

AVOCADO ELEMENTARY SCHOOL







CHAPMAN ELEMENTARY SCHOOL



LEISURE CITY ELEMENTARY SCHOOL



# 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 294<sup>TH</sup> 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.

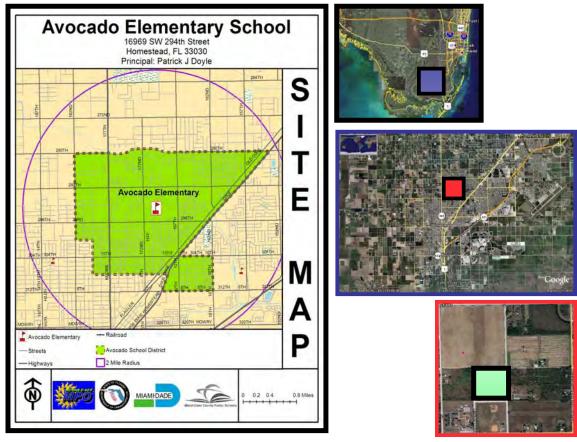
Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, 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 294<sup>th</sup> 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

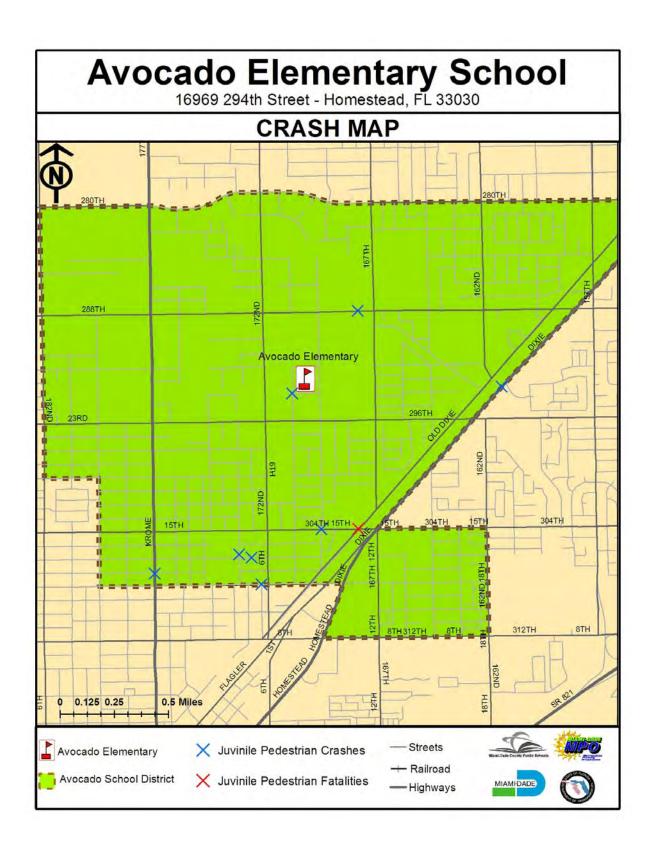
#### 5.0 CRASH HISTORY

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	Road Name	Segr	nent	20 Juve	niles	20 Juve		То	tal	TOTAL
Date of Birth			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	
72050621	3/04/1993	SW 288TH ST & SW 167TH AVE	Interse	ection	0	0	0	1	0	1	l
550716210	10/09/1990	SW 304TH ST & SW 169TH AVE	Interse	ection	0	1	0	0	0	1	
616470430	10/29/1991	SW 170TH AVE & SW 294TH ST	Interse	ection	0	1	0	0	0	1	
Total				0	2	0	1	0	3		
Juveniles = Children under the age of 13											



#### 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.

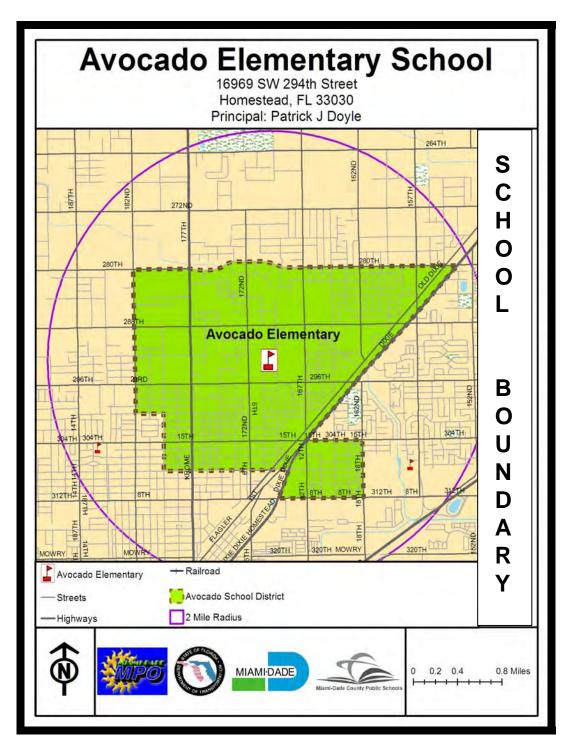
#### **6.1 Survey**

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.

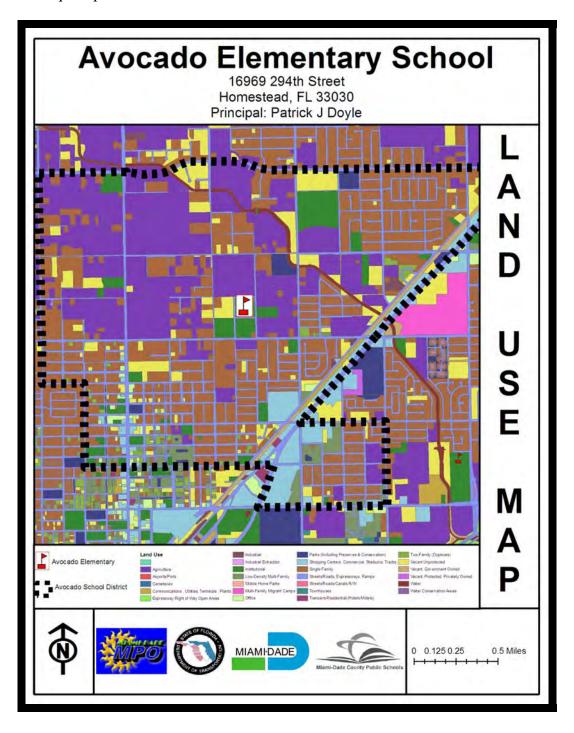
#### **6.2 School Zone Boundary**

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 280<sup>th</sup> Street, on the west by 182<sup>nd</sup> Ave and 180<sup>th</sup> Ave, on the South by 308<sup>th</sup> St and 312<sup>th</sup> 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, 312<sup>th</sup> St on the South, 162<sup>nd</sup> Ave on the east, and 304<sup>th</sup> 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 167<sup>th</sup> Avenue. It is an underlying factor that stresses the importance of the Safe Routes to School program.

Table	6.4
Avoca	do Elementary School
Roadw	ay Characteristics

Road	Segment		Facility Type	Speed Limit	AADT*	Bike and Ped
Roau	From	То	raciiity Type	Speed Lillin	AADI	Crashes**
294th Street	167th Avenue	169th Avenue	Local Street	30 mph	low	0
294th Street	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
17 Ottl Avenue	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

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

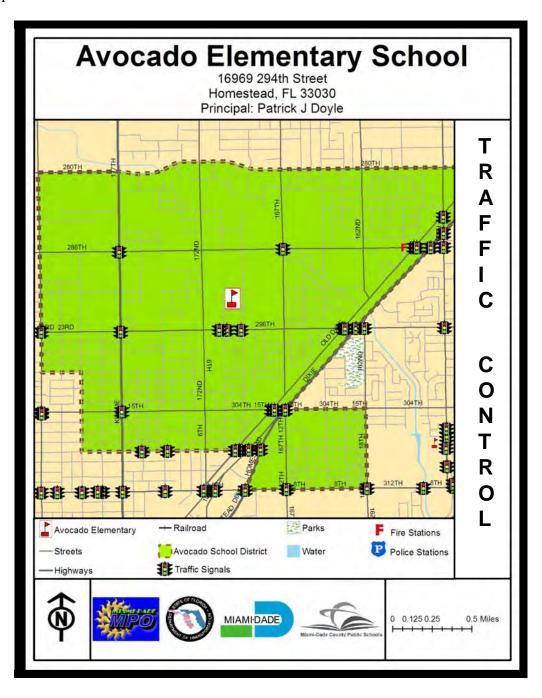
#### **6.5** Site Assessment and Inventory of Existing Facilities

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.

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

#### 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 296<sup>th</sup> 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 312<sup>th</sup> 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.

