas, which can create a hazard. As with nearly all newly developed areas in Miami-Dade County, it can be expected that all pedestrian facilities will be mandatory as part of the development permit process. The signage, lighting and crossings in proximity of the school are in good condition.

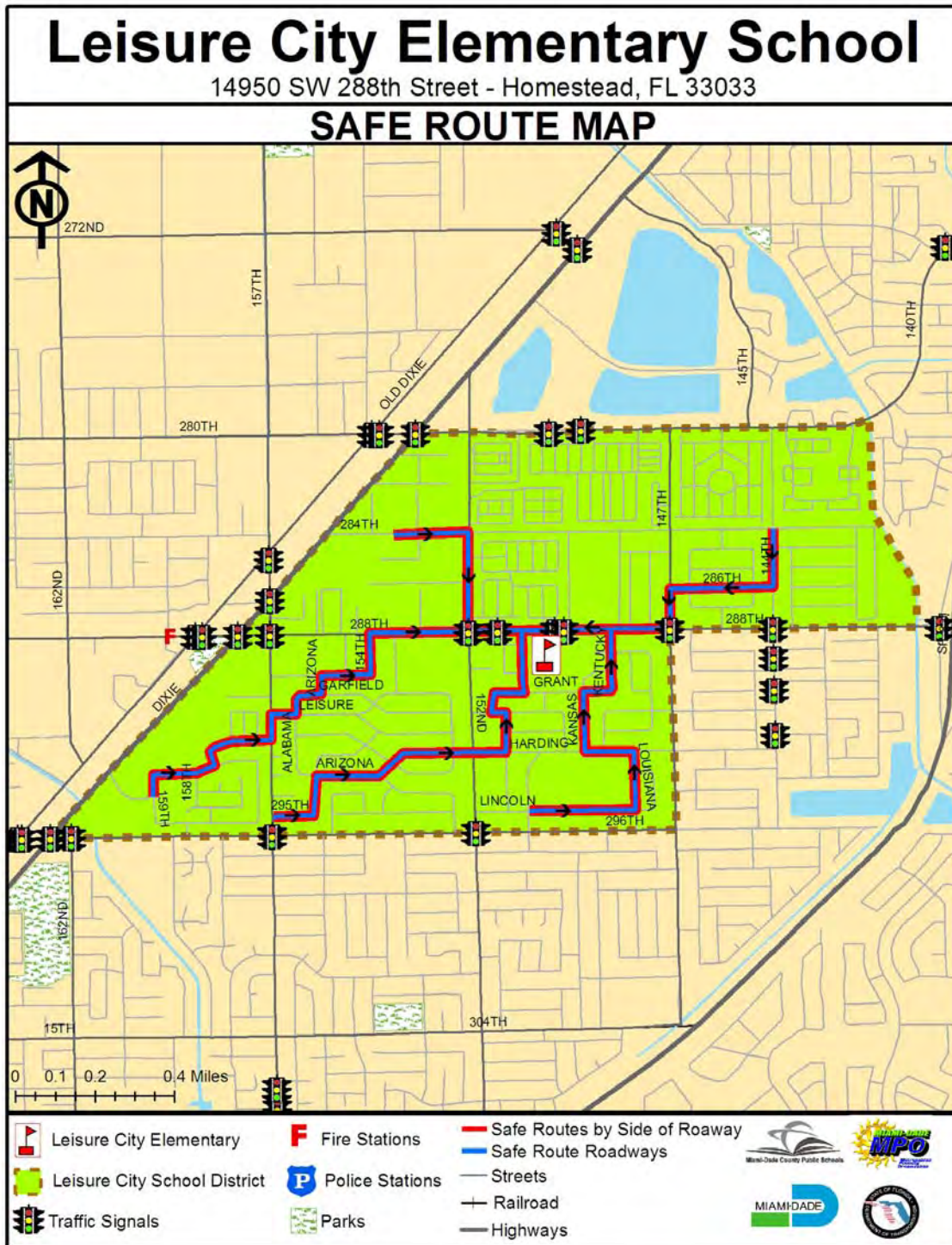


7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Leisure City Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7: Leisure City Elementary School Opinion of Probable Costs						
Road	Segment		Recommended Improvement	Qty	Unit	Total
	From	To				
284th Street	154 Ave	152 Ave	Install Painted Crosswalk across the 284 St/152 Ave intersection (West side - 62', South side - 52')	114	LF	350.00
152nd Avenue	248 St	288 St	Install Sidewalk east side	260	LF	
			Install Painted Crosswalks across 152 Ave/Lucy St intersection (North side 60', East side 80', South side -60')	200	LF	600.00
			Install Pedestrian Crossing Signs at 152 Ave / Lucy Intersection facing North and South	2	AS	850.00
			Install Sidewalk east side	925	LF	73,350.00
288th Street	152 Ave	School Ent	No Improvements Needed			
144th Avenue	284 St	286 St	Install Painted Crosswalks across the 144 Ave / 284 St intersection, (west side - 84', South side - 80')	164	LF	500.00
			Install Painted Crosswalks across 144 Ave / 286 St intersection, (East side - 56', North side - 52', West side - 50, South side - 52)	210	LF	650.00
			Install Sidewalk Extensions at 144Ave / 286 St intersection (NW - 10', SW - 12')	22	LF	1,750.00
286th Street	144 Ave	147 Ave	Install Painted Crosswalks @ 286 St / 144 Ct intersection (North side - 90, South side - 80')	170	LF	550.00
			Install Painted Crosswalks @ 286 St / 146 Ave intersection (North side - 88', South side - 76')	164	LF	500.00
			Install Painted Crosswalks @ 286 St / 147 Ave intersection (north side - 56', South side - 48', East side - 62')	166	LF	500.00
			Install Sidewalk Extensions @ 286 St / 144 Ct (NW -14', NE -14', SW - 14', SE - 14')	56	LF	4,450.00
			Install Sidewalk Extensions @ 286 St / 146 Ave (NW -13' NE - 14', SW 14', SE 15')	56	LF	4,450.00
			Install Sidewalk Extensions @ 286 St / 144 Ct (NE -18', SE - 17')	35	LF	2,800.00
147th Avenue	286 St	288 St	No Improvements Needed			
288th Street	147 Ave	School Ent	No Improvements Needed			
295th Terrace	157 Ave	155 Ct	No Improvements Needed			
155th Court	295 Ter	Harding	Install Painted Crosswalks across 155 Ct / Harding-Hayes intersection (North side -72', South side - 74', East side - 90', West side - 94)	330	LF	1,000.00
Harding	155 Ct	Idaho	Install Painted Crosswalks across Harding/Harrison intersection (North side - 54', South side - 60')	114	LF	350.00
			Install Painted Crosswalks across Harding/Florida intersection (North side - 86', South side - 64')	180	LF	550.00
			Install Painted Crosswalks across Harding/152 Ave intersection (North side - 102', South side - 120')	222	LF	700.00
			Install Painted Crosswalks across Harding / Jackson intersection (South side)	120	LF	400.00
			Install Painted Crosswalks across Harding / 150 Ave intersection (West side)	66	LF	200.00
			Install Sidewalk between 152 Ave and Idaho Ave (North side - 379', south side - 362')	741	LF	58,750.00
Idaho	Harding	Garfield	Install Sidewalk (East side - 450', West side - 478')	928	LF	73,600.00
			Install Painted Crosswalks across Idaho/Leisure Ave intersection (East side)	70	LF	250.00
			Install Painted Crosswalks across Idaho/Garfield intersection (East side - 70', South side - 78', West side - 46')	194	LF	600.00
Garfield	Idaho	Georgia	Install Sidewalk (North side - 127, South side - 174')	301	LF	23,900.00
			Install Painted Crosswalks across Garfield/Georgia intersection (North side - 80', East side - 53, West side 68")	201	LF	15,950.00
Georgia	Garfield / Grant	Illinois	Install Sidewalk (North side - 471, South side - 553')	1024	LF	81,200.00
Illinois	Grant	288 St	Install Sidewalk (East side - 100, West side - 157')	257	LF	20,400.00
			Install Painted High Visibility "Zebra Stripe" Crosswalks across Illinois/288 St intersection (South side - 33')	33	LF	650.00
292nd Terrace/Street	159 Ct	157 Ave	Install Sidewalk (North side - 1706, South side - 1728')	3434	LF	272,200.00
			Open Gate at 292 St /157 Ave	-	-	
			Install Painted Crosswalks across 292 Ter/292 St intersection (North side - 72', West side - 86')	158	LF	500.00
			Install Painted Crosswalks across 292 Ter/158 Ct intersection (North side - 56')	56	LF	200.00
			Install Painted Crosswalks across 292 Ter/157 Pl intersection (North side - 62')	62	LF	200.00
			Install Painted Crosswalks across 292 Ter/157 Ct intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalks across 292 Ter/157 Ave intersection (North side - 56', South side 60', West side 68')	184	LF	550.00
			No Improvements Needed			
157th Avenue	292 St	Leisure Dr	No Improvements Needed			
Leisure Drive	157 Ave	Alabama Rd	Install Painted Crosswalks across Leisure/Garfield intersection (North side - 41', South side - 82', East side - 102', West side -148')	379	LF	1,150.00
			Install Sidewalk Extensions @ Leisure / Garfield intersection (NW -14')	14	LF	1,150.00
Alabama/Garfield	Leisure Rd	Arkansas Rd	Install Painted Crosswalks across Garfield/155 Ct intersection (North side - 72', South side -56', West side- 56')	184	LF	14,600.00
Arkansas Road	Garfield Rd	289 Ter	Install Painted Crosswalks across 155 Ave / 289 Ter intersection (South side 74')	74	LF	250.00
289th Terrace	155 Ct	154 Ave	Install Painted Crosswalks across 289 Ter / 154 Ct intersection (North side 54')	54	LF	200.00
154th Avenue	289 Ter	288 St	Install High Visibility Painted Crosswalks across 288 St / 154 Ave intersection (North side 46')	46	LF	950.00
288th Street	154 Ave	School Ent	Install High Visibility Painted Crosswalks across 288 St / Colorado Ave intersection (North side 44')	44	LF	900.00
295th Street	150 Ave	Louisiana Rd	Install Sidewalk (North side 212')	212	LF	16,850.00
			Install Sidewalk Extensions @ 295 St / Louisiana intersection (NE - 13', NW -10', SE - 13', SW - 10')	46	LF	3,650.00
			Install Painted Crosswalks across 295/Louisiana intersection (North side - 74', South side - 64', East side - 78', West side 88")	302	LF	900.00
			Install Sidewalk (West side 530')	530	LF	1,600.00
Louisiana Road	295 St	Harding Rd	Install Sidewalk Extensions @ Louisiana / Harrison intersection (NE - 13', NW -10')	23	LF	1,850.00
			Install Sidewalk Extensions @ Louisiana / Harding intersection (SE - 13', SW - 11')	24	LF	1,950.00
			Install Painted Crosswalks across Louisiana/Harrison intersection (East side - 82', South side- 80')	162	LF	500.00
			Install Painted Crosswalks across Louisiana/Harding intersection (East side - 56', West side 56')	112	LF	350.00
Harding Road	Louisiana Rd	Kansas Ave	Install Sidewalk (North side -648', South Side- 171')	819	LF	64,950.00
			Install Painted Crosswalks across Harding/Kentucky intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalks across Harding/Kansas intersection (North side - 94', East side - 76', West side 64')	234	LF	700.00
Kansas Avenue	Harding Rd	Grant Rd	Install Sidewalk (North side -744', South Side- 744')	1488	LF	117,950.00
			Install Painted Crosswalks across Grant/148 Ave intersection (South side - 74, North side - 64', East side - 74', West side - 68')	280	LF	850.00
Grant Road	Kansas Rd	Kentucky Rd	Install Sidewalk (North side- 318', South Side -318')	636	LF	50,450.00
Kentucky Road	Grant Rd	288 St	Install Sidewalk (West side - 686', East Side- 706')	1392	LF	110,350.00
Preliminary Costs						956,950.00
Contingency (20%)						191,390.00
Mobilization (10%)						95,695.00
Maintenance of Traffic (10%)						95,695.00
Opinion of Total Costs						1,339,730.00
Note: 1. All sidewalk widths are 6 feet wide unless stated otherwise. 2. Abbreviations: Qty = Quantity AS = LF = Linear						

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

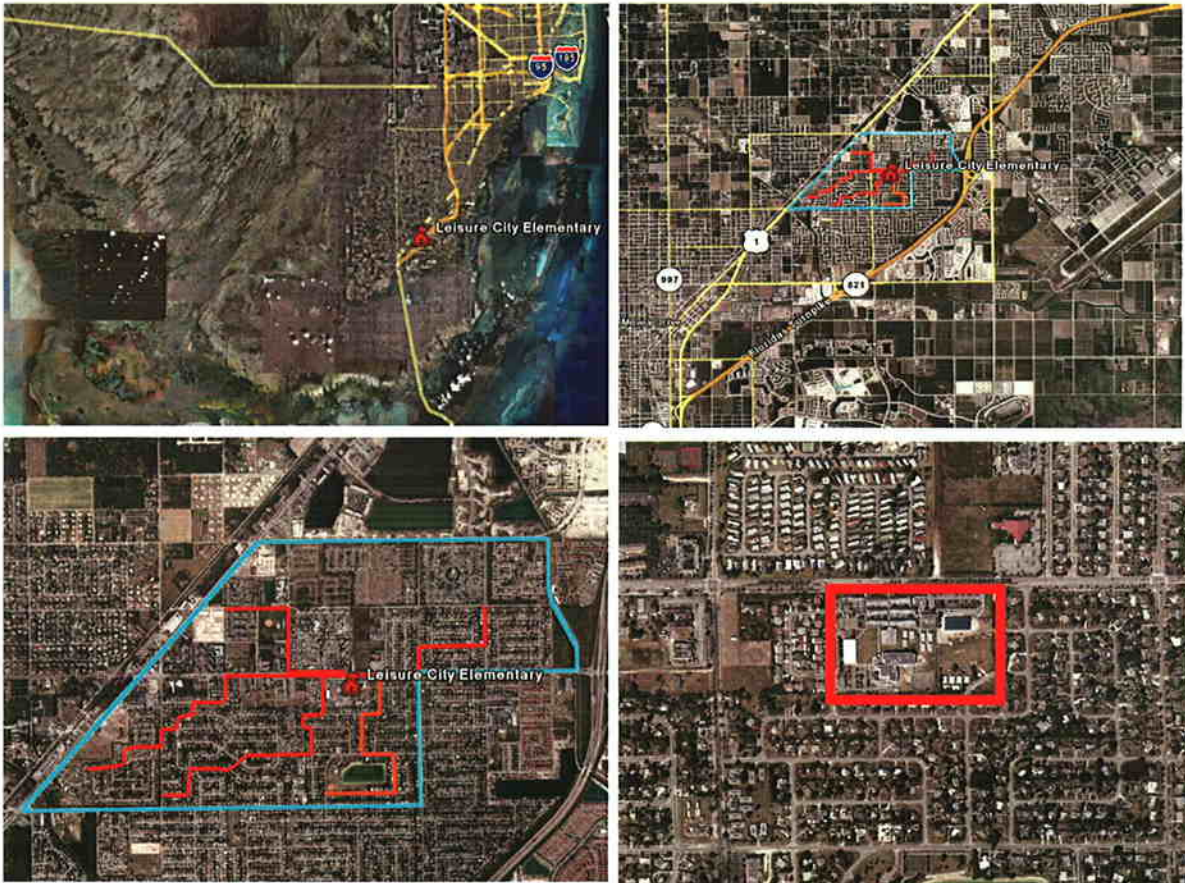
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**LEISURE CITY ELEMENTARY SCHOOL
14950 SW 288TH STREET
HOMESTEAD, FL 33033**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information

Name of school: Leisure City Elementary School			County: Miami-Dade		
The Applicant must be one of the agencies or organizations listed below:					
<input checked="" type="checkbox"/> School Board		<input type="checkbox"/> Private School		<input type="checkbox"/> Community Traffic Safety Team	
Agency/Organization Name: Miami Dade County Public Schools					
Contact Person: Jaime Torrens			Title: Chief Facilities Officer		
Daytime Phone: 305-995-7287		Fax: 305-995-4660		E-mail: jtorrens@dadeschools	
Mailing Address: 111 NW 1 st Street Suite 1510					
City: Miami		State: Florida		Zip: 33128 -1970	
Signature:		Typed name: Jaime Torrens		Date: 4/29/08	
Signature of School Board or school representative required when different from applicant:					
Signature:		Typed name:		Date:	
The Maintaining Agency must be one of the agencies listed below:					
<input type="checkbox"/> City		<input checked="" type="checkbox"/> County		<input type="checkbox"/> Florida Department of Transportation	
Agency/Organization Name: Miami Dade County, Public Works					
Contact Person: Jeffrey L. Cohen, P.E.			Title: Assistant Chief		
Daytime Phone: 305-375-2030		Fax: 305-372-6064		E-mail: jcpe@miamidade.gov	
Mailing Address: 111 NW First Street					
City: Miami		State: Florida		Zip: 33128-1970	
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.					
Signature:		Typed name: Jeffrey L Cohen		Date: 4/29/08	
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.					
Agency/Organization Name: Miami Dade Metropolitan Planning Organization					
Contact Person: David Henderson			Title: Bicycle/Pedestrian Specialist		
Daytime Phone: 305-375-1647		Fax: 3-5-375-4950		E-mail: davidh@miamidade.gov	
Mailing Address: 111 NW 1 st Street, Suite 910					
City: Miami		State: Florida		Zip: 33128	
Signature:		Typed name: David Henderson		Date: 4/29/0	
Designated Contact: Check below the primary contact (the one the District should coordinate with):					
<input type="checkbox"/> Applicant		<input checked="" type="checkbox"/> Maintaining Agency		<input type="checkbox"/> MPO	

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering “No” does not constitute elimination from project consideration.

1. Does the project have public support?

☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements)

☒ Yes ☐ No

If no, are they willing to become LAP Certified?

☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project?

☒ Yes ☐ No

*If yes, describe its width and condition: **Generally greater than 50' in width. Ample sidewalks, with few***

If no, is acquisition or dedication of a permanent public access planned?

☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District?

☒ Yes

☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implementation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban/suburban, typified by a residential local streets on a larger grid system. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. Much of the land around the school is developing or redeveloping creating conflicts between once agricultural land and more urban uses. The need for safe routes to school is heightened because of this situation. Additionally drivers do not obey no u-turn signs in front of the school, and are thought to display a lack of care while in the school zone.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for Leisure City Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Leisure City Elementary School, the population is 3% white, 19% black, 58% hispanic and 4% asian. Nearly 72% of the population is eligible for the Free Lunch Program. Generally in the area about 62% of the households have children. The unemployment rate is about 7.4%. Nearly 35% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. The study area is supported by a grid of collector roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 288th Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. Pedestrian facilities are generally lacking. If these exist they are generally not connect across streets by painted crosswalks or to streets by ADA sidewalk extensions. The area is in the midst of redeveloping. Areas which were formerly trailer parks have been demolished. It is anticipated that more permanent residential communities will be developed in their place. Until then there are gaps in the pedestrian network, along side vacant often shielded areas, which can create a hazard. As with nearly all newly developed areas in Miami-Dade County, it can be expected that all pedestrian facilities will be mandatory as part of the development permit process, and installed by the developers, eliminating this as a cost to this project. The signage, lighting and crossings in proximity of the school are in good condition.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Thirteen crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 280th Street and 296th Street. Only four crashes occurred on neighborhood streets. No juvenile fatalities have occurred in the area. In 2004, there was a low of no injuries and no fatalities in the area. In 2000 there was a high of 5 injuries and no fatalities in the area. The attached tables and map detail the data.

Section 5 – Current Conditions

LOCATION

#1 Street Name: **288th Street** From: **150 Ave** To: **Kentucky Rd**

Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **150 Ave** From: **288 St** To: **Grant Lane**

Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)

☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.

Land use in the study area is primarily single family residential, with recently demolished mobile home parks, low-density multi family areas as well as parks and vacant land. It can be expected that these fallow areas where the mobile home parks have been removed, and the vacant land will be redeveloped as residential in the not to distant future.

ROADWAY CHARACTERISTICS

Roadway Type: ☒ Urban (curb & gutter) ☐ Rural (check shoulder type): ☐ Paved ☐ Grass

Shoulder Type: ☒ Grass ☒ Paved ☐ Curb

Shoulder Grade: ☒ Flat ☐ Steep-Up ☐ Steep-Down

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface
☐ Paved surface with gaps ☒ Continuous paved sidewalks

Write below your comments on status of the current walking surface:

Paved walking surfaces are generally in good condition. Gaps in the sidewalks do exist.

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads closest to the school in the area are mainly local streets separated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

- ☒ We need pedestrian features ☐ We need other school-related signals
☐ We need traffic signs ☒ We need marked crosswalks
☒ We need other roadway markings ☐ We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): **21475** Posted Speed Limit: **30** Operating Speed: **30**

Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	4	1	0		
Ped fatalities	0	0	0		
Bike injuries	0	0	0		

Bike fatalities	0	0	0		
Totals	4	1	0		

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -	To: -	
Number of K to 8 th grade children using route or facility:	Current: While pedestrian counts were not taken, it is estimated that nearly 60% children, walk or bike to school through the near by neighborhoods	Potential*: There are 1308 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. All residents that live in the boundary live within a two mile radius. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.

Request #2 Street Name: -

From: --	To: -	
Number of K to 8 th grade children using route or facility:	Current:	Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

<input checked="" type="checkbox"/> Continuation of Existing Sidewalk	<input checked="" type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

<input checked="" type="checkbox"/> Within school zone or school area	<input type="checkbox"/> Outside of school zone or school area
---	--

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests (includes bike parking, traffic calming, or other improvements not listed above)

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are portions of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	709950
Maintenance of Traffic (MOT)	70995
Mobilization	70995
Subtotal	851940
Contingency (15% of Subtotal)	106492
Total Construction Cost	958432
Professional Engineering Design (15% of Total)	106492
Construction Engineering and Inspection (CEI) (15% of Total)	106492
Grand Total	1171416

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

Some of the sidewalks suggested along this Safe Routes application may ultimately be the responsibility of the future developers of vacant land. This may lower the costs of the project. This determination can be made the Miami Dade County Public Works Department who is the implementing agency.

**Table 7:
Leisure City Elementary School
Opinion of Probable Costs**

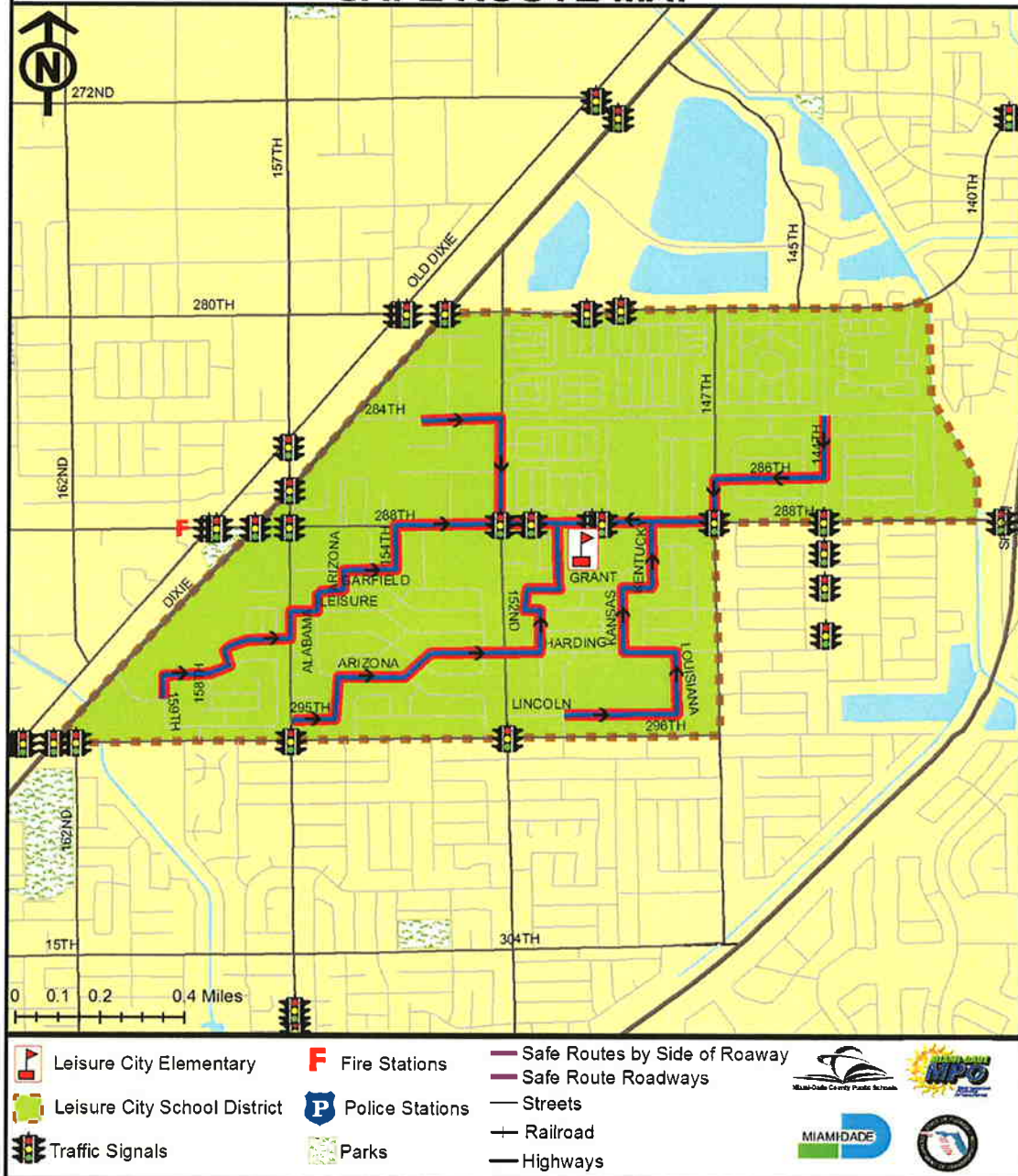
Road	Segment		Recommended Improvement	Qty	Unit	Total
	From	To				
284th Street	154 Ave	152 Ave	Install Painted Crosswalk across the 284 St/152 Ave intersection (West side - 62', South side - 52')	114	LF	350.00
152nd Avenue	248 St	288 St	Install Sidewalk east side	280	LF	13,950.00
			Install Painted Crosswalks across 152 Ave/Lucy St intersection (North side 80', East side 80', South side - 80')	200	LF	800.00
			Install Pedestrian Crossing Signs at 152 Ave / Lucy Intersection facing North and South	2	AS	850.00
			Install Sidewalk east side	925	LF	49,500.00
208th Street	152 Ave	School Ent	No Improvements Needed	--	--	--
144th Avenue	284 St	286 St	Install Painted Crosswalks across the 144 Ave / 284 St intersection, (west side - 84', South side - 80')	164	LF	500.00
			Install Painted Crosswalks across 144 Ave / 286 St intersection, (East side - 56', North side - 52', West side - 50', South side - 52')	210	LF	650.00
			Install Sidewalk Extensions at 144 Ave / 286 St intersection (NW - 10', SW - 12')	22	LF	1,200.00
			Install Painted Crosswalks @ 286 St / 144 Ct intersection (North side - 90', South side - 80')	170	LF	550.00
286th Street	144 Ave	147 Ave	Install Painted Crosswalks @ 286 St / 148 Ave intersection (North side - 98', South side - 78')	164	LF	500.00
			Install Painted Crosswalks @ 286 St / 147 Ave intersection (north side - 58', South side - 48', East side - 62')	166	LF	500.00
			Install Sidewalk Extensions @ 286 St / 144 Ct (NW - 14', NE - 14', SW - 14', SE - 14')	56	LF	3,000.00
			Install Sidewalk Extensions @ 286 St / 146 Ave (NW - 13' NE - 14', SW 14', SE 15')	58	LF	3,000.00
			Install Sidewalk Extensions @ 286 St / 144 Ct (NE - 16', SE - 17')	35	LF	1,900.00
147th Avenue	286 St	288 St	No Improvements Needed	--	--	--
288th Street	147 Ave	School Ent	No Improvements Needed	--	--	--
295th Terrace	157 Ave	155 Ct	No Improvements Needed	--	--	--
155th Court	295 Ter	Harding	Install Painted Crosswalks across 155 Ct / Harding-Hayes intersection (North side - 72', South side - 74', East side - 90', West side - 94')	330	LF	1,000.00
Harding	155 Ct	Idaho	Install Painted Crosswalks across Harding/Harrison intersection (North side - 54', South side - 60')	114	LF	350.00
			Install Painted Crosswalks across Harding/Florida intersection (North side - 86', South side - 94')	180	LF	550.00
			Install Painted Crosswalks across Harding/152 Ave intersection (North side - 102', South side - 120')	222	LF	700.00
			Install Painted Crosswalks across Harding / Jackson intersection (South side)	120	LF	400.00
			Install Painted Crosswalks across Harding / 150 Ave intersection (West side)	88	LF	200.00
			Install Sidewalk between 152 Ave and Idaho Ave (North side - 379', south side - 382')	741	LF	39,650.00
Idaho	Harding	Garfield	Install Sidewalk (East side - 460', West side - 478')	928	LF	49,650.00
			Install Painted Crosswalks across Idaho/Leisure Ave intersection (East side)	70	LF	250.00
			Install Painted Crosswalks across Idaho/Garfield intersection (East side - 70', South side - 78', West side - 48')	194	LF	600.00
Garfield	Idaho	Georgia	Install Sidewalk (North side - 127', South side - 174')	301	LF	16,100.00
			Install Painted Crosswalks across Garfield/Georgia intersection (North side - 80', East side - 53', West side 88')	201	LF	10,750.00
Georgia	Garfield / Grant	Illinois	Install Sidewalk (North side - 471', South side - 553')	1024	LF	54,800.00
Illinois	Grant	288 St	Install Sidewalk (East side - 100', West side - 157')	257	LF	13,750.00
			Install Painted High Visibility "Zebra Stripes" Crosswalks across Illinois/288 St intersection (South side - 33')	33	LF	650.00
292nd Terrace/Street	159 Ct	157 Ave	Install Sidewalk (North side - 1708', South side - 1728')	3434	LF	183,700.00
			Open Gate at 292 St /157 Ave	--	--	--
			Install Painted Crosswalks across 292 Ter/292 St intersection (North side - 72', West side - 86')	158	LF	500.00
			Install Painted Crosswalks across 292 Ter/158 Ct intersection (North side - 56')	56	LF	200.00
			Install Painted Crosswalks across 292 Ter/157 Pl intersection (North side - 62')	62	LF	200.00
			Install Painted Crosswalks across 292 Ter/157 Ct intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalks across 292 Ter/157 Ave intersection (North side - 58', South side 60', West side 86')	184	LF	550.00
157th Avenue	292 St	Leisure Dr	No Improvements Needed	--	--	--
Leisure Drive	157 Ave	Alabama Rd	Install Painted Crosswalks across Leisure/Garfield intersection (North side - 41', South side - 62', East side - 102', West side - 149')	379	LF	1,150.00
			Install Sidewalk Extensions @ Leisure / Garfield intersection (NW - 14')	14	LF	750.00
Alabama/Garfield	Leisure Rd	Arkansas Rd	Install Painted Crosswalks across Garfield/155 Ct intersection (North side - 72', South side - 56', West side - 68')	184	LF	400.00
Arkansas Road	Garfield Rd	289 Ter	Install Painted Crosswalks across 155 Ave / 289 Ter intersection (South side 74')	74	LF	250.00
289th Terrace	155 Ct	154 Ave	Install Painted Crosswalks across 289 Ter / 154 Ct intersection (North side 54')	54	LF	200.00
154th Avenue	289 Ter	288 St	Install High Visibility Painted Crosswalks across 288 St / 154 Ave intersection (North side 46')	46	LF	950.00
288th Street	154 Ave	School Ent	Install High Visibility Painted Crosswalks across 288 St / Colorado Ave intersection (North side 44')	44	LF	900.00
295th Street	150 Ave	Louisiana Rd	Install Sidewalk (North side 212')	212	LF	11,350.00
			Install Sidewalk Extensions @ 295 St / Louisiana intersection (NE - 13', NW - 10', SE - 13', SW - 10')	46	LF	2,500.00
			Install Painted Crosswalks across 295/Louisiana intersection (North side - 74', South side - 54', East side - 78', West side 86')	502	LF	900.00
Louisiana Road	295 St	Harding Rd	Install Sidewalk (West side 530')	530	LF	1,800.00
			Install Sidewalk Extensions @ Louisiana / Harrison intersection (NE - 13', NW - 10')	23	LF	1,250.00
			Install Sidewalk Extensions @ Louisiana / Harding intersection (SE - 13', SW - 11')	24	LF	1,300.00
			Install Painted Crosswalks across Louisiana/Harrison intersection (East side - 82', South side - 60')	162	LF	500.00
			Install Painted Crosswalks across Louisiana/Harding intersection (East side - 58', West side 58')	112	LF	350.00
Harding Road	Louisiana Rd	Kansas Ave	Install Sidewalk (North side - 648', South Side - 171')	819	LF	43,950.00
			Install Painted Crosswalks across Harding/Kentucky intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalks across Harding/Kansas intersection (North side - 94', East side - 79', West side 84')	234	LF	700.00
Kansas Avenue	Harding Rd	Grant Rd	Install Sidewalk (North side - 744', South Side - 744')	1488	LF	79,600.00
			Install Painted Crosswalks across Grant/148 Ave intersection (South side - 74', North side - 64', East side - 74', West side - 86')	260	LF	850.00
Grant Road	Kansas Rd	Kentucky Rd	Install Sidewalk (North side - 318', South Side - 318')	638	LF	34,050.00
Kentucky Road	Grant Rd	288 St	Install Sidewalk (West side - 889', East Side - 708')	1392	LF	74,450.00
Preliminary Costs						709,950.00
Contingency (15%)						\$ 106,492.50
Professional Engineering Design (15%)						\$ 106,492.50
Construction Engineering Inspection (15%)						\$ 106,492.50
Mobilization (10%)						\$ 70,995.00
Maintenance of Traffic (10%)						\$ 70,995.00
Opinion of Total Costs						\$ 1,171,417.50

Note
1 All sidewalk widths are 5 feet wide unless stated otherwise
2 Abbreviations
Qty = Quantity
AS = Assembly
LF = Linear Feet

Leisure City Elementary School

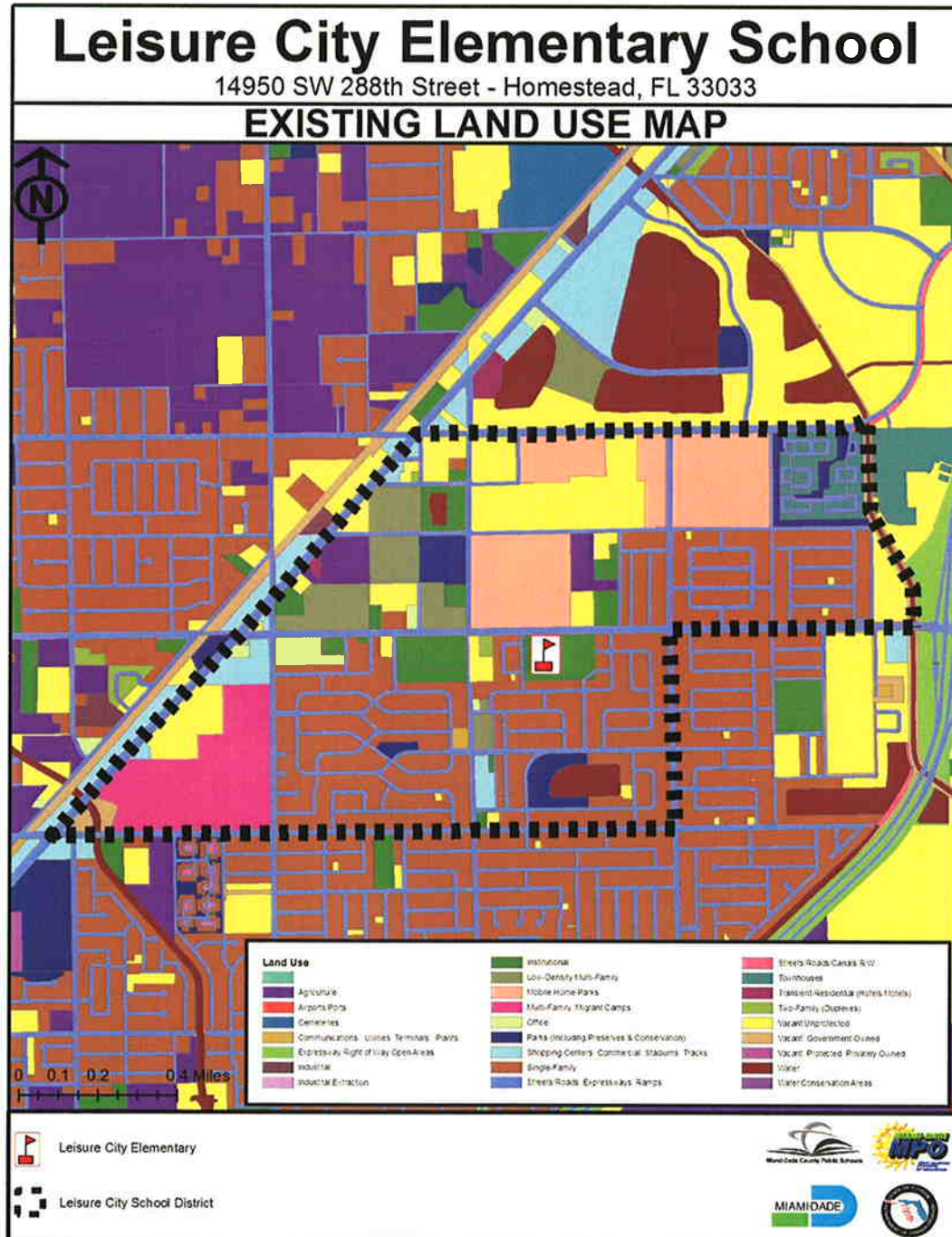
14950 SW 288th Street - Homestead, FL 33033

SAFE ROUTE MAP



Land Use

Land use in the study area is primarily single family residential, with recently demolished mobile home parks, low-density multi family areas as well as parks and vacant land. It can be expected that these fallow areas where the mobile home parks have been removed, and the vacant land will be redeveloped as residential in the not to distant future.



CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Thirteen crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 280th Street and 296th Street. Only four crashes occurred on neighborhood streets. No juvenile fatalities have occurred in the area. In 2004, there was a low of no injuries and no fatalities in the area. In 2000 there was a high of 5 injuries and no fatalities in the area. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Leisure City Elementary

Case Number	Pedestrian Date of Birth	Road Name	2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		TOTAL	
			Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		Fatalities	Injuries
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries		
70708461	10/30/1982	28913 S DIXIE HWY	0	0	0	0	0	0	0	0	0	0	0	0
72019068	0	28801 SW 157TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
72054414	11/11/1996	SW 288TH ST & SW 153RD AVE	0	0	0	0	0	0	0	1	0	0	0	1
70251998	5081994	SW 288TH ST & SW 152ND AVE	0	0	0	0	0	1	0	0	0	0	0	1
70500784	6121926	28501 SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
70705323	12/11/1992	28501 SW 152ND AVE	0	0	0	0	0	1	0	0	0	0	0	1
70705386	5151990	SW 295TH TER & SW 157TH AVE	0	0	0	0	0	1	0	0	0	0	0	1
72051854	0	14500 SW 280TH ST	0	0	0	0	0	1	0	0	0	0	0	1
581443130	5101999	14755 COOLIDGE LN	0	0	0	0	0	0	0	0	0	0	0	0
585584960	12/11/1992	14500 SW 280TH ST	0	0	0	1	0	0	0	0	0	0	0	1
594522390	0	29330 S DIXIE HWY	0	0	0	1	0	0	0	0	0	0	0	1
612995820	6241994	14850 SW 280TH ST	0	0	0	1	0	0	0	0	0	0	0	1
515501560	3131991	SW 284th ST & SW 152nd AVE	0	1	0	0	0	0	0	0	0	0	0	1
549364500	7291998	SW 288th ST & SW 147th PL	0	1	0	0	0	0	0	0	0	0	0	1
556003700	11/11/1998	15783 SW 291st ST	0	1	0	0	0	0	0	0	0	0	0	1
580238570	11/01/1990	SW 283rd ST & SW 142nd CT	0	1	0	0	0	0	0	0	0	0	0	1
585594310	11/14/1996	28152 SW 153RD AVE	0	1	0	0	0	0	0	0	0	0	0	1
			0	5	0	3	0	4	0	1	0	0	0	13

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 288th Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268th Street, 280th Street and 137th Avenue. About 15 signals are currently located within the attendance boundary. Pedestrian facilities are generally lacking. This area is typified by some pedestrian facilities. If these exist they are generally not connected across streets by painted crosswalks or to streets by ADA sidewalk extensions. The area is in the midst of redeveloping. Areas which were formerly trailer parks have been demolished. It is anticipated that more permanent residential community will be developed in their place. Until then there are gaps in the pedestrian network, along side vacant often shielded areas, which can create a hazard. As with nearly all newly developed areas in Miami-Dade County, it can be expected that all pedestrian facilities will be mandatory as part of the development permit process. The signage, lighting and crossings in proximity of the school are in good condition.