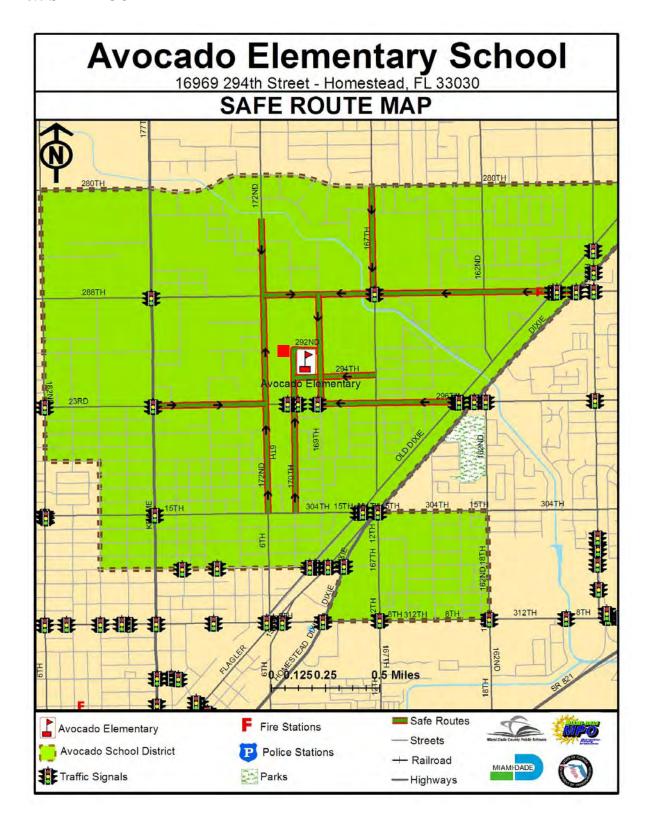


#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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
		400			
294th Street [ From 167th Avenue to 170th Avenue]	Install sidewalk along 294th Street - north side Install sidewalk along 294th Street - south side	120 120		sy	0
	Install sidewalk along 294th Street - south side Install painted crosswalk at 168th Avenue - all legs	160		sy ft	0
	Install painted crosswalk at 198th Avenue - all legs 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		SV	0
169th Avenue [ 296th Street to 288th Street]	Install painted crosswalks at 288th Street intersection - all sides	160		ft	0
	Install sidewalk between 294th Street and 296th Street - east side	610		SV	0
	Install sidewalk along 292nd Street - north side	600		SV	0
292nd Street [ From 169th Avenue to 170th Avenue ]	Install sidewalk along 292nd Street - south side	600		sy	0
	Install sidewalk along 170th Avenue - west side	1306		SV	0
	Install sidewalk along 170th Avenue - east side	1306		SV	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
170th Avenue [ From 292nd Street to 305th Street]	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 s	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 167thAveneu	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
200th Officer [110th 172hd Officer to West Dixie Highway]	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
	Install painted crosswalks at 288th Street intersection - north and west sides	80		ft	0
172nd Avenue [ From 304th Street to Canal]	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
284th Street [ From 172nd Avenue to 173rd Avenue ]	Install sidewalk on north side of 284th Street	395		sy	0
	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
	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
296th Street [ From Old Dixie Highway to Krome Avenue	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 Install painted crosswalk at 168th Court - south side	134 86		ft ft	0
	Install painted crosswalk at 166th Court - south side  Install painted crosswalk at 169th Court - south side	100		π ft	0
Preliminary Costs	install painted Grosswalk at 109th Court - South Side	100		п	0
Contingency (20%)					0
Mobilization (10)					
Maintenance of Traffic (10%)					
Opinion of Total Costs					
Opinion of Total Costs					





# 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 111<sup>th</sup> 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. Torrens

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

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 294<sup>TH</sup> 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, Ap	plicant & Mai	ntaining Ag	ency Information
Name of school: Avocado Elen	nentary School	County: Miam	ii-Dade
The Applicant must be one of t	he agencies or org	anizations liste	ed below:
School Board	Private School	Commu	nity Traffic Safety Team
Agency/Organization Name: Miar	mi Dade County Ρι	ublic Schools	
Contact Person: Jiame Torrens		Title: Chief Fa	cilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	0	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1 <sup>st</sup> Stre	et Suite 1510		
City: Miami	State: Florida	Zip: -33128197	70
Signature: Jam 1	Typed name: 4	me Torrens	Date: 4/29/08
Signature of School Board or s	chool representati	ve required wh	en different from applicant:
Signature.	Typed name:		Date:
The Maintaining Agency must I	be one of the agen	cies listed belo	w: New Health Alberta Harris
City	County		da Department of Transportation
Agency/Organization Name: Miar	mi Dade County, Pr	ublic Works	
Contact Person: Jeffery L. Cohe	n, P.E.	Title: Assistant	t Chief
Daytime Phone: 305 375-2030		4 E-	-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First S	treet		
City: Miami	State: Florida	Zip: 33128-197	70
Your signature indicates your age complete the project if selected to	ency's willingness to or funding.	enter into a form	nal agreement with FDOT to
Signature:	Typed name: J	effery L. Cohen	Date: 4/29/08
MPO Support: If the city or count sign this application to indicate su	pport for the propos	sed project.	
Agency/Organization Name: Miar Contact Person: David Henderso			
			destrian Specialist
Daytime Phone: 305-375-1647  Mailing Address: 111 NW 1 <sup>st</sup> Stre	Fax: 3-5-375-4950		E-mail: davidh@miamidade.gov
City: Miami	State: Florida	Zip: 33128	5
Signature. Daw Hordle So			
Designated Contact: Check below	w the primary conta	act (the one the I	District should coordinate with):
Applicant	Maintaining Agenc	V	MPO

Section 2 – Eligib	ility Criteria	2					
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?		a principal distribution			Yes	No
If yes, attach up to 10 lette Teacher Associations, La Advisory Councils. The le	w Enforcement,	Citizen's Advisor	y Commi	ttees & Bicycl	le/Pe	destrian	
2. Is the Maintaining Ager willing to enter into a State and/or maintain the project	e agreement req et, abiding by Fed	uiring the agency deral, State, and	to desig	n, construct,	×	] Yes	No
If no, are they willing to be	ecome LAP Cert	ified?				Yes	No
3. Who do you propose to	be responsible	for each phase c	f the proj	ect?			
Design:	ity	County     ■	Othe	r, including FI	TOC	(explain	below):
Construction:	City	County	Othe	r, including FI	TOC	(explain	below):
	City	County		r, including F			below):
Explanation of Other resp	onsible party, inc	cluding who you	nave bee	n talking to ab	out '	this:	
4. Is the County/City/MPC if the District decides this					follo	wing,	
Install and/or maintain an	y traffic enginee	ring equipment in	ncluded ir	n this project?		Yes	No
Construct and maintain th	e project on a st	ate road?				Yes	No
5. Is sufficient existing put	olic right of way a	available to supp	ort this or	niect?		Yes	No
If yes, describe its width a level, or paved with gaps	nd condition: Ge s.	enerally +50' in v	vidth. W	alking surfac	ces a	are not p	aved but
If no, is acquisition or dedication of a permanent public access planned?							
If applicable, please expla	in these plans:						
O ICH	1 11 "						
6. If the project is funded, the project is built, using the Center for Safe Routes to following the schedule pro	he student trave School ( <u>http://w</u>	l and parent surv ww.saferoutesinf	ey forms	developed by	the	National	<ul><li>Yes</li><li>No</li></ul>

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )
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.

Pack rotal
Future Engineering: SRTS infrastructure improvement
a Traffic and Bicycle Safety Education Program in the Past Education box. For more information on SafetyEd/
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 Safe Routes to School Program
Enforcement: Coordinate with local police department to enforce school zone speed limits etc. Pilot program driver feedback signs.
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 childeren to walk or bike safely to school. The main issues included missing cross walks, missing ADA accessable sidewalk extensions from the sidewalk to the crosswalk and missing gaps is 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 childeren 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 propose 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, vehicula 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 49 asian. Nearly 72% of the population is eligible for the Free Lunch Program. Generally in the are about 61% of the households have childeren. Nearly 41% of all housholds have childeren take 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.

1/3/08

Section 5 – Current Conditions					
The second of the second of the second	OCATION				
	From: 170 Ave	To: 169 Ave			
Maintaining Agency: City County	State	New Profess Model			
#2 Street Name: 170 Ave Maintaining Agency: City County	From: 294 St State	To: 292 St			
Project begins how far from the school? (attach		(22)			
0 to ½ mile	1 to 1 ½ miles	1 ½ to 2 miles			
Discuss below the project's proximity (within 2 m or playgrounds, libraries, or other pedestrian des					
Land use in the study area is primarily low density	y Single Family Resider	ntial and Agricultural. Immediately			
surrounding the school are large tracks of Instituti	ional, Agricultural and V	acant land. Some of this land is			
currently being developed into single family home	es. It is the conversion	of land from agriculture to			
residential which will be creating more pedestrian	, vehicular conflicts. Cr	rashes can be expected to			
increase due to the lack of adequate pedestrian fa	acilities in the area. Re	sidential areas surrounding the			
school will be the primary beneficiaries to this pro	grams.				
	CHARACTERISTICS				
Roadway Type: Urban (curb & gutter)	Rural (check should				
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  No walking surface wit	e, paved or unpaved h gaps	Unpaved surface Continuous paved sidewalks			
Write below your comments on status of the curre	ent walking surface:				
There are some paved walking surfaces in the are	ea. The previously dev	eloped sections are the primary			
location of these. The more rural or agricultural s	ections of the area are	maked by unpaved surfaces.			
Write below your comments on other existing fac markings, marked crosswalks, bike parking, etc):	ilities (bike lanes, multi-	use paths, school zone signs &			
Roads in the area are predominantly local streets	s, with low speed limits	and few pedestrian facilties.			
They are generally rural in nature. Where the rura	al character of the road	, meets the more urban or			
suburban character of the coming development, of	conflicts occur. This is s	seen in the predominance of			
crashes along West Dixie Highway and 167th Ave	enue. No bike lanes ex	ist, nor do mult-use paths. Few			
marked crosswalks exist, and ADA accessable sig	dewalk extensions are	also rare. Signage around the			
school is adquate, and there are bike racks that e	exist at the school.				
	IC CONTROLS				
Mark all that apply in regard to traffic control devi					
We need pedestrian features     We need traffic signs     ■	We need other school ✓ We need marked cro				
We need traine sights     We need other roadway markings	We have what we ne				
DATA					
	c Conditions				
Average Annual Daily Traffic (AADT): 12517	Posted Speed Limit: 30	Operating Speed: 30			
Crash History i	n Study Area (all ages	)			

		ory as you can. You ble to help you get t		fety Engineer and	or local law
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 Imp	rovement(s)	Requested				
Request #1 Street Name: Please see attached spread sheet for Route information						
From: -	То: 🕶					
Number of K to 8 <sup>th</sup> grade children using route or facility:	Current: The principal estimates that less than 10% of the school childern 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 witin that boundary will have the infrastrucuter that allows them to walk safely to school should they choose to do so.				
Request #2 Street Name: -						
From:	Го: 🕳					
Number of K to 8 <sup>th</sup> grade children using route or facility:		Potential*: -				
*Potential applies only to those along or within ¼ mile of propos						
Sidewalk, Bike Lane, Paved Shoulder, or S		th				
2	idewalk	1.1.1.1				
	Bike Lane (includes re-striping or reconstruction) Paved Shoulder					
	hared Use Path					
Comments: describe below your requests in detail, includ		, side of road, etc.				
The main type of project suggested is the addition of gaps exist. Additionally the construction of ADA accessidewalk and the crosswalk are suggested. Please so on the specific routes, segments, suggested projects	essible sidewalk on the estimate of the estima	extensions between the pread sheet for the details				
Traffic Control (signs, signals, crosswalks, school zo	one signs, roadway	markings, etc.)				
Within school zone or school area		ol zone or school area				
Is your Traffic Control request based on a Traffic or Engir Comments: describe below your requested traffic control crosswalks, school zones, etc.)		Yes No gnals, roadway markings,				
The main type of project suggested here is the addition of	f pedestrian crossy	valks 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 calmi	ing, or other improv	rements not listed above)				
Describe below the location and project characteristics of include the current and potential numbers of K-8 students requested, describe the posted speed, operating speed, your efforts to work with law enforcement and the communications.	who could use the whether a speed st	e facilities. If traffic calming is udy has been done, and				

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 methodlology. 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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 figuerd by The Corradino Group, a professional engineeing 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.