Table 6.4

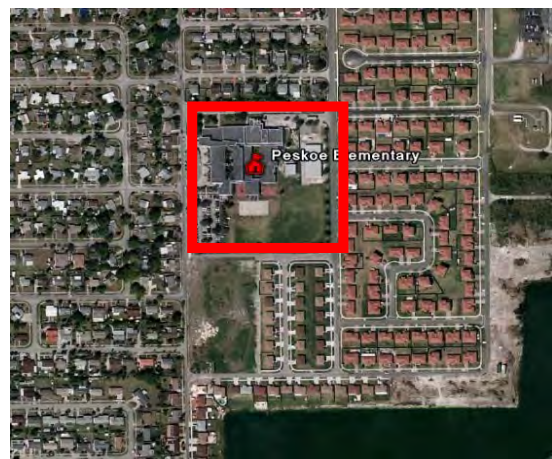
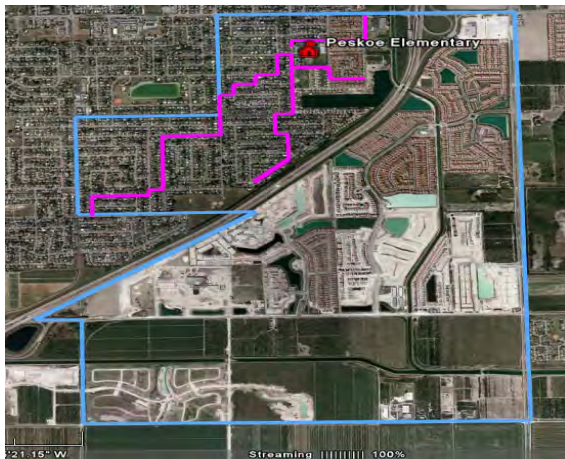
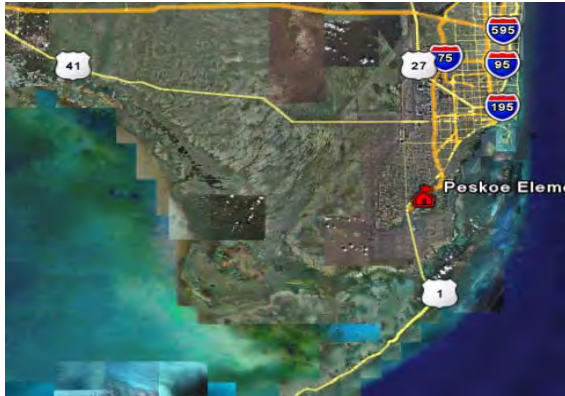
Leisure City Elementary School Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
284th Street	154 Ave	152 Ave	Local	30	Low	Yes
152nd Avenue	248 St	288 St	County Collector	35	Low	Yes
288th Street	152 Ave	School Entrance	County Collector	30	Mod	No
144th Avenue	284 St	286 St	Local	30	Low	No
286th Street	144 Ave	147 Ave	Local	30	Low	No
147th Avenue	286 St	288 St	County Collector	30	Mod	Yes
288th Street	147 Ave	School Entrance	County Collector	30	Low	No
295th Terrace	157 Ave	155 Ct	Local	30	Low	Yes
155th Court	295 Ter	Harding	Local	30	Low	No
Harding	155 Ct	Idaho	Local	30	Low	No
Idaho	Harding	Garfield	Local	30	Low	No
Garfield	Idaho	Georgia	Local	30	Low	No
Georgia	Garfield / Grant	Illinois	Local	30	Low	No
Illinois	Grant	288 St	Local	30	Low	No
292nd Terrace/Street	159 Ct	157 Ave	Local	30	Low	No
157th Avenue	292 St	Leisure Dr	County Collector	35	Mod	No
Leisure Drive	157 Ave	Alabama Rd	Local	30	Low	No
Alabama/Garfield	Leisure Rd	Arkansas Rd	Local	30	Low	No
Arkansas Road	Garfield Rd	289 Ter	Local	30	Low	No
289th Terrace	155 Ct	154 Ave	Local	30	Low	No
154th Avenue	289 Ter	288 St	Local	30	Low	No
288th Street	154 Ave	School Entrance	County Collector	35	Mod	Yes
295th Street	150 Ave	Louisiana Rd	Local	30	Low	No
Louisiana Road	295 St	Harding Rd	Local	30	Low	No
Harding Road	Louisiana Rd	Kansas Ave	Local	30	Low	No
Kansas Avenue	Harding Rd	Grant Rd	Local	30	Low	No
Grant Road	Kansas Rd	Kentucky Rd	Local	30	Low	No
Kentucky Road	Grant Rd	288 St	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**PESKOE ELEMENTARY SCHOOL
29035 SW 144TH AVENUE
MIAMI, FL 33033**



SAFE ROUTES TO SCHOOL – 2008

PESKOE ELEMENTARY SCHOOL
SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Peskoe Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Peskoe Elementary School

Address: 29035 SW 144th Avenue

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride =
- Private Car =
- Buses =



Peskoe Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Liliana C Albuerne
Principal
Pescoe Elementary School
29035 SW 144th Avenue
Miami, FL 33033

RE: Safe Routes to School Program in District 9

Principal Albuerns,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles including one fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods, on local streets, which is unusual, and points to poor pedestrian conditions in the area. In 2001 and 2004 here were two crashes. In 2003 there were no crashes. The following tables and map detail the data.

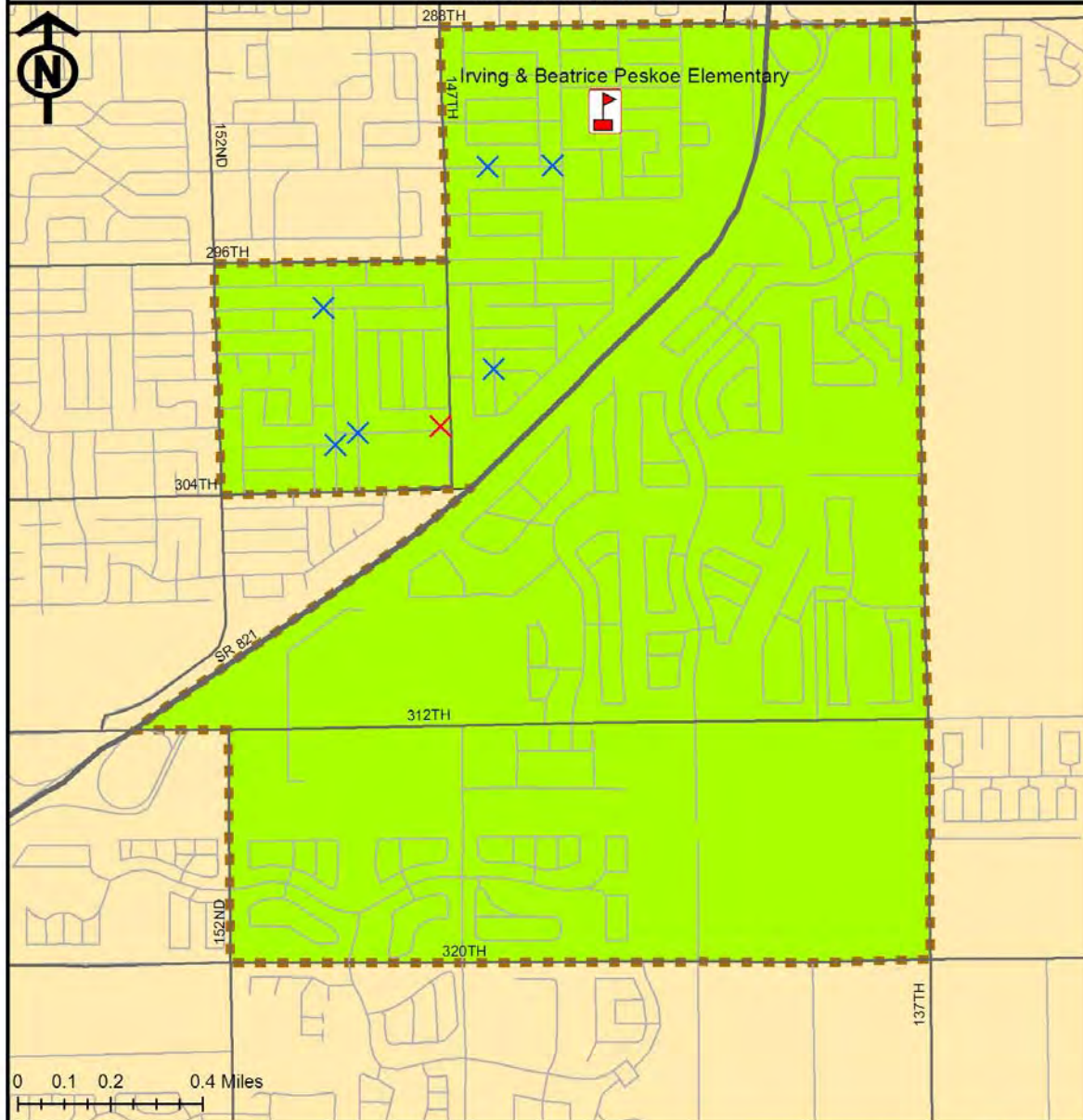
Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

ving & Beatrice Peskoe Elementar														
Case Number	Pedestrian Date of Birth	Road Name	2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		Totals	
			Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		Fatalities	Injuries
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries		
70567097	12/23/1996	SW 297TH TER & SW 149TH AVE	0	0	0	0	0	0	0	0	0	1	0	1
72015525	10141953	SW 296TH ST & SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
72045662	1091976	29010 SW 144TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
73289407	1111996	SW 293RD ST & SW 147TH AVE	0	0	0	0	0	0	0	0	0	1	0	1
73289498	2281941	SW 297TH ST & SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
72050594	12111960	SW 151ST AVE & SW 304TH ST	0	0	0	0	0	0	0	0	0	0	0	0
70560326	11181997	SW 148TH PL & SW 302ND ST	0	0	0	0	1	0	0	0	0	0	0	1
72053049	10021955	SW 152ND AVE & SW 296TH ST	0	0	0	0	0	0	0	0	0	0	0	0
72053127	10291952	30100 SW 145TH CT	0	0	0	0	0	0	0	0	0	0	0	0
72054310	10071969	SW 144TH AVE & SW 289TH ST	0	0	0	0	0	0	0	0	0	0	0	0
585584980	12171996	SW 293RD ST & SW 144TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
592761950	12281989	SW 302ND TER & SW 149TH AVE	0	0	1	0	0	0	0	0	0	0	0	1
612981280	9061994	SW 145TH CT & SW 300TH ST	0	0	0	1	0	0	0	0	0	0	0	1
558604800	7031996	SW 302nd ST & SW 147th AVE	1	0	0	0	0	0	0	0	0	0	1	0
563088900	12181980	SW 146th AVE & SW 298th TER	0	0	0	0	0	0	0	0	0	0	0	0
581414160	10051985	SW 299th TER & SW 146th AVE	0	0	0	0	0	0	0	0	0	0	0	0
			1	0	0	2	0	1	0	0	0	2	1	5

Irving & Beatrice Peskoe Elementary School

29035 SW 144th Avenue - Miami, FL 33033

CRASH MAP



Irving & Beatrice
Peskoe Elementary

Irving & Beatrice
Peskoe School District

× Juvenile Pedestrian Crashes

× Juvenile Pedestrian Fatalities

— Streets

— Railroad

— Highways



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?

___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

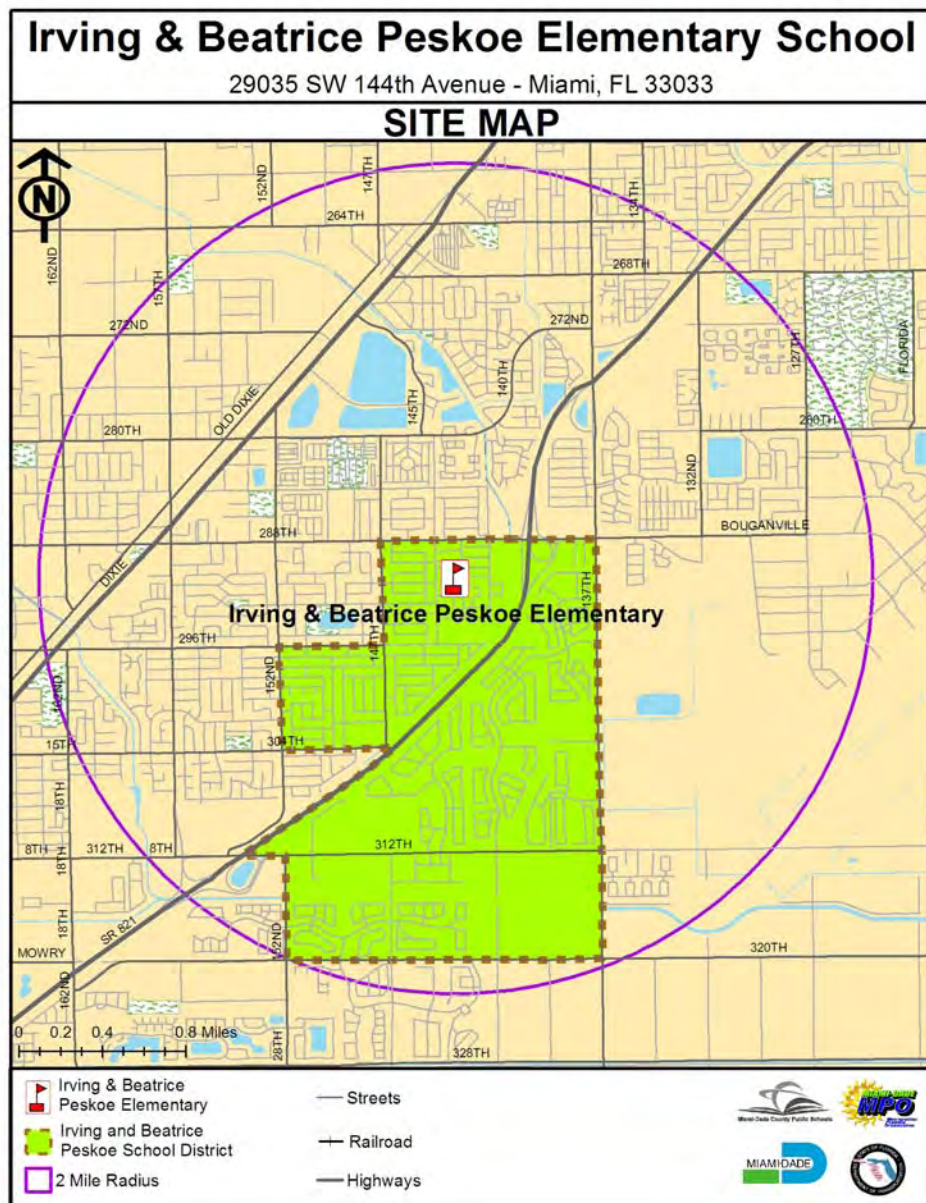
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

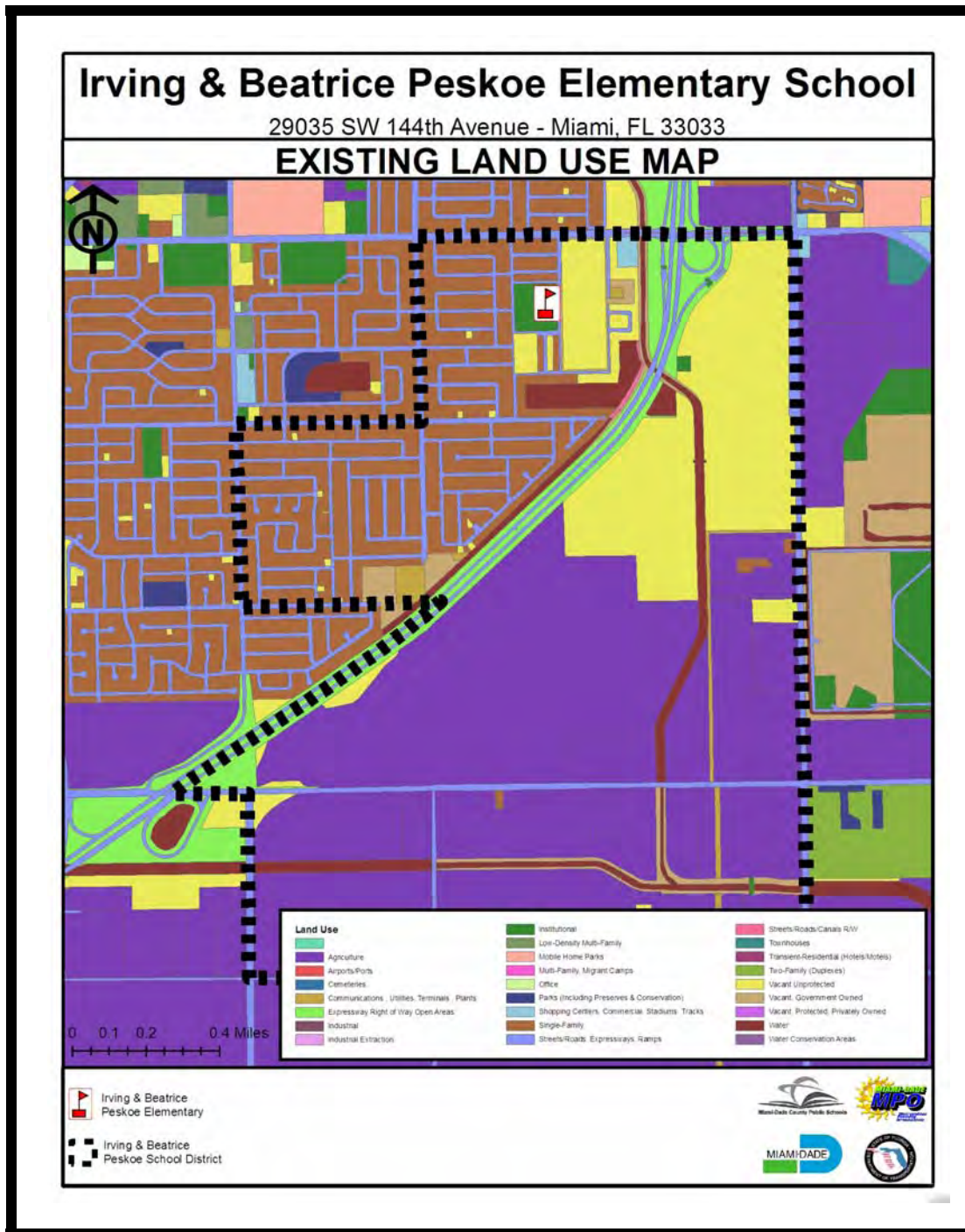
6.2 School Zone Boundary

The Peskoe Elementary School boundary is a compact boundary contained totally within the 2-mile radius of the school. The school sits in the northern quadrant of an attendance area bound on the north by 288th Street. The western boundary is a stair step configuration moving south from 288th Street along 147th Avenue, then west on 296th Street to 152nd Avenue, then south of 152nd Avenue to 304th Street. It continues east on 304th Street from 152nd Avenue to the Turnpike where it moves east on 312th Street to 152nd Avenue. It continues south on 152nd Avenue to 320th Street. From there it moves east on 320th Street to 137th Avenue, where it moves north back to 288th Street. Nearly 2/3 of the area is on the east side of the Turnpike, separated from the school. It is recommended that either this eastern half of the of the attendance area be transferred to another school boundary, if attendance permits, or the children living there be serviced by bus.



6.3 Land Use

Land use in the study area is almost totally single family residential. The area east of the Turnpike is former agricultural land which is newly developed. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. This makes the area east of the Turnpike extremely sensitive to pedestrians. No routes have been provided in this area due to the inherent hazards of enticing children to cross such a dangerous facility. Additionally few if any actual crossings exist in the area.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
Peskoe Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
142nd Avenue	288 St	290 Ter	Local	30	Low	No
290th Terrace	142 Ave	144 Ave	Local	30	Low	No
143rd Avenue	293 St	292 St	Local	30	Med	No
292nd Street	143 Ave	142 Ave	Local	30	Low	No
143rd Court	145 Ct	144 Ct	Local	30	Low	No
144th Court	143 Ct	297 Terr	Local	30	Low	No
297th Terrace	144 Ct	144 Pl	Local	30	Low	No
144th Place	297 Ter	296 St	Local	30	Low	No
296th Street	144 Pl	144 Ave	Local	30	Low	No
144th Avenue	296 St	291 St	County Collector	30	Low	Yes
151st Avenue	304 St	302 Ter	Local	30	Low	Yes
302nd Terrace	151 Ave	149 Ave	Local	30	Low	No
149th Avenue	302 Terr	302 St	Local	30	Low	No
302nd Street	149 Ave	148 Pl	Local	30	Low	No
148th Place	302 St	297 Terr	Local	30	Low	No
297th Terrace	148 Pl	147 Ave	Local	30	Med	No
147th Avenue	297 Ter	294 St	County Collector	30	Med	No
294th Street	147 Ave	146 Ave	Local	30	Low	No
146th Avenue	294 St	Harrison St	Local	30	Low	No
Harrison St	146 Ave	145 Ave	Local	30	Low	No
145th Avenue	Harrison St	Harding St	Local	30	Low	No
Harding Street	145 Ave	144 Ct	Local	30	Low	No
144th Court	Harding Ave	291 St	Local	30	Low	No
291st Street	141 Ct	144 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Peskoe Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 144th Avenue. All other signals are on the section-line and half-section line roads particularly along 288th Street. About 12 signals are currently located within the attendance boundary. Pedestrian facilities are generally poor throughout the area. Where sidewalks do exist they are usually not connected across streets with painted crosswalks, or connected to the street with ADA sidewalk extensions. The pedestrian environment needs to be enhanced. Immediately adjacent to the school there are the appropriate signs and lighting and striping to make pedestrianism a safe experience.



7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

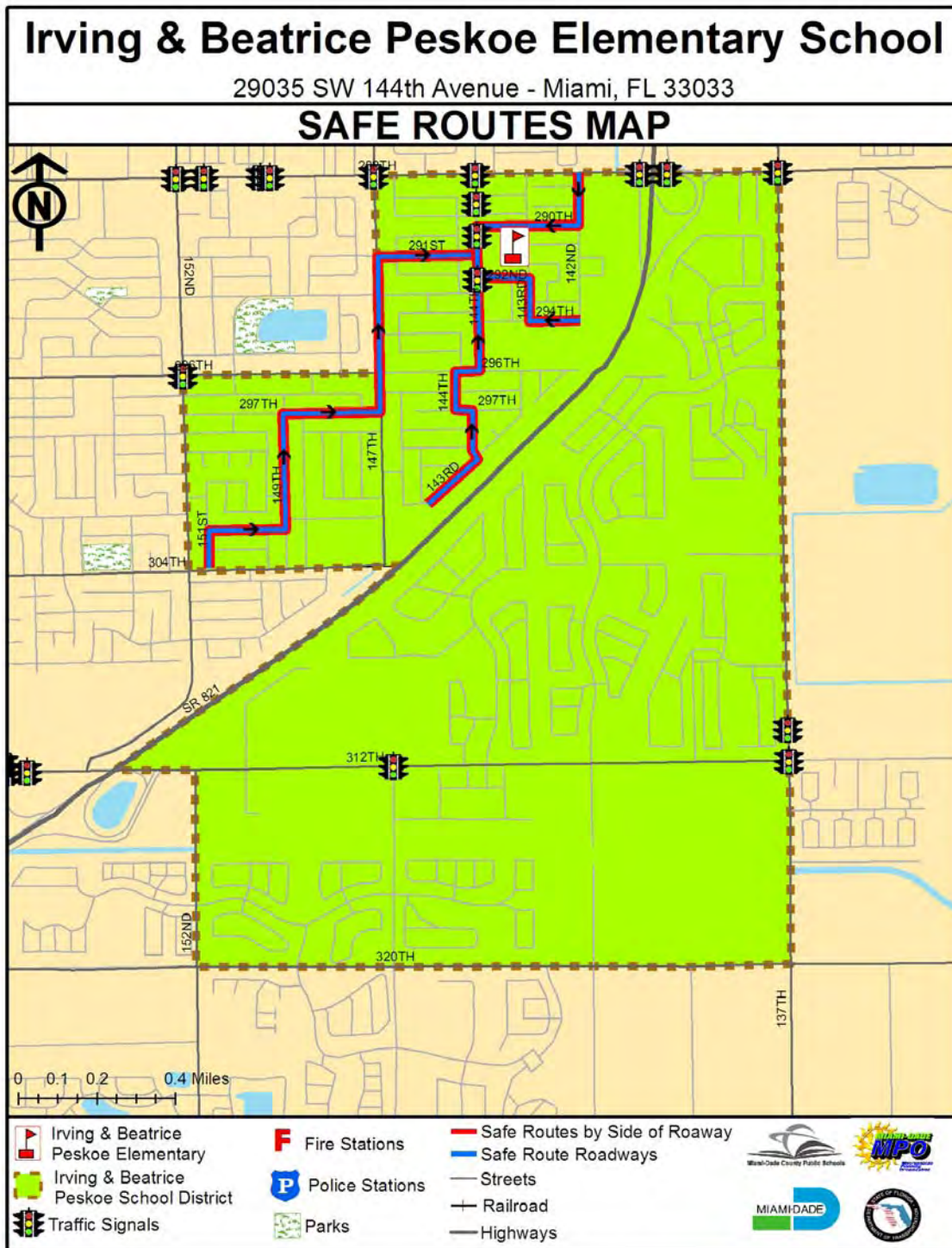
Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Peskoe Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

**Table 7:
Peskie Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
142nd Avenue	288 St	290 Ter	No Improvements Necessary			
290th Terrace	142 Ave	144 Ave	Install Painted Crosswalk across the 143 Ave intersection (North side - 70', South side - 50')	150	LF	450.00
			Install Sidewalk Extensions @ 142 Ave intersection (NW - 10', SW - 10')	20	LF	1,600.00
			Install Sidewalk between 143 Ave and 144 Ave, North side	630	LF	49,950.00
			Install "Do Not Enter" sign @ 144 Ave facing west on both North and South sides	2	AS	850.00
143rd Avenue	293 St	292 St	Install Painted Crosswalk across the 292 St intersection (North side - 60', South side - 60')	120	LF	400.00
			Install Sidewalk Extensions @ 292 St intersection (NE - 10', SE - 10')	20	LF	1,600.00
			Install Painted Crosswalk across the 292 St intersection (South side - 80')	80	LF	250.00
292nd Street	143 Ave	142 Ave	Install Sidewalk between 143 Ave and 144 Ave, North side	615	LF	48,750.00
			Install Sidewalk between 143 Ave and 142 Ave, South side	330	LF	26,200.00
143rd Court	145 Ct	144 Ct	Install Painted Crosswalk across the 144 Ct intersection (South side - 44')	44	LF	150.00
144th Court	143 Ct	297 Ter	Install Painted Crosswalk across the 297 Ter intersection (West side - 100')	100	LF	300.00
			Install Painted Crosswalk across the 298 Ter intersection (West side - 86')	86	LF	300.00
297th Terrace	144 Ct	144 Pl	Install Painted Crosswalk across the 144 Pl intersection (North side - 72', East side - 48', West side - 48', South side - 50')	218	LF	650.00
			Install Sidewalk Extensions @ 144 Pl intersection (NE - 4', NW - 8', SE - 10', SW - 10')	32	LF	2,550.00
144th Place	297 Ter	296 St	Install Painted Crosswalk across the 296 St intersection (East side - 72', West side - 92')	164	LF	500.00
			Install Painted Crosswalk across the 297 St intersection (East side - 76', West side - 84')	160	LF	500.00
			Install Sidewalk Extensions @ 297 St intersection, (NE - 10', NW - 8', SE - 10', SW - 8')	36	LF	2,900.00
296th Street	144 Pl	144 Ave	Install Painted Crosswalk across the 144 Ave intersection (East side - 70', West side - 99', North side - 90')	248	LF	750.00
			Install Sidewalk Extensions @ 144 Ave intersection (NW - 12', SW - 12')	24	LF	1,950.00
144th Avenue	296 St	291 St	Install Painted Crosswalk across the 294 St intersection (East side - 68')	68	LF	250.00
			Install Painted Crosswalk across the 293 Ter intersection (West side - 82')	82	LF	250.00
151st Avenue	304 St	302 Ter	Install Painted Crosswalk across the 303 St intersection (East side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 303 St intersection (NE - 10', SE - 10')	20	LF	1,600.00
			Install Painted Crosswalk across the 302 Ter intersection (East side - 100', South side - 100', North side - 60')	260	LF	800.00
302nd Terrace	151 Ave	149 Ave	Install Painted Crosswalk across the 149 Ct intersection (South side - 82')	82	LF	250.00
			Install Sidewalk Extensions @ 149 Ct intersection (SW - 6', SE - 4')	10	LF	800.00
			Install Painted Crosswalk across the 149 Ave intersection (West side - 72', South side - 48')	120	LF	400.00
			Install Sidewalk Extensions @ 149 Ave intersection (SW - 9')	9	LF	750.00
149th Avenue	302 Ter	302 St	Install Painted Crosswalk across the 302 St intersection (North side - 88', South side - 88', East side - 76')	252	LF	750.00
			Install Sidewalk Extensions @ 302 St intersection (NW - 10', SE - 5')	15	LF	1,200.00
302nd Street	149 Ave	148 Pl	Install Painted Crosswalk across the 148 Pl intersection (North side - 76', South side - 84', East side - 72', West side - 86')	318	LF	950.00
			Install Sidewalk Extensions @ 148 Pl intersection (NE - 10', NW - 10', SW - 10')	30	LF	2,400.00
148th Place	302 St	297 Ter	Install Painted Crosswalk across the 298 Ter intersection (East side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 298 Ter intersection (NE - 8', SE - 8')	16	LF	1,300.00
			Install Painted Crosswalk across the 297 Ter intersection (East side - 56', West side - 60', South side - 80')	196	LF	600.00
			Install Sidewalk Extensions @ 297 Ter intersection (SE - 9', SW - 6')	15	LF	1,200.00
297th Terrace	148 Pl	147 Ave	Install Painted Crosswalk across the 147 Ct intersection (North side - 90')	90	LF	300.00
			Install Sidewalk Extensions @ 147 Ct intersection (NE - 9', NW - 8')	17	LF	1,350.00
			Install Painted Crosswalk across the 147 Ave intersection (West side - 80')	80	LF	250.00
			Install Sidewalk Extensions @ 147 Ave intersection (NW - 9', SW - 22')	31	LF	2,500.00
			Replace Street Sign to read 147 Ave - (Wrong Suffix, currently says 147 St not 147 Ave)	1	AS	450.00
147th Avenue	297 Ter	294 St	Install Painted Crosswalk across the 297 St intersection (East side - 94')	94	LF	300.00
			Install Sidewalk Extensions @ 147 Ct intersection (NE - 12', SE - 12')	24	LF	1,950.00
294th Street	147 Ave	146 Ave	Install Painted Crosswalk across the 147 Ave intersection (North side - 86', South side - 70', East side - 100')	256	LF	800.00
			Install Sidewalk Extensions @ 147 Ave intersection (NE - 12', NE - 10')	22	LF	1,750.00
			Install Painted Crosswalk across the 146 Ave intersection (North side - 86', South side - 82', East side - 80', West side - 80')	328	LF	1,000.00
			Install Sidewalk Extensions @ 147 Ave intersection (NE - 10, NW - 10', SE - 8, SW - 10')	38	LF	3,050.00
146th Avenue	294 St	Harrison St	No Improvements Necessary	--	--	--
Harrison St	146 Ave	145 Ave	Install Painted Crosswalk across the 145 Ave intersection (North side - 76', West side - 64', East side - 64')	204	LF	650.00
			Install Sidewalk Extensions @ 145 Ave intersection (NE - 10', NW - 10')	20	LF	1,600.00
145th Avenue	Harrison St	Harding St	Install Painted Crosswalk across the Harding St intersection (South side - 80', West side - 54', East side - 54')	188	LF	600.00
			Install Sidewalk Extensions @ Harding St intersection (NE - 10', NW - 10', SE - 10', SW - 10')	38	LF	3,050.00
Harding Street	145 Ave	144 Ct	Install Painted Crosswalk across the 144 Ct intersection (North side - 80', West side - 60', East side - 52')	192	LF	600.00
			Install Sidewalk Extensions @ 144 Ct intersection (NE - 5', NW - 5', SE - 10', SW - 10')	30	LF	2,400.00
144th Court	Harding Ave	291 St	Install Painted Crosswalk across the 292 St intersection (West side - 72')	72	LF	250.00
			Install Sidewalk Extensions @ 292 St intersection (NW - 10', SW - 10')	20	LF	1,600.00
			Install Painted Crosswalk across the 291 St intersection (North side - 84', South side - 74', East side - 86', West side - 74')	318	LF	950.00
			Install Sidewalk Extensions @ 292 St intersection (NW - 6', NE - 12', SE - 10', SW - 10')	38	LF	3,050.00
291st Street	141 Ct	144 Ave	No Improvements Necessary	--	--	--
Preliminary Costs						127,950.00
Contingency (20%)						25,590.00
Mobilization (10%)						12,795.00
Maintenance of Traffic (10%)						12,795.00
Opinion of Total Costs						179,130.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

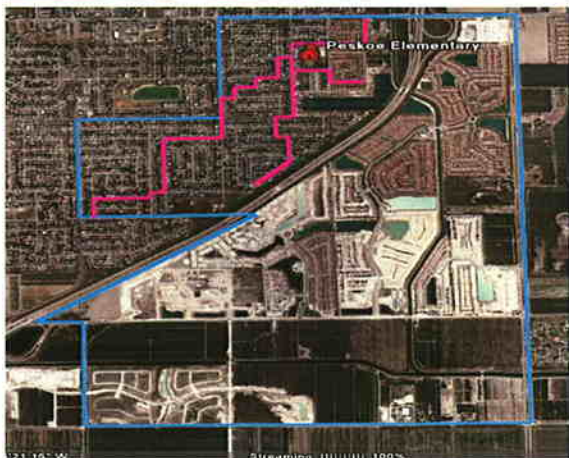
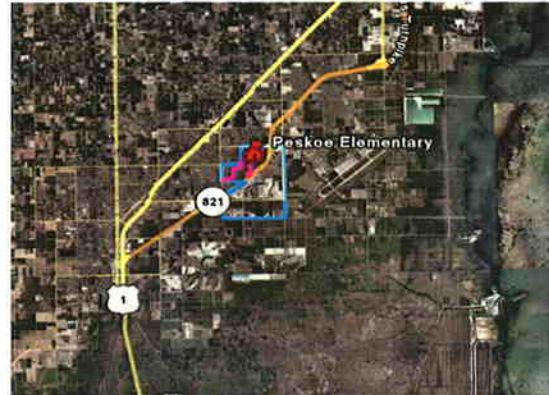
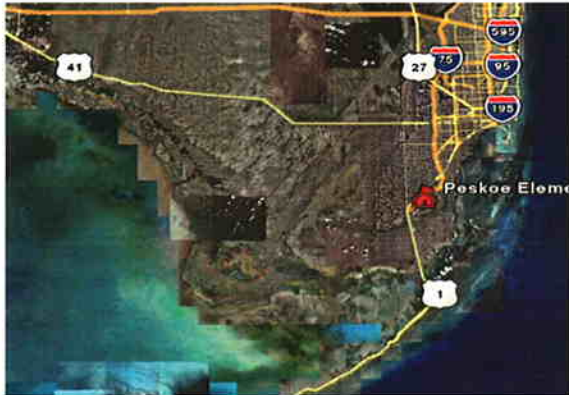
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**PESKOE ELEMENTARY SCHOOL
29035 SW 144TH AVENUE
MIAMI, FL 33033**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information			
Name of school: Peskoe Elementary School		County: Miami-Dade	
The Applicant must be one of the agencies or organizations listed below:			
<input checked="" type="checkbox"/> School Board		<input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team	
Agency/Organization Name: Miami Dade County Public Schools			
Contact Person: Jaime Torrens		Title: Chief Facilities Officer	
Daytime Phone: 305-995-7287		Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510			
City: Miami		State: Florida	Zip: -331281970
Signature:		Typed name: Jaime Torrens Date: 4/29/08	
Signature of School Board or school representative required when different from applicant:			
Signature: _____		Typed name: _____ Date: _____	
The Maintaining Agency must be one of the agencies listed below:			
<input type="checkbox"/> City		<input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation	
Agency/Organization Name: Miami Dade County, Public Works			
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief	
Daytime Phone: 305 375-2030		Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street			
City: Miami		State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.			
Signature:		Typed name: Jeffrey L. Cohen, P.E. Date: 4/29/08	
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.			
Agency/Organization Name: Miami Dade Metropolitan Planning Organization			
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist	
Daytime Phone: 305-375-1647		Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910			
City: Miami		State: Florida	Zip: 33128
Signature:		Typed name: David Henderson Date: 4/29/08	
Designated Contact: Check below the primary contact (the one the District should coordinate with):			
<input type="checkbox"/> Applicant		<input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO	

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **The ROW is generally greater than 50'. It includes many sidewalks with few gaps.***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.
Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implementation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after implementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by a residential local streets on a larger grid system. The residential neighborhoods are relatively isolated, the Turnpike splits the attendance boundary. The Turnpike is the main obstacle to walking. The areas closest to the school have few obstacles other than missing crosswalks and sidewalk extensions.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for Peskoe Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Peskoe Elementary School, the population is 4% white, 26% black, 68% hispanic and 2% asian. Nearly 88% of the population is eligible for the Free Lunch Program. Generally in the area about 62% of the households have children. The unemployment rate is about 7%. Nearly 35% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 144th Avenue. All other signals are on the section-line and half-section line roads particularly along 288th Street. About 12 signals are currently located within the attendance boundary. Pedestrian facilities are generally poor throughout the area. Where sidewalks do exist they are usually not connected across streets with painted crosswalks, or connected to the street with ADA sidewalk extensions. The pedestrian environment needs to be enhanced. Immediately adjacent to the school there are the appropriate signs and lighting and striping to make pedestrianism a safe experience.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving

juveniles including one fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods, on local streets, which is unusual, and points to poor pedestrian conditions in the area. In 2001 and 2004 there were two crashes. In 2003 there were no crashes. The following table and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Section 5 – Current Conditions

LOCATION

#1 Street Name: 291st Street	From: 144 Ave	To: 143Ave
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State		
#2 Street Name: 144 Ave	From: 291 St	To: 292 St
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State		
Project begins how far from the school? (attach a map illustrating the area)		
<input type="checkbox"/> 0 to ½ mile <input type="checkbox"/> ½ to 1 mile <input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles		
Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.		
Land use in the study area is almost totally single family residential. The area east of the Turnpike is former agricultural land which is newly developed. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. This makes the area east of the Turnpike extremely sensitive to pedestrians. No routes have been provided in this area due to the inherent hazards of enticing children to cross such a dangerous facility. Additionally few if any actual crossings exist in the area.		

ROADWAY CHARACTERISTICS

Roadway Type: <input type="checkbox"/> Urban (curb & gutter)	<input checked="" type="checkbox"/> Rural (check shoulder type): <input type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass	
Shoulder Type: <input checked="" type="checkbox"/> Grass	<input type="checkbox"/> Paved	<input type="checkbox"/> Curb
Shoulder Grade: <input checked="" type="checkbox"/> Flat	<input type="checkbox"/> Steep-Up	<input type="checkbox"/> Steep-Down
Drainage: <input checked="" type="checkbox"/> Swale	<input type="checkbox"/> Concrete Ditch	<input type="checkbox"/> Curb/Gutter
Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved	<input type="checkbox"/> Unpaved surface	
<input checked="" type="checkbox"/> Paved surface with gaps	<input type="checkbox"/> Continuous paved sidewalks	
Write below your comments on status of the current walking surface:		
Paved walking surfaces are generally in good condition.		