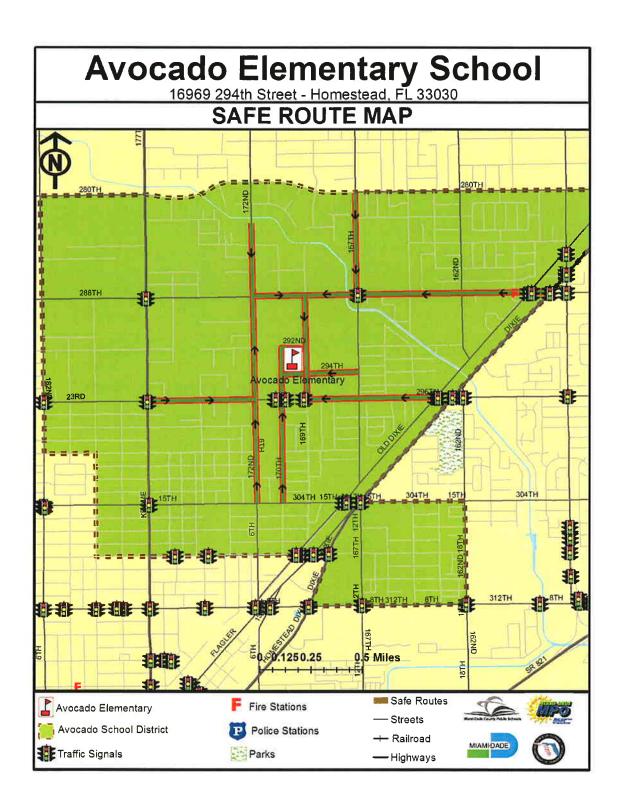
This Safe Routes project focused on developing continuous safe routes, including sidewalks and sidewalk extensions, which were placed at all practical places. Because of potentially limited funds, county officials, may determine that currently unpaved walking surfaces are adequate, particularly if they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

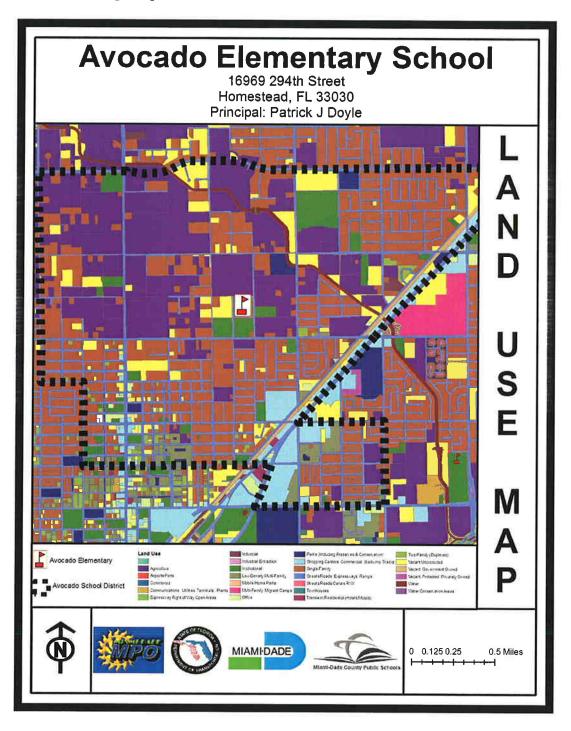
			Table 7: Avocado Elementary School				
			Opinion of Probable Costs				
	Segr						
Road	From To		Recommended Improvement	Qty	Unit	Cost	Cost
	167th Ave	170th Ave	Install 6' sidewalk along 294th St - north side	120	LF		6.450
294th St			Install 6' sidewalk along 294th St - south side	120	LF		6.45
			Install painted crosswalk at 168th Ave - all Jegs	160	LF		50
	296th St	288th St	Install painted east/west and north/south crosswalk at 292nd St- south side, west side	42	LF		15
169th Ave			Install 6' sidewalk between 292nd St and 288th St - west side	1300	LF		69.55
			Install painted crosswalks at 288th St intersection - all sides		LF		50
	13011	1701	Install 6' sidewalk between 294th St and 296th St - east side	610	LF		32.66
292nd St	169th Ave	170th Ave	Install 6' sidewalk along 292nd St - north side	600	LF LF	-	32 10
	292nd St	305th St	Install 6' sidewalk along 292nd St - south side Install 6' sidewalk along 170th Ave - west side	1306	LF		32 10 69.85
	292110 50	503111 31	Install 6' sidewalk along 170th Ave - west side	1306	LE		69.85
			Install painted east/vest crosswalk at 294th St - north side	40	LF		15
			Install painted east/west and north/south crosswalk at 292th St -				
			north side south side	80	LF		25
	- P - E -		Install 6' sidewalk between 296th St and 304th St - west side	2610	LF		139.60
170th Ave	The state of		Install painted crosswalks at all intersections between 296th St	200	LF		60
			and 304th St - east side	230			- 00
			Install 8' sidewalk extensions at 302 St, 301 St, 300 St, and 299th St - east side	64	LF		4 60
			Install 6' sidewalk in missing gap between 301st St and 302nd St - east side Install 6' sidewalk at the north end of block between 304th St and	50	LF		2,70
			Install 6' sidewalk at the north end of block between 304th St and 305th St Install 6' sidewalk on south side of 288th Ave between 169th Ave	100	LF		15,35
	172nd St	W Dixie Hwy	and 187thAveneu	1290	LF	11	69.00
			Install 6' sidewalk on north side of 288th St east of canal	30	LF	-	1,66
			Install 6' sidewalk on south side of 288th St between 169th Ave				
			and 172nd Ave	1314	LF	91	70 30
299th St			Install 6' sidewalk on south side of 298th St between 162nd Ave and 163rd Ave	1250	LF		66 86
	THE REST		Install painted crosswalks at intersection of 200th St and 162nd Ave - all sides	160	LF		50
			Install painted crosswalks at intersection of 288th St and 183rd Ave - all sides	160	LF		50
	304th St	Canal	Install 6' sidewalk on 172nd Ave, between 285th St and 288th St - west side Install painted crosswalks at 288th St intersection - north and	961	LF		51.40
72nd Ave			west sides	80	LF		25
.,			Install 6' sidewalk between 284th St and Canal - west side	645 2600	LF LF		34,50 139.05
			Install 6' sidewalk between 288th St and 296th St - west side Install 6' sidewalk between 296th St and 304th St - east side and	2600		_	139,00
			west side	5040	LF		269.55
	172nd Ave	173rd Ave	Install 6' side valk on north side of 284th St	395	LF		21 15
84th St to			Install painted cross valk at 172nd Ave intersection - west side	40	LF		15
1,00	Old Dixie Hwy	Krome Ave	Install 6' sidewalk between 172nd Ave and Krome Ave - north	2670	LF		142.80
			aide Install painted crosswalks at 167th Ave - north side and south side	122	LF		40
0001			Install 6' sidewalk between 187th Ave and 188th Ave - south side	580	LF		31.05
296th St			Install 6' sidewalk between 168th Ave and 169th Ave - south side	626	LF		33 50
			Install painted crosswalk at 167th Ave - all sides	384	LF		1,15
			Install painted crosswalk at 168th Ave - south side	134	LF		40
			Install painted crosswalk at 168th Court - south side	86	LF		-30
			Install painted crosswalk at 189th Court - south side	100	LF		30
liminary Cos							1,408,15
ntingency (1)	oinearing Decise	(1594)				S	211.22
	gineering Design gineering Inspecti					S	211.22
bilization (10						S	140,81
intenance of						S	140,815
	I Costs					S	2,323,44

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



#### 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.

		Avaca	do Elem	entary							
Case Number Pedestrian Date of Birth	Road Name	Segment		2001 Juveniles		2003 Juveniles		Total		TOTAL	
	Date of Birth	10000 00000	From	To	Fatalities	Injuries	Fatalities	-	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	1



#### **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 167<sup>th</sup> 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 296<sup>th</sup> 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 312<sup>th</sup> 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		
Roau	From	То	racinty Type	Speed Limit	AADI	Crashes**		
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		

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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

## CAMPBELL DRIVE ELEMENTARY SCHOOL 15790 SW 307<sup>TH</sup> STREET HOMESTEAD, FL 33033



SAFE ROUTES TO SCHOOL - 2008

### CAMPBELL DRIVE ELEMENTARY SCHOOL SAFE ROUTES REPORT

### **Table of Contents**

- 1.0 INTRODUCTION
- 2.0 DEVELOPMENT of SAFE ROUTES
- 3.0 SCHOOL DATA
- 4.0 AGENCY COORDINATION
  - 2.1 Technical Review
  - 2.2 Distribution Mailing List
- 5.0 CRASH HISTORY
- 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW
  - 6.1 Survey
  - 6.2 School Zone Boundary
  - 6.3 Land Use
  - 6.4 Roadway Characteristics
  - 6.5 Site Assessment and Inventory of Existing Facilities
    - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices
- 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS
- 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 307<sup>th</sup> 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 294<sup>th</sup> 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

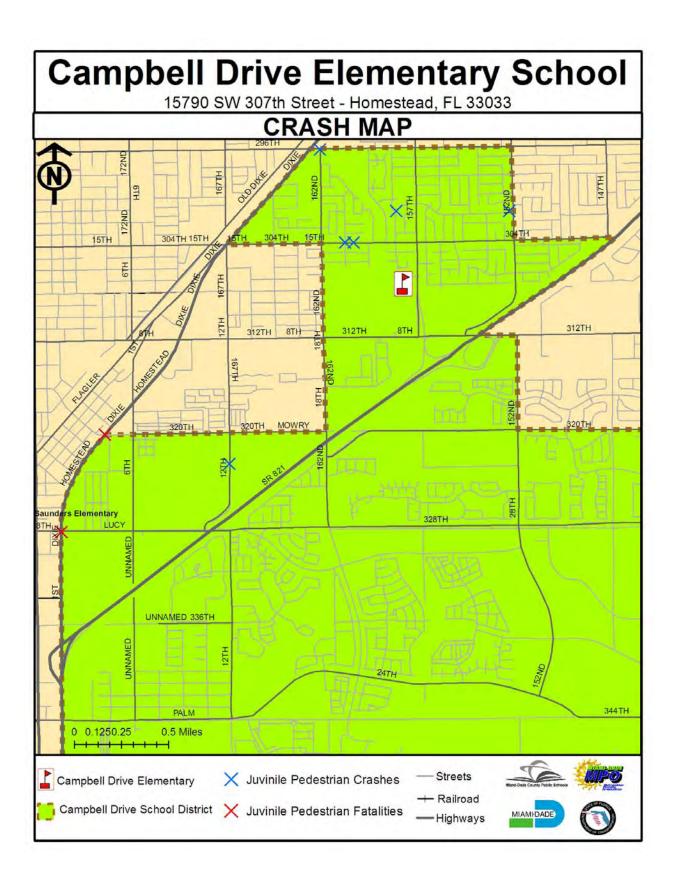
Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis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

	. Pedestrian		Seament		2000		2001		2002		2003		2004		Total	
Case Number	Date of Birth	Road Name	Segi	Segment		niles	Juven	iles	Juven	iles	Juver	niles	Juver	iles		
	Date of Billi		From	To	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 302rd 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	



### 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.

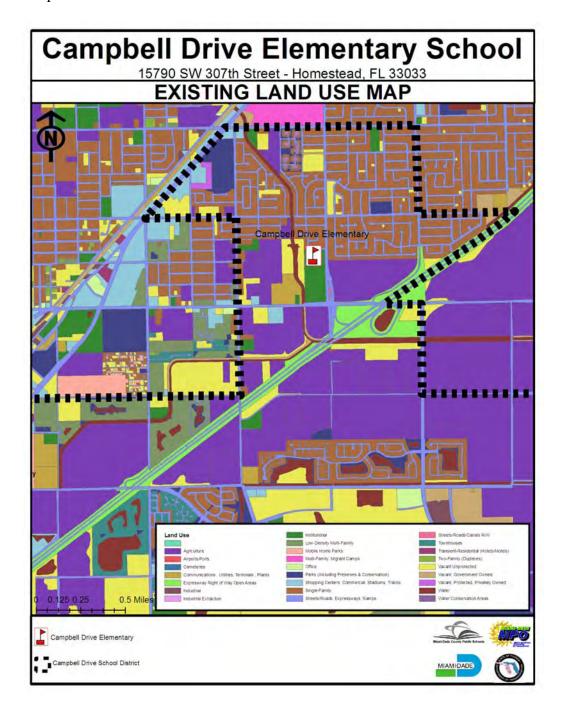
### **6.2 School Zone Boundary**

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 296<sup>th</sup> Street, on the west by US-1 and 18<sup>th</sup> Ave. In the schools urbanize portion it is bounded to the south by Palm Drive and to the east by 137<sup>th</sup> Avenue / 320<sup>th</sup> Street / 152<sup>nd</sup> 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	Seg	ment	Facility Type	Speed Limit	AADT*	Bike and Ped	
Noau	From	То	racinty Type	Speed Lillin	AADI	Crashes**	
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 PI	Local	30	Low	No	
152nd Place	308 St	307St	Local	30	Low	No	
307th Street	152 PI	School Entrance	Local	30	Low	No	

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

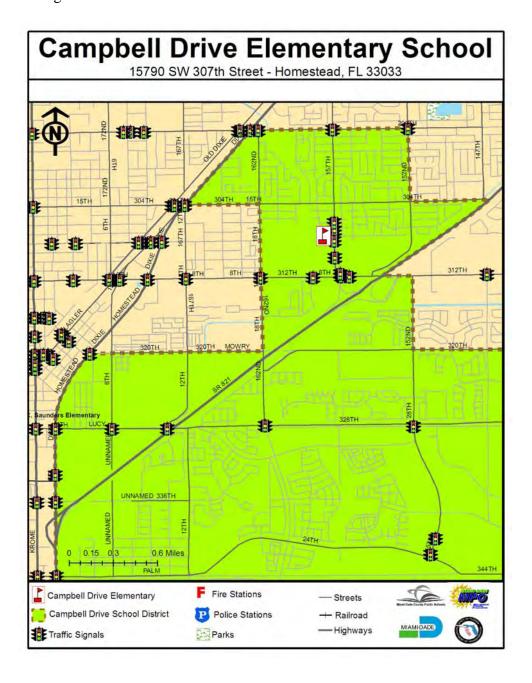
### **6.5** Site Assessment and Inventory of Existing Facilities

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.

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

### 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 157<sup>th</sup> Avenue. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312<sup>th</sup> 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

	Sec	gment .	Opinion of Probable Costs			
Road	From	То	Recommended Improvement	Qty	Unit	Cost
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	1		-
304th Street	296 St	159 St	No Improvements Necessary	1		1
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 PI	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 PI (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 PI / 307 Av intersection (North Side - 84', South side - 70, East side - 76', West side - 76")	306	LF	950.00
			Install Sidewalk Extensions @ 152 PI / 307 Av (NE - 8', SE - 10', SW - 10')	28	LF	2,250.00
307th Street	152 PI	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', SEt - 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 -	344	LF	1,050.00
			86', West side - 90')			
			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 LF	1,550.00
			Install Painted Crosswalk across the 307 St / 150 Av (South Side -72')	72		250.00
			Install Sidewalk Extensions @ 307 St / 149 PI (SE - 10', SW - 9')	19	LF	1,550.00
			Install Painted Crosswalk across the 307 St / 149 PI (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 LF	150.00
			Install Sidewalk Extensions @ 307 St / 148 PI (SE - 14', SW - 11')	25		2,000.00
			Install Painted Crosswalk across the 307 St / 148 PI (South Side -76')	76	LF	250.00
Dralimina - C			Install Painted Crosswalk across the 307 Rd (148 Ct) / 305 Ter (South Side -80")	80	LF	250.00
Preliminary Costs Contingency (20						50,350.00 10,070.00
Mobilization (10%						5,035.00
						5,035.00
Maintenance of Traffic (10%)  Opinion of Total Costs						70,490.00

Note:

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

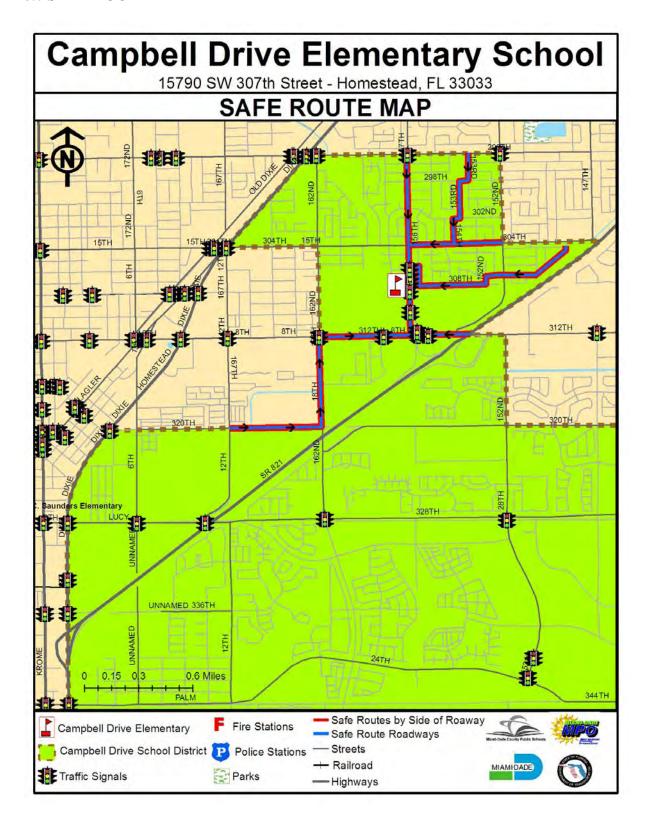
2. Abbreviations:

Qty = Quantity

AS = Assembly

LF = Linear Feet

15





### 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 111<sup>th</sup> 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. Torrens