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads in the area are mainly local streets separated by a few collectors and split by the turnpike. The area has many sidewalks and some ADA accessible sidewalk extensions and painted crosswalks. No bike lanes exist, nor do multuse paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

<input checked="" type="checkbox"/> We need pedestrian features	<input type="checkbox"/> We need other school-related signals
<input type="checkbox"/> We need traffic signs	<input checked="" type="checkbox"/> We need marked crosswalks
<input checked="" type="checkbox"/> We need other roadway markings	<input type="checkbox"/> We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): 21475	Posted Speed Limit: 30	Operating Speed: 30
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Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	1	0	2		

Ped fatalities	0	0	0		
Bike injuries	0	0	0		
Bike fatalities	0	0	0		
Totals	1	0	2		

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:

Current: **The principal estimates that about 20% of the children walk through the near by neighborhoods**

Potential*: **There are 1089 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary on the west side of the turnpike will have the infrastructure that allows them to walk safely to school should they choose to do so. Because of the residential patterns it appears that few students are east of the Turnpike. It is suggested that those who are be provided bus transportation, as the Turnpike is a daunting barrier to pedestrian mobility.**

Request #2 Street Name: -

From: --

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

- | | |
|---|---|
| <input checked="" type="checkbox"/> Continuation of Existing Sidewalk | <input checked="" type="checkbox"/> New Sidewalk |
| <input type="checkbox"/> Continuation of Existing Bike Lane | <input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction) |
| <input type="checkbox"/> Continuation of Paved Shoulder | <input type="checkbox"/> New Paved Shoulder |
| <input type="checkbox"/> Continuation of Shared Use Path | <input type="checkbox"/> New Shared Use Path |

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalk, either where none exists or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Within school zone or school area | <input type="checkbox"/> Outside of school zone or school area |
|---|--|

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests *(includes bike parking, traffic calming, or other improvements not listed above)*

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	129000
Maintenance of Traffic (MOT)	12900
Mobilization	12900
Subtotal	154800
Contingency (15% of Subtotal)	19350
Total Construction Cost	174150
Professional Engineering Design (15% of Total)	19350
Construction Engineering and Inspection (CEI) (15% of Total)	19350
Grand Total	212850

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:
Pescoe Elementary School
Opinion of Probable Costs**

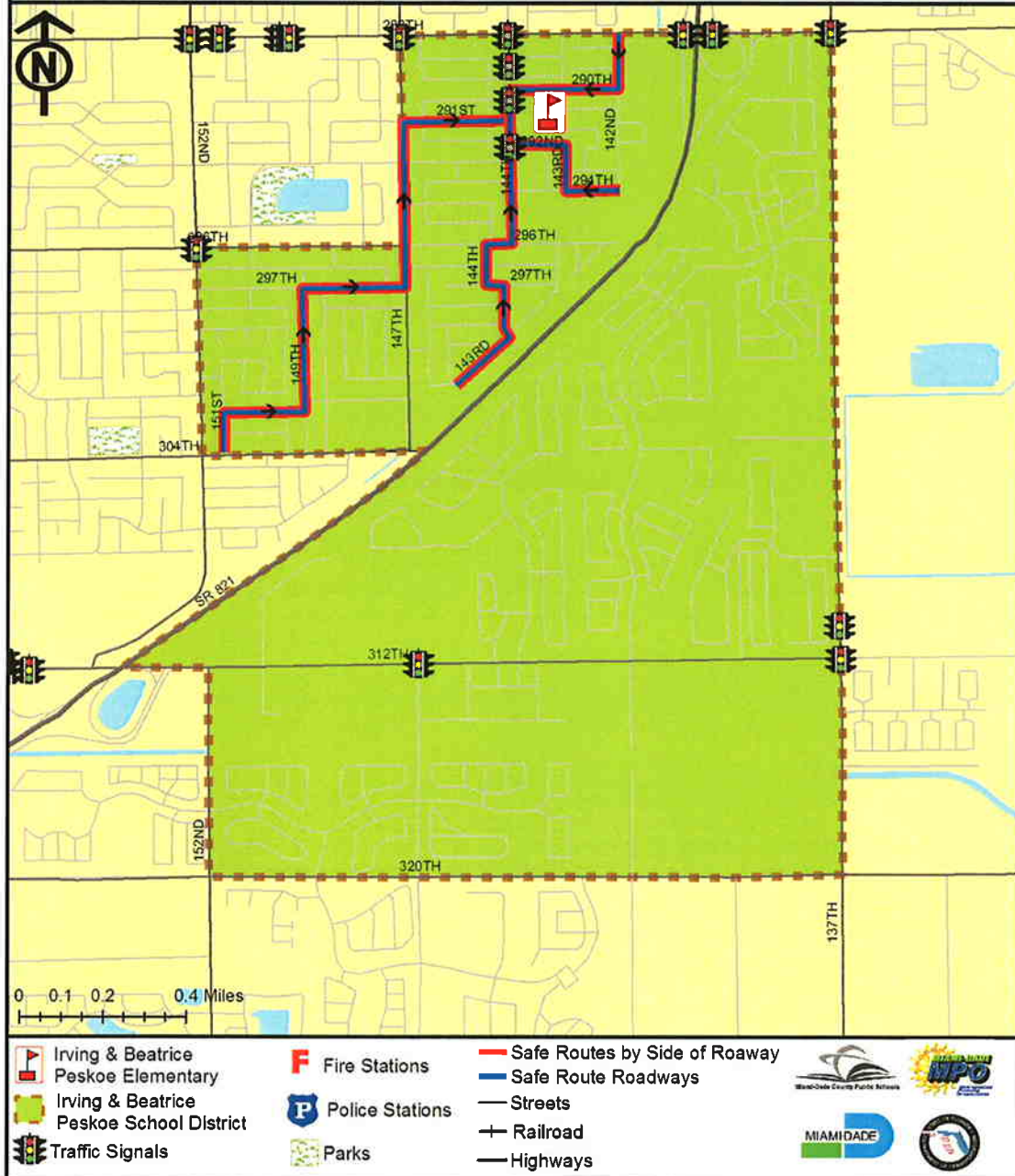
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
142nd Avenue	288 St	290 Ter	No Improvements Necessary	--	--	--
290th Terrace	142 Ave	144 Ave	Install Painted Crosswalk across the 143 Ave intersection (North side - 70' South side 50')	150	LF	450.00
			Install Sidewalk Extensions @ 142 Ave intersection (NW - 10' SW - 10')	20	LF	1,100.00
			Install Sidewalk between 143 Ave and 144 Ave, North side	630	LF	33,700.00
			Install "Do Not Enter" sign @ 144 Ave facing west on both North and South sides	2	AS	850.00
143rd Avenue	293 St	292 St	Install Painted Crosswalk across the 292 St intersection (North side - 80' South side 60')	120	LF	400.00
			Install Sidewalk Extensions @ 292 St intersection (NE - 10' SE - 10')	20	LF	1,100.00
			Install Painted Crosswalk across 143 Ct (292St intersection (South side - 80')	80	LF	250.00
			Install Sidewalk between 143 Ave and 144 Ave, North side	816	LF	32,900.00
292nd Street	143 Ave	142 Ave	Install Sidewalk Between 143 Ave and 142 Ave, South side	530	LF	17,850.00
143rd Court	145 Ct	144 Ct	Install Painted Crosswalk across the 144 Ct intersection (South side - 44')	44	LF	150.00
144th Court	143 Ct	297 Ter	Install Painted Crosswalk across the 298 Ter intersection (West side - 100')	100	LF	300.00
			Install Painted Crosswalk across the 298 Ter intersection (West side - 88')	88	LF	300.00
297th Terrace	144 Ct	144 Pl	Install Painted Crosswalk across the 144 Pl intersection (North side - 72' West side - 48' South side - 50')	218	LF	650.00
			Install Sidewalk Extensions @ 144 Pl intersection (NE - 4' NW - 8' SE - 10' SW - 10')	32	LF	1,750.00
			Install Painted Crosswalk across the 298 St intersection (East side - 76' West side - 84')	164	LF	500.00
144th Place	297 Ter	298 St	Install Painted Crosswalk across the 297 St intersection (East side - 76' West side - 84')	180	LF	500.00
			Install Sidewalk Extensions @ 297 St intersection (NE - 10' NW - 8' SE - 10' SW - 6')	36	LF	1,950.00
			Install Painted Crosswalk across the 144 Ave intersection (East side - 70' West side - 89' North Side 80')	248	LF	750.00
298th Street	144 Pl	144 Ave	Install Sidewalk Extensions @ 144 Ave intersection (NW - 12' SW - 12')	24	LF	1,300.00
			Install Painted Crosswalk across the 294 St intersection (East side - 88')	88	LF	250.00
144th Avenue	298 St	291 St	Install Painted Crosswalk across the 293 Ter intersection (West side - 82')	82	LF	250.00
			Install Painted Crosswalk across the 303 St intersection (East side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 303 St intersection (NE - 10' SE - 10')	20	LF	1,100.00
151st Avenue	304 St	302 Ter	Install Painted Crosswalk across the 302 Ter intersection (East side - 100' South side 100' North side 80')	280	LF	800.00
			Install Painted Crosswalk across the 149 Ct intersection (South side - 82')	82	LF	250.00
			Install Sidewalk Extensions @ 149 Ct intersection (SW - 8' SE - 4')	10	LF	550.00
302nd Terrace	151 Ave	149 Ave	Install Painted Crosswalk across the 149 Ave intersection (West side - 72' South side - 48')	120	LF	400.00
			Install Sidewalk Extensions @ 149 Ave intersection (SW - 9')	9	LF	500.00
			Install Painted Crosswalk across the 302 St intersection (North side - 88' South side - 88' East side - 76')	252	LF	750.00
149th Avenue	302 Ter	302 St	Install Sidewalk Extensions @ 302 St intersection (NW - 10' SE - 6')	15	LF	850.00
			Install Painted Crosswalk across the 148 Pl intersection (North side - 76' South side - 84' East side - 72' West side - 86')	318	LF	950.00
			Install Sidewalk Extensions @ 148 Pl intersection (NE - 10' NW - 10' SW - 10')	30	LF	1,650.00
148th Place	302 St	297 Ter	Install Painted Crosswalk across the 298 Ter intersection (East side - 84')	84	LF	250.00
			Install Sidewalk Extensions @ 298 Ter intersection (NE - 8' SE - 8')	16	LF	900.00
			Install Painted Crosswalk across the 297 Ter intersection (East side - 88' West side - 80' South side - 80')	196	LF	600.00
			Install Sidewalk Extensions @ 297 Ter intersection (SE - 9' SW - 6')	15	LF	850.00
297th Terrace	148 Pl	147 Ave	Install Painted Crosswalk across the 147 Ct intersection (North side - 90')	90	LF	300.00
			Install Sidewalk Extensions @ 147 Ct intersection (NE - 9' NW - 8')	17	LF	950.00
			Install Painted Crosswalk across the 147 Ave intersection (West side - 90')	80	LF	250.00
			Install Sidewalk Extensions @ 147 Ave intersection (NW - 9' SW - 22')	31	LF	1,700.00
			Replace Street Sign to read 147 Ave - (Wrong Suffix, currently says 147 St not 147 Ave)	1	AS	450.00
147th Avenue	297 Ter	294 St	Install Painted Crosswalk across the 297 St intersection (East side - 94')	94	LF	300.00
			Install Sidewalk Extensions @ 147 Ct intersection (NE - 12' SE - 12')	24	LF	1,300.00
294th Street	147 Ave	145 Ave	Install Painted Crosswalk across the 147 Ave intersection (North side - 80' South side - 70' East side - 100')	258	LF	800.00
			Install Sidewalk Extensions @ 147 Ave intersection (NE - 12' NE - 10')	22	LF	1,200.00
			Install Painted Crosswalk across the 145 Ave intersection (North side - 80' South side - 82' East side - 80' West side - 80')	328	LF	1,000.00
			Install Sidewalk Extensions @ 147 Ave intersection (NE - 10' NW - 10' SE - 8' SW - 10')	38	LF	2,050.00
145th Avenue	294 St	Harrison St	No Improvements Necessary	--	--	--
Harrison St	148 Ave	145 Ave	Install Painted Crosswalk across the 145 Ave intersection (North side - 78' West side - 84' East side - 84')	204	LF	650.00
			Install Sidewalk Extensions @ 145 Ave intersection (NE - 10' NW - 10')	20	LF	1,100.00
145th Avenue	Harrison St	Harding St	Install Painted Crosswalk across the Harding St intersection (South side - 90' West side - 54' East side - 54')	188	LF	600.00
			Install Sidewalk Extensions @ Harding St intersection (NE - 10' NW - 10' SE - 10' SW - 6')	38	LF	2,050.00
Harding Street	145 Ave	144 Ct	Install Painted Crosswalk across the 144 Ct intersection (North side - 80' West side - 80' East side - 52')	192	LF	600.00
			Install Sidewalk Extensions @ 144 Ct intersection (NE - 6' NW - 5' SE - 10' SW - 10')	30	LF	1,650.00
144th Court	Harding Ave	291 St	Install Painted Crosswalk across the 292 St intersection (West side - 72')	72	LF	250.00
			Install Sidewalk Extensions @ 292 St intersection (NW - 10' SW - 10')	20	LF	1,100.00
			Install Painted Crosswalk across the 291 St intersection (North side - 84' South side - 74' East side - 86' West side - 74')	316	LF	950.00
			Install Sidewalk Extensions @ 292 St intersection (NW - 6' NE - 12' SE - 10' SW - 10')	38	LF	2,050.00
291st Street	141 Ct	144 Ave	No Improvements Necessary	--	--	--
Preliminary Costs						129,000.00
Contingency (15%)						\$ 19,350.00
Professional Engineering Design (15%)						\$ 19,350.00
Construction Engineering Inspection (15%)						\$ 19,350.00
Mobilization (10%)						\$ 12,900.00
Maintenance of Traffic (10%)						\$ 12,900.00
Opinion of Total Costs						\$ 212,850.00

Note
1 All sidewalk widths are 5 feet wide unless stated otherwise
2 Abbreviations
Qty = Quantity
AS = Assembly
LF = Linear Feet

Irving & Beatrice Peskoe Elementary School

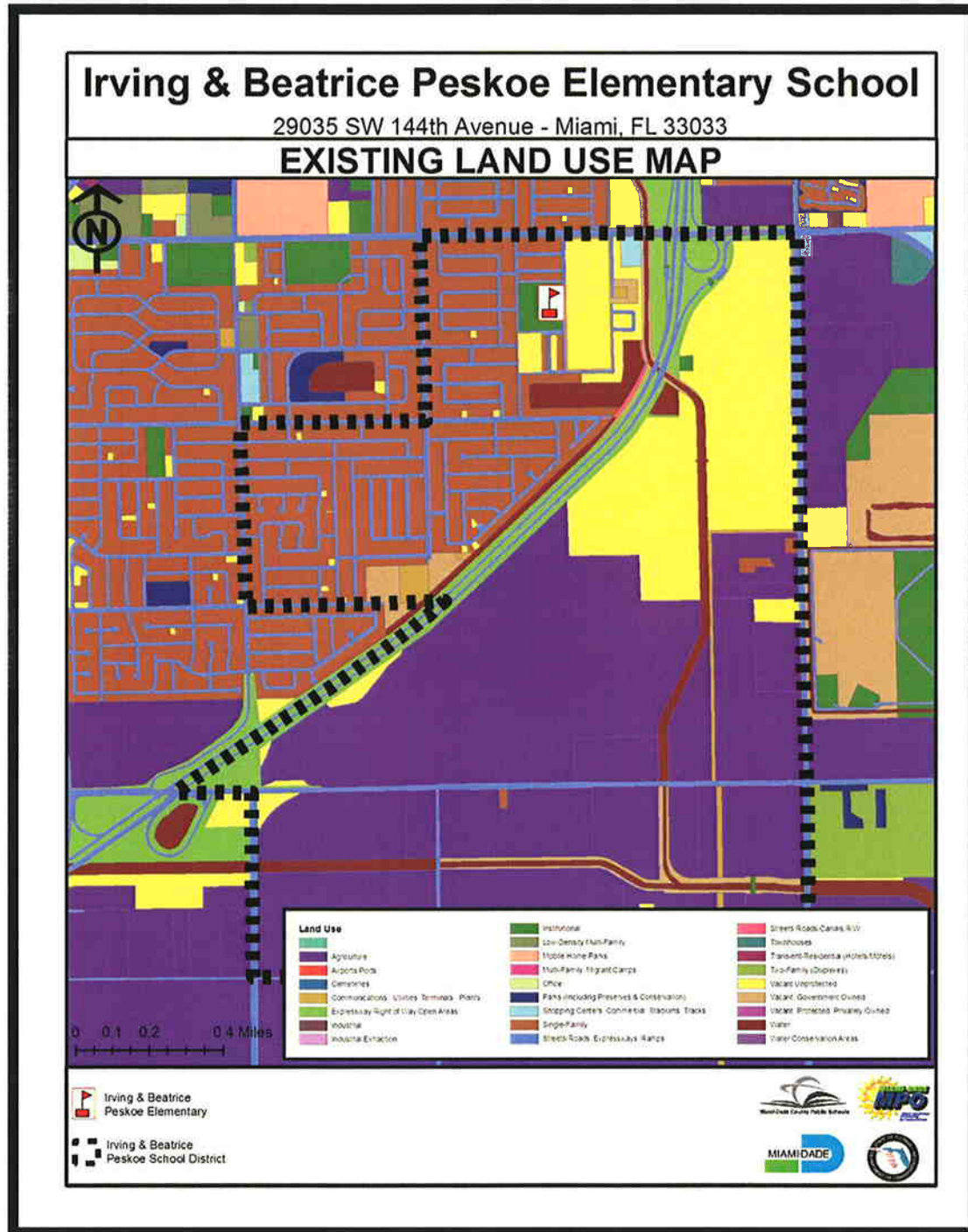
29035 SW 144th Avenue - Miami, FL 33033

SAFE ROUTES MAP



Land Use

Land use in the study area is almost totally single family residential. The area east of the Turnpike is former agricultural land which is newly developed. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. This makes the area east of the Turnpike extremely sensitive to pedestrians. No routes have been provided in this area due to the inherent hazards of enticing children to cross such a dangerous facility. Additionally few if any actual crossings exist in the area.



CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles including one fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods, on local streets, which is unusual, and points to poor pedestrian conditions in the area. In 2001 and 2004 there were two crashes. In 2003 there were no crashes. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

iving & Beatrice Peskoe Elementar														
Case Number	Pedestrian Date of Birth	Road Name	2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		Totals	
			Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		Fatalities	Injuries
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries		
70567097	12/23/1996	SW 297TH TER & SW 149TH AVE	0	0	0	0	0	0	0	0	0	1	0	1
72015525	10141953	SW 296TH ST & SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
72045662	1091976	29010 SW 144TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
73289407	1111996	SW 293RD ST & SW 147TH AVE	0	0	0	0	0	0	0	0	0	1	0	1
73289498	2281941	SW 297TH ST & SW 152ND AVE	0	0	0	0	0	0	0	0	0	0	0	0
72050594	12111960	SW 151ST AVE & SW 304TH ST	0	0	0	0	0	0	0	0	0	0	0	0
70560326	11181997	SW 148TH PL & SW 302ND ST	0	0	0	0	0	1	0	0	0	0	0	1
72053049	10021955	SW 152ND AVE & SW 296TH ST	0	0	0	0	0	0	0	0	0	0	0	0
72053127	10291952	30100 SW 145TH CT	0	0	0	0	0	0	0	0	0	0	0	0
72054310	10071969	SW 144TH AVE & SW 289TH ST	0	0	0	0	0	0	0	0	0	0	0	0
585584980	12171996	SW 293RD ST & SW 144TH AVE	0	0	0	0	0	0	0	0	0	0	0	0
592761950	12281989	SW 302ND TER & SW 149TH AVE	0	0	0	1	0	0	0	0	0	0	0	1
612981280	9061994	SW 145TH CT & SW 300TH ST	0	0	0	1	0	0	0	0	0	0	0	1
558604800	7031996	SW 302nd ST & SW 147th AVE	1	0	0	0	0	0	0	0	0	0	1	0
563088900	12181980	SW 146th AVE & SW 298th TER	0	0	0	0	0	0	0	0	0	0	0	0
581414160	10051985	SW 299th TER & SW 146th AVE	0	0	0	0	0	0	0	0	0	0	0	0
			1	0	0	2	0	1	0	0	0	2	1	5

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 144th Avenue. All other signals are on the section-line and half-section line roads particularly along 288th Street. About 12 signals are currently located within the attendance boundary. Pedestrian facilities are generally poor throughout the area. Where sidewalks do exist they are usually not connected across streets with painted crosswalks, or connected to the street with ADA sidewalk extensions. The pedestrian environment needs to be enhanced. Immediately adjacent to the school there are the appropriate signs and lighting and striping to make pedestrianism a safe experience.

Routes

Table 6.4

**Peskoe Elementary School
Roadway Characteristics**

Road	Segment		Facility Type	Speed Limit	AADT *	Bike and Ped Crashes **
	From	To				
142nd Avenue	288 St	290 Ter	Local	30	Low	No
290th Terrace	142 Ave	144 Ave	Local	30	Low	No
143rd Avenue	293 St	292 St	Local	30	Med	No
292nd Street	143 Ave	142 Ave	Local	30	Low	No
143rd Court	145 Ct	144 Ct	Local	30	Low	No
144th Court	143 Ct	297 Terr	Local	30	Low	No
297th Terrace	144 Ct	144 Pl	Local	30	Low	No
144th Place	297 Ter	296 St	Local	30	Low	No
296th Street	144 Pl	144 Ave	Local	30	Low	No
144th Avenue	296 St	291 St	County Collector	30	Low	Yes
151st Avenue	304 St	302 Ter	Local	30	Low	Yes
302nd Terrace	151 Ave	149 Ave	Local	30	Low	No
149th Avenue	302 Terr	302 St	Local	30	Low	No
302nd Street	149 Ave	148 Pl	Local	30	Low	No
148th Place	302 St	297 Terr	Local	30	Low	No
297th Terrace	148 Pl	147 Ave	Local	30	Med	No
147th Avenue	297 Ter	294 St	County Collector	30	Med	No
294th Street	147 Ave	146 Ave	Local	30	Low	No
146th Avenue	294 St	Harrison St	Local	30	Low	No
Harrison St	146 Ave	145 Ave	Local	30	Low	No
145th Avenue	Harrison St	Harding St	Local	30	Low	No
Harding Street	145 Ave	144 Ct	Local	30	Low	No
144th Court	Harding Ave	291 St	Local	30	Low	No
291st Street	141 Ct	144 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**REDONDO ELEMENTARY SCHOOL
18480 SW 304TH STREET
HOMESTEAD, FL 33030**



SAFE ROUTES TO SCHOOL – 2008

REDONDO ELEMENTARY SCHOOL
SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Redondo Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Dr. Rene E. Baly
Principal
Redondo Elementary School
18480 SW 304th Street
Homestead, FL 33030

RE: Safe Routes to School Program in District 9

Principal Baly,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity to the school, which points to poor pedestrian conditions in the area. This is mainly because the area to the north and west of the school is agricultural land. This land could soon be expected to develop, creating sever pedestrian / vehicular conflicts as these disparate land uses clash. In 2000 there was a high of 3 injuries and no fatalities in the area. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Redondo Elementary

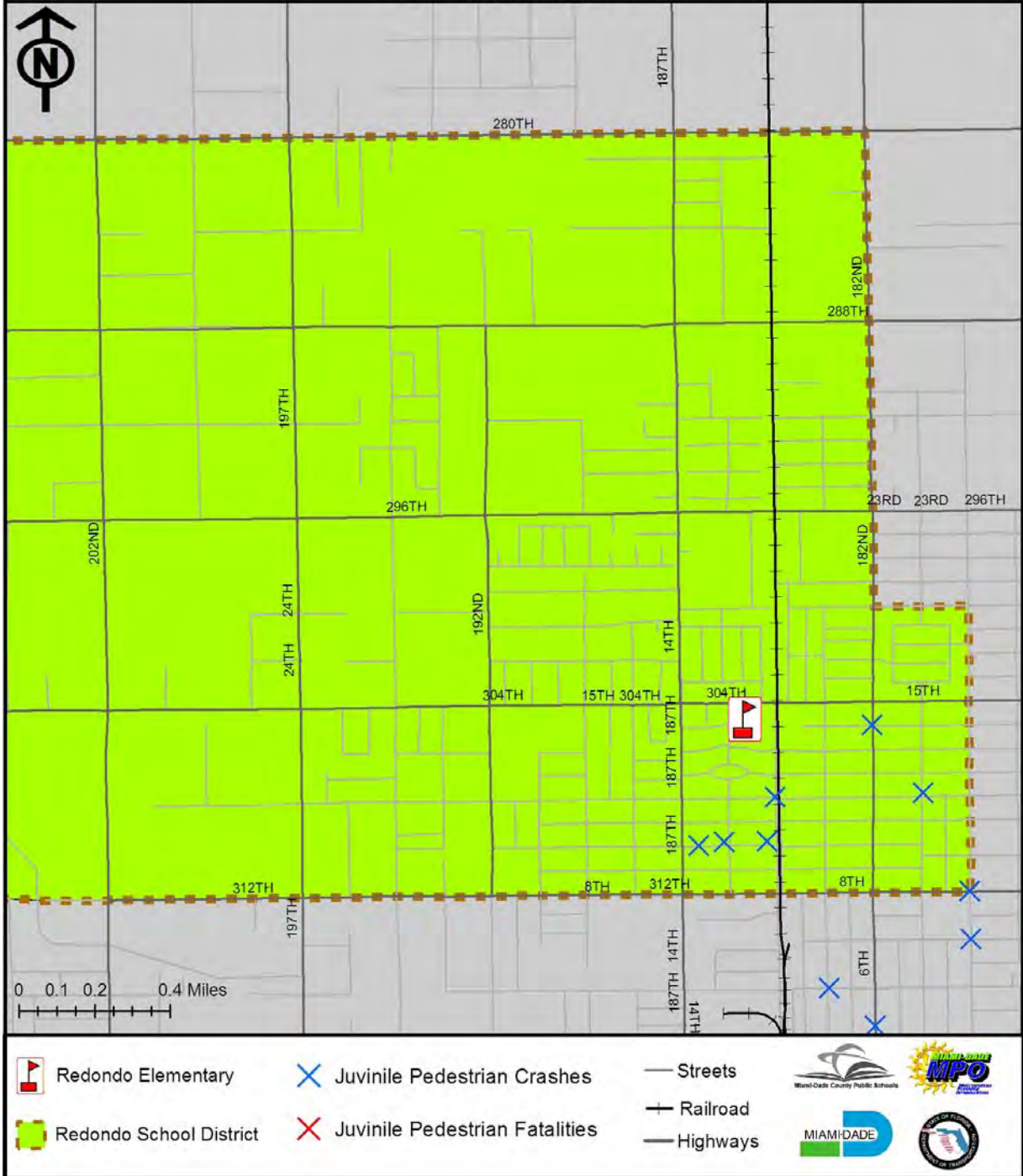
Case Number	Pedestrian Date of Birth	Road Name	Segment		2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		Total	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72432414	7/04/1997	NW 14TH ST & NW 6TH AVE	Intersection		0	0	0	0	0	0	0	1	0	0	0	1
72434062	9/19/1997	NW 11TH ST & NW 10TH AVE	Intersection		0	0	0	0	0	0	0	1	0	0	0	1
72134677	2/12/2001	1330 NW 9TH CT	12th Ave	14th Ave	0	0	0	0	0	1	0	0	0	0	0	1
562872210	1/09/1997	NW 9TH CT & NW 12TH AVE	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
562875040	12/31/1994	NW 4TH AVE & NW 11TH ST	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
562893280	4/21/1993	NW 9TH CT & NW 10TH AVE	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
Total					0	3	0	0	0	1	0	2	0	0	0	6

Juveniles = Children under the age of 13

Redondo Elementary School

18480 SW 304th Street - Homestead, FL 33030

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?

___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

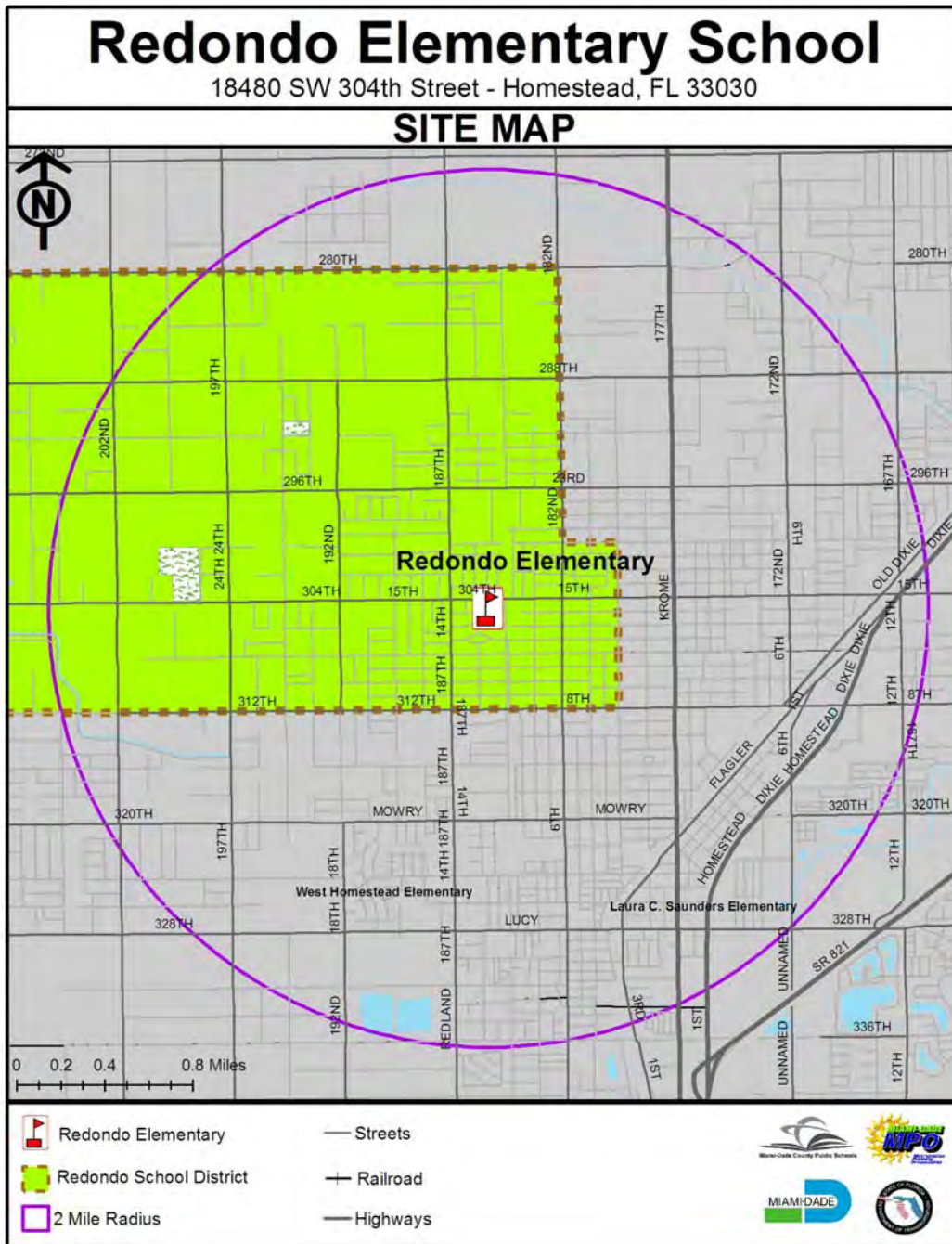
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

6.2 School Zone Boundary

The Redondo Elementary School boundary is a nearly rectangular boundary spilling out to the west beyond the 2-mile radius of the school. The school sits in the southeastern quadrant of an attendance area bound on the north by 280th Street. The western boundary is well out west, while the southern boundary is 312th Street. The eastern boundary moves north from 312th Street along NE 2nd Avenue and jogs back west two blocks to 182nd Avenue along NW 19th Street. From there it moves north along 182nd Avenue to 280th Street. Only the very southeastern piece of the study area is urbanized.



6.3 Land Use

Land use in the study area is almost totally single family residential around the school. Yet west of the school the area becomes predominantly agricultural, which has started to develop into single family residential. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
Redondo Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
10th Avenue	304th St	18 St	Local	30	Low	No
18th Street	10 Ave	12 Ave	Local	30	Low	Yes
12th Avenue	18 St	19 St	Local	30	Low	No
19th Street	12 Ave	184 Ct	Local	30	Low	No
184th Court	19 St	296 St	Local	30	Low	No
296th Street	19 Ave	182 Ave	County Collector	30	Mod	No
17th Street	6 Ave	8 Ave	Local	30	Low	No
8th Avenue	19 St	304 St	Local	30	Low	No
304th Street	8 Ave	School Entrance	County Collector	45	Mod	No
304th Street	School Entrance	187 Ave	County Collector	45	Mod	No
187th Ave	304 St	288 St	County Collector	30	Mod	Yes
19th Street	187 Ave	192 Ave	Local	30	Low	No
304th Street	187 Ave	197 Ave	County Collector	30	Low	No
12th Avenue	304 St	312 St	Local	30	Low	Yes
308th Street	192 Ave	12 Ave	Local	30	Low	No
10th Avenue	13 St	11 St	Local	30	Low	Yes
11th Street	10 Ave	6 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Redondo Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 304th Street. All other signals are on the section-line and half-section line roads particularly along 312th Street. About 10 signals are currently located within the attendance boundary. The southeastern portion of the attendance area has many sidewalks and could be considered urban in nature. These sidewalks are generally not connected across streets by painted crosswalks or connected to streets by ADA sidewalk connections. The area immediately around the school has the proper signing, lighting and striping for pedestrians. The further from the school, to the west the worse the pedestrian facilities get. Often streets adjacent to farm fields have no sidewalks at all. The ground adjacent to the street is often uneven and difficult to walk on. It can be a foreboding area for pedestrians.

18480 SW 304th Street - Homestead, FL 33030

This map displays the Redondo Elementary School District, which is highlighted in a light green color. The district is bounded by 187th Avenue to the west, 288th Avenue to the east, 280th Avenue to the north, and 8th Avenue to the south. Major streets shown include 187th, 192nd, 197th, 202nd, 24th, 296th, 304th, 312th, 14th, 15th, 18th, and 288th. The map also shows the Redondo Elementary School building, several parks, and various transportation features like traffic signals and highways. A scale bar indicates distances up to 0.4 miles, and a north arrow is located in the top left corner.

Legend:

- Redondo Elementary
- Redondo School District
- Traffic Signals
- Fire Stations
- Police Stations
- Parks
- Streets
- Railroad
- Highways

Logos:

- MIAMI-DADE COUNTY PUBLIC SCHOOLS
- MIAMI-DADE COUNTY PUBLIC SCHOOLS MPO
- MIAMI-DADE COUNTY PUBLIC SCHOOLS

7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Redondo Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

**Table 7:
Redondo Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
10th Avenue	304th St	18 St	No Improvement			
18th Street	10 Ave	12 Ave	No Improvement			
12th Avenue	18 St	19 St	No Improvement			
19th Street	12 Ave	184 Ct	Install Sidewalk Extensions @ SE and SW corners of 12th Ave/19th St Intersection	14	LF	1,150.00
			Install Sidewalk Extension @ NE Leg of 19 St/184 Ct Intersection	11	LF	900.00
184th Court	19 St	296 St	Install Sidewalk from 19th St to 296th Street (east side)	1290	LF	102,300.00
			Install Sidewalk from just north of southern most house on 19th St to 296th Street (west side)	965	LF	76,500.00
296th Street	19 Ave	182 Ave	Install Sidewalk and Sidewalk Extensions at Intersections, (north side)	1640	LF	130,000.00
			Install Sidewalk and Sidewalk Extensions at Intersections, (south side)	1640	LF	130,000.00
			Install Sidewalk across RR Track on both north and south side (50') each	100	LF	7,950.00
17th Street	6 Ave	8 Ave	Install Crosswalks intersection of 17th St / 6th Ave (north side 70' / south side, 63')	133	LF	400.00
			Install Sidewalks Extensions All Legs of 17th St / 6th Ave intersection NE-10', SE-11', SW-18', SE-18'	57	LF	4,550.00
			Install Sidewalk, from 6th Ave to 7th Ave on the south side	75	LF	5,950.00
8th Avenue	19 St	304 St	Install Sidewalk Extension @ 19 St (SE-10', SW-20')	30	LF	2,400.00
			Install Sidewalk Extension @ 18 St (NE-11', SE-10')	21	LF	1,700.00
			Install Sidewalk Extension @ 17 St (NE-15', SE-8')	23	LF	1,850.00
			Install Sidewalk Extension @ 17 St (NE-11', SE-11' / NW-13', SW-14')	49	LF	3,900.00
			Install Sidewalk Extension @ 16St (NE-16', SE-14')	30	LF	2,400.00
			Install Crosswalk at all four sides of 8th Ave / 15St intersection	312	LF	950.00
304th Street	8 Ave	School Ent	Install Painted Crosswalk across 8th Terr, north side	86	LF	300.00
			Install Painted Crosswalk across 9th Ave, north side	100	LF	300.00
			Install Painted Crosswalk across 10th Ave, north side (112') and south side (90')	202	LF	600.00
304th Street	School Ent	187 Ave	No Improvement			
187th Ave	304 St	288 St	Install Sidewalk between 304th St and 16th St	203	LF	16,100.00
			Install Painted Crosswalk across 187Ave/16thSt intersection, east side	78	LF	250.00
			Install Painted Crosswalk across 187Ave/17thSt intersection, west side	68	LF	250.00
			Install Painted Crosswalk across 187Ave/18thSt intersection, east side	46	LF	150.00
			Install Painted Crosswalk across 187Ave/19thSt intersection, west side	62	LF	200.00
			Install Sidewalk Extensions @ 187Ave/19thSt intersection, north west (16'), south west (14')	30	LF	2,400.00
			Install Sidewalk between 19thSt and 291 St, east side	2970	LF	235,450.00
			Install Sidewalk Extensions @ 187Ave/20thSt intersection, south west	20	LF	1,600.00
			Install Sidewalk between 297st and 21St, west side	500	LF	39,650.00
			Install Painted Crosswalks, across 187Ave/296St intersection, east side (70'), west side (74')	144	LF	450.00
			Install Sidewalk Extensions @ 187Ave/296St intersection, north east (17'), south east (15')	32	LF	2,550.00
			Install Sidewalk between 293 St and 291 St except for northern most lot corner, west side	342	LF	27,150.00
			Install sidewalk between 291St and 288 St, west side	870	LF	69,000.00
			Install Crosswalks west side of 187 Ave at 294St(50'), 295St (50'), 296St (50'), 297St (50'), 21St (50'), 20St (50'), 19St (50') (and east side 50'), 17St (50'), 16St (50')	1000	LF	3,000.00
19th Street	187 Ave	192 Ave	Install Sidewalks total length, both sides (north side - 2590') (south side 2590')	5180	LF	410,600.00
			Install Painted Crosswalks across 19St/16Ave intersection, (south side 60') (north side 60')	120	LF	400.00
			Install Painted Crosswalks across 19St/15 Ave intersection south side	46	LF	150.00
			Install Sidewalk Extensions @ 19St/16Ave intersection All corners (15' each)	60	LF	4,800.00
			Install Sidewalk Extensions @ 19St/15 Ave intersection (SE-15', SW-15')	30	LF	2,400.00
304th Street	187 Ave	197 Ave	Install Sidewalk, between 187 Ave and 14th Ct	204	LF	16,200.00
			Install Crosswalks north side across 14Ave (76'), 15Ave (66'), 15 Ter (76') 16Ave (70'), 16 Ter (72'), 17Ave (72'), 17Ter (56')	488	LF	1,450.00
			Install Painted Crosswalks south side across 187ct (80'), 187Pl (68'), 16Ave (90'), 193Ave(50'), 193Ct (66'), 194Ave (120')	474	LF	1,400.00
			Install Sidewalk Extensions @ 15 Ter (NE-15', NW-15'), 18Ave, NE-18', NW-18')	62	LF	4,950.00
			Install Sidewalk, on north side between 192 Ave and 197 Ave	2600	LF	206,100.00
12th Avenue	304 St	312 St	Install Painted Crosswalks at all 4 legs across 12St Ellipse (56' per leg)	224	LF	700.00
			Install Painted Crosswalks across east side of 11St (56'), 10St (62'), 9Ct (64'), 9St (72')	254	LF	750.00
			Install Painted Crosswalks across west side of 11St (80'), 10St (62'), 9Ct (56'), 9St (60')	258	LF	800.00
308th Street	192 Ave	12 Ave	Install Sidewalk between 192 Ave and 190 Ave, north side	630	LF	49,950.00
			Install Sidewalk Extensions, north side @ 190Ave (NE-12', NW-12'), 189Ave (NE-10'), 188Ct (NE-9', NW-9')	52	LF	4,150.00
			Install Sidewalk Extensions, south side @ 191Ave (SE-10', SW-5'), 190Ave (NE-12', NW-10'), 189Ave (NE-10', NW-15'), 188Av (NE-14', NW-9')	85	LF	6,750.00
			Install Painted Crosswalks, north side @ 190Ave (56'), 189Ave (86'), 188Ct (70'), 188Ave, (80'), 187Ave (82')	375	LF	1,150.00
			Install Painted Crosswalks, southside @ 191Ave (64'), 190Ave (64'), 189Ave (80'), 188Ave, (60'), 187Ave (92')	360	LF	1,100.00
			Install Sidewalk between 189Ave and 188Ct, south side	309	LF	24,500.00
10th Avenue	13 St	11 St	Install Painted Crosswalk, west sided at 12St (44') and 11St (50')	95	LF	300.00
11th Street	10 Ave	4 Ave	Install Painted Crosswalks @ 8 Ave (N side -50' / S side -58') and 6Ave (N side -70' / S side -80')	258	LF	800.00
			Install Sidewalk Extensions @ 8Ave (NW 10', SW 10', SE 10'), and 6 Ave (NE 10', NW 10', SE 10', SW 10')	70	LF	5,550.00
			Install Sidewalk between 9Ave and 5Ave, north side	957	LF	75,900.00
			Install Sidewalk between 8 Ave and 5 Ave south side	1306	LF	103,550.00
Preliminary Costs						1,355,850.00
Contingency (20%)						271,170.00
Mobilization (10%)						135,585.00
Maintenance of Traffic (10%)						135,585.00
Opinion of Total Costs						1,898,190.00

Note:

1. All sidewalk widths are 6 feet wide unless stated otherwise.

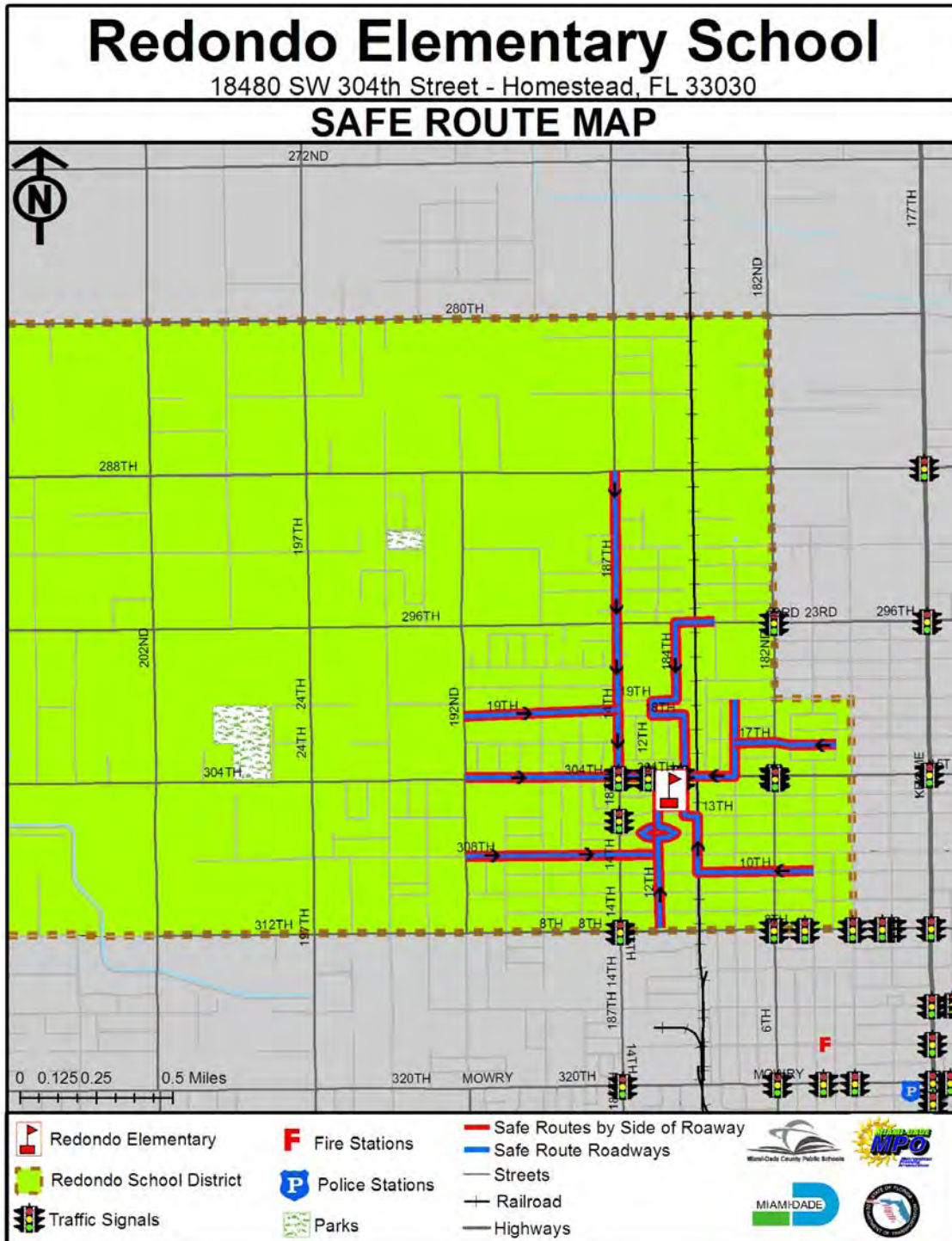
2. Abbreviations:

Qty = Quantity

AS = Assembly

LF = Linear Feet

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

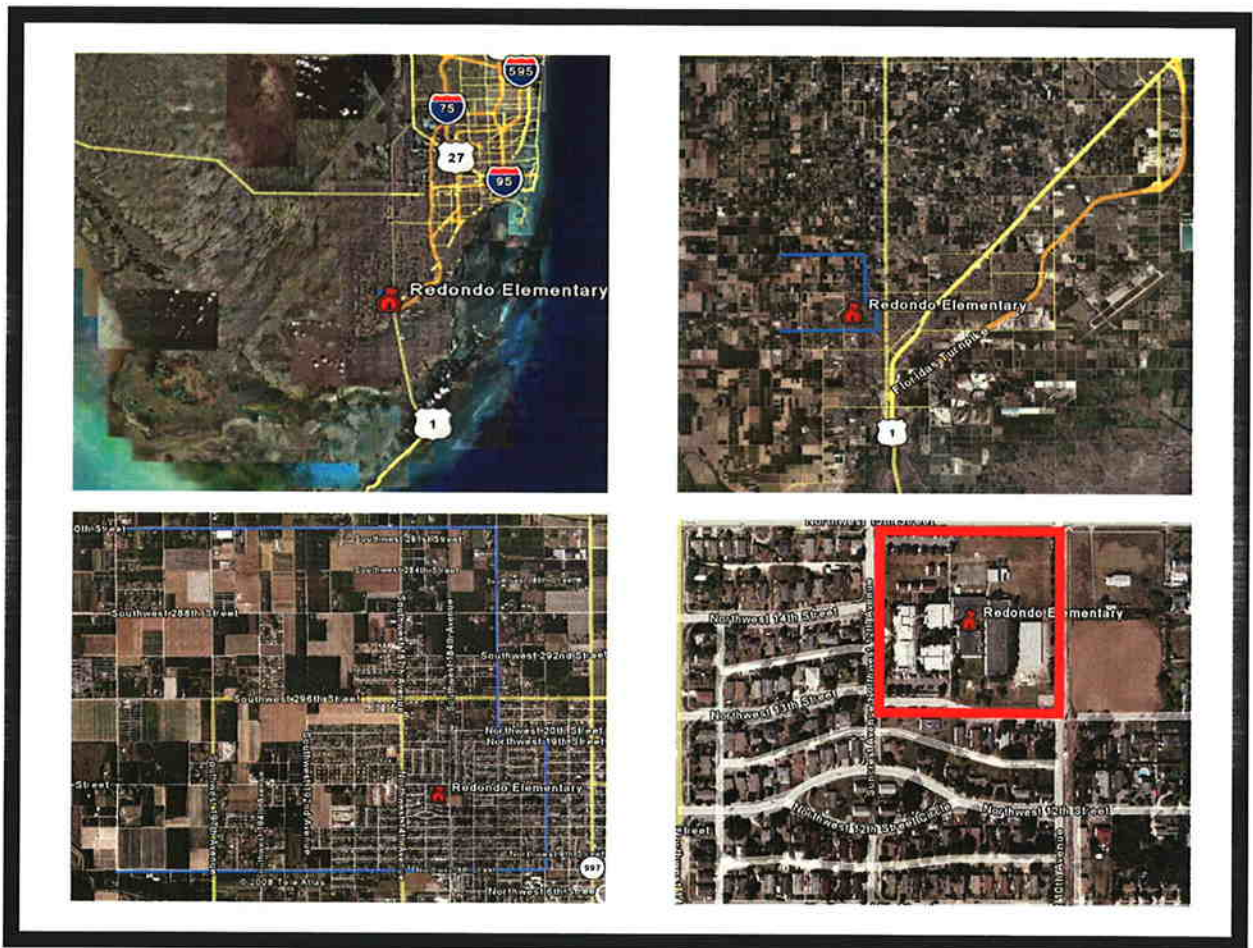
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**REDONDO ELEMENTARY SCHOOL
18480 SW 304TH STREET
HOMESTEAD, FL 33030**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information

Name of school: Redondo Elementary School		County: Miami-Dade	
The Applicant must be one of the agencies or organizations listed below:			
<input checked="" type="checkbox"/> School Board		<input type="checkbox"/> Private School	
<input type="checkbox"/> Community Traffic Safety Team			
Agency/Organization Name: Miami Dade County Public Schools			
Contact Person: Jaime Torrens		Title: Chief Facilities Officer	
Daytime Phone: 305-995-7287		Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510			
City: Miami		State: Florida	Zip: 33128 - 1970
Signature:		Typed name: Jaime Torrens Date: 4/29/08	
Signature of School Board or school representative required when different from applicant:			
Signature: _____		Typed name: _____ Date: _____	
The Maintaining Agency must be one of the agencies listed below:			
<input type="checkbox"/> City		<input checked="" type="checkbox"/> County	
<input type="checkbox"/> Florida Department of Transportation			
Agency/Organization Name: Miami Dade County, Public Works			
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief	
Daytime Phone: 203-375-2030		Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street			
City: Miami		State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.			
Signature:		Typed name: Jeffrey L. Cohen, P.E. Date: 4/29/08	
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.			
Agency/Organization Name: Miami Dade Metropolitan Planning Organization			
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist	
Daytime Phone: 305-375-1647		Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910			
City: Miami		State: Florida	Zip: 33128
Signature:		Typed name: David Henderson Date: 4/29/08	
Designated Contact: Check below the primary contact (the one the District should coordinate with):			
<input type="checkbox"/> Applicant		<input checked="" type="checkbox"/> Maintaining Agency	
<input type="checkbox"/> MPO			

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **The right of way generally greated that 50' It contains sidewalk with few if any gaps.***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implmentation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban/suburban, typified by a residential local streets on a larger grid system. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. Issues to the north west of the school include a rural or agricultural land use pattern typified by little development and totally lacking facilities on which to walk or bike.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for Redondo Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. To the north and west of the school sidewalks were completely missing, as there is currently no development.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Redondo Elementary School, the population is 7% white, 11% black, 80% hispanic and 2% asian. Nearly 90% of the population is eligible for the Free Lunch Program. Generally in the area about 65% of the households have children. The unemployment rate is about 6%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 304th Street. All other signals are on the section-line and half-section line roads particularly along 312th Street. About 10 signals are currently located within the attendance boundary. The southeastern portion of the attendance area has many sidewalks and could be considered urban in nature. These sidewalks are generally not connected across streets by painted crosswalks or connected to streets by ADA sidewalk connections. The area immediately around the school has the proper signing, lighting and striping for pedestrians. The further from the school, to the west the worse the pedestrian facilities get. Often streets adjacent to farm fields have no sidewalks at all. The ground adjacent to the street is often uneven and difficult to walk on. It can be a foreboding area for pedestrians.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous

several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity to the school, which points to poor pedestrian conditions in the area. This is mainly because the area to the north and west of the school is agricultural land. This land could soon be expected to develop, creating severe pedestrian / vehicular conflicts as these disparate land uses clash. In 2000 there was a high of 3 injuries and no fatalities in the area. The following tables and map detail the data

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Section 5 – Current Conditions					
LOCATION					
#1 Street Name: NW 15 th Street		From: 12 Ave		To: 11 Ave	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
#2 Street Name: 12 Ave		From: 13 St		To: 15 Terr	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
Project begins how far from the school? (attach a map illustrating the area)					
<input type="checkbox"/> 0 to ½ mile <input type="checkbox"/> ½ to 1 mile <input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles					
Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.					
Land use in the study area is almost totally single family residential around the school. Yet west of the school the area becomes predominantly agricultural, which has started to develop into single family residential. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.					
ROADWAY CHARACTERISTICS					
Roadway Type: <input type="checkbox"/> Urban (curb & gutter)			<input checked="" type="checkbox"/> Rural (check shoulder type): <input checked="" type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass		
Shoulder Type: <input checked="" type="checkbox"/> Grass			<input type="checkbox"/> Paved		<input type="checkbox"/> Curb
Shoulder Grade: <input checked="" type="checkbox"/> Flat			<input type="checkbox"/> Steep-Up		<input type="checkbox"/> Steep-Down
Drainage: <input checked="" type="checkbox"/> Swale			<input type="checkbox"/> Concrete Ditch		<input type="checkbox"/> Curb/Gutter
Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved			<input type="checkbox"/> Unpaved surface		
<input type="checkbox"/> Paved surface with gaps			<input checked="" type="checkbox"/> Continuous paved sidewalks		
Write below your comments on status of the current walking surface:					
Paved walking surfaces are generally in good condition, where they exist. In agricultural areas walking surfaces are on unpaved areas, which are relatively level but far from optimum for walking and not appropriate for biking. The cost of this project may go down if the unpaved surfaces are deemed appropriate by Miami Dade County Public Works, as the implementing agency.					
Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):					
Roads closest to the school in the area are mainly local streets separated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Roads in the agricultural area have no sidewalks or bike paths. Signage around the school is adequate, and there are bike racks that exist at the school.					
TRAFFIC CONTROLS					
Mark all that apply in regard to traffic control devices:					
<input checked="" type="checkbox"/> We need pedestrian features			<input type="checkbox"/> We need other school-related signals		
<input type="checkbox"/> We need traffic signs			<input checked="" type="checkbox"/> We need marked crosswalks		
<input checked="" type="checkbox"/> We need other roadway markings			<input type="checkbox"/> We have what we need		
DATA					
Traffic Conditions					
Average Annual Daily Traffic (AADT): 5832		Posted Speed Limit: 30		Operating Speed: 30	
Crash History in Study Area (all ages)					
Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.					
Year	2002	2003	2004	2005	2006
Ped injuries	1	2	0		
Ped fatalities	0	0	0		

Bike injuries	0	0	0		
Bike fatalities	0	0	0		
Totals	1	2	0		

Section 6 – Specific Infrastructure Improvement(s) RequestedRequest #1 Street Name: **Please see attached spread sheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:Current: **The principal estimates that about 10% children walk through the near by neighborhoods****Potential*: There are 728 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Nearly all residents that live in the boundary live within a two mile radius, even though the boundary spills west of the two mile radius. These areas contain few houses and are largely farmland. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

Potential applies only to those along or within ¼ mile of proposed route*Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path**☒ Continuation of Existing Sidewalk☒ New Sidewalk☐ Continuation of Existing Bike Lane☐ New Bike Lane (includes re-striping or reconstruction)☐ Continuation of Paved Shoulder☐ New Paved Shoulder☐ Continuation of Shared Use Path☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.**Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)**☒ Within school zone or school area☐ Outside of school zone or school areaIs your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.**Other Requests (includes bike parking, traffic calming, or other improvements not listed above)**

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made.

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	1217700
Maintenance of Traffic (MOT)	121770
Mobilization	121770
Subtotal	1461240
Contingency (15% of Subtotal)	182655
Total Construction Cost	1643895
Professional Engineering Design (15% of Total)	182655
Construction Engineering and Inspection (CEI) (15% of Total)	182655
Grand Total	2009205

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

In areas where agricultural land exists, it may be appropriate to allow walking on unpaved surfaces depending on if these surfaces are adequate level and separated from the travel lanes, as determined by Miami Dade County Public Works. The area in the attendance boundary are rapidly developing, and may soon have these amenities implemented by developers.

**Table 7:
Redondo Elementary School
Opinion of Probable Costs**

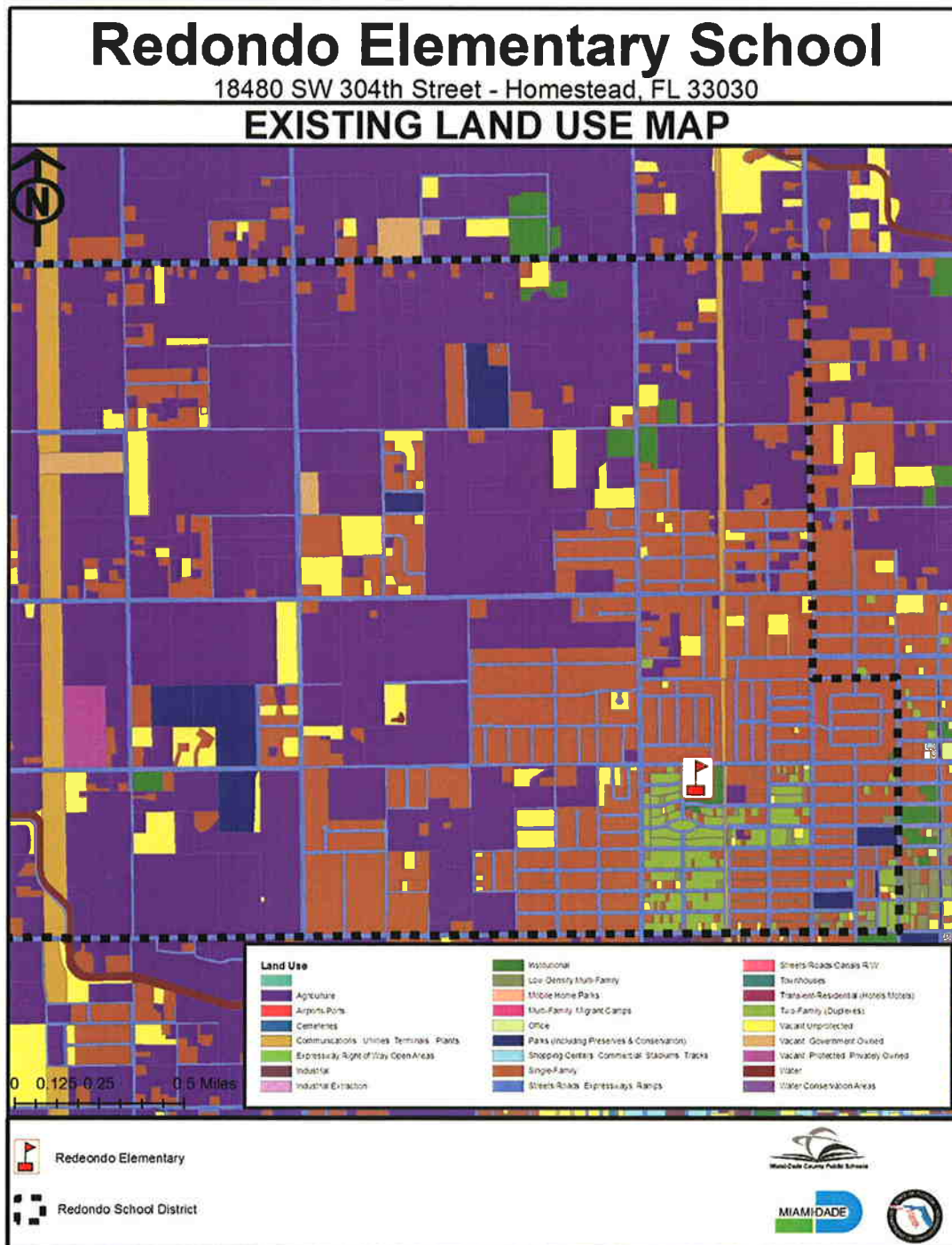
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
10th Avenue	304th St	16 St	No Improvement	--	--	--
18th Street	10 Ave	12 Ave	No Improvement	--	--	--
12th Avenue	19 St	19 St	No Improvement	--	--	--
19th Street	12 Ave	184 Ct	Install Sidewalk Extensions @ SE and SW corners of 12th Ave/19th St Intersection	14	LF	750.00
			Install Sidewalk Extension @ NE Leg of 19 St/184 Ct Intersection	11	LF	600.00
184th Court	19 St	296 St	Install Sidewalk from 19th St to 296th Street (east side)	1290	LF	69,000.00
			Install Sidewalk from just north of southern most house on 19th St to 296th Street (west side)	965	LF	51,650.00
296th Street	19 Ave	182 Ave	Install Sidewalk and Sidewalk Extensions at Intersections, (north side)	1640	LF	87,750.00
			Install Sidewalk and Sidewalk Extensions at Intersections, (south side)	1640	LF	87,750.00
			Install Sidewalk across RR Track on both north and south side (50') each	100	LF	5,350.00
17th Street	6 Ave	8 Ave	Installed Painted Crosswalks intersection of 17th St / 6th Ave (north side 70' / south side, 63')	193	LF	400.00
			Install Sidewalk Extensions All Legs of 17th St / 6th Ave intersection NE-10', SE-11', SW-18', SE-18'	57	LF	3,050.00
			Install Sidewalk, from 6th Ave to 7th Ave on the south side	75	LF	4,050.00
8th Avenue	19 St	304 St	Install Sidewalk Extension @ 19 St (SE-10', SW-20')	30	LF	1,650.00
			Install Sidewalk Extension @ 18 St (NE-11', SE-10')	21	LF	1,150.00
			Install Sidewalk Extension @ 17 St (NE-15', SE-8')	23	LF	1,250.00
			Install Sidewalk Extension @ 17 St (NE-11', SE-11' / NW-13', SW-14')	49	LF	2,650.00
			Install Sidewalk Extension @ 16St (NE-16', SE-14')	30	LF	1,650.00
			Install Painted Crosswalk at all four sides of 8th Ave / 15St intersection	312	LF	950.00
304th Street	8 Ave	School Ent	Install Painted Crosswalk across 8th Terr, north side	86	LF	300.00
			Install Painted Crosswalk across 9th Ave, north side	100	LF	300.00
			Install Painted Crosswalk across 10th Ave, north side (112') and south side (90')	202	LF	600.00
304th Street	School Ent	167 Ave	No Improvement	--	--	--
187th Ave	304 St	288 St	Install Sidewalk between 304th St and 16th St	203	LF	10,900.00
			Install Painted Crosswalk across 187Ave/16thSt intersection, east side	78	LF	250.00
			Install Painted Crosswalk across 187Ave/17thSt intersection, west side	68	LF	250.00
			Install Painted Crosswalk across 187Ave/18thSt intersection, east side	46	LF	150.00
			Install Painted Crosswalk across 187Ave/19thSt intersection, west side	62	LF	200.00
			Install Sidewalk Extensions @ 187Ave/19thSt intersection, north west (16'), south west (14')	30	LF	1,650.00
			Install Sidewalk between 19thSt and 291 St, east side	2970	LF	158,850.00
			Install Sidewalk Extensions @ 187Ave/20thSt intersection, south west	20	LF	1,100.00
			Install Sidewalk between 297st and 21St, west side	509	LF	26,750.00
			Install Painted Crosswalks, across 187Ave/296St intersection, east side (70'), west side (74')	144	LF	450.00
			Install Sidewalk Extensions @ 187Ave/296St intersection, north east (17'), south east (15')	32	LF	1,750.00
			Install Sidewalk between 293 St and 291 St except for northern most lot corner, west side	342	LF	18,300.00
			Install sidewalk between 291St and 288 St, west side	870	LF	46,550.00
			Installed Painted Crosswalks west side of 187 Ave at 294St(50'), 295St (50'), 296St (50'), 297St (50'), 21St (50'), 20St (50'), 19St (50') (and east side 50'), 17St (50'), 16St (50')	1000	LF	3,000.00
19th Street	187 Ave	192 Ave	Install Sidewalks total length, both sides (north side - 2590') (south side 2590')	5180	LF	277,050.00
			Install Painted Crosswalks across 19St/16Ave intersection, (south side 60') (north side 60')	120	LF	400.00
			Install Painted Crosswalks across 19St/15 Ave intersection south side	46	LF	150.00
			Install Sidewalk Extensions @ 19St/16Ave intersection All corners (15' each)	60	LF	3,250.00
			Install Sidewalk Extensions @ 19St/15 Ave intersection (SE-15', SW-15')	30	LF	1,650.00
304th Street	187 Ave	197 Ave	Install Sidewalk, between 187 Ave and 14th Ct	204	LF	10,950.00
			Installed Painted Crosswalks north side across 14Ave (76'), 15Ave (66'), 15 Ter (78') 16Ave (70'), 16 Ter (72'), 17Ave (72'), 17Ter (68')	488	LF	1,450.00
			Install Painted Crosswalks south side across 187Ct (80'), 187Pl (68'), 16Ave (90'), 193Ave(50'), 193Ct (66'), 194Ave (120')	474	LF	1,400.00
			Install Sidewalk Extensions @ 15 Ter (NE-15', NW-15'), 18Ave, NE 18', NW-18')	62	LF	3,350.00
			Install Sidewalk, on north side between 192 Ave and 197 Ave	2600	LF	139,050.00
12th Avenue	304 St	312 St	Install Painted Crosswalks at all 4 legs across 12St Ellipse (56' per leg)	224	LF	700.00
			Install Painted Crosswalks across east side of 11St (56'), 10St (62'), 9Ct (64'), 9St (72')	254	LF	750.00
			Install Painted Crosswalks across west side of 11St (80'), 10St (62'), 9Ct (56'), 9St (60')	258	LF	800.00
308th Street	192 Ave	12 Ave	Install Sidewalk between 192 Ave and 190 Ave, north side	630	LF	33,700.00
			Install Sidewalk Extensions, north side @ 190Ave (NE-12', NW-12'), 189Ave (NE-10'), 189Ct (NE-9', NW-9')	52	LF	2,800.00
			Install Sidewalk Extensions, south side @ 191Ave (SE-10', SW-5'), 190Ave (NE-12', NW-10'), 189Ave (NE-10', NW-15'), 188Av (NE-14', NW-9')	85	LF	4,550.00
			Install Painted Crosswalks, north side @ 190Ave (56'), 189Ave (88'), 189Ct (70'), 188Ave, (80'), 187Ave (82')	375	LF	1,150.00
			Install Painted Crosswalks, southside @ 191Ave (64'), 190Ave (64'), 189Ave (80'), 188Ave, (60'), 187Ave (92')	360	LF	1,100.00
			Install Sidewalk between 189Ave and 188Ct, south side	309	LF	16,550.00
10th Avenue	13 St	11 St	Install Painted Crosswalk, west sided at 12St (44') and 11St (50')	95	LF	300.00
11th Street	10 Ave	4 Ave	Install Painted Crosswalks @ 8 Ave (N side -50' / S side -58') and 8Ave (N side -70' / S side -80')	258	LF	800.00
			Install Sidewalk Extensions @ 8Ave (NW 10', SW 10', SE 10'), and 6 Ave (NE 10', NW 10', SE 10', SW 10')	70	LF	3,750.00
			Install Sidewalk between 9Ave and 5Ave, north side	957	LF	51,200.00
			Install Sidewalk between 8 Ave and 5 Ave south side	1306	LF	69,850.00
Preliminary Costs						1,217,700.00
Contingency (15%)						\$ 182,655.00
Professional Engineering Design (15%)						\$ 182,655.00
Construction Engineering Inspection (15%)						\$ 182,655.00
Mobilization (10%)						\$ 121,770.00
Maintenance of Traffic (10%)						\$ 121,770.00
Opinion of Total Costs						\$ 2,009,205.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear Feet

18480 SW 304th Street - Homestead, FL 33030

Land Use

Land use in the study area is almost totally single family residential around the school. Yet west of the school the area becomes predominantly agricultural, which has started to develop into single family residential. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.



CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity to the school, which points to poor pedestrian conditions in the area. This is mainly because the area to the north and west of the school is agricultural land. This land could soon be expected to develop, creating sever pedestrian / vehicular conflicts as these disparate land uses clash. In 2000 there was a high of 3 injuries and no fatalities in the area. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Redondo Elementary

Case Number	Pedestrian Date of Birth	Road Name	Segment		2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		Total	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injures	Fatalities	Injures	Fatalities	Injures	Fatalities	Injures	Fatalities	Injures	Fatalities	Injures
72432414	7/04/1997	NW 14TH ST & NW 6TH AVE	Intersection		0	0	0	0	0	0	0	1	0	0	0	1
72434062	9/19/1997	NW 11TH ST & NW 10TH AVE	Intersection		0	0	0	0	0	0	0	1	0	0	0	1
72134677	2/12/2001	1330 NW 9TH CT	12th Ave	14th Ave	0	0	0	0	0	1	0	0	0	0	0	1
562872210	1/09/1997	NW 9TH CT & NW 12TH AVE	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
562875040	12/31/1994	NW 4TH AVE & NW 11TH ST	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
562893280	4/21/1993	NW 9TH CT & NW 10TH AVE	Intersection		0	1	0	0	0	0	0	0	0	0	0	1
Total					0	3	0	0	0	1	0	2	0	0	0	6

Juveniles = Children under the age of 13

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 304th Street. All other signals are on the section-line and half-section line roads particularly along 312th Street. About 10 signals are currently located within the attendance boundary. The southeastern portion of the attendance area has many sidewalks and could be considered urban in nature. These sidewalks are generally not connected across streets by painted crosswalks or connected to streets by ADA sidewalk connections. The area immediately around the school has the proper signing, lighting and striping for pedestrians. The further from the school, to the west the worse the pedestrian facilities get. Often streets adjacent to farm fields have no sidewalks at all. The ground adjacent to the street is often uneven and difficult to walk on. It can be a foreboding area for pedestrians.

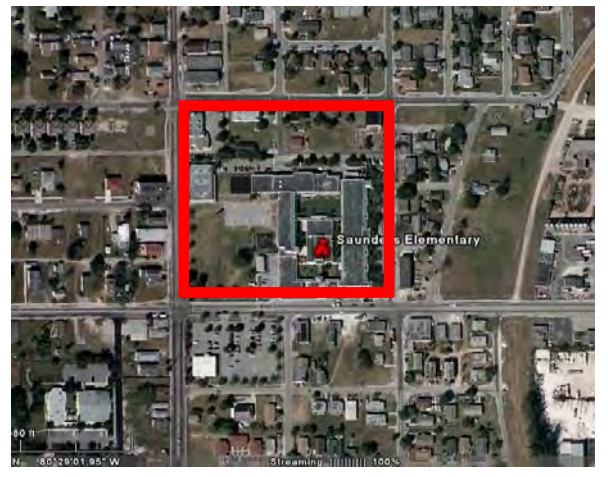
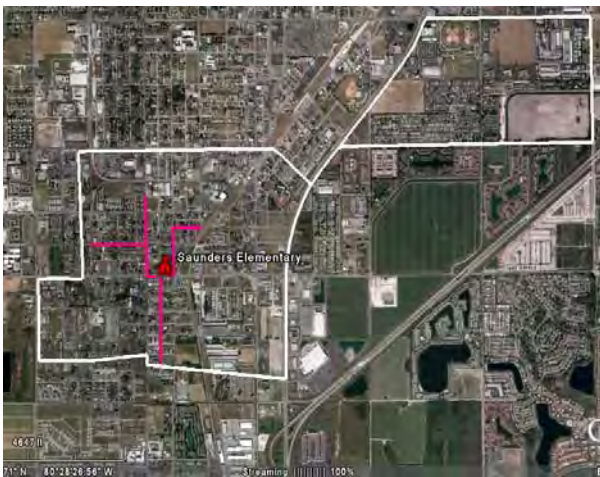
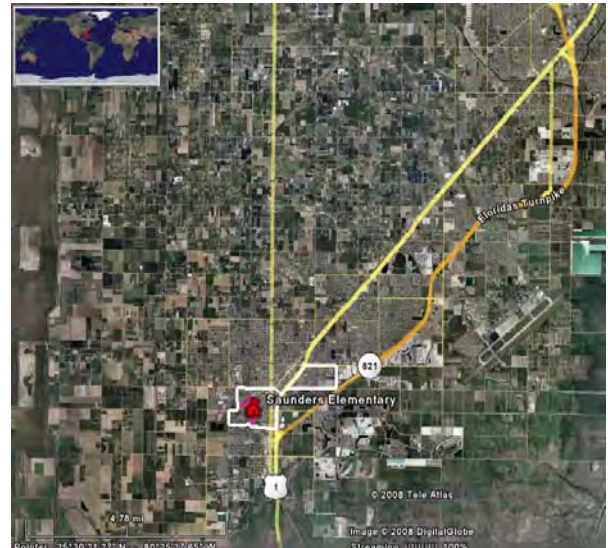
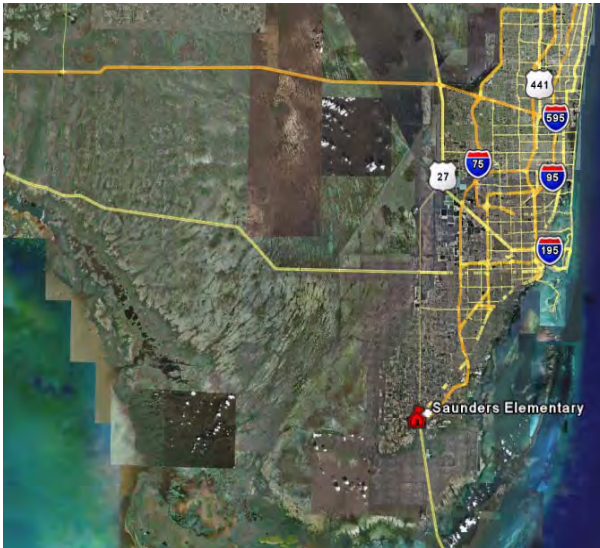
Table 6.4
Redondo Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
10th Avenue	304th St	18 St	Local	30	Low	No
18th Street	10 Ave	12 Ave	Local	30	Low	Yes
12th Avenue	18 St	19 St	Local	30	Low	No
19th Street	12 Ave	184 Ct	Local	30	Low	No
184th Court	19 St	296 St	Local	30	Low	No
296th Street	19 Ave	182 Ave	County Collector	30	Mod	No
17th Street	6 Ave	8 Ave	Local	30	Low	No
8th Avenue	19 St	304 St	Local	30	Low	No
304th Street	8 Ave	School Entrance	County Collector	45	Mod	No
304th Street	School Entrance	187 Ave	County Collector	45	Mod	No
187th Ave	304 St	288 St	County Collector	30	Mod	Yes
19th Street	187 Ave	192 Ave	Local	30	Low	No
304th Street	187 Ave	197 Ave	County Collector	30	Low	No
12th Avenue	304 St	312 St	Local	30	Low	Yes
308th Street	192 Ave	12 Ave	Local	30	Low	No
10th Avenue	13 St	11 St	Local	30	Low	Yes
11th Street	10 Ave	6 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**SAUNDERS ELEMENTARY SCHOOL
505 SW 8TH STREET
HOMESTEAD, FL 33030**



SAFE ROUTES TO SCHOOL – 2008

SAUNDERS ELEMENTARY SCHOOL SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Saunders Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Saunders Elementary School

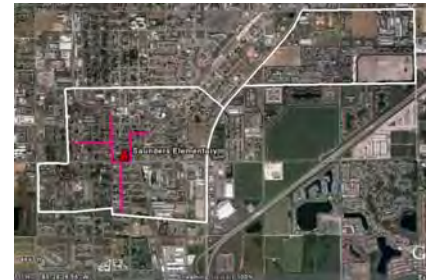
Address: 505 SW 8th Street, Homestead, FL 33030

Enrollment: 886 students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride = 50%
- Private Car = 20%
- Buses = 30%



Saunders Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Suset M. Hernandez
Principal
Saunders Elementary School
505 SW 8th Street
Homestead, FL 33030

RE: Safe Routes to School Program in District 9

Principal Hernandez,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information,*
- current school attendance boundary*
- roadway facilities data*
- pedestrian facilities data*
- traffic controls and devices*
- existing and proposed land use*
- traffic volumes*
- pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.

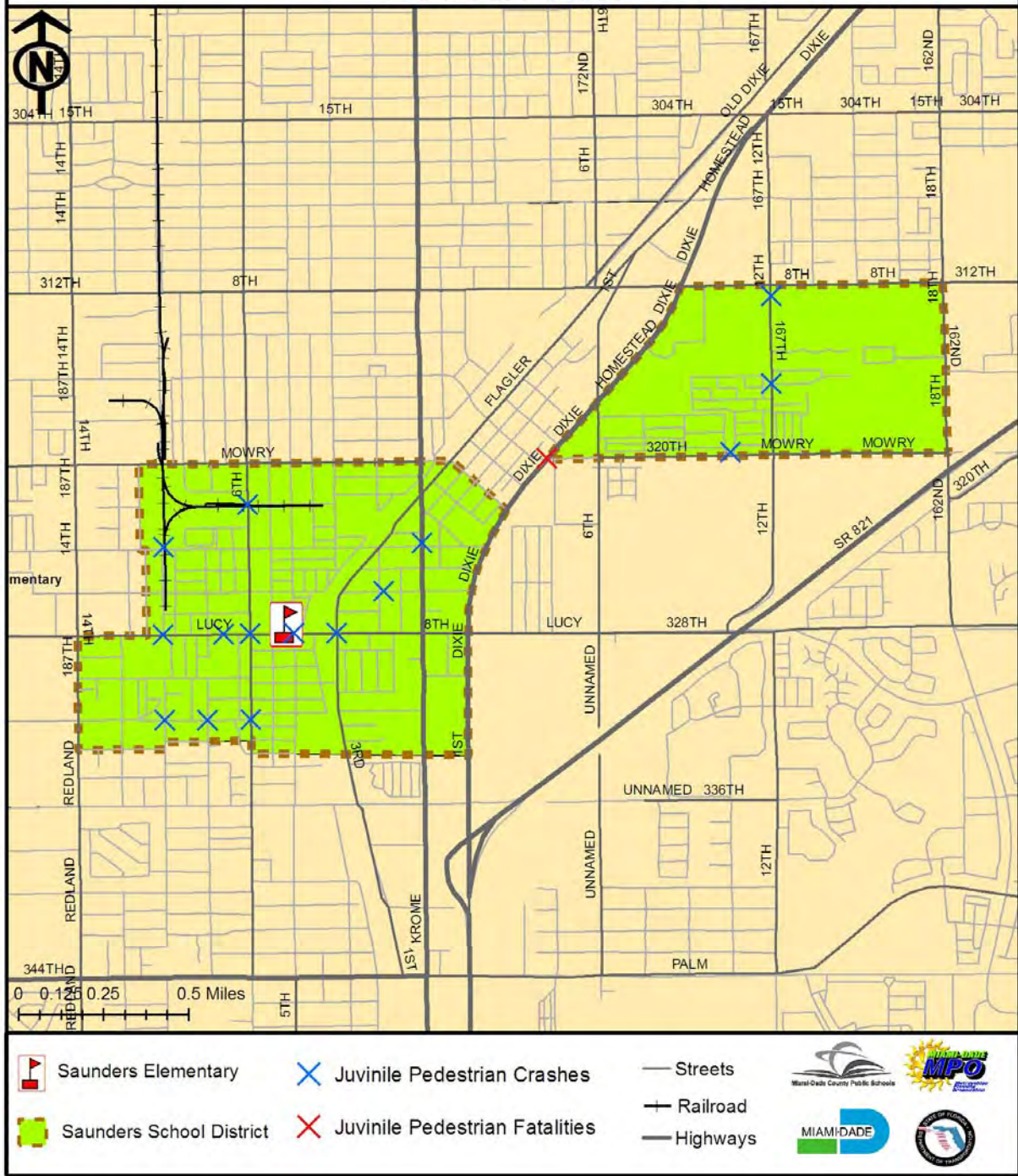
Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Saunders Elementary																
Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2002		2003		2004		TOTAL	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		TOTAL	
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72133182	12/20/1998	SW 8TH ST & SW 6TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
72333595	12291994	NW 12TH ST & NW 8TH AVE			0	0	0	0	0	0	0	0	0	1	0	1
72434198	0	S FLAGLER AVE & SW 7TH ST			0	0	0	0	0	0	0	0	0	1	0	1
72434208	0	SW 6TH AVE & SW 2ND ST			0	0	0	0	0	0	0	0	0	1	0	1
72333931	6261999	NW 12TH ST & NW 6TH AVE			0	0	0	0	0	0	0	1	0	0	0	1
72433823	4071995	S KROME AVE & SW 4TH ST			0	0	0	0	0	0	0	2	0	0	0	2
72434862	11221991	KIA DR & NE 12TH AVE			0	0	0	0	0	0	0	1	0	0	0	1
72132146	0	SW 8TH ST & SW 4TH AVE			0	0	0	0	0	1	0	0	0	0	0	1
520504830	0	88 SW 6TH ST			0	0	0	0	0	0	0	0	0	0	0	0
583255900	9251992	NW 12TH ST & NW 7TH AVE			0	0	0	1	0	0	0	0	0	0	0	1
596520930	0	S HOMESTEAD BLVD & E MOWRY DR			0	0	1	0	0	0	0	0	0	0	1	0
596530820	1091993	SW 8TH ST & SW 10TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
596531870	7241990	653 SW 8TH ST			0	0	0	0	0	0	0	0	0	0	0	0
545516610	8091988	NE 12th AVE & NE 8th ST			0	2	0	0	0	0	0	0	0	0	0	0
562869410	3301998	1120 E Mowry DR			0	1	0	0	0	0	0	0	0	0	0	0
562874790	3131990	SW 10th AVE & SW 4th ST			0	0	0	0	0	0	0	0	0	0	0	0
TOTAL					0	3	1	1	0	1	0	4	0	3	1	9

Laura C. Saunders Elementary School

505 SW 8th Street - Homestead, FL 33030

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?

___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

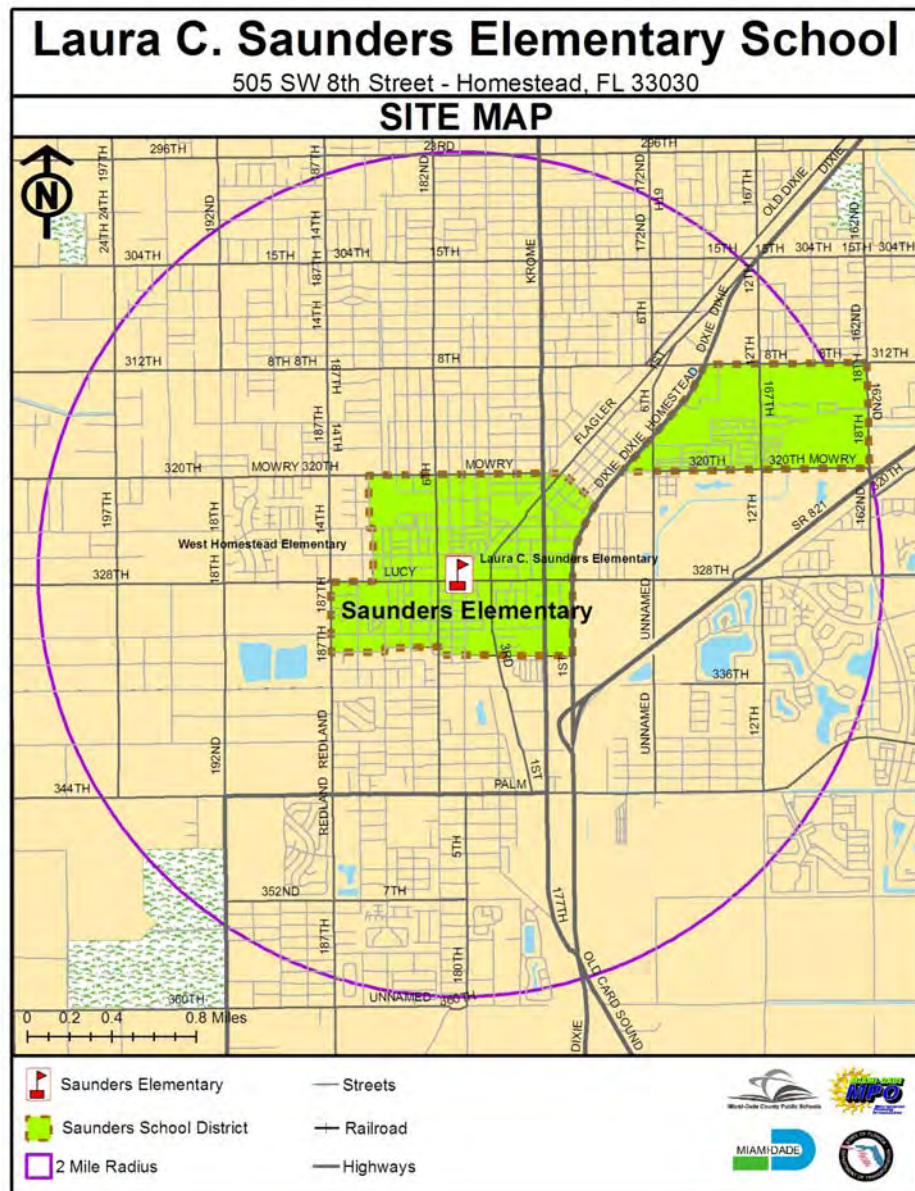
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

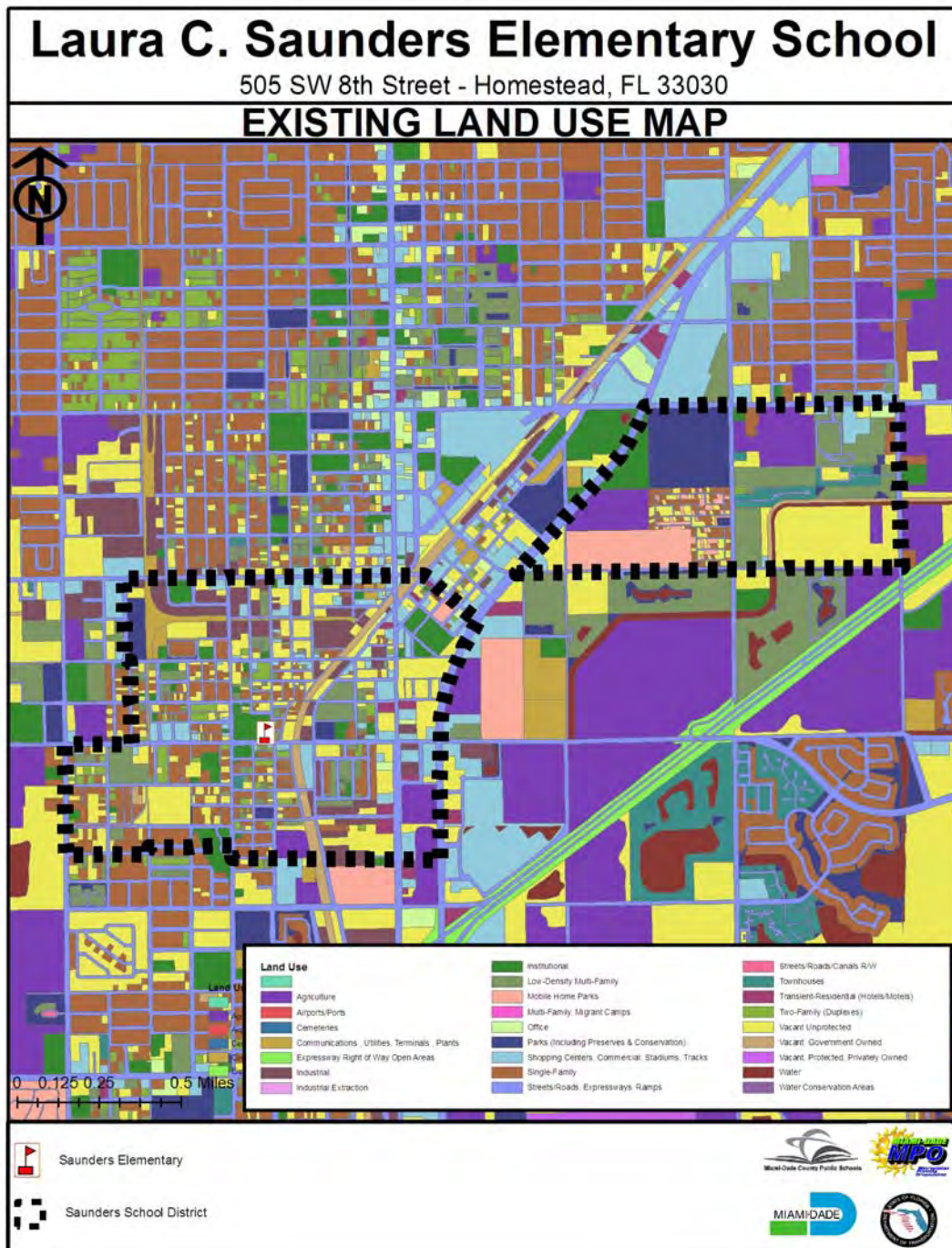
6.2 School Zone Boundary

The Saunders Elementary School boundary is a compact but split boundary, almost completely within a two mile radius of the school. The southwestern component houses the school, while the northeastern component is totally separated, and linked only by US-1. The southwest area is bound roughly by 320th Street on the north, SW 11th Avenue and 187th Avenue on the west, NW 10th Street to the south and US-1 to the East. The northeast area is bound by 312th Street to the north, US-1 to the west, 320th Street to the south, and 162nd Avenue to the east. It is recommended that those students in the northeast area be serviced by bus, as no Safe Routes have been designed to cross US-1, due to the inherent danger of recommending that children walks across this road.



6.3 Land Use

Land use in the study area is almost totally residential typified by single family homes, interspersed with low density multi family and vacant unprotected land. The vacant land can be expected to be subject to infill development in the near future creating more pedestrian and vehicular conflicts if adequate pedestrian amenities are not implemented. The area is relatively tightly packed and resembles a very urban environment. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
Saunders Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
6th Street	10 Ave	6 Ave	Local	30	Low	No
12th Street	9 Ave	7 Ct	Local	30	Low	No
7th Court	12 St	14 St	Local	30	Low	No
14th Street	7 Ct	6 Ave	Local	30	Low	No
6th Street	14 St	Lucy St	County Collector	30	Mod	Yes
5th Street	2 Ave	4 Ave	Local	30	Low	No
4th Avenue	5 St	Lucy St	Local	30	Mod	Yes
6th Avenue	3 St	8 St	Local	30	Low	Yes
8th Street	6 Ave	School Ent	Arterial	25	High	Yes
5th Court	9 St	Lucy St	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Saunders Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

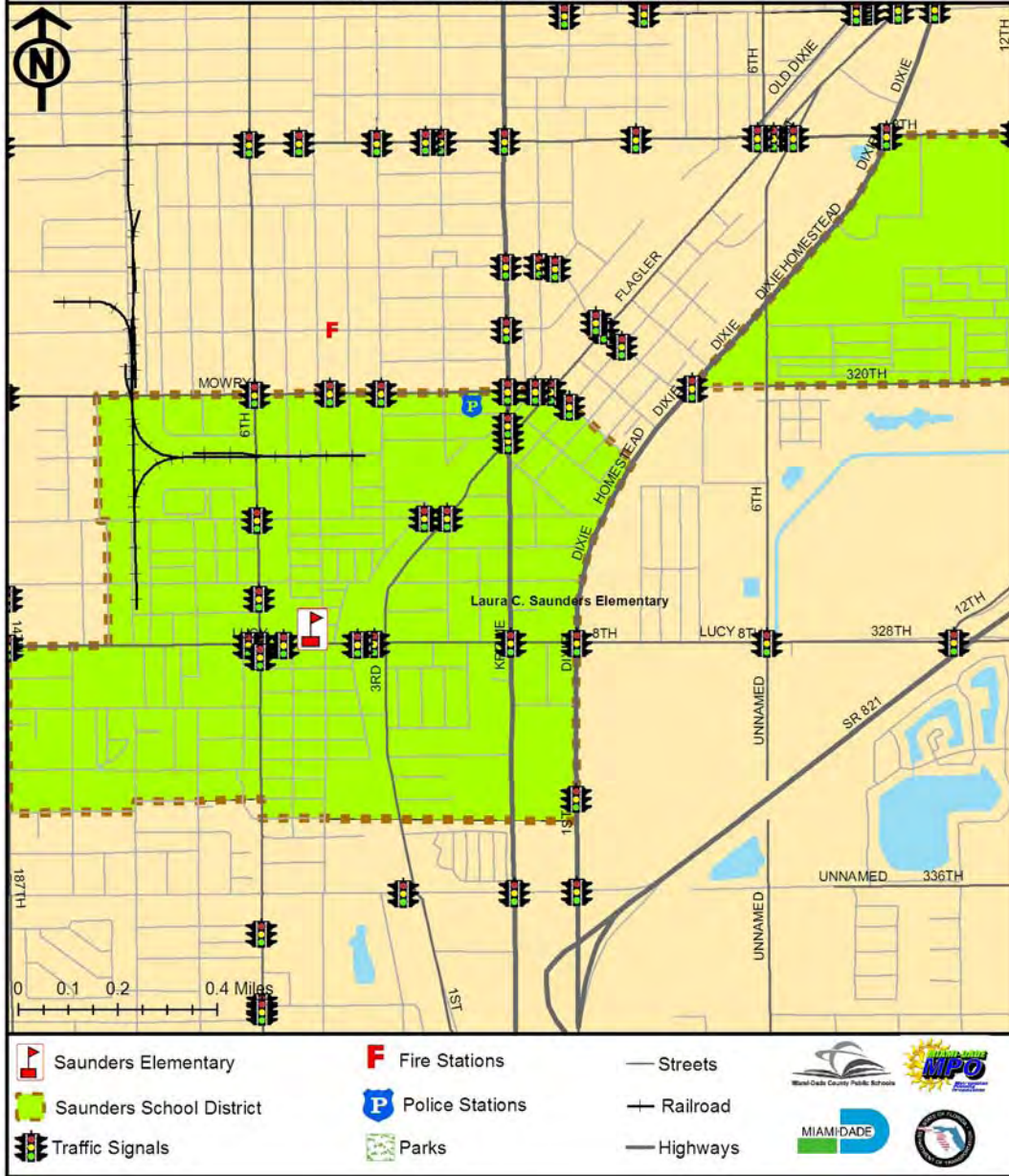
Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 8th Street and 6th Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 20 signals are currently located within the attendance boundary. Some sidewalks exist in the area, but there are many gaps. Those that do exist, generally not connected across streets by painted crosswalks, or connected to streets by ADA sidewalk extensions. Signage, lighting and striping does exist directly surrounding the school.

Laura C. Saunders Elementary School

505 SW 8th Street - Homestead, FL 33030

SAFE ROUTE MAP



7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Saunders Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

**Table 7:
Saunders Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
6th Street	10 Ave	6 Ave	Install Sidewalk along entire block 1157' , North side	1157	LF	91,750.00
			Install Sidewalk between 10 Ave and 8 Ave, 645' , South side	645	LF	51,150.00
			Install Painted Crosswalk across the 9 Ave intersection (North side - 80')	80	LF	250.00
			Install Painted Crosswalk across the 8 Ave intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalk across the 7 Ave intersection (North side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 6 Terr intersection (North side - 70')	70	LF	250.00
12th Street	9 Ave	7 Ct	Install Sidewalk between 8 Ave and 9 Ave, 599', South side	599	LF	47,500.00
			Install Painted Crosswalk across the 8 Ave intersection (South side-80')	80	LF	250.00
			Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10')	10	LF	800.00
			Install Painted Crosswalk across the 7 Ct intersection (East side-60', West side - 60', North side - 60')	180	LF	550.00
			Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10')	27	LF	2,150.00
7th Court	12 St	14 St	No Improvements Needed	61	LF	4,850.00
14th Street	7 Ct	6 Ave	Install Sidewalk between 7 Ave and 6 Ct, 450', South side	450	LF	35,700.00
			Install Painted Crosswalk across the 6 Ct intersection (South side-34', North side 46', East side - 44', West side - 40')	164	LF	13,000.00
			Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10')	10	LF	800.00
			Install Painted Crosswalk across the 6 Ave intersection (South side-74',North side - 74')	148	LF	450.00
6th Street	14 St	Lucy St	Install Painted Crosswalk across the 15 St intersection (West side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 16 St intersection (West side - 60')	60	LF	200.00
5th Street	2 Ave	4 Ave	Install Painted Crosswalk across the 2 Terr intersection (South side-60')	60	LF	200.00
			Install Painted Crosswalk across the 3 Ave intersection (South side-50')	50	LF	150.00
			Install Painted Crosswalk across the 3Terr intersection (South side-60')	60	LF	200.00
			Install Painted Crosswalk across the 4 Ave intersection (North side - 62', South side-50', East side - 60', West side - 64')	236	LF	700.00
4th Avenue	5 St	Lucy St	Install Painted Crosswalk across the 6th Ave intersection (East side - 72', West side-68')	140	LF	450.00
			Install Sidewalk between 6 St and 6 Ct, 105', West side	105	LF	8,350.00
			Install Sidewalk between 6 St and 6 Ct, 72', East side	72	LF	5,750.00
			Install Painted Crosswalk across the 6th Ct intersection (West side-56')	56	LF	200.00
			Install Sidewalk between 7 St and 7 Ct, 247', East side	247	LF	19,600.00
6th Avenue	3 St	8 St	Install High Visibility Crosswalk across 6th St intersection (North side - 35')	35	LF	700.00
			Install High Visibility Crosswalk across 8th St intersection (North side - 54', South side - 44', East side - 35', West side - 38')	171	LF	3,400.00
8th Street	6 Ave	School Ent	No Improvements Needed		LF	0.00
5th Court	9 St	Lucy St	Install Painted Crosswalk across the 9 St intersection (West side - 72', East side - 80')	152	LF	450.00
			Install Painted Crosswalk across the 10 St intersection (West side - 70', East side - 72')	142	LF	450.00
			Install Painted Crosswalk across the 11 St intersection (West side - 68', East side - 72')	140	LF	450.00
			Install Painted Crosswalk across the 12 St intersection (West side - 61', East side - 72', North side 72', South side - 68')	273	LF	850.00
			Sidewalk, West side	1210	LF	95,950.00
			Sidewalk, East side	1612	LF	127,800.00
			Install Painted Crosswalk across the 13 St intersection (West side - 54', East side - 54')	108	LF	350.00
			Install Painted Crosswalk across the 14 St intersection (West side - 70', East side - 76')	146	LF	450.00
			Install Painted Crosswalk across the 15 St intersection (West side - 90', East side - 82')	172	LF	550.00
			Install Painted Crosswalk across the 16 St intersection (West side - 80', East side - 82')	162	LF	500.00
			Install High Visibility Crosswalk across the Lucy St intersection (South side - 46')	46	LF	950.00
Preliminary Costs						518,750.00
Contingency (20%)						103,750.00
Mobilization (10%)						51,875.00
Maintenance of Traffic (10%)						51,875.00
Opinion of Total Costs						726,250.00

Note:

1. All sidewalk widths are 6 feet wide unless stated otherwise.

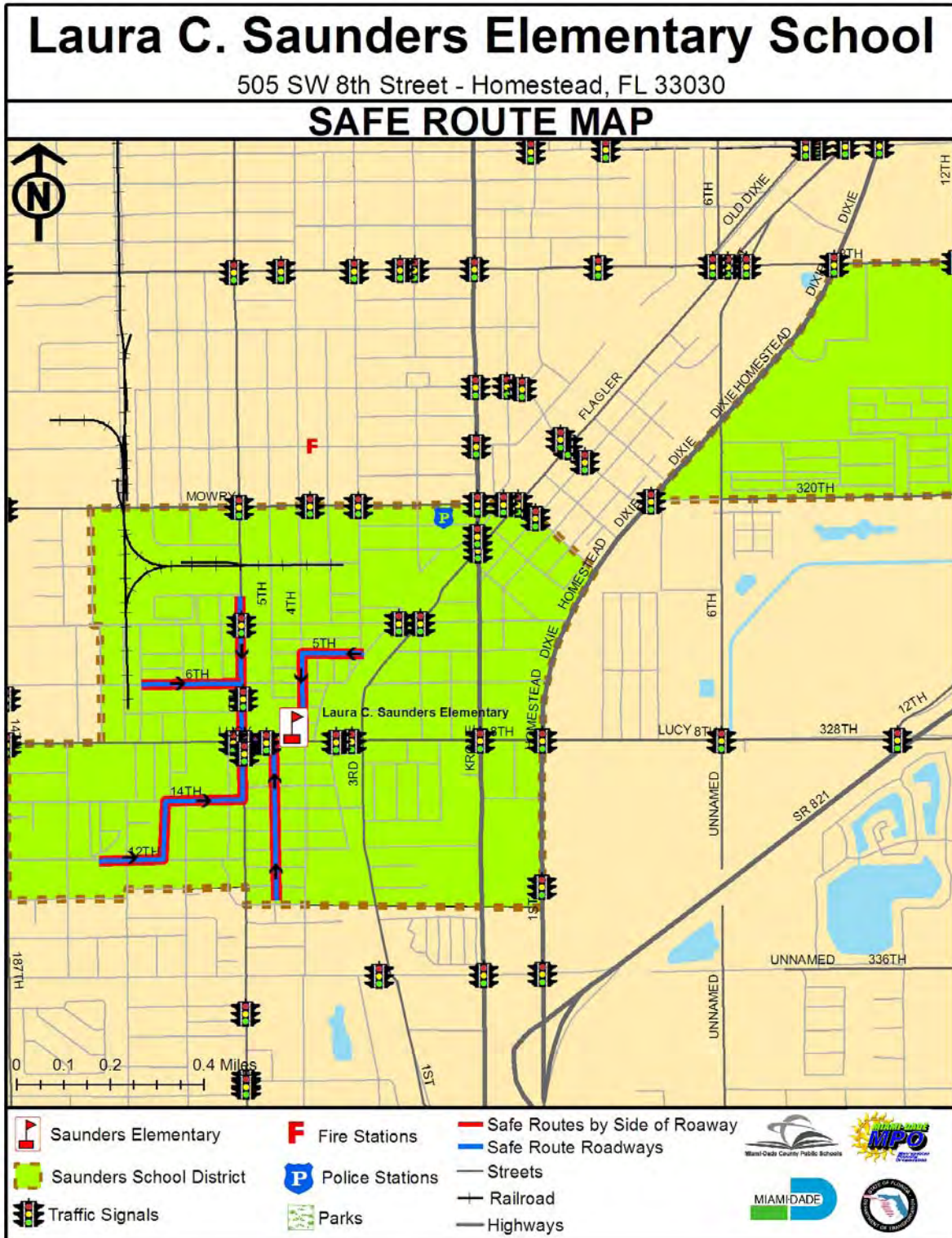
2. Abbreviations:

Qty = Quantity

AS = Assembly

LF = Linear Feet

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

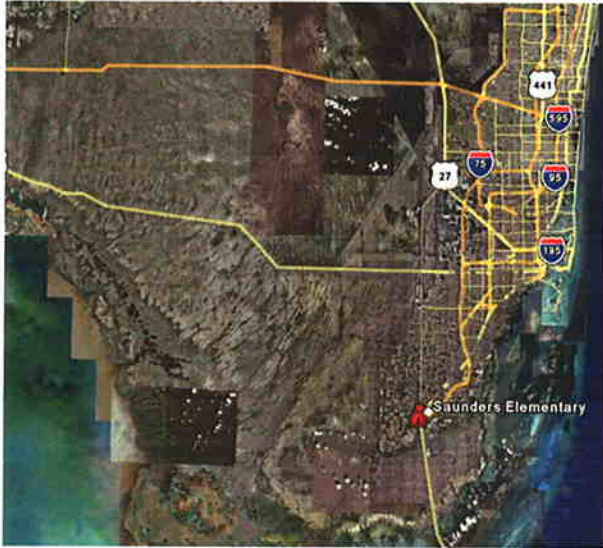
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**SAUNDERS ELEMENTARY SCHOOL
505 SW 8TH STREET
HOMESTEAD, FL 33030**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**


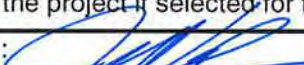
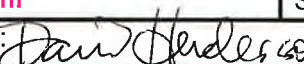


Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information		
Name of school: Saunders Elementary School		County: Miami-Dade
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team		
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jaime Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: -331281970
Signature: 		Typed name: Jaime Torrens Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature: _____		Typed name: _____ Date: _____
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation		
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305 375-2030	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature: 		Typed name: Jeffrey L. Cohen, P.E. Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature: 		Typed name: David Henderson Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO		

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering “No” does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **Generally greater than 50' in width. Ample sidewalks with few Gaps***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implementation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after implementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban low density residential typified by a residential local streets on a larger grid system. Many sidewalks are missing. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. More specifically, the crosswalk which crosses Lucy Street is located west of the school entrance. This is because the school was recently reconstructed and the crosswalk was not moved. Additionally speeding is an issue in front of the school. More enforcement is needed. Much of the land around the school is developed but the surrounding uses are developing or are subject to infill development, creating conflicts as both pedestrian and vehicular traffic increases. The need for safe routes to school is heightened because of this situation.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for Saunders Elementary School were conducted in February, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For Saunders Elementary School, the population is 2% white, 51% black, 47% hispanic and 0% asian. Nearly 92% of the population is eligible for the Free Lunch Program. Generally in the area about 61% of the households have children. The unemployment rate is about 5.8%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. The study area is supported by a grid of collector roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 8th Street and 6th Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 20 signals are currently located within the attendance boundary. Some sidewalks exist in the area, but there are many gaps. Those that do exist, generally not connected across streets by painted crosswalks, or connected to streets by ADA sidewalk extensions. Signage, lighting and striping does exist directly surrounding the school.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.

Section 5 – Current Conditions

LOCATION

#1 Street Name: **8th Street** From: **4 Ave** To: **6 Ave**
 Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **4th Ave** From: **8 St** To: **6 St**
 Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)
☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.

Land use in the study area is almost totally residential typified by single family homes, interspersed with low density multi-family and vacant unprotected land. The vacant land can be expected to be subject to infill development in the near future creating more pedestrian and vehicular conflicts if adequate pedestrian amenities are not implemented. The area is tightly spaced and resembles a very urban environment. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.

ROADWAY CHARACTERISTICS

Roadway Type: ☒ Urban (curb & gutter) ☐ Rural (check shoulder type): ☐ Paved ☐ Grass
 Shoulder Type: ☒ Grass ☒ Paved ☐ Curb
 Shoulder Grade: ☒ Flat ☐ Steep-Up ☐ Steep-Down
 Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter
 Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface
☐ Paved surface with gaps ☒ Continuous paved sidewalks

Write below your comments on status of the current walking surface:

Paved walking surfaces are generally in good condition. Gaps in the sidewalks do exist.

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads closest to the school in the area are mainly local streets separated by a few collectors. The area has many sidewalks, with gaps. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

☒ We need pedestrian features ☐ We need other school-related signals
☐ We need traffic signs ☒ We need marked crosswalks
☒ We need other roadway markings ☐ We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): **11840** Posted Speed Limit: **30** Operating Speed: **30**

Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	1	4	3		
Ped fatalities	0	0	0		

Bike injuries	0	0	0		
Bike fatalities	0	0	0		
Totals	1	4	3		

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:

Current: **It is estimated by the Assistant Principal that many children, (about 50%) walk or bike to school through the near by neighborhoods**

Potential*: **There are 886 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Many residents that live in the boundary live within a two mile radius. There is a substantial portion of the population that is located across US-1. It is recommended that these students be taken by bus even though they are within the two mile radius. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.**

Request #2 Street Name: -

From: -

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

☐ New Bike Lane (includes re-striping or reconstruction)

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spreadsheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

☒ Within school zone or school area

☐ Outside of school zone or school area

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests (includes bike parking, traffic calming, or other improvements not listed above)

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	342850
Maintenance of Traffic (MOT)	34285
Mobilization	34285
Subtotal	411420
Contingency (15% of Subtotal)	51427
Total Construction Cost	462847
Professional Engineering Design (15% of Total)	51427
Construction Engineering and Inspection (CEI) (15% of Total)	51427
Grand Total	565701

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:
Saunders Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
6th Street	10 Ave	6 Ave	Install Sidewalk along entire block 1157' , North side	1157	LF	61,900.00
			Install Sidewalk between 10 Ave and 8 Ave, 645' , South side	645	LF	34,500.00
			Install Painted Crosswalk across the 9 Ave intersection (North side - 80')	80	LF	250.00
			Install Painted Crosswalk across the 8 Ave intersection (North side - 74')	74	LF	250.00
			Install Painted Crosswalk across the 7 Ave intersection (North side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 6 Terr intersection (North side - 70')	70	LF	250.00
12th Street	9 Ave	7 Ct	Install Sidewalk between 8 Ave and 9 Ave, 599', South side	599	LF	32,050.00
			Install Painted Crosswalk across the 8 Ave intersection (South side- 80')	80	LF	250.00
			Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10')	10	LF	550.00
			Install Painted Crosswalk across the 7 Ct intersection (East side- 60', West side - 60', North side - 60')	180	LF	550.00
			Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10')	27	LF	1,450.00
7th Court	12 St	14 St	No Improvements Needed	--	--	--
14th Street	7 Ct	6 Ave	Install Sidewalk between 7 Ave and 6 Ct, 450', South side	450	LF	24,100.00
			Install Painted Crosswalk across the 6 Ct intersection (South side- 34', North side 46', East side - 44', West side - 40')	164	LF	350.00
			Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10')	10	LF	550.00
			Install Painted Crosswalk across the 6 Ave intersection (South side- 74', North side - 74')	148	LF	450.00
6th Street	14 St	Lucy St	Install Painted Crosswalk across the 15 St intersection (West side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 16 St intersection (West side - 60')	60	LF	200.00
5th Street	2 Ave	4 Ave	Install Painted Crosswalk across the 2 Terr intersection (South side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 3 Ave intersection (South side - 50')	50	LF	150.00
			Install Painted Crosswalk across the 3Terr intersection (South side- 60')	60	LF	200.00
			Install Painted Crosswalk across the 4 Ave intersection (North side - 62', South side-50', East side - 60', West side - 64')	236	LF	700.00
4th Avenue	5 St	Lucy St	Install Painted Crosswalk across the 6th Ave Intersection (East side - 72', West side-68')	140	LF	450.00
			Install Sidewalk between 6 St and 6 Ct, 105', West side	105	LF	5,650.00
			Install Sidewalk between 6 St and 6 Ct, 72', East side	72	LF	3,900.00
			Install Painted Crosswalk across the 6th Ct intersection (West side- 56')	56	LF	200.00
			Install Sidewalk between 7 St and 7 Ct, 247', East side	247	LF	13,250.00
6th Avenue	3 St	8 St	Install High Visibillity Crosswalk across 6th St intersection (North side - 35')	35	LF	700.00
			Install High Visibility Crosswalk across 8th St intersection (North side - 54', South side - 44', East side - 35', West side - 38')	171	LF	3,400.00
8th Street	6 Ave	School Ent	No Improvements Needed	--	--	--
5th Court	9 St	Lucy St	Install Painted Crosswalk across the 9 St intersection (West side - 72', East side - 80')	152	LF	450.00
			Install Painted Crosswalk across the 10 St intersection (West side - 70', East side - 72')	142	LF	450.00
			Install Painted Crosswalk across the 11 St intersection (West side - 68', East side - 72')	140	LF	450.00
			Install Painted Crosswalk across the 12 St intersection (West side - 61', East side - 72', North side 72', South side - 68')	273	LF	850.00
			Sidewalk, West side	1210	LF	64,750.00
			Sidewalk, East side	1612	LF	86,250.00
			Install Painted Crosswalk across the 13 St intersection (West side - 54', East side - 54')	108	LF	350.00
			Install Painted Crosswalk across the 14 St intersection (West side - 70', East side - 76')	146	LF	450.00
			Install Painted Crosswalk across the 15 St Intersection (West side - 90', East side - 82')	172	LF	550.00
			Install Painted Crosswalk across the 16 St intersection (West side - 80', East side - 82')	162	LF	500.00
			Install High Visibility Crosswalk across the Lucy St intersection (South side - 46')	46	LF	950.00
Preliminary Costs						342,850.00
Contingency (15%)					\$	51,427.50
Professional Engineering Design (15%)					\$	51,427.50
Construction Engineering Inspection (15%)					\$	51,427.50
Mobilization (10%)					\$	34,285.00
Maintenance of Traffic (10%)					\$	34,285.00
Opinion of Total Costs					\$	585,702.50

Note:

1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:

Qty = Quantity

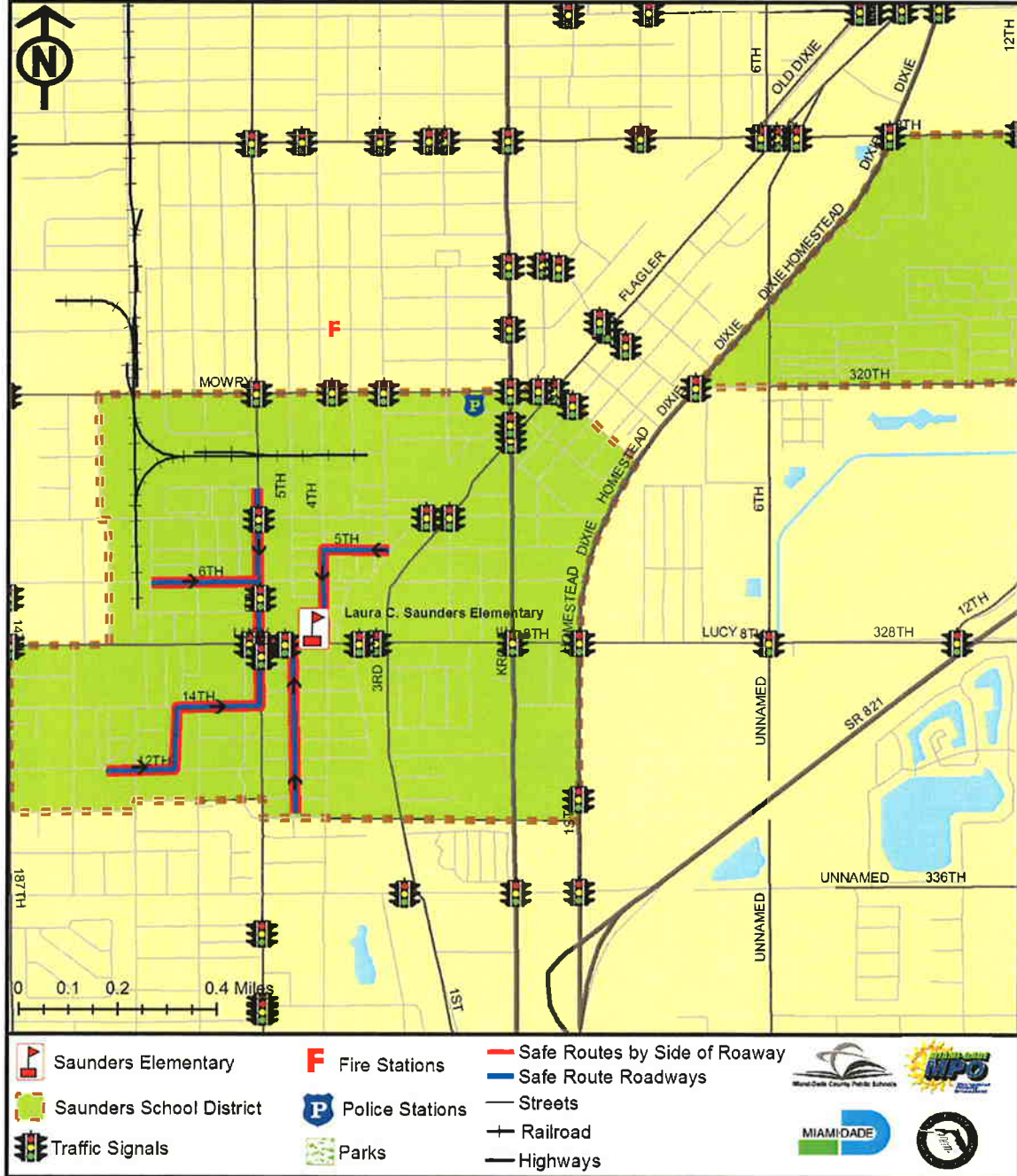
AS = Assembly

LF = Linear Feet

Laura C. Saunders Elementary School

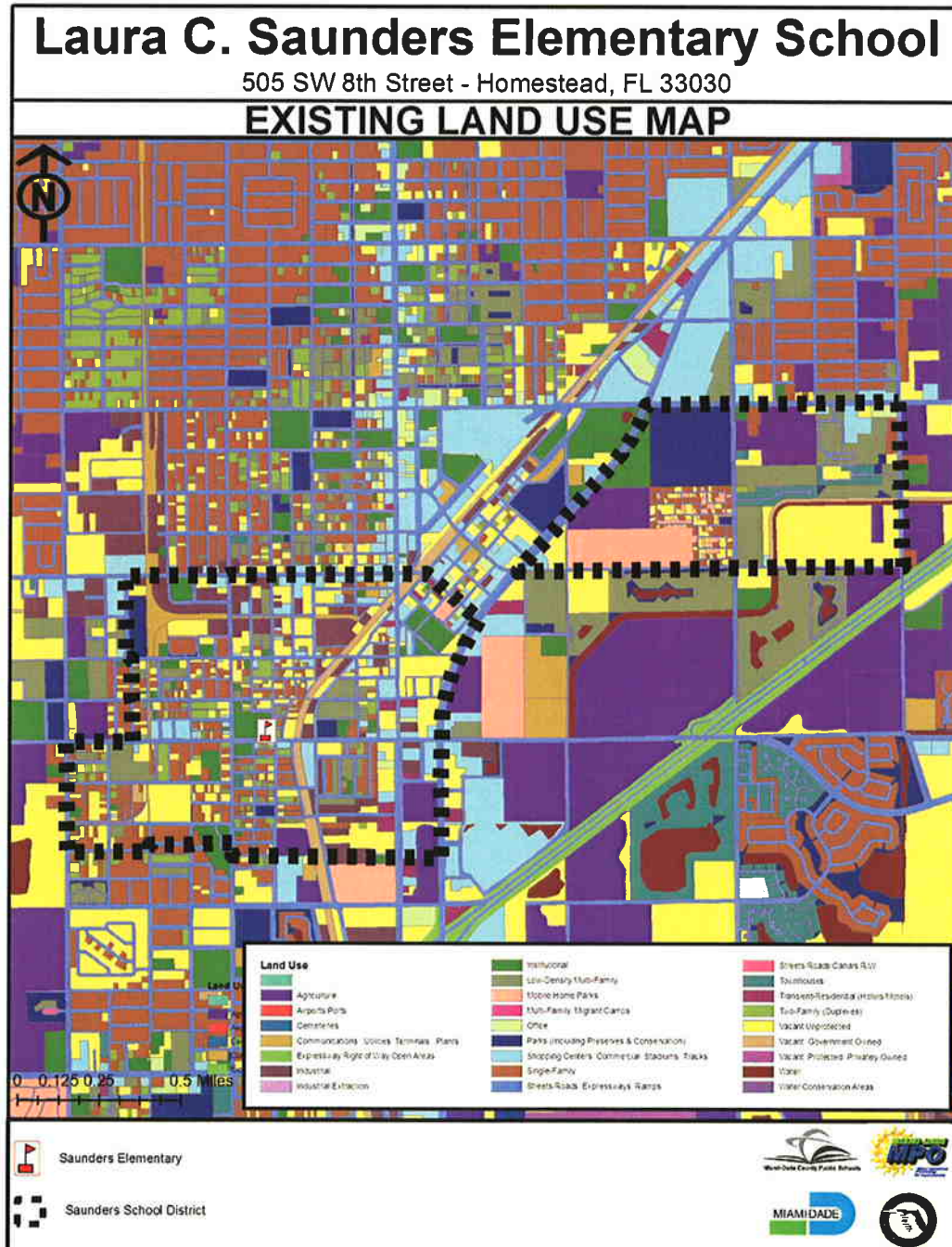
505 SW 8th Street - Homestead, FL 33030

SAFE ROUTE MAP



Land Use

Land use in the study area is almost totally residential typified by single family homes, interspersed with low density multi family and vacant unprotected land. The vacant land can be expected to be subject to infill development in the near future creating more pedestrian and vehicular conflicts if adequate pedestrian amenities are not implemented. The area is relatively tightly packed and resembles a very urban environment. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.



CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Saunders Elementary																
Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2002		2003		2004		TOTAL	
					Juveniles		Juveniles		Juveniles		Juveniles		Juveniles		TOTAL	
			Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72133182	12/20/1998	SW 8TH ST & SW 6TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
72333595	12291994	NW 12TH ST & NW 8TH AVE			0	0	0	0	0	0	0	0	0	1	0	1
72434198	0	S FLAGLER AVE & SW 7TH ST			0	0	0	0	0	0	0	0	0	1	0	1
72434208	0	SW 6TH AVE & SW 2ND ST			0	0	0	0	0	0	0	0	0	1	0	1
72333931	6261999	NW 12TH ST & NW 6TH AVE			0	0	0	0	0	0	0	1	0	0	0	1
72433823	4071995	S KROME AVE & SW 4TH ST			0	0	0	0	0	0	2	0	0	0	0	2
72434862	11221991	KIA DR & NE 12TH AVE			0	0	0	0	0	0	0	1	0	0	0	1
72132146	0	SW 8TH ST & SW 4TH AVE			0	0	0	0	0	1	0	0	0	0	0	1
520504830	0	88 SW 6TH ST			0	0	0	0	0	0	0	0	0	0	0	0
583255900	9251992	NW 12TH ST & NW 7TH AVE			0	0	0	1	0	0	0	0	0	0	0	1
596520930	0	S HOMESTEAD BLVD & E MOWRY DR			0	0	1	0	0	0	0	0	0	0	1	0
596530820	1091993	SW 8TH ST & SW 10TH AVE			0	0	0	0	0	0	0	0	0	0	0	0
596531870	7241990	653 SW 8TH ST			0	0	0	0	0	0	0	0	0	0	0	0
545516610	8091988	NE 12th AVE & NE 8th ST			0	2	0	0	0	0	0	0	0	0	0	0
562869410	3301998	1120 E Mowry DR			0	1	0	0	0	0	0	0	0	0	0	0
562874790	3131990	SW 10th AVE & SW 4th ST			0	0	0	0	0	0	0	0	0	0	0	0
TOTAL					0	3	1	1	0	1	0	4	0	3	1	9

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 8th Street and 6th Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 20 signals are currently located within the attendance boundary. Some sidewalks exist in the area, but there are many gaps. Those that do exist, generally not connected across streets by painted crosswalks, or connected to streets by ADA sidewalk extensions. Signage, lighting and striping does exist directly surrounding the school.

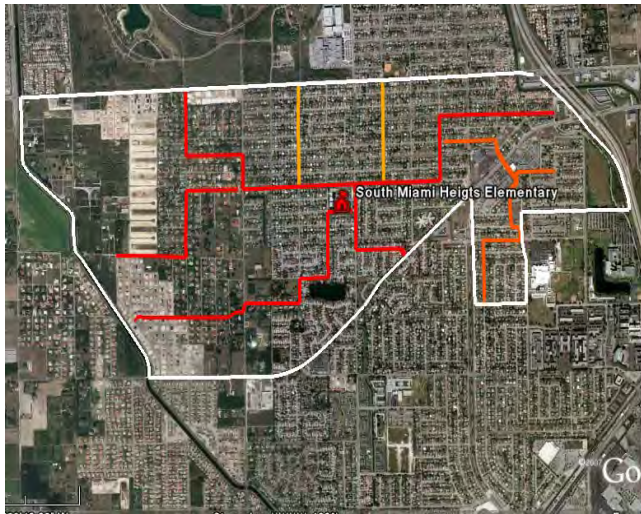
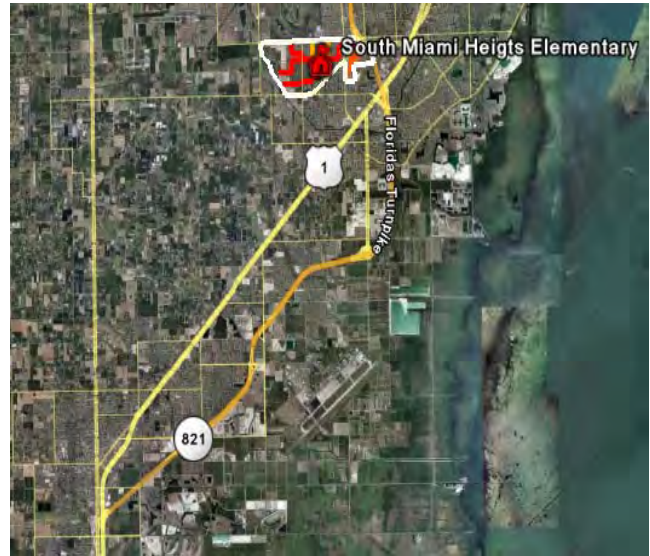
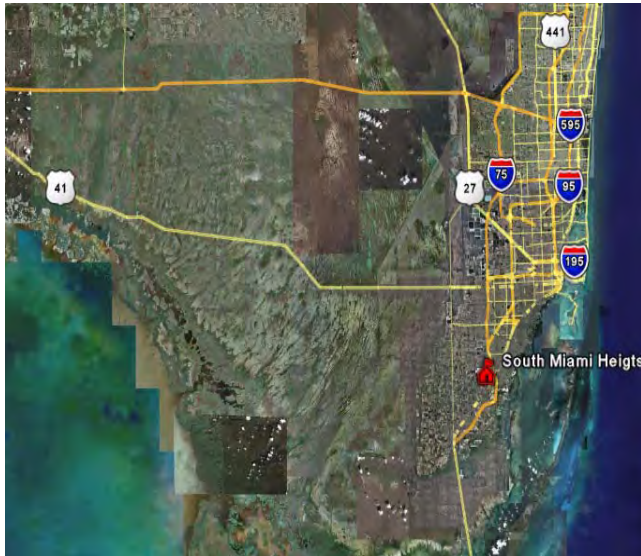
Table 6.4
Saunders Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
6th Street	10 Ave	6 Ave	Local	30	Low	No
12th Street	9 Ave	7 Ct	Local	30	Low	No
7th Court	12 St	14 St	Local	30	Low	No
14th Street	7 Ct	6 Ave	Local	30	Low	No
6th Street	14 St	Lucy St	County Collector	30	Mod	Yes
5th Street	2 Ave	4 Ave	Local	30	Low	No
4th Avenue	5 St	Lucy St	Local	30	Mod	Yes
6th Avenue	3 St	8 St	Local	30	Low	Yes
8th Street	6 Ave	School Ent	Arterial	25	High	Yes
5th Court	9 St	Lucy St	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**SOUTH MIAMI HEIGHTS ELEMENTARY SCHOOL
12231 SW 190TH TERRACE
MIAMI, FL 33177**



SAFE ROUTES TO SCHOOL – 2008

SOUTH MIAMI HEIGHTS ELEMENTARY SCHOOL SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for South Miami Heights Elementary School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: South Miami Heights Elementary School

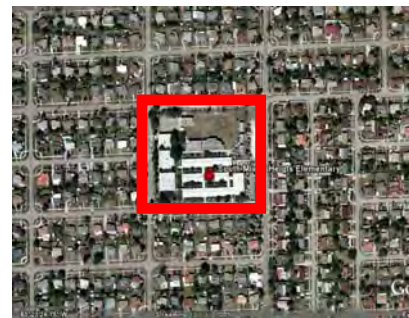
Address: 12231 SW 190th Terrace, Miami, FL 33177

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride =
- Private Car =
- Buses =



South Miami Heights Elementary School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Dr. Maria D. Pabellon
Principal
South Miami Heights Elementary School
12231 SW 190th Terrace
Miami, FL 33177

RE: Safe Routes to School Program in District 9

Principal Pabellon,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- *mode split and attitudinal information,*
- *current school attendance boundary*
- *roadway facilities data*
- *pedestrian facilities data*
- *traffic controls and devices*
- *existing and proposed land use*
- *traffic volumes*
- *pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections. The following tables and map detail the data.