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

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 307<sup>TH</sup> 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, Ap	plicant & Mai	ntaining	Agency Inform	nation
Name of school: Campbell Driv	e Elementary Sch	County: M	iami-Dade	
The Applicant must be one of t	he agencies or org	janizations li	isted below:	
School Board	Private School	Com	munity Traffic Safety	Team
Agency/Organization Name: Mia	mi Dade County Pւ			
Contact Person: Jiame Torrens		Title: Chief	Facilities Officer	
Daytime Phone: 305-995-7287	Fax: 305-995-4660	0	E-mail: Jtorre	ens@dadeschool
Mailing Address: 111 NW 1 <sup>st</sup> Stre				
City: Miami	State: Florida	Zip: <b>-33128</b>		
Signature:	Typed name: J			Date: 4/29/08
Signature of School Board or s		ve required	when different from	applicant:
Signature:	Typed name:		Date:	
The Maintaining Agency must t		cies listed be	elow:	
City	County		orida Department of	Transportation
Agency/Organization Name: Miar		ublic Works		
Contact Person: Jeffrey L. Cohe		Title: Assist	ant Chief	
Daytime Phone: 305 375-2030	Fax: 305-372-6064	4	E-mail: jcpe@miar	midade.gov
Mailing Address: 111 NW First S				
City: Miami	State: Florida	Zip: 33128-	1970	
Your signature indicates your age complete the project if selected for	ency's willingness to or funding.	enter into a f	ormal agreement with	h FDOT to
Signature:	Typed name: J	effrey L. Col	nen, P. E.	Date: 4
MPO Support: If the city or count sign this application to indicate su	upport for the propos	sed project.		MPO must also
Agency/Organization Name: Miar				
Contact Person: David Henderso	·		/Pedestrian Speciali	
,	Fax: 3-5-375-4950		E-mail: davidh@	miamidade.gov
Mailing Address: 111 NW 1 <sup>st</sup> Stre				
City: Miami	State: Florida	Zip: 33128		
Signature: Jan Cluberso	Typed name: D	avid Hender	rson	Date: 4/29/0
Designated Contact: Check belo	ow the primary conta	act (the one th	ne District should coo	ordinate with):
Applicant	Maintaining Agenc	y	☐ 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	t consideration.				
Does the project have public support?	✓ Yes				
If yes, attach up to 10 letters of support (on official letterhead) from organizations Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycl Advisory Councils. The letters should indicate why and how they can support the	e/Pedestrian				
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 FE	OOT (explain below): OOT (explain below):				
	OOT (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?					
If yes, describe its width and condition: Greater that 50' in width, well paved, in 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 the project is built, using the student travel and parent survey forms developed by Center for Safe Routes to School ( <a href="http://www.saferoutesinfo.org/resources/index.tofollowing">http://www.saferoutesinfo.org/resources/index.tofollowing</a> the schedule provided by the District?	the National   National				

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )
⊠ 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.

planned in the future. Each box must be filled in.	
<u>Past</u>	<u>Future</u>
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 (FTBSEP) or similar program, please provide details FTBSEP, see <a href="http://www.dcp.ufl.edu/centers/trafficS">http://www.dcp.ufl.edu/centers/trafficS</a>	in the Past Education box. For more information on
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 or 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. When 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 childeren. Nearly 3% of all housholds have childeren 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 Co	nditions	, i			
			LOCAT	TION		
#1 Street Name	e: 307 <sup>th</sup> Street		From:	157Ave	To: 156Ave	
Maintaining Ag		County	Sta		10. 100/100	
#2 Street Name	e: 157 Ave		From	: 307 St	To: 306 St	
Maintaining Ag		County	Sta			
Project begins how far from the school? (attach a map illustrating the area)  0 to ½ mile						
or playgrounds	, libraries, or othe	r pedestrian d	lestination	o other facilities (o ons) which might a	ther schools or co Iso benefit from th	lleges, parks e project.
Immediately su the south is qu	irrounding the s ickly developing	chool are larg, creating a	ge track clash be	single family resi s of Agricultural etween rural, and	and Vacant land suburban uses.	. The area to The
				the south of the		
				uture that crashe: ike as the develor		
				area that may ber		. There are
The other bone				ACTERISTICS	The state of the state of	I AT THE PROPERTY.
Roadway Type	: Urban (curb			ıral (check shoulde	er type): Pave	d 🖂 Grass
Shoulder Type:				ved	Curb	
Shoulder Grade				eep-Up	Steep-Down	
Drainage:	⊠ Swale	3		ncrete Ditch	Curb/Gutter	
Status of walking surface: No walking surface, paved or unpaved Unpaved surface				ace		
Clarac or Walkin		aved surface				aved sidewalks
Write below yo	ur comments on s				*	
	surfaces are ge					
	ur comments on c ed crosswalks, bil			(bike lanes, multi-	use paths, school	zone signs &
Roads in the ar	ea are mainly loc	al streets sep	erated b	y a grid system of	collectors. The a	rea has multiple
sidewalks but fe	w ADA accessab	ile sidewalk e	extension	s or painted cross	walks No bike la	nes exist nor
				ADA accessable si		s are also rare.
Signage around	I the school is add	quate, and the	ere are b	ike racks that exist	t at the school.	
		TRA	FFIC CO	NTROLS		
Mark all that apply in regard to traffic control devices:  ☐ We need pedestrian features ☐ We need traffic signs ☐ We need traffic signs ☐ 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						eed: 30
		Crash Histor	y in Stu	dy Area (all ages)	)	
	ch crash data hist gency should be a			FDOT District Saf	ety Engineer and	or local law
Year	2002	2003		2004	2005	2006
Ped injuries	1	1		1	na	na
,		1				

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

Section 6 – Specific Infrastruct	tur	e imp	provement(s)	Requested	
Request #1 Street Name: Please see att	ach	ed spre	ad sheet for Route	information	
From: -			To: -		
Number of K to 8 <sup>th</sup> grade children using route	Current: The principal estimates that no more than 10% of the childeren walk thgourh the near by neigbhoroods	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 witin that boundary on the north side of the turnpike will have the infrastrucuter 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 <sup>th</sup> grade children using route	or fa	acility:	Current:	Potential*: -	
*Potential applies only to those along or within ¼ m	ile c	of propos	sed route		
Sidewalk, Bike Lane, Paved Shoul	de	r, or S	Shared Use Pa	th	
Continuation of Existing Sidewalk	X	New S	idewalk		
Continuation of Existing Bike Lane	L			re-striping or reconstruction)	
Continuation of Paved Shoulder			aved Shoulder		
Continuation of Shared Use Path			hared Use Path		
Comments: describe below your requests in d					
The main type of project suggested is the a gaps exist. Additionally the construction o sidewalk and the crosswalk are suggested on the specific routes, segments, suggested.	f Al	DA acc ease s	essible sidewalk e ee the attached sp	extensions between the pread sheet for the details	
Traffic Control (signs, signals, crosswalk	<b>S, S</b>	chool z	one signs, roadway	markings, etc.)	
Within school zone or school area			Outside of scho	ol zone or school area	
Is your Traffic Control request based on a Traf	ffic o	or Engir	neering Study?	Yes No	
Comments: describe below your requested tra crosswalks, school zones, etc.)	ıffic	control	changes (signs, sig	gnals, roadway markings,	
The main type of project suggested here is the	e ad	dition o	f pedestrian crossv	valks 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,	trafi	fic calm	ing, or other improv	rements not listed above)	
Describe below the location and project characteristics					
include the current and potential numbers of K requested, describe the posted speed, operati your efforts to work with law enforcement and	8 s ng s	students speed, v	who could use the whether a speed st	e facilities. If traffic calming is udy has been done, and	

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 sare 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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 figuerd by The Corradino Group, a professional engineeing 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.

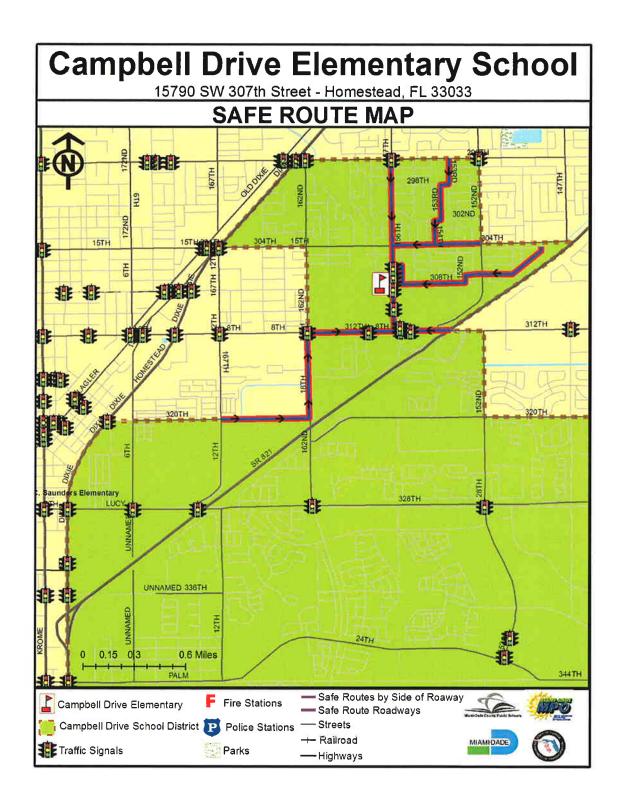
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Florida's Application for SRTS Infrastructure Projects

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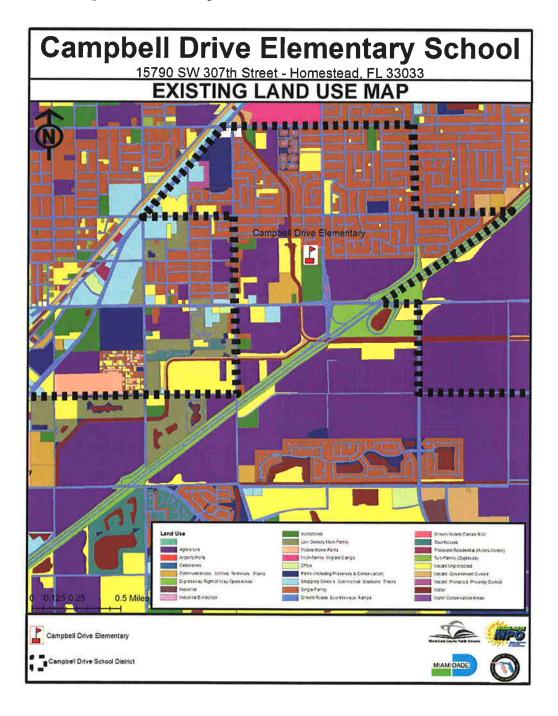
Table 7: Campbell Drive Elementary School Opinion of Probable Costs

Opinion of Probable Costs							
Road	From	To	Recommended Improvement	Qty	Unit	Cost	
157th Avenue	312 St	296 St	install Painted Crosswalk across the 157 Ave / 306 St intersection	86	LF	300.0	
			(East_side-86') Install Painted Crosswalk across the 157 Ave / 304 Ter Intersection	80	LF	250.0	
		100	(West side-80') Install Painted Crosswalk across the 157 Ave / 304 St intersection	156	LF	500.0	
			(East Side - 80', West side-76') Install Painted Crosswalk across the 157 Ave / 303 Ter Intersection				
			(West Side 40') Install Painted Crosswalk across the 157 Ave / 302 Ter intersection	40	LF	150.0	
			( West side-44")	44	LF	150.0	
	I UNDER		Install Painted Crosswalk across the 157 Ave / 302 St intersection (East Side - 68', West side-46')	112	LF	350.0	
			Install Painted Crosswalk across the 157 Ave / 300 St intersection (East: side-58')	58	LF	200.0	
	9-		Install Painted Crosswalk across the 157 Ave / 299 St intersection (East side-90')	80	LF	250.0	
			Install Painted Crosswalk across the 157 Ave / 297 Ter intersection (East Side - 68', West side-68')	136	LF	450.0	
- 1 m	3 1 3	70 10	install Painted Crosswalk across the 157 Ave / 297 St intersection (East Side - 60', West side-66')	126	LF	400.0	
	10 11 6		Install Painted Crosswalk across the 157 Ave / 298 St intersection	172	LF	550.0	
		100	(East Side - 80', West side-92') Install Pedestrian Crossing Sign at intersection of 299 Street and	2	AS	850.0	
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',) Install Painted Crosswalk across the 159 Ave / 297 St intersection	42	LF	2,250,0	
100			(East Side - 80')	80	LF	250.0	
			Install Painted Crosswalk across the 159 Ave / 299 Ter intersection (East Side - 44')	44	LF	150.0	
			Install Painted Crosswalk across the 159 Ave / 300 Ter intersection (East Side - 70')	70	LF	250.0	
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	
· V · · · ·			install Sidewalk Extensions @ 158 Ave / 305 Ter (NW - 10', SW = 8',)	18	LF	1,000.0	
			Install Sidewalk Extensions @ 158 Ave / 306 Ter (NE - 10', SE	20	LF	1,100.00	
			10'.) Install Painted Crosswalk across the 159 Ave / 304 Ter Intersection	132	LE	400.0	
	S		(East Side - 70', West side - 62') Install Painted Crosswalk across the 159 Ave / 305 Ter intersection				
		1.5	(West side - 82') Install Painted Crosswalk across the 159 Ave / 306 Ter intersection	82	LF	250.00	
			(East side - 80") Install Sidewalk Extensions @ 156 Ave / 306 St (NE - 10', NW - 9',	80	LF	250.00	
306th Street	157 Ave	156 Ave	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 PI	Install Painted Crosswalk across the 308 St / 155 Ct intersection (North side-92)	92	LF	300.00	
100			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 PI (NE - 9', NW - 6')	15	LF	850.00	
	T		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 PI intersection (North side-96')	88	LF	300.00	
150 101	000 01	00701	Install Painted Crosswalk across the 152 PI / 307 Av intersection	200		252.0	
152nd Place	308 SI	307St	(North Side - 84', South side - 70, East side - 76', West side - 76')	306	LF	950.00	
			Install Sidewalk Extensions @ 152 PI / 307 Av (NE - 8°, SE - 10°, SW - 10°)	28	LF	1,500.00	
307th Street	152 PI	School Ent	Install Sidewalk Extensions @ 307 St / 152 Ct (NE - 7',NW - 9) Install Painted Crosswalk across the 307 St / 152 Ct (North Side -	16	LF	900.00	
200		11411	84') Install Sidewalk Extensions @ 307 St / 152 Av (NE - 16 ',NW - 7',	84	LF	250.00	
1			SEI - 12', SW - 33')	69	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	
	- 11 =		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	LF	250.00	
			Install Sidewalk Extensions @ 307 St / 149 PI (SE - 10', SW - 9')	19	LF	1,050,00	
1 31			Install Painted Crosswalk across the 307 St / 149 Pt (South Side -	50	LF	150.00	
			50'):				
			Install Sidewalk Extensions @ 307 St / 149 Av (NE - 15', NW - 9')	24	LF	1,300,00	
71 L N -		1. In the second	Install Sidewalk Extensions @ 307 St / 149 Ct (SE - 15', SW - 9') Install Painted Crosswalk across the 307 St / 149 Ct (South Side -	24	LF	1,300,0	
	V	11,000	44')	44	LF	150.00	
			Install Sidewalk Extensions @ 307 St / 148 PI (SE - 14', SW - 11')	25	LF	1,350.0	
Territoria			Install Painted Crosswalk across the 307 St / 148 PI (South Side - 76')	76	LF	250.0	
			Install Painted Crosswalk across the 307 Rd (148 Ct) / 305 Ter (South Side -80")	80	LF	250.0	
Preliminary Costs Contingency (15			A CONTRACT MARKET			37,600.00 \$ 5,640.0	
Professional Engi	ineering Design (1	15%)				\$ 5,640.00	
Mobilization (10%		n (15%)				\$ 5,640.00 \$ 3,760.00	
Maintenance of T Opinion of Total	raffic (10%)					\$ 3,760.00 \$ 62,040.00	
- prinon of rotal						92,040.0	



### **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 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 Date of Birth	Dadastoan		Segment		2000 Juveniles		2001 Juveniles		2002 Juveniles		Juveniles		2004 Juveniles		Total	
		Road Name														
	Date of Diffi		From	To	Fatalities	Injunes	Falalities	Injuries	Fatalities	Injunes	Fatalities	Injunes	Fatalities	Injuries	Fatalities In	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	Δ.	0	.0	0	0	0	Ō
581422800	1271998	15261 SW 302rd ST			Ū	1	Ū	Ū	Ō	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 157<sup>th</sup> Avenue. Most other signals are on the section-line and half-section line roads particularly along US-1 and 312<sup>th</sup> 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	Seg	ment	Facility Type	enged Limit	AADT*	Bike and Ped
Koau	From	То	racility Type	Speed Lillit	AADI	Crashes**
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 PI	Local	30	Low	No
152nd Place	308 St	307St	Local	30	Low	No
307th Street	152 PI	School Entrance	Local	30	Low	No

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

<sup>\*\*</sup> 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 111<sup>th</sup> 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. Torrens Ms. Ana Rijo-Conde, AICP Mr. Fernando Albuerne

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 Elemen	tary School	County: Miami-D	ade						
The Applicant must be one of the agencies or organizations listed below:									
School Board	Private School	Community	/ Traffic Safety Team						
Agency/Organization Name: Miami Dade County Public Schools									
Contact Person: Jiame Torrens		Title: Chief Facili	ties Officer						
Daytime Phone: 305-995-7287	Fax: 305-995-466	0	E-mail: jtorrens@dadeschools						
Mailing Address: 111 NW 1 <sup>st</sup> Street Suite 1510									
City: Miami	State: Florida	Zip: -331281970							
Signature:	Typed name: J		Date: 4/29/08						
Signature of School Board or school representative required when different from applicant:									
Signatur <del>e.</del>	Typed name:		Date:						
The Maintaining Agency must be one of the agencies listed below:									
City	County		Department of Transportation						
Agency/Organization Name: Mia	Agency/Organization Name: Miami Dade County, Public Works								
Contact Person: Jeffery L. Cohe	n, P.E.	Title: Assistant C	hief						
Daytime Phone: 305 375-2030 Fax: 305-372-6064 E-mail: jcpe@miamidade.gov									
Mailing Address: 111 NW First S	treet								
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: J	leffrey 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: Mia									
Contact Person: David Henders		Title: Bicycle/Pede:							
Daytime Phone: 305-375-1647		) E	-mail: davidh@miamidade.gov						
Mailing Address: 111 NW 1 <sup>st</sup> Stre									
City: Miami	State: Florida	Zip: 33128							
Signaturé: Jam Riders	Typed name:	David Henderson	Date: 4/29/0						
Designated Contact: Check below the primary contact (the one the District should coordinate with):									
Applicant	Maintaining Agend	CV	MPO						

Section 2 – El	igibility Criteri	a							
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)									
If no, are they willing	g to become LAP Cert	rified?		Yes	No				
3. Who do you prop	ose to be responsible	for each phase of	of the project?						
Design:	City	County	Other, including FI	OOT (expla	in below):				
Construction:	City		Other, including FI	OOT (expla	in below):				
Maintenance:	City		Other, including FI	OOT (expla	in below):				
Explanation of Othe	r responsible party, in	cluding who you	have been talking to ab	oout this:					
4 Is the County/City	/MPO willing to enter	into an agreeme	nt with FDOT to do the	following.					
	s this is the best way t			, o., o., ., ., ., ., ., ., ., ., ., ., ., ., .					
Install and/or maint	ain any traffic enginee	ring equipment i	ncluded in this project?	Yes	☐ No				
Construct and maint	tain the project on a st	ate road?			☐ No				
5. Is sufficient existing	ng public right of way	available to supp	port this project?	Yes	No				
northern side of th driving surface, an surfaces in the nev	e atendance bounda d as such few additi ver neighborhoods a	ry. These unpa onal sidewalks are in excellent	width. Walking surfactived walking areas are are suggested at this contidion with few ga	e level and time. The ps.	set back fro paved walki				
	or dedication of a pern	nanent public acc	cess planned?	Yes	☐ No				
If applicable, please	explain these plans:								
the project is built, u Center for Safe Rou	sing the student trave	l and parent surv ww.saferoutesin	ride required data befor vey forms developed by fo.org/resources/index.	the Nation	I IXI YAC				

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html</a> safe-ways.html)
If yes, explain below the planning process and who participated in it.
Miami-Dade MPO Safe Routes to School Manual
Market Control of the
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.

planned in the future. Each box must be filled in.	
Past	Future COTTO
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 (FTBSEP) or similar program, please provide details FTBSEP, see <a href="http://www.dcp.ufl.edu/centers/trafficS">http://www.dcp.ufl.edu/centers/trafficS</a>	in the Past Education box. For more information on
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 childeren to walk or bike safely to school. The main issues included missing cross walks, missing ADA accessable sidewalk extensions from the sidewalk to the crosswalk, completely missing sidewalks or and missing gaps in existing sidewalks, or missing sidewalk segments. The area missing sidewalks completely, are generally level and seperated from the driving surface Bexause of this and the anticipated development of the area, few additional sidewalks are being recommended, as they will be implemented as development occures. 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 childeren 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 propose 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, vehicula 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 housholds 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 for 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 roadsThe 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 interupted by canals or farm fields.