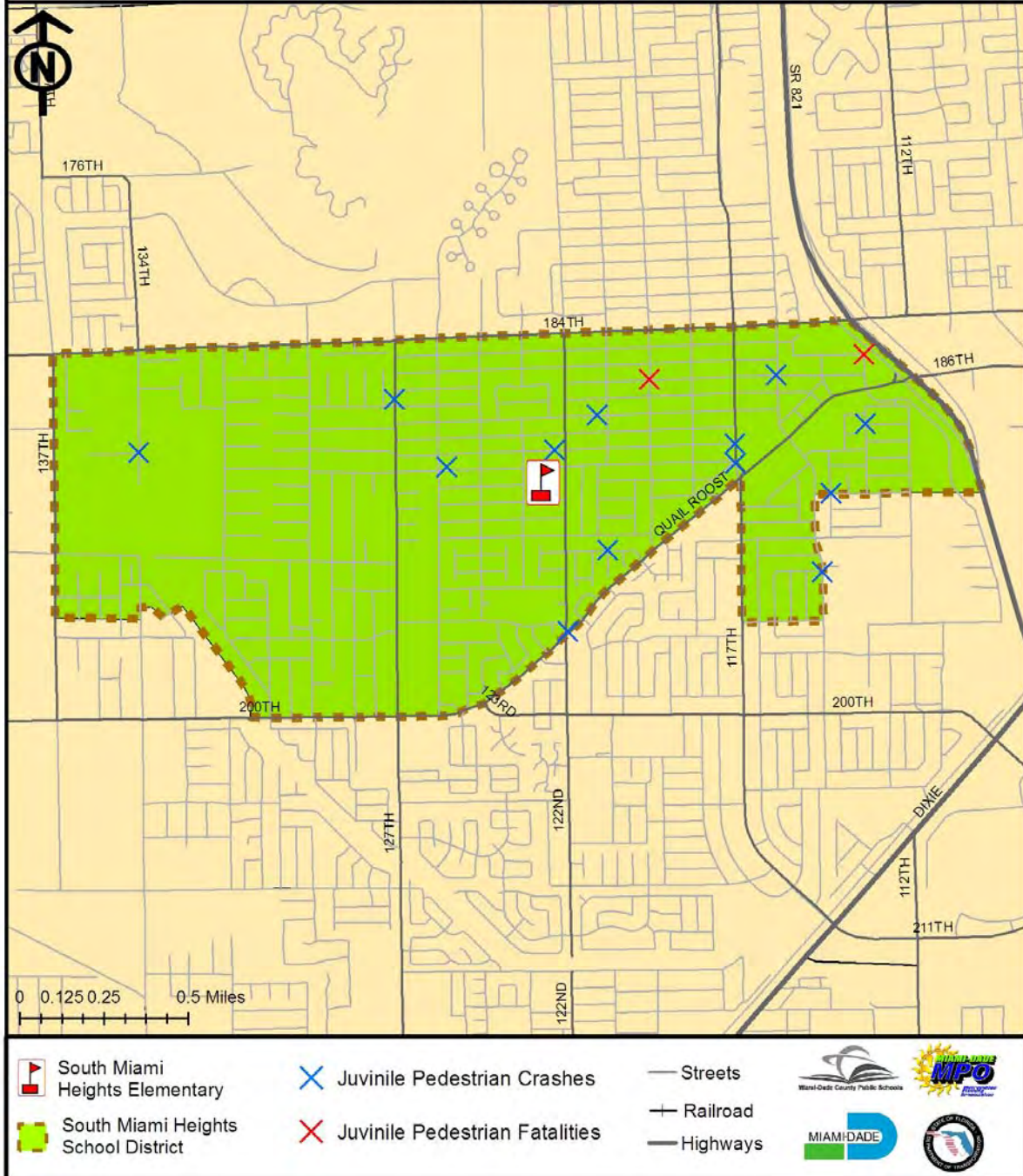
Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

South Miami Heights Elementary														
Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2003		2004		TOTAL	
					Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
70709172	5/29/2000	12045 SW 187TH TER	int		0	0	0	0	0	0	0	1	0	1
72393406	0	19355 SW 114TH AVE	int		0	0	0	0	0	0	0	1	0	1
73288505	1041992	SW 127TH AVE & SW 187TH ST	int		0	0	0	0	0	0	0	1	0	1
73957949	5231996	SW 192ND TER & SW 120TH AVE	int		0	0	0	0	0	0	0	1	0	1
75640401	1012003	18852 SW 117TH AVE	int		0	0	0	0	0	0	0	2	0	2
70848457	0	11501 SW 186TH ST			0	0	0	0	0	1	0	0	0	1
555432820	1031998	SW 113TH AVE & SW 188TH ST	int		0	0	0	1	0	0	0	0	0	1
571361540	9091990	SW 190TH ST & SW 113TH PL	int		0	0	0	1	0	0	0	0	0	1
592146330	5091996	SW 133RD CT & SW 187TH ST	int		0	0	0	1	0	0	0	0	0	1
592159960	11241994	SW 188TH TER & SW 123RD AVE	int		0	0	0	0	1	0	0	0	0	1
593331240	0	SW 117TH AVE & SW 189TH ST	int		0	0	0	1	0	0	0	0	0	1
612038330	0	SW 186TH ST & SW 119TH AVE	int		0	0	1	0	0	0	0	0	1	0
612654810	0	SW 184TH ST & SW 113RD AVE	int		0	0	1	0	0	0	0	0	1	0
585655720	5311991	SW 189TH ST & SW 125TH AVE	int		0	1	0	0	0	0	0	0	0	1
592611990	0	Quail Roost DR & NW 122nd AVE	int		0	0	0	0	0	0	0	0	0	0
TOTAL					0	1	2	5	0	1	0	6	2	13

South Miami Heights Elementary School

12231 SW 190th Terrace - Miami, FL 33177

CRASH MAP



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?

___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

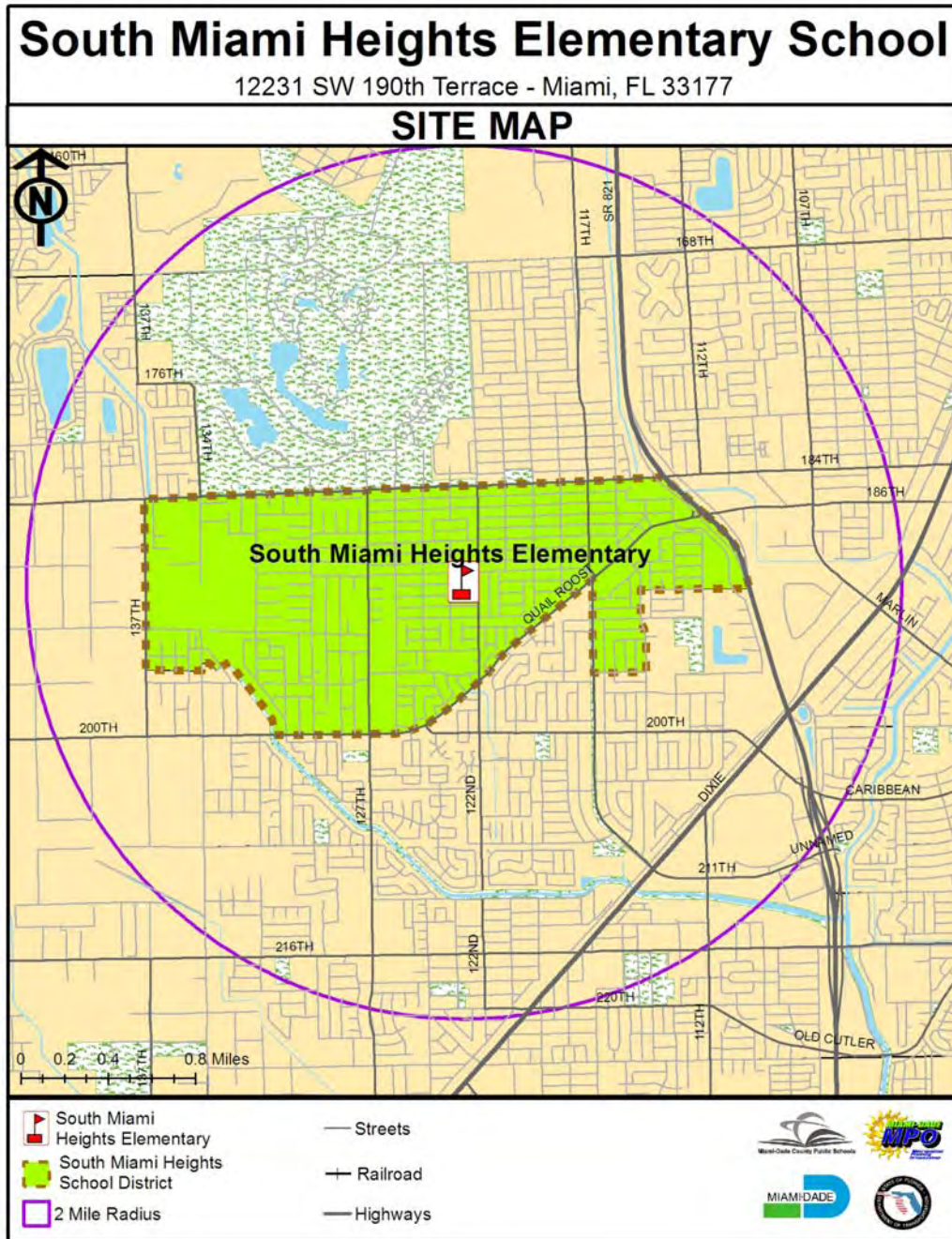
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

6.2 School Zone Boundary

The South Miami Heights Elementary School boundary is an irregularly shaped area bound on the north by 184th Street, on the west by 137th Avenue on the south by the canal and then 200th Street. The south eastern boundary is Quail Roost Road which moves northeast and meets with 117th Ave. The boundary follows 117th Avenue south to 196th Street to 114th Avenue. This boarder moves north along 114th Avenue to 190th Street which meets the Turnpike. The boundary then follows the Turnpike back to 184th Street. The enter area is within the two mile boundary.



6.3 Land Use

Land use in the study area is almost totally single family residential. Little new development is expected in the area. The area is relatively urban and an excellent opportunity to entice student to walk to school.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
South Miami Heights Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
186th Street	113 Ave	118 Ave	Local	30	Low	Yes
118th Avenue	186 St	189 St	Local	30	Low	No
189th Street	118 Ave	122 Ave	Local	30	Low	No
122nd Avenue	189 St	School Ent	Arterial	30	Mod	No
120th Avenue	184 St	189 St	Local	30	Low	No
124th Avenue	184 St	189 St	Local	30	Low	No
129th Avenue	184 St	187 Terr	Local	30	Low	No
187th Terrace	129 Ave	127 Ave	Local	30	Low	No
127th Avenue	187 Terr	189 St	Arterial	45	Low	No
189th Street	127 Ave	School Ent	Local	30	Low	No
192nd Terrace	Quail Roost Rd	122 Ave	Local	30	Low	Yes
122nd Avenue	192 Terr	School Ent	Arterial	30	Mod	Yes
196th Street	130 Ave Rd	127 Ave	Local	30	Low	No
127th Avenue	196 St	195 Terr	Arterial	45	Mod	No
195th Terrace	127 Ave	124 Ave	Local	30	Low	No
124th Avenue	195 Terr	194 St	Local	30	Low	No
194th Street	124 Ave	123 Ave	Local	30	Low	No
123rd Avenue	194 St	190 Terr	Local	30	Low	Yes
190th Terrace	123 Ave	122 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

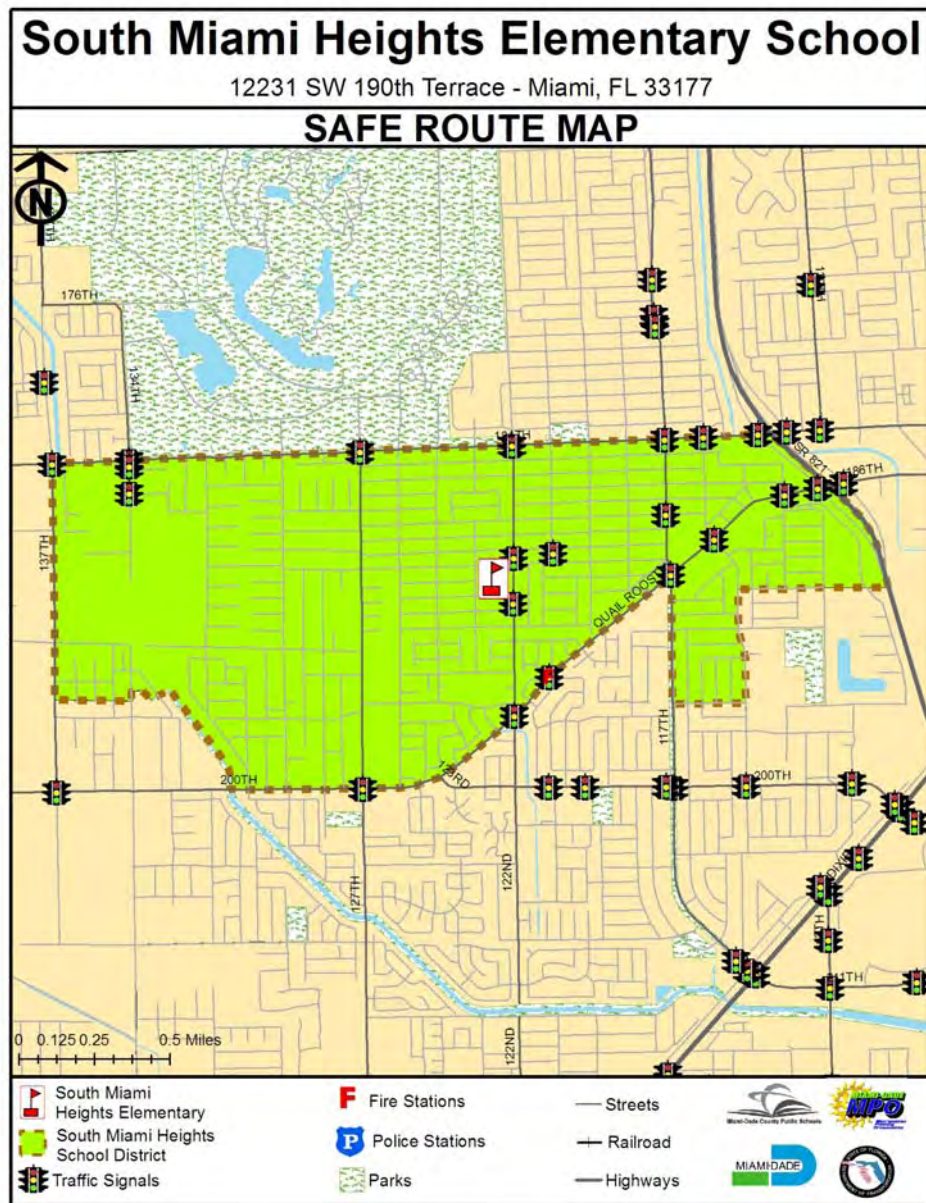
** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for South Miami Heights Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 184th Avenue, Quail Roost Road and at the entrance of the school on 122nd Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 22 signals are currently located within the attendance boundary. The area is typified by an ample pedestrian network. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations.



7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

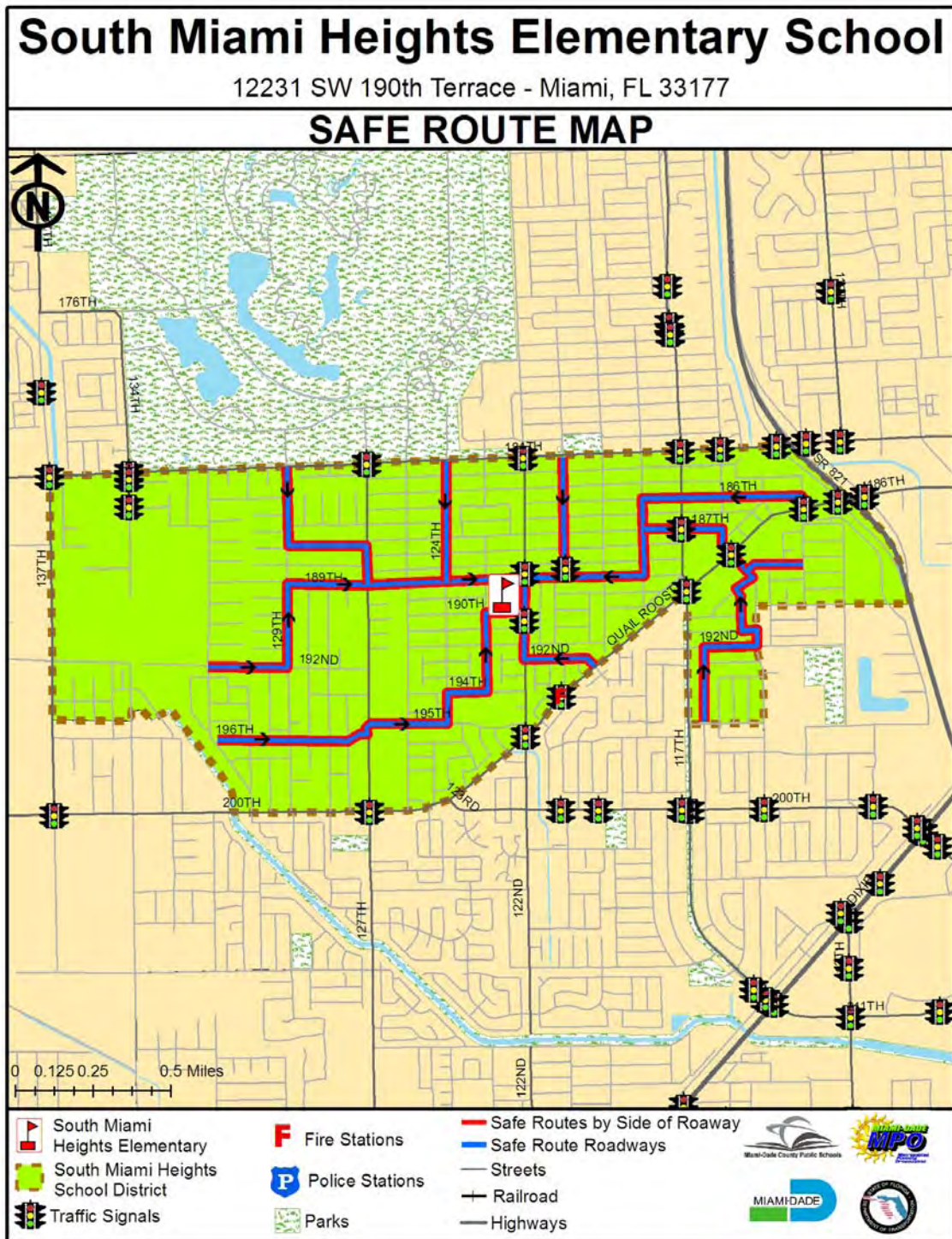
Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for South Miami Heights Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

**Table 7:
South Miami Heights Elementary School
Opinion of Probable Costs**

Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
186th Street	113 Ave	118 Ave	Install Painted Crosswalk across the 113 Ave intersection (North side - 80', South side - 80')	160	LF	500.00
			Install Sidewalk Extensions @ 186 St / 113 Ave intersection (NE - 18', NW - 18', SE - 10', SW - 17')	63	LF	5,000.00
			Install Painted Crosswalk across the 115 Ave intersection (North side - 74', South side - 80')	154	LF	500.00
			Install Sidewalk Extensions @ 186 St / 115 Ave intersection (NE - 13', NW - 11', SE - 13', SW - 13')	50	LF	4,000.00
			Install Painted Crosswalk across the 117 Ave intersection (North side - 76', South side - 94')	170	LF	550.00
			Install Sidewalk Extensions @ 186 St / 117 Ave intersection (NW - 42', SW - 16')	58	LF	4,600.00
			Install Sidewalk, East of 117 Ave to corner, North Side	34	LF	2,700.00
			Install Sidewalk, East of 117 Ave to corner, South Side	34	LF	2,700.00
			Install Painted Crosswalk across the 118 Ave intersection (North side - 80', South side - 80', East side - 90', West side - 80')	320	LF	950.00
			Install Sidewalk Extensions @ 186 St / 118 Ave intersection (NE - 14', NW - 15', SE - 17', SW - 17')	63	LF	200.00
			Install Painted Crosswalk across the 187 St intersection (East side - 84', West side - 90')	174	LF	550.00
			Install Sidewalk Extensions @ 118 Ave / 187 St intersection (NE - 15', NW - 16', SE - 17', SW - 16')	64	LF	5,100.00
118th Avenue	186 St	189 St	Install Painted Crosswalk across the 187 Terr intersection (East side - 88', West side - 90')	178	LF	550.00
			Install Sidewalk Extensions @ 118 Ave / 187 Terr intersection (NE - 15', NW - 16', SE - 17', SW - 16')	64	LF	5,100.00
			Install Painted Crosswalk across the 188 St intersection (East side - 88', West side - 90')	178	LF	550.00
			Install Sidewalk Extensions @ 118 Ave / 188 St intersection (NE - 13', NW - 13', SE - 13', SW - 15')	54	LF	4,300.00
			Install Painted Crosswalk across the 189 Terr intersection (East side - 80', West side - 82')	162	LF	500.00
			Install Sidewalk Extensions @ 118 Ave / 189 Terr intersection (NE - 12', NW - 14', SE - 15', SW - 14')	55	LF	4,400.00
			Install Painted Crosswalk across the 189 St intersection (East side - 86', West side - 90', North side - 56', South side - 60')	292	LF	900.00
			Install Painted Crosswalk across the 119 Ave intersection (North side - 72', South side - 76')	146	LF	450.00
			Install Painted Crosswalk across the 120 Ave intersection (North side - 52')	52	LF	200.00
			Install Painted Crosswalk across the 120 Ct intersection (South side - 58')	58	LF	200.00
			Install Painted Crosswalk across the 121 Ave intersection (South side - 88')	88	LF	300.00
			No Improvements Needed	74	LF	250.00
122nd Avenue	189 St	School Ent	Install Painted Crosswalk across the 185 St intersection (East side - 76', West side - 90')	186	LF	550.00
			Install Sidewalk Extensions @ 120 Ave / 185 St intersection (NE - 9', NW - 10', SE - 17', SW - 17')	53	LF	4,250.00
			Install Painted Crosswalk across the 185 Terr intersection (East side - 80', West side - 70')	150	LF	450.00
			Install Sidewalk Extensions @ 120 Ave / 185 Terr intersection (NE - 17', NW - 17', SE - 17', SW - 18')	69	LF	5,500.00
			Install Painted Crosswalk across the 186 St intersection (East side - 82', West side - 84')	166	LF	500.00
			Install Sidewalk Extensions @ 120 Ave / 186 St intersection (NE - 16', NW - 17', SE - 16', SW - 17')	66	LF	5,250.00
			Install Painted Crosswalk across the 187 St intersection (East side - 80', West side - 80')	160	LF	500.00
			Install Sidewalk Extensions @ 120 Ave / 187 St intersection (NE - 17', NW - 17', SE - 16', SW - 18')	68	LF	5,400.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 80', West side - 84')	164	LF	500.00
			Install Sidewalk Extensions @ 120 Ave / 187 Terr intersection (NE - 16', NW - 16', SE - 16', SW - 18')	66	LF	5,250.00
			Install Painted Crosswalk across the 188 St intersection (East side - 80', West side - 82')	162	LF	500.00
			Install Sidewalk Extensions @ 120 Ave / 188 St intersection (NE - 13', NW - 13', SE - 14', SW - 12')	51	LF	4,050.00
120th Avenue	184 St	189 St	Install Painted Crosswalk across the 188 Terr intersection (East side - 90', West side - 90')	189	LF	600.00
			Install Sidewalk Extensions @ 120 Ave / 188 Terr intersection (NE - 12', NW - 13', SE - 14', SW - 13')	52	LF	4,150.00
			Install Painted Crosswalk across the 185 St intersection (East side - 86', West side - 86')	172	LF	550.00
			Install Sidewalk Extensions @ 124 Ave / 185 St intersection (NE - 15', NW - 16', SE - 15', SW - 18')	63	LF	5,000.00
			Install Painted Crosswalk across the 185 Terr intersection (East side - 92', West side - 94')	186	LF	550.00
			Install Sidewalk Extensions @ 124 Ave / 185 Terr intersection (NE - 17', NW - 14', SE - 14', SW - 10')	55	LF	4,400.00
			Install Painted Crosswalk across the 186 St intersection (East side - 86', West side - 86')	92	LF	300.00
			Install Sidewalk Extensions @ 124 Ave / 186 St intersection (NW - 8', SW - 9')	17	LF	1,350.00
			Install Painted Crosswalk across the 187 St intersection (West side - 94')	94	LF	300.00
			Install Sidewalk Extensions @ 124 Ave / 187 St intersection (NW - 6', SW - 9')	15	LF	1,200.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 80', West side - 84')	164	LF	500.00
			Install Sidewalk Extensions @ 124 Ave / 187 Terr intersection (NE - 12', NW - 11', SE - 15')	38	LF	3,050.00
124th Avenue	184 St	189 St	Install Painted Crosswalk across the 188 St intersection (East side - 72', West side - 94')	166	LF	500.00
			Install Sidewalk Extensions @ 124 Ave / 188 St intersection (NE - 11', NW - 13', SE - 12', SW - 15')	51	LF	4,050.00
			Install Painted Crosswalk across the 188 Terr intersection (East side - 84', West side - 94')	178	LF	550.00
			Install Sidewalk Extensions @ 124 Ave / 188 Terr intersection (NE - 13', NW - 13', SE - 13', SW - 13')	52	LF	4,150.00
			Install Sidewalk, whole length of segment, East side	1310	LF	103,850.00
			Install Sidewalk, whole length of segment, West side	1310	LF	103,850.00
			Install Painted Crosswalk across the 185 Terr intersection (West side - 100')	100	LF	300.00
			Install Painted Crosswalk across the 186 Terr intersection (West side - 90')	90	LF	300.00
			Install Painted Crosswalk across the 187 St intersection (East side - 90', West side - 74')	164	LF	500.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 84', North side - 64')	149	LF	450.00
			Install Sidewalk, whole length of segment, North side	1287	LF	102,050.00
			Install Sidewalk, whole length of segment, South side	1236	LF	98,000.00
129th Avenue	184 St	187 Terr	Install Painted Crosswalk across the 187 Terr intersection (West side - 82')	82	LF	250.00
			Install Sidewalk, between 187 Terr and 188 St, West side	340	LF	26,950.00
			Install Painted Crosswalk across the 188 St intersection (East side - 102', West side - 46')	148	LF	450.00
			Install Painted Crosswalk across the 188 Terr intersection (East side - 60')	60	LF	200.00
			Install Painted Crosswalk across the 189 St intersection (East side - 56', West side - 82', North side - 112', South side - 44')	294	LF	900.00
			Install Sidewalk Extensions @ 127 Ave / 188 St intersection (NW - 14', SW - 18')	32	LF	2,550.00
			Install Painted Crosswalk across the 125 Ave intersection (North side - 90', South side - 90')	180	LF	550.00
			Install Painted Crosswalk across the 124 Ave intersection (North side - 96', South side - 110')	206	LF	650.00
			Install Painted Crosswalk across the 122 Ave intersection (South side - 122', East side - 62', West side - 66', North side - 130')	380	LF	1,150.00
			Install Sidewalk Extensions @ 192 Terr / 120 Ave intersection (SE - 10', SW 10')	20	LF	1,600.00
			Install Painted Crosswalk across the 120 Ave intersection (South side - 70')	70	LF	250.00
			Install Sidewalk Extensions @ 192 Terr / 121 Ave intersection (SE - 10', SW 10')	20	LF	1,600.00
189th Street	127 Ave	School Ent	Install Painted Crosswalk across the 121 Ct intersection (South side - 76')	76	LF	250.00
			Install Painted Crosswalk across the 191 Terr intersection (South side - 100', East side - 100', West side - 108', North side - 72')	380	LF	1,150.00
			Install Painted Crosswalk across the 191 St intersection (West side - 88')	88	LF	300.00
			Install Sidewalk between 129 Ct and 127 Ave, North side	1475	LF	116,950.00
			Install Sidewalk between 129 Ct and 127 Ave, South side	1219	LF	96,650.00
			Install Painted Crosswalk across the 130 Ave intersection (North side - 50', South side - 50', East side - 50', West side - 50')	200	LF	600.00
			Install Painted Crosswalk across the 129 Ct intersection (North side - 80')	50	LF	150.00
			Install Painted Crosswalk across the 129 Ave intersection (North side - 70', South side - 60')	130	LF	400.00
			Install Painted Crosswalk across the 128 Ct intersection (North side - 74', South side - 62')	136	LF	450.00
			Install Painted Crosswalk across the 128 Ave intersection (North side - 74', South side - 74')	148	LF	450.00
			Install Painted Crosswalk across the 127 Ct intersection (North side - 92', South side - 80')	172	LF	550.00
			Install Painted Crosswalk across the 127 Ave intersection (North side - 62', West side - 64')	126	LF	400.00
127th Avenue	196 St	195 Terr	Install Sidewalk Extensions @ 196 St / 127 Ave intersection (NE - 25')	25	LF	2,000.00
			Install Painted Crosswalk across the 195 Terr intersection (East side - 100')	100	LF	300.00
			Install Sidewalk, whole length of segment, North side	1195	LF	94,750.00
			Install Sidewalk, whole length of segment, South side	1262	LF	100,050.00
			Install Painted Crosswalk across the 124 Ave intersection (East side - 84')	84	LF	200.00
			Install Sidewalk Extensions @ 195 Terr / 124 Ave intersection (NE - 7')	7	LF	600.00
			Install Painted Crosswalk across the 194 Terr intersection (East side - 64')	64	LF	200.00
			Install Sidewalk Extensions @ 124 Ave - 194 Terr intersection (NE - 20', SE - 23')	43	LF	3,450.00
			Install Painted Crosswalk across the 124 Ave intersection (North side - 72', East side - 64')	136	LF	450.00
			Install Sidewalk Extensions @ 194 Terr / 124 Ave intersection (NE - 10', NW - 17', SE - 8')	35	LF	2,800.00
			Install Painted Crosswalk across the 123 Ave intersection (North side - 70', East side - 60', West side - 60')	196	LF	600.00
			Install Sidewalk Extensions @ 194 Terr / 123 Ave intersection (NE - 10', NW - 11')	21	LF	100.00
194th Street	124 Ave	123 Ave	Install Painted Crosswalk across the 191 Terr intersection (North side - 72', South side - 72', East side - 101', West side - 80')	325	LF	1,000.00
			Install Sidewalk Extensions @ 123 Ave / 191 Terr intersection (NE - 16', NW - 15', SE - 15', SW - 15')	61	LF	4,850.00
			Install Painted Crosswalk across the 191 St intersection (North side - 78', South side - 81', East side - 84', West side - 90')	343	LF	1,050.00
			Install Sidewalk Extensions @ 123 Ave / 191 St intersection (NE - 16', NW - 15', SE - 15', SW - 16')	62	LF	4,950.00
			No Improvements Needed	-	-	-
			Preliminary Costs			447,400.00
			Contingency (20%)			89,480.00
			Mobilization (10%)			44,740.00
			Maintenance of Traffic (10%)			44,740.00
			Opinion of Total Costs			626,360.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear Feet

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

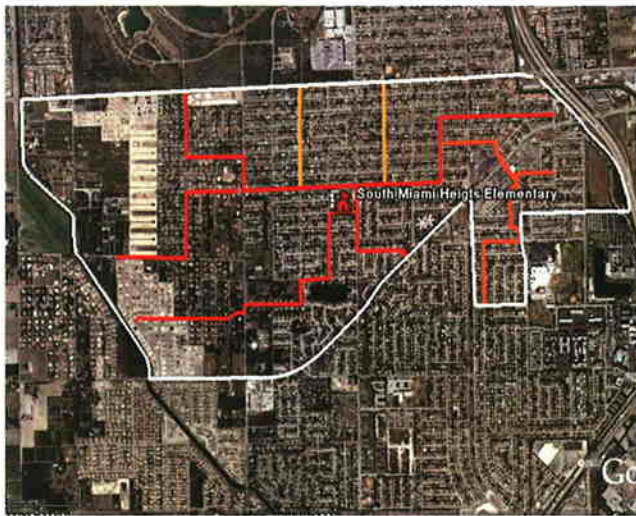
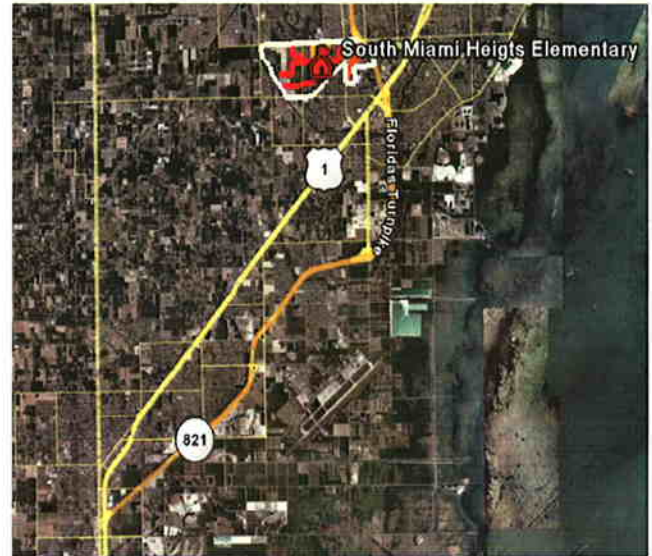
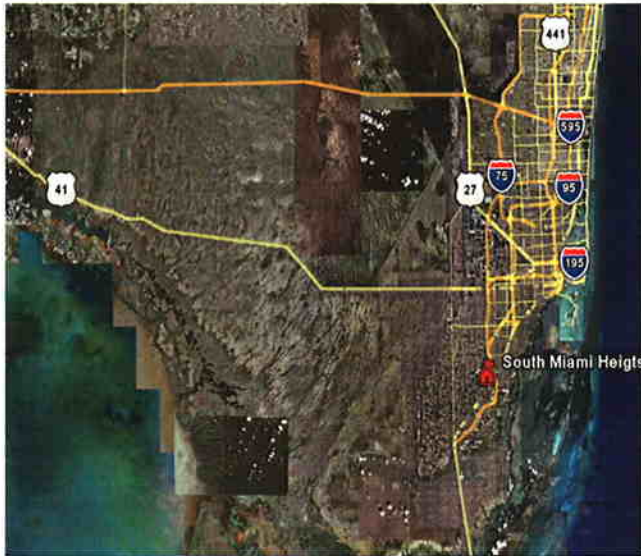
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuérne

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**SOUTH MIAMI HEIGHTS ELEMENTARY SCHOOL
12231 SW 190TH TERRACE
MIAMI, FL 33177**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**



Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information		
Name of school: South Miami Heights Elementary County: Miami-Dade		
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team		
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jaime Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: 33128 - 1970
Signature:	Typed name: Jaime Torrens	Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature:	Typed name:	Date:
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation		
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305-375-203-	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature:	Typed name: Jeffrey L. Cohen, PE	Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature:	Typed name: David Henderson	Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO		

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **The right of way is greater than 50'. It contains sidewalks, with any gaps.***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.
Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implementation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by a residential local streets on a larger grid system. There are few issues other than crosswalks and sidewalks extensions that prevent walking or biking.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for South Miami Heights Elementary School were conducted in February, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For South Miami Heights Elementary School, the population is 7% white, 21% black, 70% hispanic and 3% asian. Nearly 83% of the population is eligible for the Free Lunch Program. Generally in the area about 65% of the households have children. The unemployment rate is about 5%. Nearly 33% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 184th Avenue, Quail Roost Road and at the entrance of the school on 122nd Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 22 signals are currently located within the attendance boundary. The area is typified by an ample pedestrian network. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Section 5 – Current Conditions

LOCATION

#1 Street Name: **190th Terrace** From: **122 Ave** To: **123 Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **122 Ave** From: **189 St** To: **190 Terr**

Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)

☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.

Land use in the study area is almost totally single family residential. Little new development is expected in the area. The area is relatively urban and an excellent opportunity to entice students to walk to school.

ROADWAY CHARACTERISTICS

Roadway Type: ☐ Urban (curb & gutter) ☐ Rural (check shoulder type): ☒ Paved ☒ Grass

Shoulder Type: ☐ Grass ☐ Paved ☐ Curb

Shoulder Grade: ☒ Flat ☐ Steep-Up ☐ Steep-Down

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface
☐ Paved surface with gaps ☒ Continuous paved sidewalks

Write below your comments on status of the current walking surface:

Paved walking surfaces are generally in good condition.

Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Roads in the area are mainly local streets separated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Signage around the school is adequate, and there are bike racks that exist at the school.

TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

☒ We need pedestrian features ☐ We need other school-related signals
☐ We need traffic signs ☒ We need marked crosswalks
☒ We need other roadway markings ☐ We have what we need

DATA

Traffic Conditions

Average Annual Daily Traffic (AADT): **9405** Posted Speed Limit: **30** Operating Speed: **30**

Crash History in Study Area (all ages)

Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.

Year	2002	2003	2004	2005	2006
Ped injuries	0	1	6		
Ped fatalities	0	0	0		
Bike injuries	0	0	0		
Bike fatalities	0	0	0		

Totals	0	1	6		
---------------	----------	----------	----------	--	--

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spread sheet for Route information**

From: -	To: -	
Number of K to 8 th grade children using route or facility:	Current: It is estimated by the principal that about 50% of the children walk through the near by neighborhoods	Potential*: There are 1959 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. The entire boundary is within a two mile radius. The grid network facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.

Request #2 Street Name: -

From: - -	To: -	
Number of K to 8 th grade children using route or facility:	Current:	Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

<input checked="" type="checkbox"/> Continuation of Existing Sidewalk	<input type="checkbox"/> New Sidewalk
<input type="checkbox"/> Continuation of Existing Bike Lane	<input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)
<input type="checkbox"/> Continuation of Paved Shoulder	<input type="checkbox"/> New Paved Shoulder
<input type="checkbox"/> Continuation of Shared Use Path	<input type="checkbox"/> New Shared Use Path

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

<input checked="" type="checkbox"/> Within school zone or school area	<input type="checkbox"/> Outside of school zone or school area
---	--

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spread sheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests (includes bike parking, traffic calming, or other improvements not listed above)

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	684400
Maintenance of Traffic (MOT)	68440
Mobilization	68440
Subtotal	821280
Contingency (15% of Subtotal)	102660
Total Construction Cost	923940
Professional Engineering Design (15% of Total)	102660
Construction Engineering and Inspection (CEI) (15% of Total)	102660
Grand Total	1129260

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

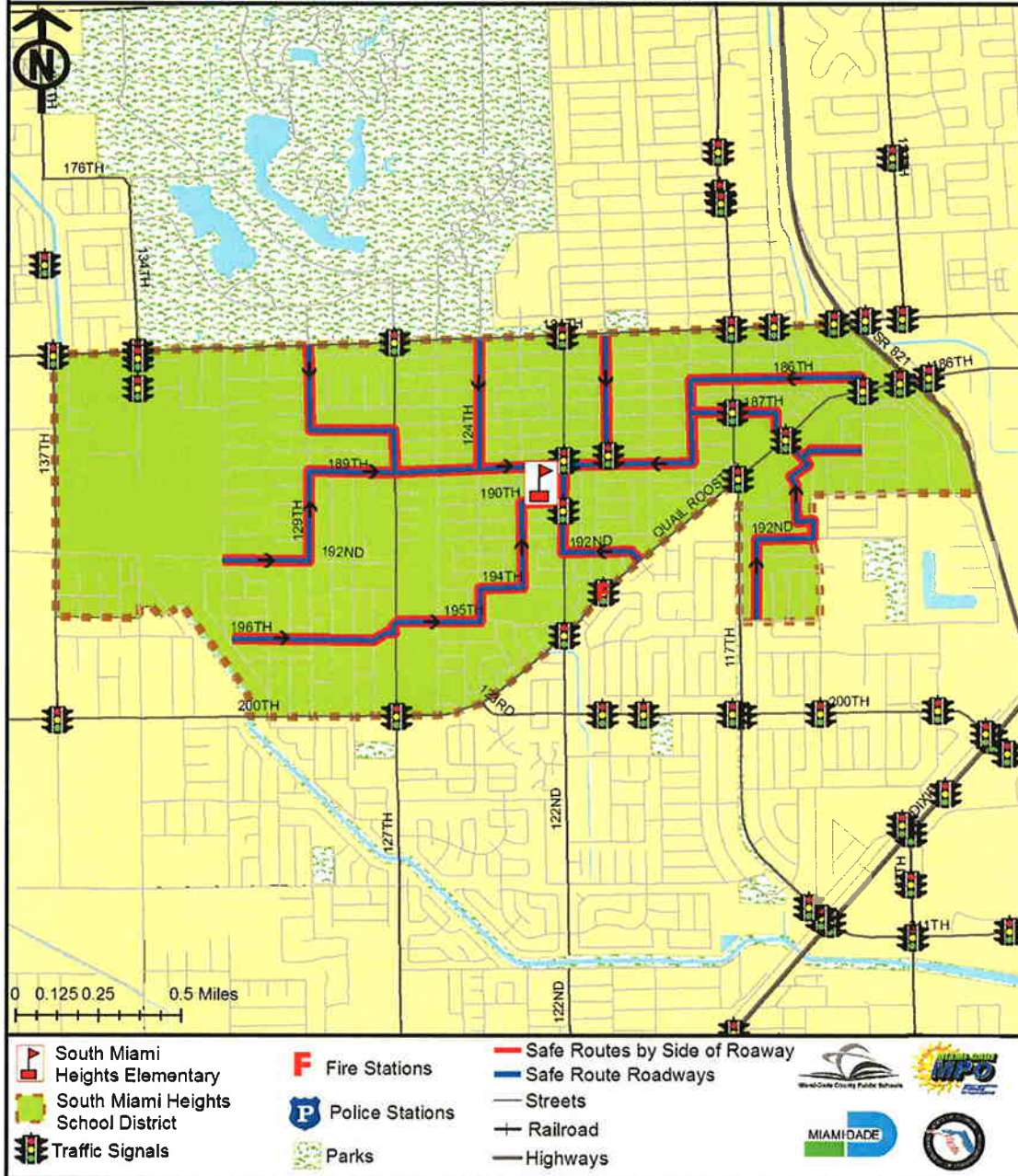
1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

South Miami Heights Elementary School

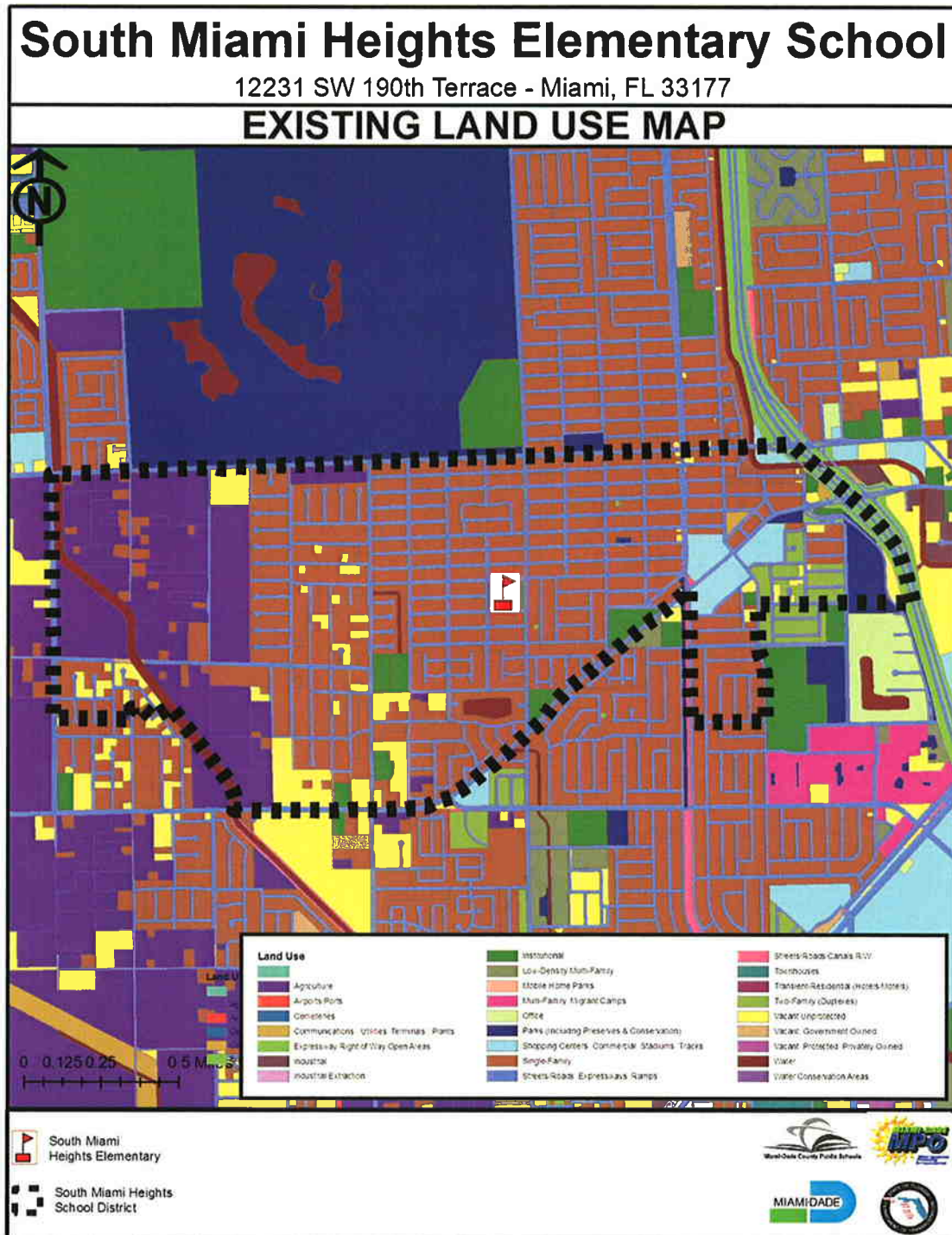
12231 SW 190th Terrace - Miami, FL 33177

SAFE ROUTE MAP



Land Use

Land use in the study area is almost totally single family residential. Little new development is expected in the area. The area is relatively urban and an excellent opportunity to entice student to walk to school.



Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

South Miami Heights Elementary														
Case Number	Pedestrian Date of Birth	Road Name	Segment		2000		2001		2003		2004		TOTAL	
					Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
70709172	5/29/2000	12045 SW 187TH TER	int		0	0	0	0	0	0	0	1	0	1
72393406	0	19355 SW 114TH AVE	int		0	0	0	0	0	0	0	1	0	1
73288505	1041992	SW 127TH AVE & SW 187TH ST	int		0	0	0	0	0	0	0	1	0	1
73957949	5231996	SW 192ND TER & SW 120TH AVE	int		0	0	0	0	0	0	0	1	0	1
75640401	1012003	18852 SW 117TH AVE	int		0	0	0	0	0	0	0	2	0	2
70848457	0	11501 SW 186TH ST			0	0	0	0	0	1	0	0	0	1
555432820	1031998	SW 113TH AVE & SW 188TH ST	int		0	0	0	1	0	0	0	0	0	1
571361540	9091990	SW 190TH ST & SW 113TH PL	int		0	0	0	1	0	0	0	0	0	1
592146330	5091996	SW 133RD CT & SW 187TH ST	int		0	0	0	1	0	0	0	0	0	1
592159960	11241994	SW 188TH TER & SW 123RD AVE	int		0	0	0	1	0	0	0	0	0	1
593331240	0	SW 117TH AVE & SW 189TH ST	int		0	0	0	1	0	0	0	0	0	1
612038330	0	SW 186TH ST & SW 119TH AVE	int		0	0	1	0	0	0	0	0	1	0
612654810	0	SW 184TH ST & SW 113RD AVE	int		0	0	1	0	0	0	0	0	1	0
585655720	5311991	SW 189TH ST & SW 125TH AVE	int		0	1	0	0	0	0	0	0	0	1
592611990	0	Quail Roost DR & NW 122nd AVE	int		0	0	0	0	0	0	0	0	0	0
TOTAL					0	1	2	5	0	1	0	6	2	13

4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 184th Avenue, Quail Roost Road and at the entrance of the school on 122nd Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 22 signals are currently located within the attendance boundary. The area is typified by an ample pedestrian network. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations.

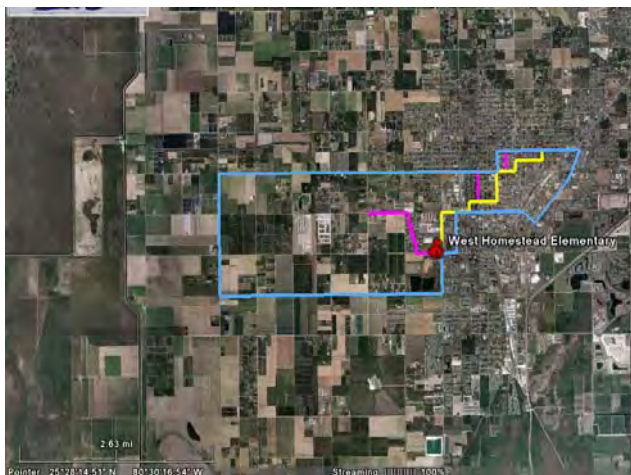
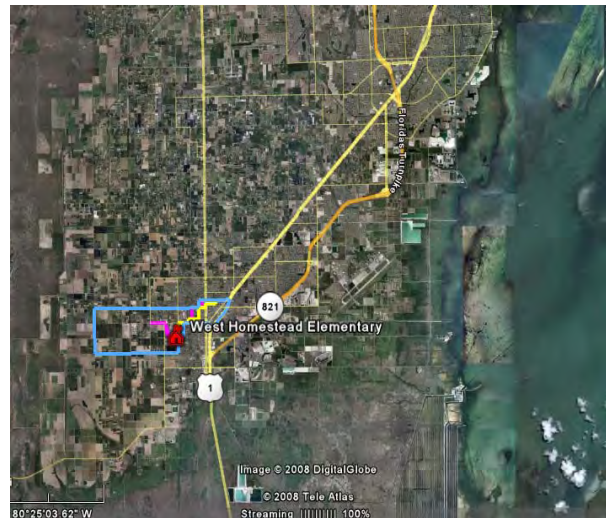
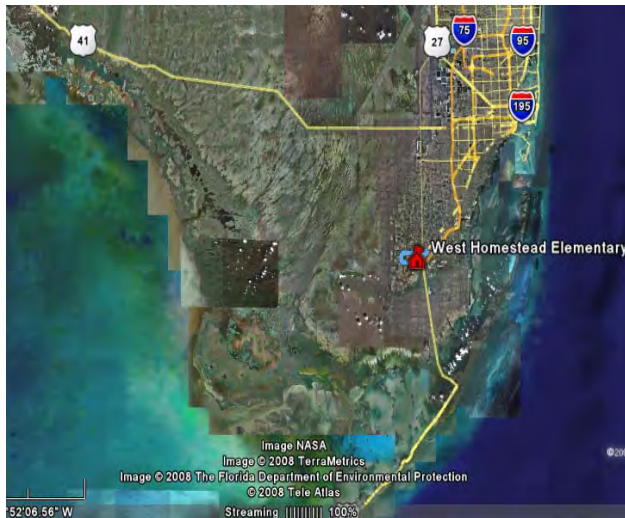
Table 6.4
South Miami Heights Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
186th Street	113 Ave	118 Ave	Local	30	Low	Yes
118th Avenue	186 St	189 St	Local	30	Low	No
189th Street	118 Ave	122 Ave	Local	30	Low	No
122nd Avenue	189 St	School Ent	Arterial	30	Mod	No
120th Avenue	184 St	189 St	Local	30	Low	No
124th Avenue	184 St	189 St	Local	30	Low	No
129th Avenue	184 St	187 Terr	Local	30	Low	No
187th Terrace	129 Ave	127 Ave	Local	30	Low	No
127th Avenue	187 Terr	189 St	Arterial	45	Low	No
189th Street	127 Ave	School Ent	Local	30	Low	No
192nd Terrace	Quail Roost Rd	122 Ave	Local	30	Low	Yes
122nd Avenue	192 Terr	School Ent	Arterial	30	Mod	Yes
196th Street	130 Ave Rd	127 Ave	Local	30	Low	No
127th Avenue	196 St	195 Terr	Arterial	45	Mod	No
195th Terrace	127 Ave	124 Ave	Local	30	Low	No
124th Avenue	195 Terr	194 St	Local	30	Low	No
194th Street	124 Ave	123 Ave	Local	30	Low	No
123rd Avenue	194 St	190 Terr	Local	30	Low	Yes
190th Terrace	123 Ave	122 Ave	Local	30	Low	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

**WEST HOMESTEAD SCHOOL
1550 SW 6TH STREET
HOMESTEAD, FL 33030**



SAFE ROUTES TO SCHOOL – 2008

WEST HOMESTEAD SCHOOL SAFE ROUTES REPORT

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the latest Federal transportation authorization, the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. To complete such a study necessarily involves cooperation of multiple agencies and local jurisdictions as well as technical review of several factors influencing transportation and behavior. In initiating the study, an examination of crash data was undertaken as the primary criteria for the Traffic Safety Team to select the schools for study. Each school was contacted and met with to determine their individual needs. Extensive site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately an application for each school will be submitted in an effort to attain funds for the needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for West Homestead School were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: <http://www.saferouteroutesinfo.org/>
- Federal Highway Safe Routes to School: <http://safety.fhwa.dot.gov/saferoutes/>

Site visits were taken to evaluate the conditions. Field measurements were verified through aerial photography. The approach to the report and application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area. Priority was given to providing route densities close to the schools, within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred.

Notification at all levels was provided on this project. Each pertinent county commissioner was notified and met with if possible, as was the presiding School Board Member. Letters were mailed to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA) and the project steering committee that included representatives from the MPO, FDOT, the School Board and the Public Works Department.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: West Homestead School

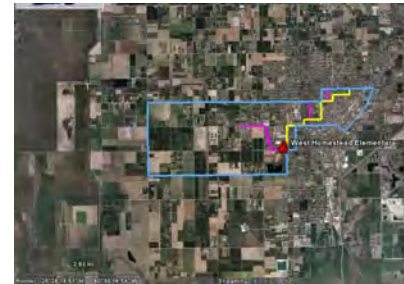
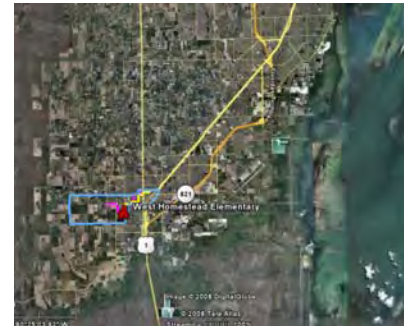
Address: 1550 SW 6th Street, Homestead, FL 33030

Enrollment: --- students (School year 2007 to 2008)

School Attendance Boundary: Shown in Site Map

Estimated mode split for transportation to/from school (based on interviews with school officials):

- Walk/Ride =
- Private Car =
- Buses =



West Homestead School, Site and Location Maps

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the individual schools. Subject schools were determined by a project committee consisting of MDCPW, MDCPS, FDOT and MPO. The schools were provided to The Corradino Group for review and research. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

Each school principal was contacted by mail and by telephone. Meetings were held between each principal and if appropriate, PTA chairperson to further explain the study and determine how best to distribute the mode preference survey. These surveys were distributed throughout PTA and incorporated into the analysis. Additionally the School Board Member in the district and each of the two County Commissioners were contacted by mail and when possible met with to explain the project.

SAMPLE LETTER:

Prudence M Ingraham
Principal
West Homestead School
1550 SW 6th Street
Homestead, FL 33030

RE: Safe Routes to School Program in District 9

Principal Ingraham,

I am contacting you on behalf of The Metropolitan Planning Organization, who is working in cooperation with the Florida Department of Transportation, Miami-Dade Public Works, and the Miami Dade Public Schools is conducting a "Safe Routes to School" study for several schools in your district. This letter is to make you aware of the program, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTSA chairperson.

The purpose of this project is to prepare Safe Routes to School plans for ten elementary schools. The product will be the identification of a safe route within the school attendance boundary of each school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with the individual schools is integral to this effort. We hope to interact with you as principal and PTSA to survey the parents and students concerning their attitudes about walking or biking to school.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. It stems from a latest Federal Transportation Authorization, which will contribute over \$600 million in Federal-aid highway funds to State governments before the end of 2009.

A Study Committee has been formed consisting of individuals from the Miami Dade MPO, the Miami Dade County Public Schools, the Florida Department of Transportation, Miami Dade County Public Works Department, and the University Of Miami Miller School Of Medicine's WalkSafe Program. Ten schools have been selected for study.

Throughout the project we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

To do this correctly it is important to coordinate at the school level with each schools principal, PTSA, as well as local municipal police and municipal public works department, as necessary. A project mailing list has been developed for each school.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- *mode split and attitudinal information,*
- *current school attendance boundary*
- *roadway facilities data*
- *pedestrian facilities data*
- *traffic controls and devices*
- *existing and proposed land use*
- *traffic volumes*
- *pedestrian crash data*

The attitude information will be collected through a survey. The roadway facility data will be verified by field investigation and modified as necessary. Site assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared to the safe route and intersection crossings. Cost estimates for each improvement will be provided. Finally a funding application to the State will be prepared for each school so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Joseph M. Corradino, AICP
THE **CORRADINO** GROUP

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

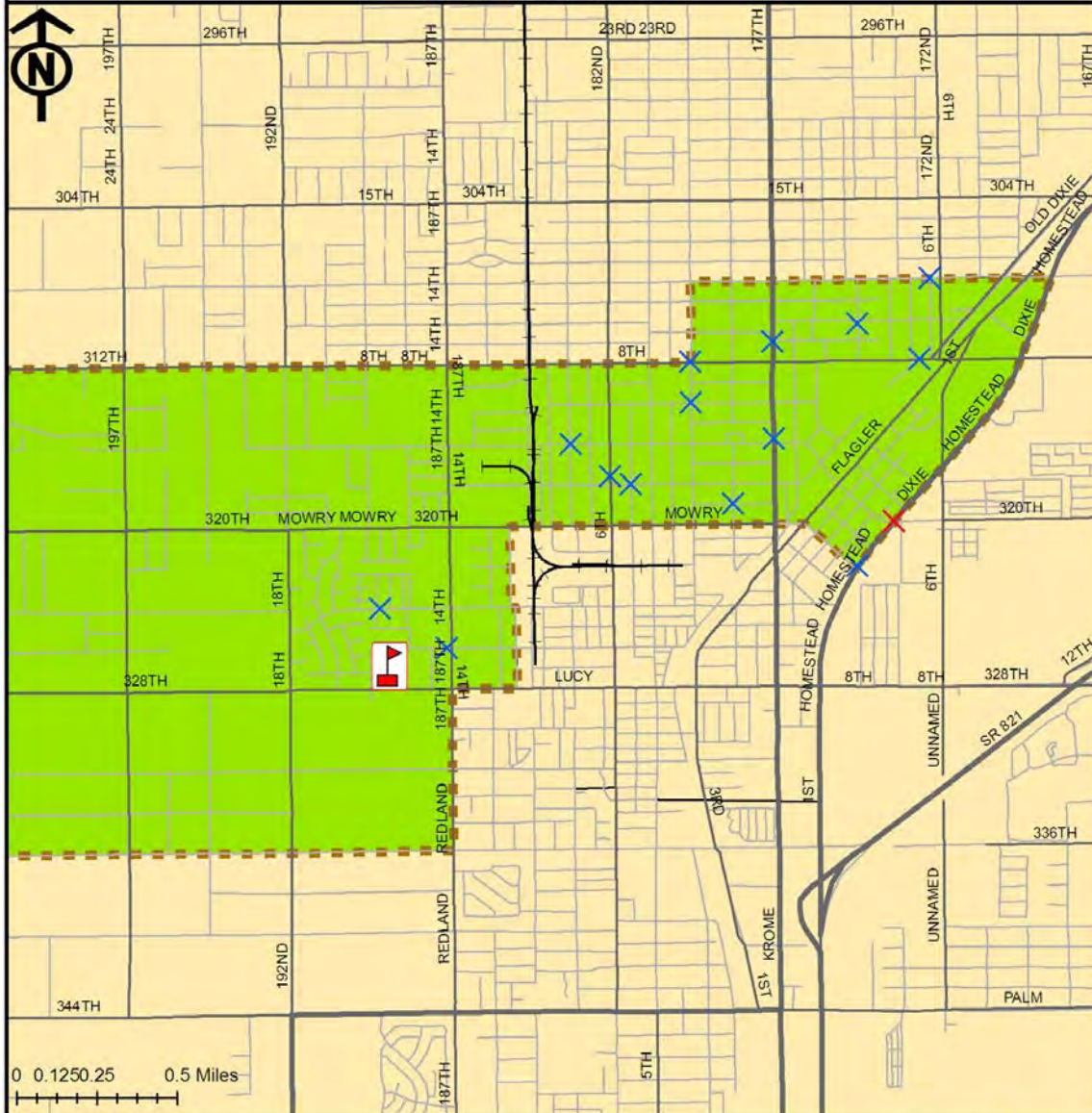
West Homestead Elementary


Case Number	Pedestrian Date of Birth	Road Name	Segment		2001		2002		2003		2004		TOTAL	
					Juveniles		Juveniles		Juveniles		Juveniles			
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72131179		N KROME AVE & NE 9TH ST	Intersection		0	0	0	0	0	0	0	1	0	1
72433541		NE 11TH ST & NE 5TH AVE	Intersection		0	0	0	0	0	0	0	1	0	1
72434191	7301998	NW 8TH AVE & W MOWRY ST	Intersection		0	0	0	0	0	0	0	1	0	1
72133156	8031985	NE 8TH ST & NE 2ND AVE	Intersection		0	0	0	0	0	0	0	0	0	0
72133555		NW 1ST ST & NW 1ST AVE	Intersection		0	0	0	0	0	1	0	0	0	1
72420721	8131993	SW 6TH ST & SW 187TH AVE	Intersection		0	0	0	0	0	1	0	0	0	1
72433831	10081984	305 NW 2ND AVE			0	0	0	0	0	0	0	0	0	0
70415720	4011982	ALTON RD ON & DADE BLVD	Intersection		0	0	0	0	0	0	0	0	0	0
72130212	1011983	196 W MOWRY ST			0	0	0	0	0	0	0	0	0	0
72134395		NW 8TH ST & NW 2ND AVE	Intersection		0	0	0	1	0	0	0	0	0	1
72134611	10222000	1585 SW 4TH ST			0	0	0	0	0	0	0	0	0	0
72134798	9141998	4500 NE 8TH ST			0	0	0	0	0	0	0	0	0	0
562892140	11261997	NE 2ND AVE & NE 9TH CT	Intersection		0	1	0	0	0	0	0	0	0	1
596511490	10131997	NW 5TH AVE & NW 2ND ST	Intersection		0	1	0	0	0	0	0	0	0	1
596514140		N KROME AVE & NE 4TH ST	Intersection		0	1	0	0	0	0	0	0	0	1
596520930		S HOMESTEAD BLVD & E MOWRY DR	Intersection		0	1	0	0	0	0	0	0	0	1
562892570		S Homestead BLVD & E Mowry DR	Intersection		0	0	0	0	0	0	0	0	0	0
TOTAL					0	4	0	1	0	2	0	3	0	10


West Homestead Elementary School


1550 SW 6th Street - Homestead, FL 33030


CRASH MAP




 West Homestead Elementary


 West Homestead School District

 Juvenile Pedestrian Crashes

 Juvenile Pedestrian Fatalities

 Streets

 Railroad

 Highways



6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task the school survey is reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with each school principal, meetings were set up between the project team, and the Principal. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. A survey was distributed by the School PTA to the children, to be filled out by the parents and returned to the teacher. Below is a sample survey form.

In an effort to improve student safety in and around our schools, the Miami-Dade County Metropolitan Planning Organization, in collaboration with Miami-Dade County Public Schools and other governmental agencies, is looking for ways to reduce the amount and speed of cars, improve walking and bicycling conditions and encourage enforcement and safety education programs. Please help us by providing your opinions to the following questions.

1. What grade is your child in? ___

2. Approximately how far does your child travel to school?

___ ½ mile or less ___ ½ mile to 1 mile ___ between 1 to 2 miles ___ over 2 miles

3. How does your child usually travel to and from school: (put a check in the appropriate box)

Arrival Dismissal

a. walk

b. bicycle

c. car

d. school bus

e. private bus

f. city bus

g. other (please explain) _____

4. Which of the following factors would influence your decision to allow your child to walk or bicycle to school. Please circle YES(Y) or NO(N).

a. Schools provided walking and bicycling route maps to parents and students. Y N

b. Additional crossing guards were provided at busy intersections. Y N

c. There were continuous sidewalks or bike paths from my neighborhood to the school. Y N

d. Bicycle/pedestrian pathways separated from traffic. Y N

e. There were fewer cars around where children are walking to school. Y N

f. Speed limits were strictly enforced in school speed zones. Y N

g. School speed zones were marked with flashing signals. Y N

h. There was better street lighting along routes to school. Y N

i. A greater presence of police officers and safety monitors along safe routes. Y N

j. Designated safe route signs along safe route paths at children's eye level. Y N

k. There were painted footsteps designating safe routes along sidewalks. Y N

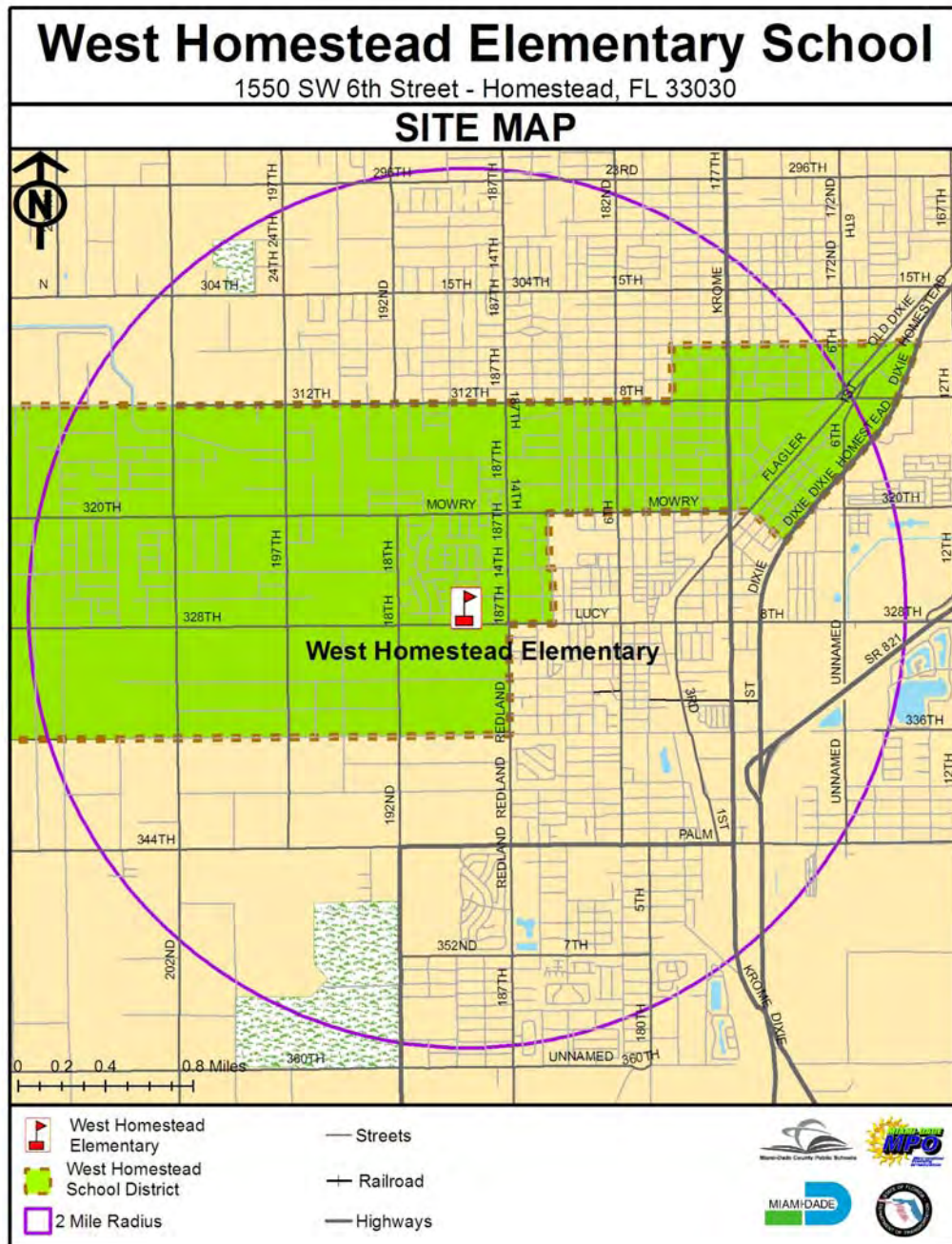
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.

6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

Thank you for your participation. Please return this survey to your child's teacher.

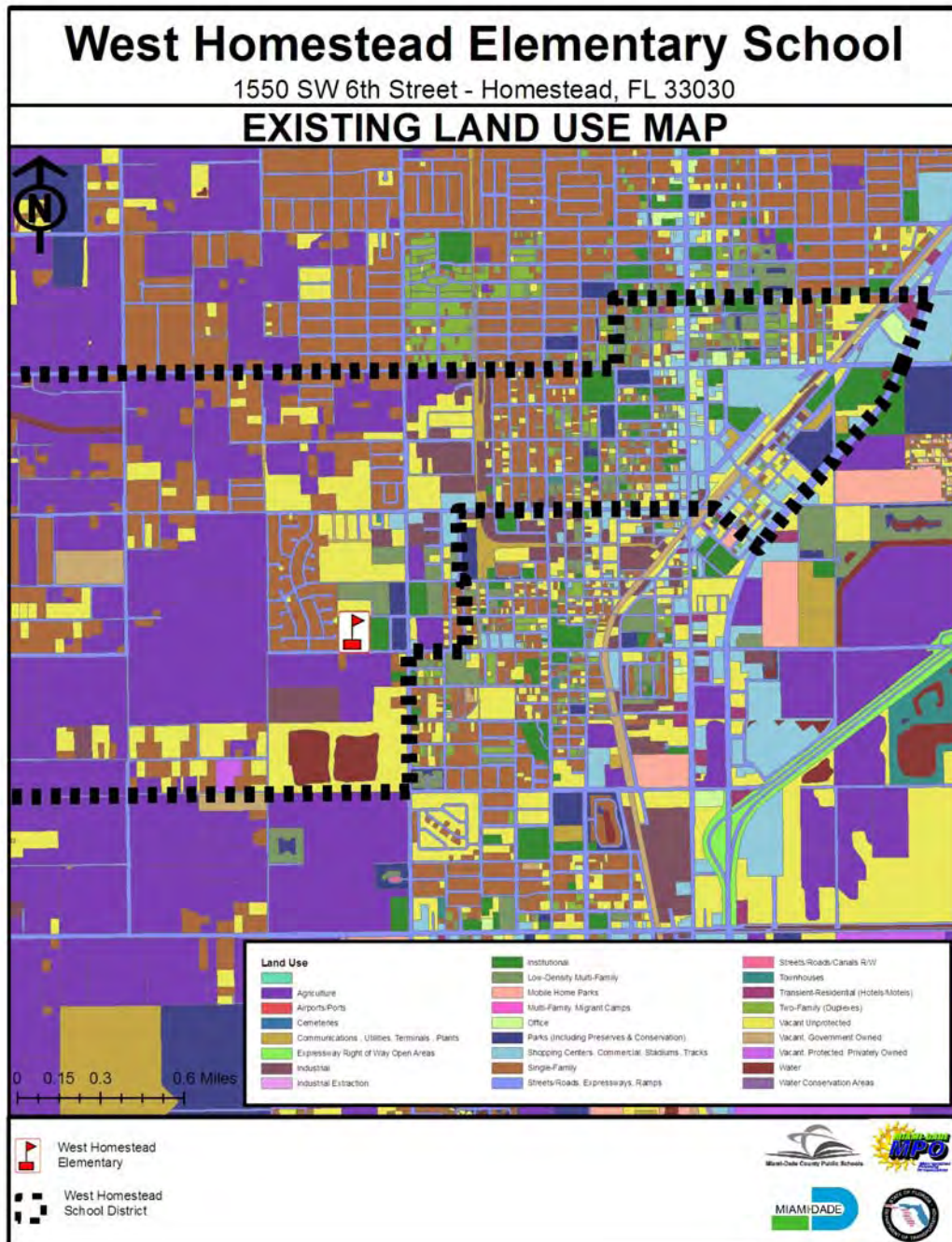
6.2 School Zone Boundary

The West Homestead School boundary is an irregularly shaped area bound on the north by 11th Street and 8th Street. The boundary stretches far west outside of a two mile radius. The southern boundary is 336th Street. The eastern boundary moves north from 336th to Lucy Street on 187th Avenue. It proceeds east on Lucy Street to 11th Avenue, then north on 11th Avenue to Mowery Drive. The bulk of the urbanized portion of the area is within the two mile boundary.



6.3 Land Use

Land use in the study area is typified by single family residential, multi-family residential, vacant land, light industrial land and agriculture. The area immediately around the school is single family residential and multi family residential. The north east segment of the attendance area is similar, yet to get to the school routes must necessarily cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.



6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Table 6.4
West Homestead Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
3rd Avenue	11 St	9 Ct	Local	30	Low	No
9th Court	3 Ave	Krome Ave	Local	30	Low	Yes
Krome Avenue	9 Ct	Campbell Drive	Major Arterial	45	High	Yes
Campbell Drive	Krome Ave	2 Ave	County Collector	45	High	No
2nd Avenue	Campbell Drive	2 St	County Collector	30	Mod	Yes
2nd Street	2 Ave	8 Ave	Local	30	Mod	Yes
8th Avenue	2 St	Mowry Dr	Local	30	Low	No
Mowry Drive	8 Ave	14 Ave	Arterial	45	High	No
14th Avenue	Mowry Dr	6 St	County Collector	45	High	Yes
6th Street	14 Ave	187 Ct	Local	30	Low	No
1st Avenue	11 St	8 St	County Collector	30	Mod	Yes
6th Avenue	8 St	2 St	Arterial	30	Mod	Yes
320th Street	197 Ave	17 Terr	Arterial	40	Mod	Yes
17th Terrace	320 St	17 Ave	Local	30	Low	No
17th Avenue	17 Ter	8 St	Local	30	Low	No
8th Street	Ave	School Entrance	Arterial	40	Mod	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for West Homestead School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks, missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8th Street and Mowry Drive as well as 187th Avenue and in the US-1 Area. The eastern, more urbanized area is typified by an ample pedestrian network. Sidewalks exist on most streets, yet there are frequent areas where they do not exist. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations. At issue is the need to cross major transportation facilities or industrial areas to get to the school. These include Krome Avenue or 182nd Avenue. Pedestrian enhancements are recommended in these areas. There appears to be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.

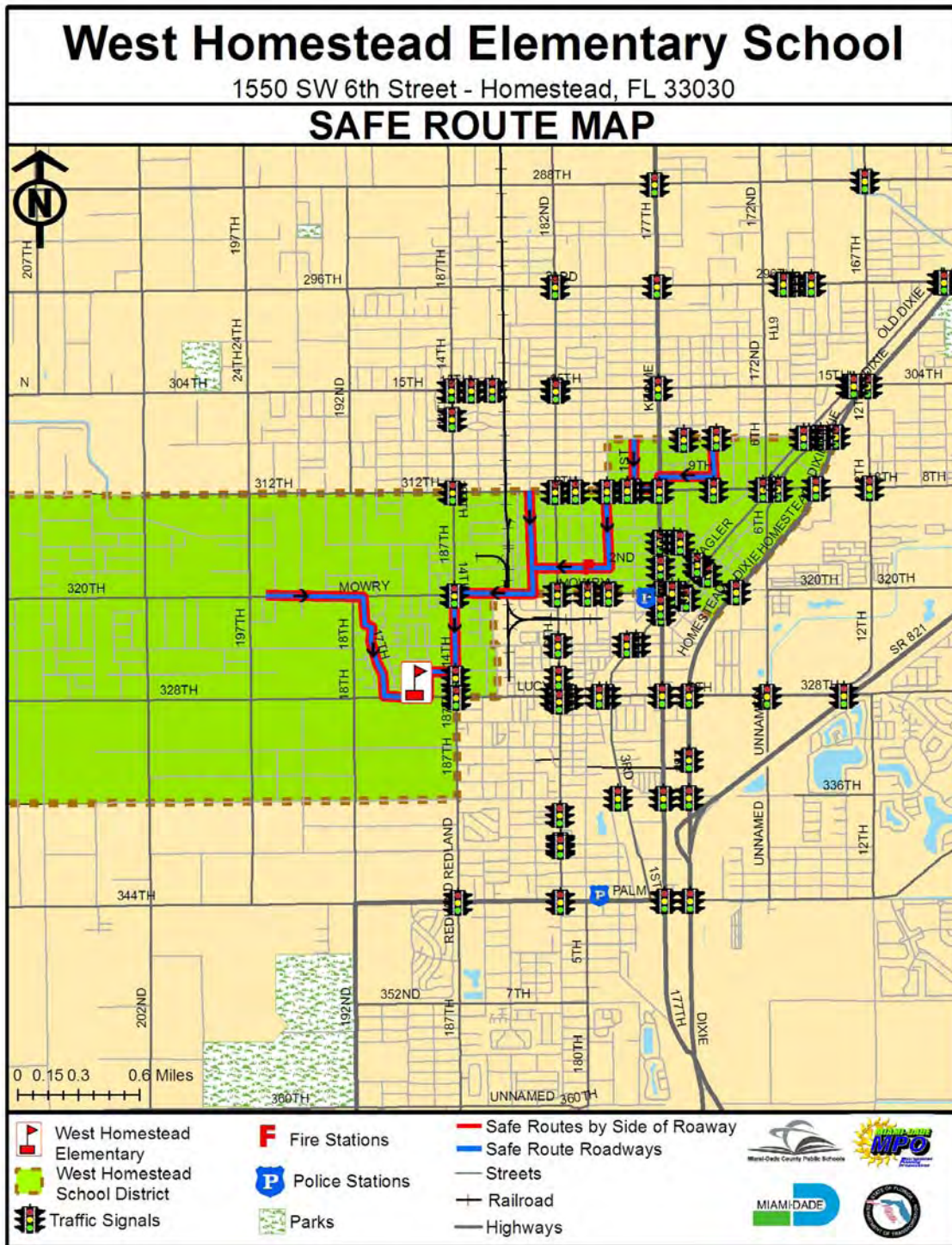


7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for West Homestead School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Table 7: West Homestead Elementary School Opinion of Probable Costs						
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
3rd Avenue	11 St	9 Ct	Install Sidewalk along entire block 610' North side	610	LF	\$ 48,400.00
9th Court	3 Ave	Krome Ave	Install Sidewalk eastern most corner, 150' North side	150	LF	\$ 11,900.00
			Install Sidewalk Extensions @ 9 Ct / 3 Ave intersection (NE - 19', SE - 12, NW - 19', SW - 11')	61	LF	\$ 4,850.00
			Install Painted Crosswalk across the 3 Ave intersection (North side - 72', East side - 64', South side-56', West side - 72')	264	LF	\$ 800.00
			Install Painted Crosswalk across the 2 Ave intersection (North side - 66', East side - 46', South side-88', West side -50')	250	LF	\$ 750.00
			Install Sidewalk west of 2 Ave intersection 147', South side	147	LF	\$ 11,700.00
			Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection (NW - 7', SW - 9')	16	LF	\$ 1,300.00
			Install Painted Crosswalk across the 1 Ave intersection (North side - 124', East side - 46')	170	LF	\$ 550.00
Krome Avenue	9 Ct	Campbell Dr	Install Safe Routes to School Signs	2	AS	\$ 850.00
			Install Pedestrian Crossing Signals with count down timer. Incl. Pedestal & Push Button	2	AS	\$ 8,300.00
Campbell Drive	Krome Ave	2 Ave	Install Painted High Visibility Crosswalk across the 1 Ave intersection (East side - 41', West side -45')	86	LF	\$ 1,700.00
			Install Pedestrian Crossing Signals with count down timer. Incl. Pedestal & Push Button	2	AS	\$ 8,300.00
			Install Safe Routes to School Signs	2	AS	\$ 850.00
			Install Pedestrian Crossing Signs	2	AS	\$ 850.00
2nd Avenue	Campbell Dr	2 St	Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 68', East side - 80', West side - 60')	288	LF	\$ 900.00
			Install Sidewalk along south east corner of 2nd Ave / 4th St intersection	104	LF	\$ 8,250.00
			Install Painted Crosswalk across 3 Ct intersection (East side - 88')	88	LF	\$ 300.00
			Install Painted Crosswalk across 2 St intersection (North side - 72', South side - 60', East side - 76', West side - 96')	304	LF	\$ 900.00
			Install Sidewalk Extensions @ 2 Ave / 2 St intersection (SE - 10')	10	LF	\$ 800.00
			Install Sidewalk at South east corner of 2nd St	16	LF	\$ 1,300.00
2nd Street	2 Ave	8 Ave	Install Painted Crosswalk across 3 Ave intersection (North side - 66', South side - 82')	148	LF	\$ 450.00
			Install Painted Crosswalk across 4 Ave intersection (North side - 68', South side - 72')	140	LF	\$ 450.00
			Install Painted Crosswalk across 5 Ave intersection (North side - 64', South side - 70')	134	LF	\$ 400.00
			Install Sidewalk between 5 Ave and 6 Ave, North side	284	LF	\$ 22,550.00
			Install Painted Crosswalk across 6 Ave intersection (North side - 94', South side - 96')	192	LF	\$ 600.00
			Install Sidewalk between 6 Ave and 8 Ave, North side	612	LF	\$ 48,550.00
			Install Sidewalk between 6 Ave and 8 Ave, South side	330	LF	\$ 26,200.00
			Install Painted Crosswalk across 7 Ave intersection (North side - 68', South side - 68')	136	LF	\$ 10,800.00
			Install Painted Crosswalk across 8 Ave intersection (North side - 80', South side - 72', East side - 64', West side - 62')	278	LF	\$ 850.00
8th Avenue	2 St	Mowry Dr	Install Sidewalk north half of the block, West side	333	LF	\$ 26,400.00
			Install Sidewalk, East side	150	LF	\$ 11,900.00
Mowry Drive	8 Ave	14 Ave	Install Painted High Visibility Crosswalk across the 9 Ave intersection (North side - 35')	33	LF	\$ 650.00
			Install Pedestrian Crossing Sign @ 9 Ave	1	AS	\$ 450.00
			Install Painted High Visibility Crosswalk across the 9 Ct intersection (North side - 48')	48	LF	\$ 950.00
			Install Pedestrian Crossing Sign @ 9 Ct	1	AS	\$ 450.00
			Install Sidewalk across Rail crossing to 9 Ct (North side - 82')	82	LF	\$ 6,500.00
			Install Pedestrian Crossing Sign @ Rail crossing	1	AS	\$ 450.00
			Install Painted High Visibility Crosswalk across the 10 Ave intersection (North side - 38')	38	LF	\$ 750.00
			Install Pedestrian Crossing Sign @ 10 Ave	1	AS	\$ 450.00
14th Avenue	Mowery Dr	6 St	Install Painted Crosswalk across 6 Ave intersection (North side - 122', South side - 92', East side - 106', West side 84')	404	LF	\$ 1,200.00
			Install School Zone sign, West side	1	AS	\$ 450.00
6th Street	14 Ave	187 Ct	Install Sidewalk one block west of 14 Ave, North side	614	LF	\$ 48,700.00
1st Avenue	11 St	8 St	Install Sidewalk west of intersection, North side	280	LF	\$ 22,200.00
			Install Sidewalk north west corner of intersection, West side	105	LF	\$ 8,350.00
			Install Painted Crosswalk across 10 St intersection (East side - 72', West side 76')	148	LF	\$ 450.00
			Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10')	10	LF	\$ 800.00
			Install Sidewalk south end of block between 10 St and 9 St, East side	205	LF	\$ 16,250.00
			Install Painted Crosswalk across 9 St intersection (East side - 56', West side 82')	138	LF	\$ 450.00
8th Avenue	8 St	2 St	Install Painted Crosswalk across 4 St intersection (East side - 70', West side - 82')	152	LF	\$ 450.00
320th Street	197 Ave	17 Terr	Install Painted Crosswalk across 195 Ave intersection (North side - 50')	50	LF	\$ 150.00
			Install Painted Crosswalk across 194 Ave intersection (North side - 46')	46	LF	\$ 150.00
			Install Painted Crosswalk across 193 Ave intersection (North side - 56')	56	LF	\$ 200.00
			Install Sidewalk Extensions @ 320 St / 193 Ave intersection (NE - 14')	14	LF	\$ 1,150.00
			Install Painted Crosswalk across 18 Ave intersection (North side - 84')	84	LF	\$ 250.00
			Install Painted Crosswalk across 17 Ave intersection (South side - 70', East side - 50', West side - 50')	170	LF	\$ 550.00
			Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE - 10', SW - 10')	20	LF	\$ 1,600.00
			Install Sidewalk between 197 Ave and 193 Ave, North side	1948	LF	\$ 154,450.00
17th Terrace	320 St	17 Ave	Install Painted Crosswalk across Mowry Ct intersection (East side - 80')	80	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE - 9', NE - 10')	19	LF	\$ 1,550.00
			Install Painted Crosswalk across 17 Ave intersection (North side - 64', South side - 62', West side - 70')	196	LF	\$ 600.00
			Install Sidewalk Extensions @ 17 Terr / 17 Ave intersection (NW - 6', SW - 10')	16	LF	\$ 1,300.00
17th Avenue	17 Ter	8 St	Install Painted Crosswalk across 3 Ct intersection (West side - 84')	84	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Ave / 3 Ct intersection (NW - 10', SW - 10')	20	LF	\$ 1,600.00
			Install Painted Crosswalk across 4 Ct intersection (East side - 70', West side - 70')	140	LF	\$ 450.00
			Install Sidewalk Extensions @ 17 Ave / 4 Ct intersection (NW - 9', SW - 19', NE - 16', SE - 5')	49	LF	\$ 3,900.00
			Install Painted Crosswalk across 5 St intersection (East side - 82')	82	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10')	18	LF	\$ 1,450.00
			Install Painted Crosswalk across 7 St intersection (East side - 86', West side - 82')	168	LF	\$ 500.00
			Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10, SE - 9', NW - 9', SW - 10')	38	LF	\$ 3,050.00
			Install Painted Crosswalk across 8 St intersection (North side - 60')	60	LF	\$ 200.00
			Install Sidewalk Extensions @ 17 Ave / 8 St intersection (NW - 15', NE - 10')	25	LF	\$ 2,000.00
8th Street	Ave	School Ent	No Improvements Necessary	67	LF	\$ 200.00
Preliminary Costs						\$ 286,000.00
Contingency (20%)						\$ 57,200.00
Mobilization (10%)						\$ 28,600.00
Maintenance of Traffic (10%)						\$ 28,600.00
Opinion of Total Costs						\$ 400,400.00
Note:						
1. All sidewalk widths are 6 feet wide unless stated otherwise.						
2. Abbreviations:						
Qty = Quantity						
AS = Assembly						
LF = Linear Feet						

8.0 SAFE ROUTE MAP





Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools

Rudolph F. Crew, Ed.D.