Section 5 -	- Current Co	nditions	اسطعاوات			
		LOCAT	ION			
#1 Street Name	e: 124 Ave	From:	244 St	To: 248 Ave		
Maintaining Age	ency: 🔲 City	County Sta				
#2 Street Name	e:	From:	To:			
Maintaining Agency: City County State						
0 to ½ mile	e <u> </u>	school? (attach a mar to 1 mile	1 to 1 ½ miles	🔼 1 ½ to 2 r		
		mity (within 2 miles) t r pedestrian destinatio				
Land use in the	study area is prin	narily agricultural or lo	w density Single F	amily Residential	Some of this	
land is currently	being developed	into single family hon	nes. It is the conve	ersion of land from	agriculture to	
residential which	h will be creating	more pedestrian, vehi	cular conflicts. Cra	ashes can be exp	ected to	
increase due to	the lack of adequ	ate pedestrian facilitie	es in the area. Res	sidential areas sur	rounding the	
school will be th	e primary benefic	iaries to this program	s.			
		ROADWAY CHAR	RACTERISTICS			
Roadway Type:	: Urban (curb	& gutter)	ıral (check shoulde	er type): 🔲 Pave	d 🛛 Grass	
Shoulder Type:	Grass	s 🔲 Pa	ved	Curb		
Shoulder Grade	e: 🔀 Flat	Ste	eep-Up	Steep-Down		
Drainage:	⊠ Swale	e Co	ncrete Ditch	Curb/Gutter		
Status of walking	ng surface: 🔲 No	walking surface, pav	ed or unpaved	Unpaved surfa	ice	
		aved surface with gap		Continuous pa	aved sidewalks	
Write below you	ur comments on s	tatus of the current w	alking surface:			
There are few p	aved walking surf	aces in the area. The	e more recently dev	veloped areas are	e the primary	
location of these	e. The more rural	or agricultural section	ns of the area are r	naked by unpave	d surfaces.	
Write below you	ur comments on o	ther existing facilities	(bike lanes, multi-	use paths, school	zone signs &	
	ed crosswalks, bik				9	
Roads in the ar	ea are predomina	antly local streets, with	n low speed limits a	and few pedestria	n facilties.	
They are genera	ally rural in nature	. Where the rural cha	racter of the road,	meets the more u	ırban or	
suburban chara	cter of the coming	development, conflic	ts occur. No bike	lanes exist, nor de	o multuse	
paths. Few mar	ked crosswalks e	xist, and ADA access	able sidewalk exte	ensions are also ra	аге.	
		,				
		TRAFFIC CO	ONTROLS			
		affic control devices:				
<ul><li>We need traffic signs</li><li>✓ We need marked crosswalks</li><li>✓ We have what we need</li></ul>						
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 a	gency should be a	able to help you get th	is 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	Intrastructi	ure im	provement(s)	Kequested
Request #1 Street Name:	Please see atta	ched spr	ead sheet for Route	information
From: -			To: -	
Number of K to 8 <sup>th</sup> grade childi	ren using route o	or facility:	Current: the school has not opend 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 witin that boundary will have the infrastrucuter 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 <sup>th</sup> grade child	en using route o	r facility:	Current:	Potential*: -
*Potential applies only to those al	ong or within ¼ mi	le of propo	sed route	
Sidewalk, Bike Lane, F	Paved Should	der, or	Shared Use Pa	th
Continuation of Existing Signature		Name of Street	Sidewalk	
Continuation of Existing Bik				re-striping or reconstruction)
Continuation of Paved Short			Paved Shoulder	
Continuation of Shared Use			Shared Use Path	a side of yeard sta
Comments: describe below yo				
The main type of project suggaps exist. Additionally the sidewalk and the crosswalk on the specific routes, segm	construction of are suggested.	f ADA ac Please s	cessible sidewalk see the attached sp	extensions between the pread sheet for the details
Traffic Control (signs, sig	gnals, crosswalks	s, school z	zone signs, roadway	markings, etc.)
Within school zone or sch				ool zone or school area
Is your Traffic Control request				
Comments: describe below yo crosswalks, school zones, etc.		ffic contro	l changes (signs, si	gnals, roadway markings,
The main type of project sugge	ested here is the	addition	of pedestrian crossy	walks and some additional
signage. Please see the attac	ched spread she	et for the	details on the speci	fic routes, segments,
suggested projects, location, le	ength and cost.			
Other Requests (include	es hike perking t	reffic cele	ning or other improv	vements not listed above)
Describe below the location ar				
include the current and potenti requested, describe the posted your efforts to work with law er	al numbers of Karlon of Ka	-8 student ng speed,	ts who could use the whether a speed st	e facilities. If traffic calming is tudy has been done, and

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 methodlology. 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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.

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

#### **Section 7 B- Cost Estimate Narrative**

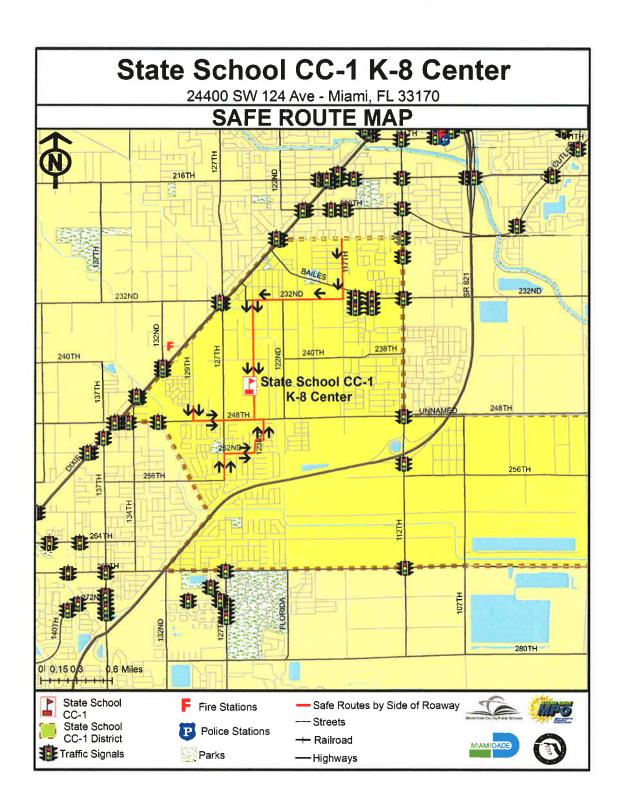
#### Explain below:

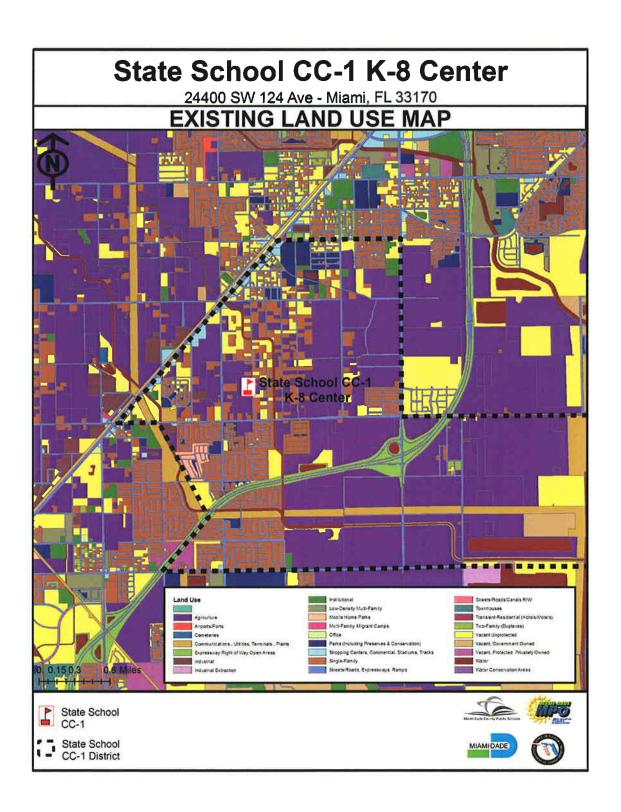
- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.
- 1) These cost estimates were figuerd by The Corradino Group, a professional engineeing firm who specializes in roadway planning, design and construction.
- 2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

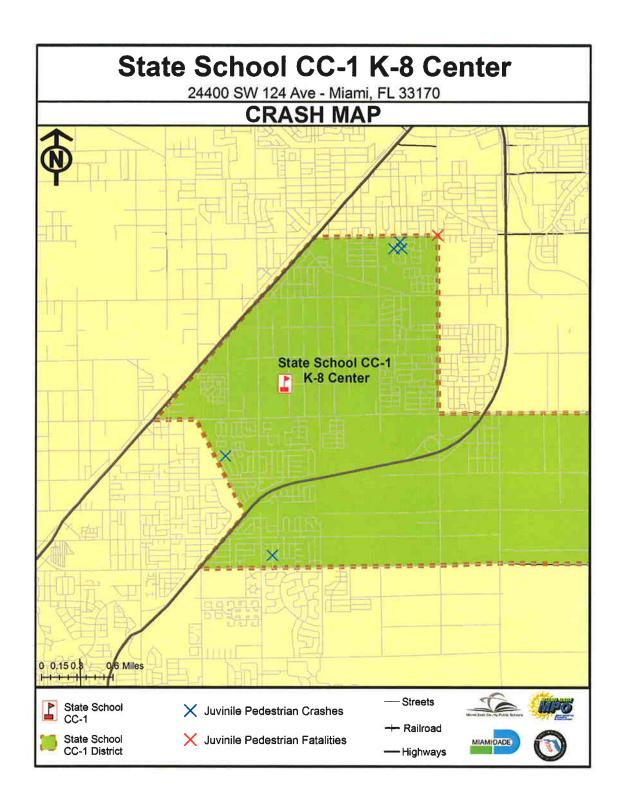
This Safe Routes project focused on developing continuous safe routes, including sidewalks and sidewalk extensions, which were placed at all practical places. Because of potentially limited funds, county officials, may determine that currently unpaved walking surfaces are adequate, particularly if they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