April 29, 2008

Miami-Dade County School Board

*Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Renier Diaz de la Portilla
Evelyn Langlieb Greer
Dr. Wilbert "Tee" Holloway
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson*

Ms. Misleidys Leon
District Safety Coordinator
Florida Department of Transportation District VI
1000 NW 111th Avenue, Room 6206A
Miami, Florida 33172

**RE: SAFE ROUTES TO SCHOOLS GRANT APPLICATIONS FOR 11 MIAMI-DADE COUNTY
PUBLIC SCHOOLS (GROUP #4) FOR FISCAL YEAR 2010**

Dear Ms. Leon:

On Behalf of Miami-Dade County Public Schools, I am pleased to enclose eleven (11) grant applications for the schools listed below for consideration under the Safe Routes to Schools infrastructure improvements program. Again this year, our goal is to continue to develop a district-wide program, as funding becomes available. The subject schools were identified with the assistance of our transportation partners, including the Florida Department of Transportation, District VI, Miami Dade County Public Works Department, the Metropolitan Planning Organization, and the University of Miami Miller School of Medicine. In addition, the schools were endorsed by the Miami-Dade County School Board and the Miami-Dade County Public Schools Community Traffic Safety Team.

The schools include:

1. Avocado Elementary School
2. Campbell Drive Elementary School
3. Leisure City Elementary School
4. Irving and Beatrice Peskoe Elementary School
5. Redondo Elementary School
6. South Miami Heights Elementary School
7. Laura C. Saunders Elementary School
8. West Homestead Elementary School
9. William A. Chapman Elementary School
10. State School, CC-1 Elementary School
11. Miami Lakeway (Miami Lakes K-8 Center)

Thank you for your consideration of this safety initiative, which will undoubtedly benefit the school children in Miami-Dade County. Should you have any questions or comments, please feel free to contact me at (305) 995-7287.

Sincerely,

Vivian G. Villaamil, Chair
Public Schools Community Traffic Safety Team

VGv:mo
L523

Enclosures

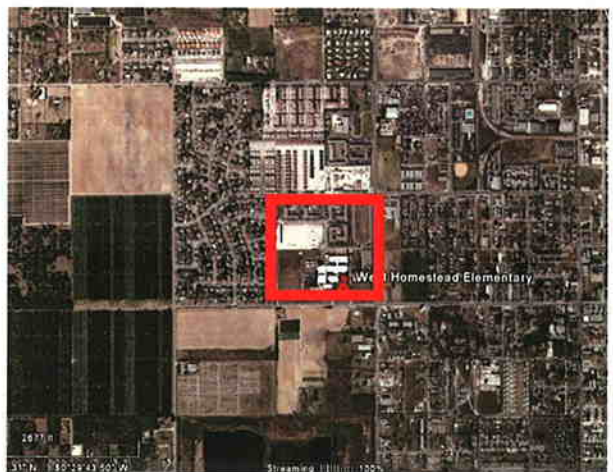
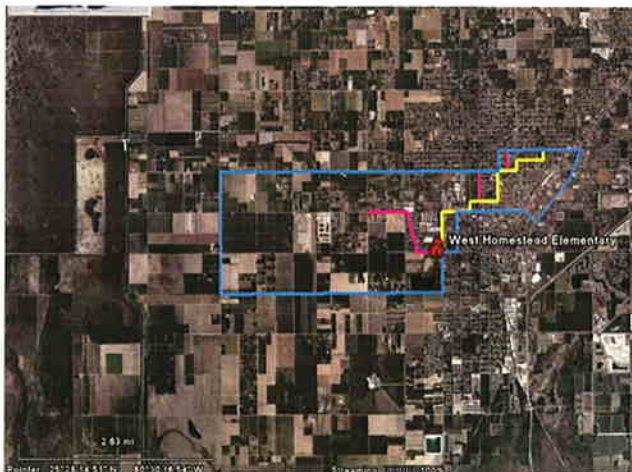
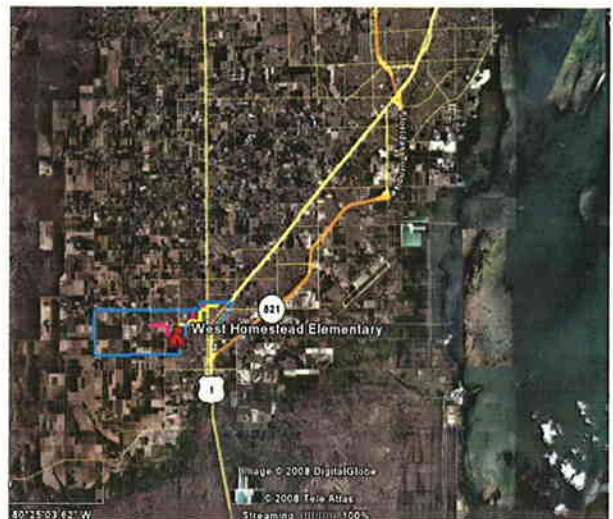
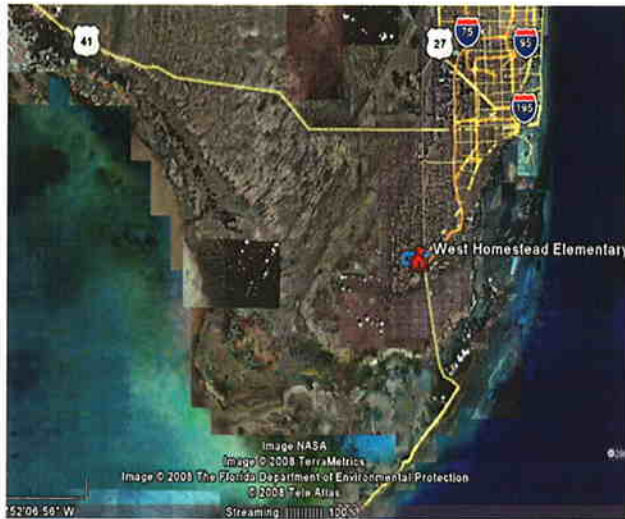
cc: Mr. Alberto Carvalho
Mr. Jaime G. Torrents

Ms. Ana Rijo-Conde, AICP
Mr. Fernando Albuerna

Facilities Planning

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132
305-995-7285 • FAX 305-995-4760 • arijo@dadeschools.net*

**WEST HOMESTEAD SCHOOL
1550 SW 6TH STREET
HOMESTEAD, FL 33030**



**SAFE ROUTES TO SCHOOL – 2008
APPLICATION**


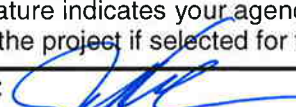
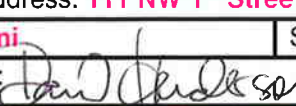


Florida's Safe Routes to School Infrastructure Application



Notes

- All applicable parts of Section 1 must be completed.
- Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the Federal Highway Administration and Florida's Safe Routes to School Program.
- The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the FDOT to design, construct, and maintain the project. Districts have the option to design and/or construct the project, but the Maintaining Agency is always responsible for maintaining the project.

Section 1 – School, Applicant & Maintaining Agency Information		
Name of school: West Homestead Elementary School County: Miami-Dade		
The Applicant must be one of the agencies or organizations listed below:		
<input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team		
Agency/Organization Name: Miami Dade County Public Schools		
Contact Person: Jaime Torrens		Title: Chief Facilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	E-mail: jtorrens@dadeschools.org
Mailing Address: 111 NW 1st Street Suite 1510		
City: Miami	State: Florida	Zip: 33128-1970
Signature: 	Typed name: Jaime Torrens	Date: 4/29/08
Signature of School Board or school representative required when different from applicant:		
Signature: _____	Typed name: _____	Date: _____
The Maintaining Agency must be one of the agencies listed below:		
<input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation		
Agency/Organization Name: Miami Dade County, Public Works		
Contact Person: Jeffrey L. Cohen, P.E.		Title: Assistant Chief
Daytime Phone: 305-375-2030	Fax: 305-372-6064	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First Street		
City: Miami	State: Florida	Zip: 33128-1970
Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.		
Signature: 	Typed name: Jeffrey L. Cohen, P.E.	Date: 4/29/08
MPO Support: If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.		
Agency/Organization Name: Miami Dade Metropolitan Planning Organization		
Contact Person: David Henderson		Title: Bicycle/Pedestrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Street, Suite 910		
City: Miami	State: Florida	Zip: 33128
Signature: 	Typed name: David Henderson	Date: 4/29/08
Designated Contact: Check below the primary contact (the one the District should coordinate with):		
<input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO		

Section 2 – Eligibility Criteria

This section will help FDOT determine the feasibility of the proposed project.
Except for question 6, answering "No" does not constitute elimination from project consideration.

1. Does the project have public support? ☒ Yes ☐ No

If yes, attach up to 10 letters of support (on official letterhead) from organizations such as Parent Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycle/Pedestrian Advisory Councils. The letters should indicate why and how they can support the project and SRTS.

2. Is the Maintaining Agency Local Agency Program (LAP) Certified? (i.e., willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, and local requirements) ☒ Yes ☐ No

If no, are they willing to become LAP Certified? ☐ Yes ☐ No

3. Who do you propose to be responsible for each phase of the project?

Design: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Construction: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Maintenance: ☐ City ☒ County ☐ Other, including FDOT (explain below):

Explanation of Other responsible party, including who you have been talking to about this:

4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the following, if the District decides this is the best way to get the project completed:

Install and/or maintain any traffic engineering equipment included in this project? ☒ Yes ☐ No

Construct and maintain the project on a state road? ☒ Yes ☐ No

5. Is sufficient existing public right of way available to support this project? ☒ Yes ☐ No

*If yes, describe its width and condition: **The right of way is generally greater than 50' with many sidewalks and few gaps.***

If no, is acquisition or dedication of a permanent public access planned? ☐ Yes ☐ No

If applicable, please explain these plans:

6. If the project is funded, does the applicant agree to provide required data before and after the project is built, using the student travel and parent survey forms developed by the National Center for Safe Routes to School (<http://www.saferoutesinfo.org/resources/index.cfm>) and following the schedule provided by the District? ☒ Yes ☐ No

Section 3A – Background Information: Planning

SRTS projects are most successful as part of a comprehensive planning process.

Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html)

☒ Yes ☐ No

If yes, explain below the planning process and who participated in it.

Miami-Dade MPO Safe Routes to School Manual

If no, explain below your plans for a SRTS planning process.

Section 3B – Background Information: Five E's

SRTS is designed to be a comprehensive program, encompassing the Five E's listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in.

Past	Future
Engineering: Implmentation of crosswalks and signage immediately adjacent to the school	Engineering: SRTS infrastructure improvements
If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or similar program, please provide details in the Past Education box. For more information on FTBSEP, see http://www.dcp.ufl.edu/centers/trafficSafetyEd/	
Education: PE Coaches talk about SRTS Willie Whistle Program	Education: PE Coaches talk about SRTS Walk Safe Program Safe Ways to School Tool Kit Florida Traffic and Bicycle Safety Educations Program
Encouragement: Walk to School Day	Encouragement: Walk to School Day Safe Routes to School Program
Enforcement: Sporadic local police law enforcement, crossing guards, speed zones and flashing signals	Enforcement: Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.
Evaluation: None	Evaluation: SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation.

Section 4 – Problem Identification

Explain below what obstacles exist to prevent children walking and bicycling to/from your school

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban/suburban, typified by a residential local streets on a larger grid system. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. Issues to west of the school include a rural or agricultural land use pattern typified by little development and totally lacking facilities on which to walk or bike.

Provide a brief history of the neighborhood traffic issues to provide background for the proposed project.

Each year applications for SRTS are developed by the Community Traffic Safety Team. The proposed schools are selected because they have issues related to walking.

Field reviews for West Homestead Elementary School were conducted in February, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. To the west of the school sidewalks were completely missing, as there is currently no development. To the north east of the school across a light industrial area, the area is urban and congested.

Provide demographic information on the affected student population. For example, what percent of students are eligible for the free or reduced lunch program? Do the students come from two-parent households, or not? Are one or both parents working?

For West Homestead Elementary School, the population is 2% white, 36% black, 62% hispanic and 0% asian. Nearly 96% of the population is eligible for the Free Lunch Program. Generally in the area about 61% of the households have children. The unemployment rate is about 6%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8th Street and Mowry Drive as well as 187th Avenue and in the US-1 Area. The eastern, more urbanized area is typified by an ample pedestrian network. Sidewalks exist on most streets, yet there are frequent areas where they do not exist. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations. At issue is the need to cross major transportation facilities or industrial areas to get to the school. These include Krome Avenue or 182nd Avenue. Pedestrian enhancements are recommended in these areas. There appears to be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding

the school.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The attached table and map detail the data.

Section 5 – Current Conditions					
LOCATION					
#1 Street Name: SW 8th Street		From: 14 Ave		To: 189 Ave	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
#2 Street Name: 189 Ave		From: 126 St		To: SW 8 St	
Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State					
Project begins how far from the school? (attach a map illustrating the area)					
<input type="checkbox"/> 0 to ½ mile		<input type="checkbox"/> ½ to 1 mile		<input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles	
Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.					
Land use in the study area is typified by single family residential, multi-family residential, vacant land, light industrial land and agriculture. The area immediately around the school is single family residential and multi family residential. The north east segment of the attendance area is similar, yet to get to the school routes must cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.					
ROADWAY CHARACTERISTICS					
Roadway Type: <input type="checkbox"/> Urban (curb & gutter)		<input checked="" type="checkbox"/> Rural (check shoulder type): <input checked="" type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass			
Shoulder Type: <input checked="" type="checkbox"/> Grass		<input checked="" type="checkbox"/> Paved		<input checked="" type="checkbox"/> Curb	
Shoulder Grade: <input checked="" type="checkbox"/> Flat		<input type="checkbox"/> Steep-Up		<input type="checkbox"/> Steep-Down	
Drainage: <input checked="" type="checkbox"/> Swale		<input type="checkbox"/> Concrete Ditch		<input checked="" type="checkbox"/> Curb/Gutter	
Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved		<input type="checkbox"/> Unpaved surface			
<input type="checkbox"/> Paved surface with gaps		<input checked="" type="checkbox"/> Continuous paved sidewalks			
Write below your comments on status of the current walking surface:					
Paved walking surfaces are generally in good condition, where they exist. In agricultural areas walking surfaces are on unpaved areas, which are relatively level but far from optimum for walking and not appropriate for biking.					
Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):					
Roads closest to the school in the area are mainly local streets separated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Roads in the agricultural area have no sidewalks or bike paths. Signage around the school is adequate, and there are bike racks that exist at the school.					
TRAFFIC CONTROLS					
Mark all that apply in regard to traffic control devices:					
<input checked="" type="checkbox"/> We need pedestrian features		<input type="checkbox"/> We need other school-related signals			
<input type="checkbox"/> We need traffic signs		<input checked="" type="checkbox"/> We need marked crosswalks			
<input checked="" type="checkbox"/> We need other roadway markings		<input type="checkbox"/> We have what we need			
DATA					
Traffic Conditions					
Average Annual Daily Traffic (AADT): 11840		Posted Speed Limit: 30		Operating Speed: 30	
Crash History in Study Area (all ages)					
Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.					
Year	2002	2003	2004	2005	2006
Ped injuries	1	2	3		
Ped fatalities	0	0	0		

Bike injuries	0	0	0	0	0
Bike fatalities	0	0	0		
Totals	1	2	3		

Section 6 – Specific Infrastructure Improvement(s) Requested

Request #1 Street Name: **Please see attached spreadsheet for Route information**

From: -

To: -

Number of K to 8th grade children using route or facility:

Current: **The Principal estimates that about 40% of the children walk through the near by neighborhoods**

Potential*: **There are 742 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Nearly all residents that live in the boundary live within a two mile radius, even though the boundary spills west of the two mile radius. These areas contain few houses and are largely farmland. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility. This will particularly be the case as safe routes direct students across light industrial areas which are walkable but intimidating**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8th grade children using route or facility:

Current:

Potential*: -

**Potential applies only to those along or within ¼ mile of proposed route*

Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path

- | | |
|---|---|
| <input checked="" type="checkbox"/> Continuation of Existing Sidewalk | <input checked="" type="checkbox"/> New Sidewalk |
| <input type="checkbox"/> Continuation of Existing Bike Lane | <input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction) |
| <input type="checkbox"/> Continuation of Paved Shoulder | <input type="checkbox"/> New Paved Shoulder |
| <input type="checkbox"/> Continuation of Shared Use Path | <input type="checkbox"/> New Shared Use Path |

Comments: describe below your requests in detail, including location, length, side of road, etc.

The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spreadsheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

- | | |
|---|--|
| <input checked="" type="checkbox"/> Within school zone or school area | <input type="checkbox"/> Outside of school zone or school area |
|---|--|

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)

The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spreadsheet for the details on the specific routes, segments, suggested projects, location, length and cost.

Other Requests *(includes bike parking, traffic calming, or other improvements not listed above)*

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

Other Information

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

Section 7 A– Cost Estimate

Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

Construction Cost	383000
Maintenance of Traffic (MOT)	38300
Mobilization	38300
Subtotal	459600
Contingency (15% of Subtotal)	57450
Total Construction Cost	517050
Professional Engineering Design (15% of Total)	57450
Construction Engineering and Inspection (CEI) (15% of Total)	57450
Grand Total	631950

Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:
West Homestead Elementary School
Opinion of Probable Costs**

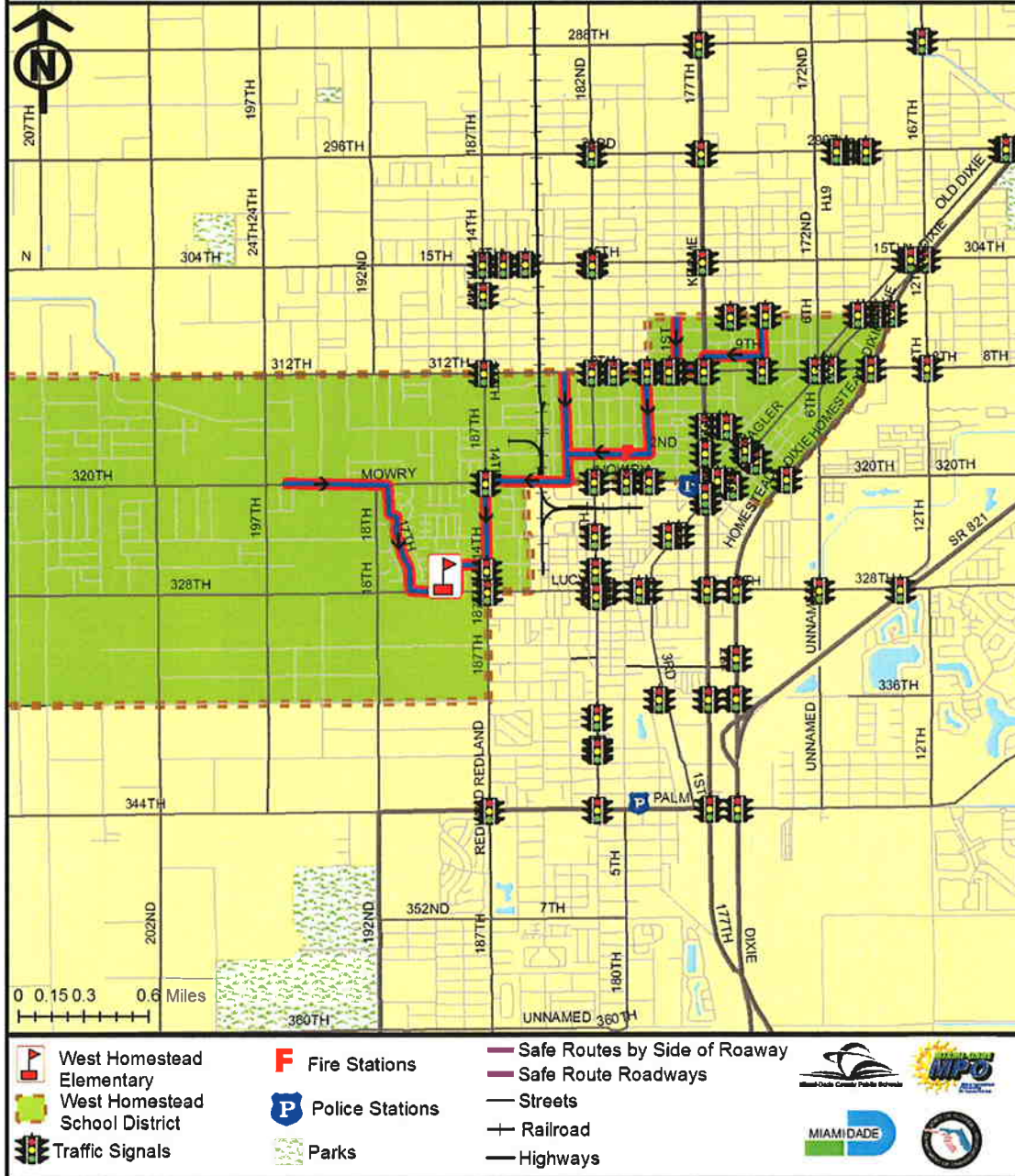
Road	Segment		Recommended Improvement	Qty	Unit	Cost
	From	To				
3rd Avenue	11 St	9 Ct	Install Sidewalk along entire block 610' North side	610	LF	\$ 32,650.00
9th Court	3 Ave	Krome Ave	Install Sidewalk eastern most corner, 150' North side	150	LF	\$ 8,050.00
			Install Sidewalk Extensions @ 9 Ct / 3 Ave intersection (NE - 10', SE - 12', NW - 10', SW - 11')	61	LF	\$ 3,300.00
			Install Painted Crosswalk across the 3 Ave intersection (North side - 72', East side - 68', South side - 66', West side - 72')	264	LF	\$ 800.00
			Install Painted Crosswalk across the 2 Ave intersection (North side - 68', East side - 46', South side - 88', West side - 50')	250	LF	\$ 750.00
			Install Sidewalk west of 2 Ave intersection 147', South side	147	LF	\$ 7,900.00
			Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection (NW - 7', SW - 9')	16	LF	\$ 900.00
			Install Painted Crosswalk across the 1 Ave intersection (North side - 124', East side - 46')	170	LF	\$ 550.00
Krome Avenue	9 Ct	Campbell Dr	Install Safe Routes to School Signs	2	AS	\$ 850.00
			Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 60', East side - 60', West side - 60')	2	AS	\$ 850.00
Campbell Drive	Krome Ave	2 Ave	Install Painted High Visibility Crosswalk across the 1 Ave intersection (East side - 41', West side - 45')	86	LF	\$ 1,700.00
			Install Pedestrian Crossing Signals with count down timer, incl. Pedestal & Push Button	2	AS	\$ 8,300.00
			Install Safe Routes to School Signs	2	AS	\$ 850.00
			Install Pedestrian Crossing Signals	2	AS	\$ 850.00
2nd Avenue	Campbell Dr	2 St	Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 60', East side - 60', West side - 60')	288	LF	\$ 900.00
			Install Sidewalk along south east corner of 2nd Ave / 4th St intersection	104	LF	\$ 5,600.00
			Install Painted Crosswalk across 3 Ct intersection (East side - 68')	88	LF	\$ 300.00
			Install Painted Crosswalk across 2 St intersection (North side - 72', South side - 60', East side - 70', West side - 90')	304	LF	\$ 900.00
			Install Sidewalk Extensions @ 2 Ave / 2 St intersection (SE - 10')	10	LF	\$ 550.00
2nd Street	2 Ave	8 Ave	Install Sidewalk at South east corner of 2nd St	16	LF	\$ 900.00
			Install Painted Crosswalk across 3 Ave intersection (North side - 68', South side - 62')	148	LF	\$ 450.00
			Install Painted Crosswalk across 4 Ave intersection (North side - 68', South side - 72')	140	LF	\$ 450.00
			Install Painted Crosswalk across 5 Ave intersection (North side - 64', South side - 70')	134	LF	\$ 400.00
			Install Sidewalk between 5 Ave and 6 Ave, North side	284	LF	\$ 15,200.00
			Install Painted Crosswalk across 6 Ave intersection (North side - 64', South side - 98')	192	LF	\$ 600.00
			Install Sidewalk between 6 Ave and 8 Ave, North side	612	LF	\$ 32,760.00
			Install Sidewalk between 6 Ave and 8 Ave, South side	550	LF	\$ 17,650.00
			Install Painted Crosswalk across 7 Ave intersection (North side - 60', South side - 68')	136	LF	\$ 7,300.00
			Install Painted Crosswalk across 8 Ave intersection (North side - 60', South side - 72', East side - 64', West side - 62')	278	LF	\$ 850.00
8th Avenue	2 St	Mowry Dr	Install Sidewalk north half of the block, West side	333	LF	\$ 17,850.00
			Install Sidewalk, East side	150	LF	\$ 8,050.00
Mowry Drive	8 Ave	14 Ave	Install Painted High Visibility Crosswalk across the 9 Ave intersection (North side - 35')	33	LF	\$ 650.00
			Install Pedestrian Crossing Sign @ 9 Ave	1	AS	\$ 450.00
			Install Painted High Visibility Crosswalk across the 9 Ct intersection (North side - 48')	48	LF	\$ 950.00
			Install Pedestrian Crossing Sign @ 9 Ct	1	AS	\$ 450.00
			Install Sidewalk across half crossing to 9 Ct (North side - 82')	62	LF	\$ 4,400.00
			Install Pedestrian Crossing Sign @ Half crossing	1	AS	\$ 450.00
			Install Painted High Visibility Crosswalk across the 10 Ave intersection (North side - 38')	38	LF	\$ 750.00
			Install Pedestrian Crossing Sign @ 10 Ave	1	AS	\$ 450.00
14th Avenue	Mowry Dr	6 St	Install Painted Crosswalk across 6 Ave intersection (North side - 122', South side - 92', East side - 106', West side - 84')	404	LF	\$ 1,200.00
			Install School Zone sign, West side	1	AS	\$ 450.00
6th Street	14 Ave	187 Ct	Install Sidewalk one block west of 14 Ave, North side	614	LF	\$ 32,850.00
1st Avenue	11 St	8 St	Install Sidewalk west of intersection, North side	280	LF	\$ 16,000.00
			Install Sidewalk north west corner of intersection, West side	105	LF	\$ 5,650.00
			Install Painted Crosswalk across 10 St intersection (East side - 72', West side - 78')	148	LF	\$ 450.00
			Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10')	10	LF	\$ 550.00
			Install Sidewalk south end of block between 10 St and 9 St, East side	205	LF	\$ 11,000.00
			Install Painted Crosswalk across 9 St intersection (East side - 56', West side - 62')	138	LF	\$ 450.00
6th Avenue	8 St	2 St	Install Painted Crosswalk across 4 St intersection (East side - 70', West side - 82')	152	LF	\$ 450.00
320th Street	197 Ave	17 Terr	Install Painted Crosswalk across 195 Ave intersection (North side - 50')	50	LF	\$ 150.00
			Install Painted Crosswalk across 194 Ave intersection (North side - 46')	46	LF	\$ 150.00
			Install Painted Crosswalk across 193 Ave intersection (North side - 60')	56	LF	\$ 200.00
			Install Sidewalk Extensions @ 320 St / 193 Ave intersection (NE - 14')	14	LF	\$ 750.00
			Install Painted Crosswalk across 18 Ave intersection (North side - 84')	84	LF	\$ 250.00
			Install Painted Crosswalk across 17 Ave intersection (South side - 70', East side - 50', West side - 50')	170	LF	\$ 550.00
			Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE - 10', SW - 10')	20	LF	\$ 1,100.00
			Install Sidewalk between 197 Ave and 193 Ave, North side	1948	LF	\$ 104,200.00
17th Terrace	320 St	17 Ave	Install Painted Crosswalk across Mowry Ct intersection (East side - 80')	80	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE - 9', NE - 10')	19	LF	\$ 1,050.00
			Install Painted Crosswalk across 17 Ave intersection (North side - 64', South side - 62', West side - 70')	196	LF	\$ 600.00
			Install Sidewalk Extensions @ 17 Terr / 17 Ave intersection (NW - 6', SW - 10')	16	LF	\$ 900.00
17th Avenue	17 Terr	8 St	Install Painted Crosswalk across 3 Ct intersection (West side - 84')	84	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Ave / 3 Ct intersection (NW - 10', SW - 10')	20	LF	\$ 1,100.00
			Install Painted Crosswalk across 4 Ct intersection (East side - 70', West side - 70')	140	LF	\$ 450.00
			Install Sidewalk Extensions @ 17 Ave / 4 Ct intersection (NW - 9', SW - 10', NE - 16', SE - 5')	49	LF	\$ 2,650.00
			Install Painted Crosswalk across 5 St intersection (East side - 82')	82	LF	\$ 250.00
			Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10')	18	LF	\$ 1,000.00
			Install Painted Crosswalk across 7 St intersection (East side - 66', West side - 62')	168	LF	\$ 500.00
			Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10', SE - 9', NW - 9', SW - 10')	38	LF	\$ 2,050.00
			Install Painted Crosswalk across 8 St intersection (North side - 60')	60	LF	\$ 200.00
			Install Sidewalk Extensions @ 17 Ave / 8 St intersection (NW - 15', NE - 10')	25	LF	\$ 1,350.00
8th Street	Ave	School Ent	No Improvements Necessary	---	---	---
Preliminary Costs						\$ 383,000.00
Contingency (15%)						\$ 57,450.00
Professional Engineering Design (15%)						\$ 57,450.00
Construction Engineering Inspection (15%)						\$ 57,450.00
Mobilization (10%)						\$ 38,300.00
Maintenance of Traffic (10%)						\$ 38,300.00
Opinion of Total Costs						\$ 931,950.00

Note:
1. All sidewalk widths are 6 feet wide unless stated otherwise.
2. Abbreviations:
Qty = Quantity
AS = Assembly
LF = Linear Feet

West Homestead Elementary School

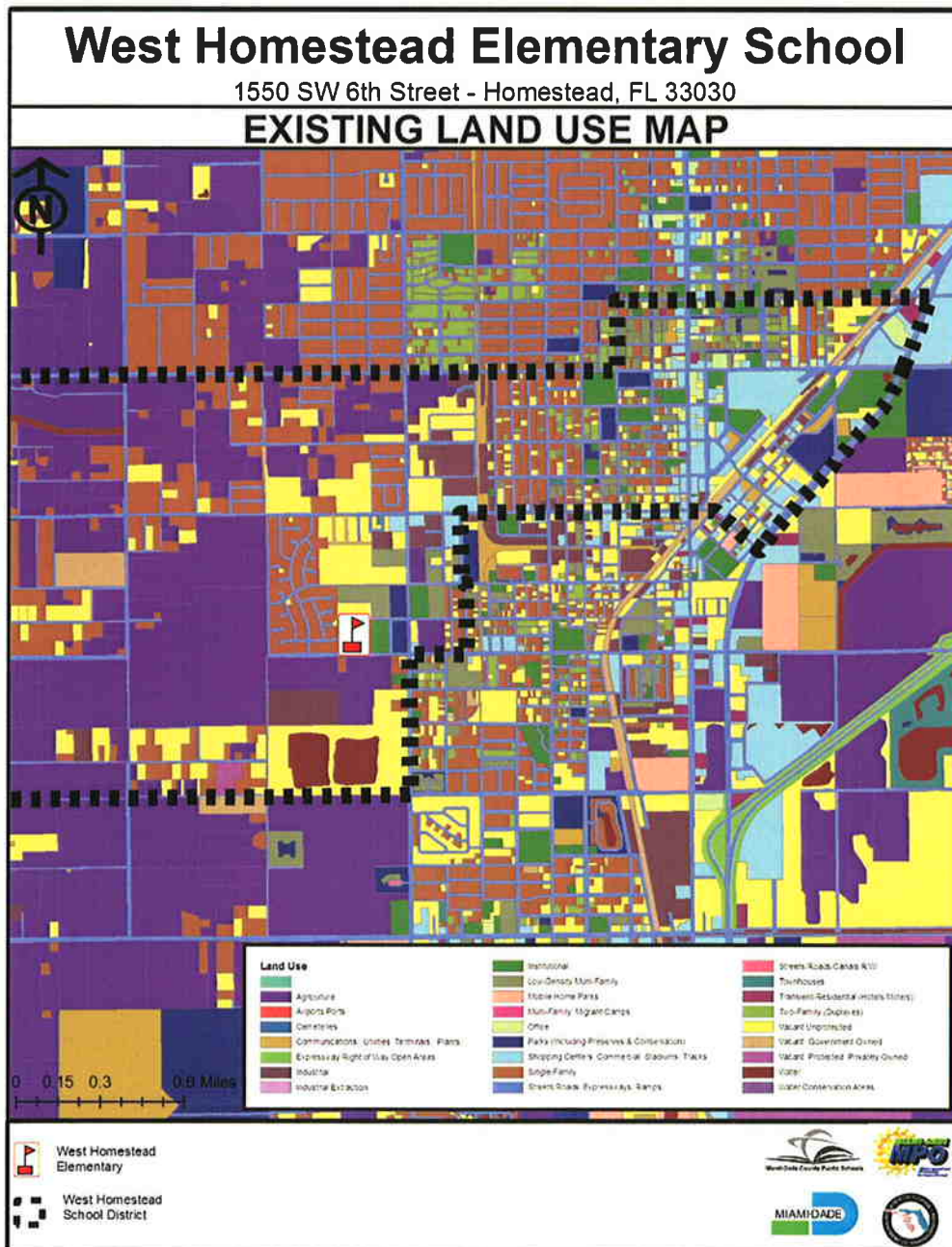
1550 SW 6th Street - Homestead, FL 33030

SAFE ROUTE MAP



Land Use

Land use in the study area is typified by single family residential, multi-family residential, vacant land, light industrial land and agriculture. The area immediately around the school is single family residential and multi family residential. The north east segment of the attendance area is similar, yet to get to the school route must necessarily cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.



Crash Data

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

West Homestead Elementary

Case Number	Pedestrian Date of Birth	Road Name	Segment From To	2001		2002		2003		2004		TOTAL	
				Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72131179		N KROME AVE & NE 9TH ST	Intersection	0	0	0	0	0	0	0	1	0	1
72433541		NE 11TH ST & NE 5TH AVE	Intersection	0	0	0	0	0	0	0	1	0	1
72434191	7301998	NW 8TH AVE & W MOWRY ST	Intersection	0	0	0	0	0	0	0	1	0	1
72133156	8031985	NE 8TH ST & NE 2ND AVE	Intersection	0	0	0	0	0	0	0	0	0	0
72133555		NW 1ST ST & NW 1ST AVE	Intersection	0	0	0	0	0	1	0	0	0	1
72420721	8131993	SW 6TH ST & SW 187TH AVE	Intersection	0	0	0	0	0	1	0	0	0	1
72433831	10081984	305 NW 2ND AVE		0	0	0	0	0	0	0	0	0	0
70415720	4011982	ALTON RD ON & DADE BLVD	Intersection	0	0	0	0	0	0	0	0	0	0
72130212	1011983	196 W MOWRY ST		0	0	0	0	0	0	0	0	0	0
72134395		NW 8TH ST & NW 2ND AVE	Intersection	0	0	0	1	0	0	0	0	0	1
72134611	10222000	1585 SW 4TH ST		0	0	0	0	0	0	0	0	0	0
72134798	9141998	4500 NE 8TH ST		0	0	0	0	0	0	0	0	0	0
562892140	11261997	NE 2ND AVE & NE 9TH CT	Intersection	0	1	0	0	0	0	0	0	0	1
596511490	10131997	NW 5TH AVE & NW 2ND ST	Intersection	0	1	0	0	0	0	0	0	0	1
596514140		N KROME AVE & NE 4TH ST	Intersection	0	1	0	0	0	0	0	0	0	1
596520930		S HOMESTEAD BLVD & E MOWRY DR	Intersection	0	1	0	0	0	0	0	0	0	1
562892570		S Homestead BLVD & E Mowry DR	Intersection	0	0	0	0	0	0	0	0	0	0
TOTAL				0	4	0	1	0	2	0	3	0	10

Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8th Street and Mowry Drive as well as 187th Avenue and in the US-1 Area. The eastern, more urbanized area is typified by an ample pedestrian network. Sidewalks exist on most streets, yet there are frequent areas where they do not exist. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations. At issue is the need to cross major transportation facilities or industrial areas to get to the school. These include Krome Avenue or 182nd Avenue. Pedestrian enhancements are recommended in these areas. There appears to be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.

Table 6.4
West Homestead Elementary School
Roadway Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped Crashes**
	From	To				
3rd Avenue	11 St	9 Ct	Local	30	Low	No
9th Court	3 Ave	Krome Ave	Local	30	Low	Yes
Krome Avenue	9 Ct	Campbell Drive	Major Arterial	45	High	Yes
Campbell Drive	Krome Ave	2 Ave	County Collector	45	High	No
2nd Avenue	Campbell Drive	2 St	County Collector	30	Mod	Yes
2nd Street	2 Ave	8 Ave	Local	30	Mod	Yes
8th Avenue	2 St	Mowry Dr	Local	30	Low	No
Mowry Drive	8 Ave	14 Ave	Arterial	45	High	No
14th Avenue	Mowry Dr	6 St	County Collector	45	High	Yes
6th Street	14 Ave	187 Ct	Local	30	Low	No
1st Avenue	11 St	8 St	County Collector	30	Mod	Yes
6th Avenue	8 St	2 St	Arterial	30	Mod	Yes
320th Street	197 Ave	17 Terr	Arterial	40	Mod	Yes
17th Terrace	320 St	17 Ave	Local	30	Low	No
17th Avenue	17 Ter	8 St	Local	30	Low	No
8th Street	Ave	School Entrance	Arterial	40	Mod	No

* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

** Total pedestrian and bicycle crashes, 2000 - 2004