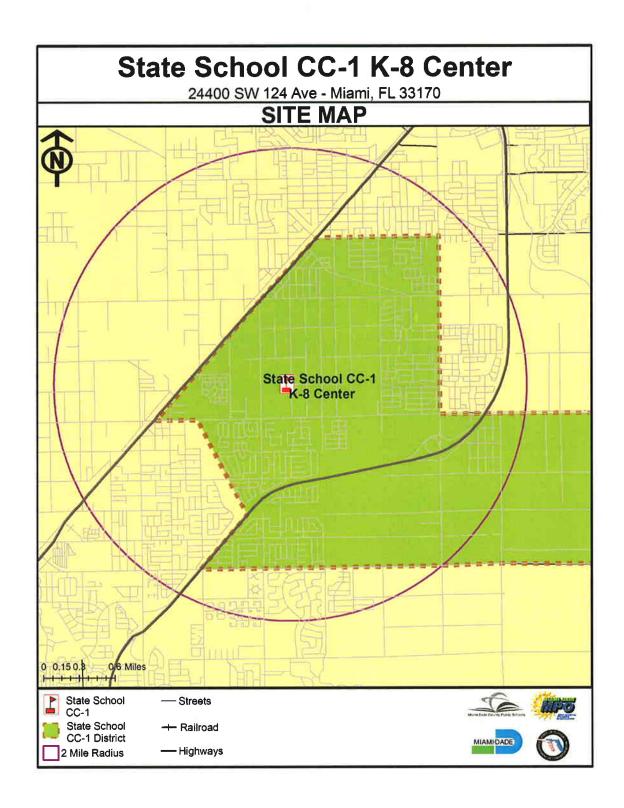
Table 7: CC-1 Elementary School Opinion of Probable Costs

Segment Segment		gment	Opinion of Probable Costs			0
Road	From	То	Recommended Improvement	Qty	Unit	Cost
124th Avenue	248 St	School Entrance				
248th Street	123 PI	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 PI (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 Ter (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
		BLOW	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		School Entrance		78		
129th Avenue	1207503000	248 St	Install Painted Crosswalks across 248 St / 129 Ave intersection (North side - 82)	82	LF	250.00
248th Street		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			TAME SERVICES		FIG. 1	322,400.00
Contingency (15						\$ 48,360.00
Professional Eng Construction Eng						\$ 48,360.00 \$ 48,360.00
Mobilization (109		WI (13%)				\$ 32,240.00
Maintenance of 1	raffic (10%)					\$ 32,240.00
Opinion of Tota	Costs					\$ 531,960.00

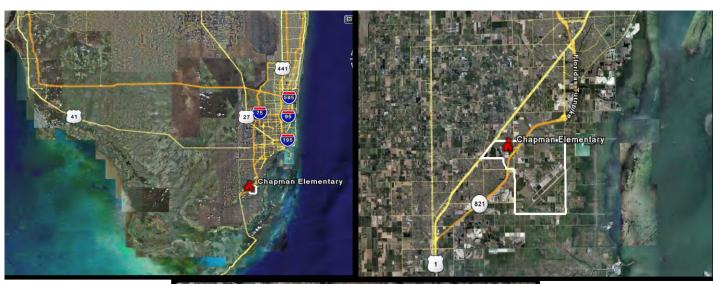








### WILLIAM A. CHAPMAN ELEMENTARY SCHOOL 27190 SW 140 AVENUE HOMESTEAD, FL 33032





### SAFE ROUTES TO SCHOOL - 2008

### CHAPMAN ELEMENTARY SCHOOL SAFE ROUTES REPORT

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#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

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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 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

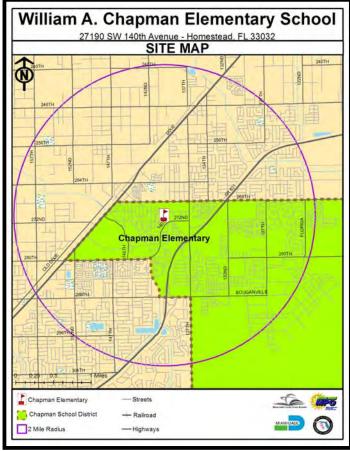
Name: Chapman Elementary School

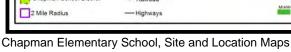
Address: 27190 SW 140 Avenue, Homestead, Florida 33032

**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 =







#### 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

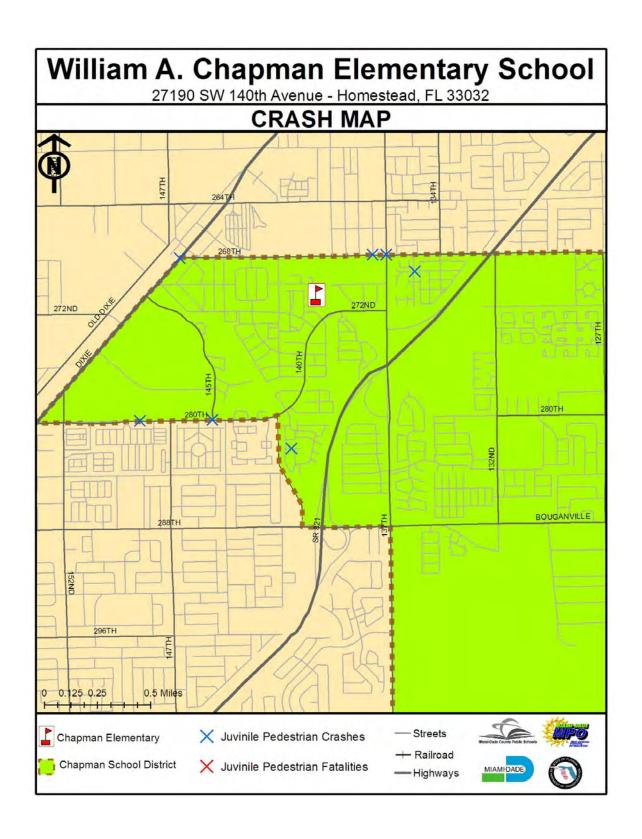
Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis 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, 280<sup>th</sup> Street and 268<sup>th</sup> 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				000	20	01	20	02	20	03	To	tal
		Road Name	Juve	Juveniles		Juveniles		Juveniles		Juveniles		
	Date of Birtin		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



#### 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 less½ 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.

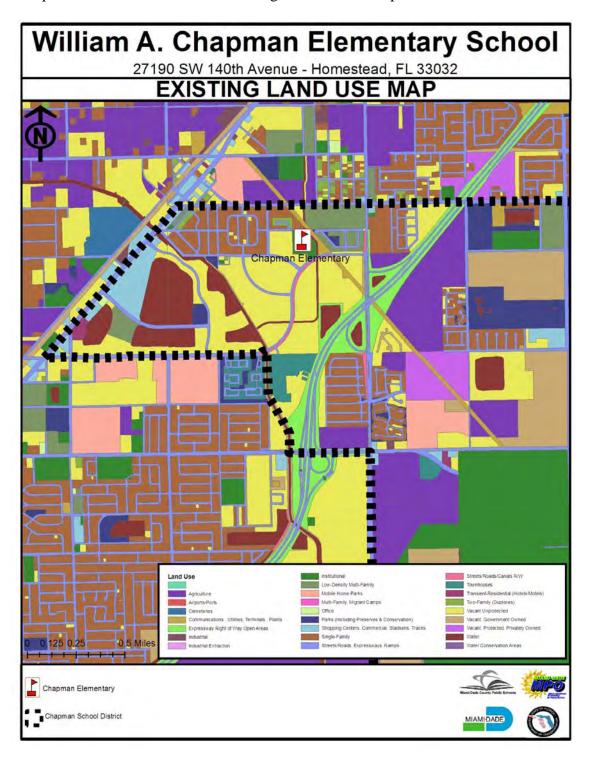
#### **6.2 School Zone Boundary**

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 268<sup>th</sup> Street. The western boundary jogs south from 268<sup>th</sup> Street south, along US-1, east along 280<sup>th</sup> Street and south again along the canal east of 142<sup>nd</sup> Avenue, east along 288<sup>th</sup> Street and south along 137<sup>th</sup> Avenue to 320<sup>th</sup> Street, where it continues west to Biscayne Bay. In the schools urbanized portion it is bounded generally by 268<sup>th</sup> Street, US-1, 280<sup>th</sup> 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 268<sup>th</sup> Street, 280<sup>th</sup> Street and 140<sup>th</sup> 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

rioudinay onuitae	1	ment				Bike and Ped
Road	Road From To		Facility Type	Speed Limit	AADT*	Crashes**
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 PI	138 PI	Local	30	Low	No
272nd Avenue	138 PI	School Entrance	Local	30	Low	No
270th Street	Empmore Dr	143 PI	Local	30	Low	No
143rd Place	270 St	271 St	Local	30	Low	No
271st Street	143 PI	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

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

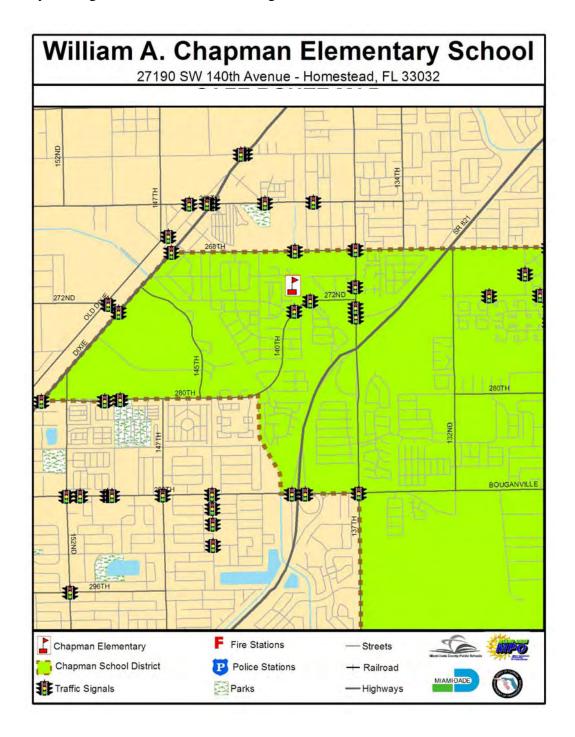
#### **6.5** Site Assessment and Inventory of Existing Facilities

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.

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

#### 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 272<sup>nd</sup> Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268<sup>th</sup> Street, 280<sup>th</sup> Street and 137<sup>th</sup> 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.

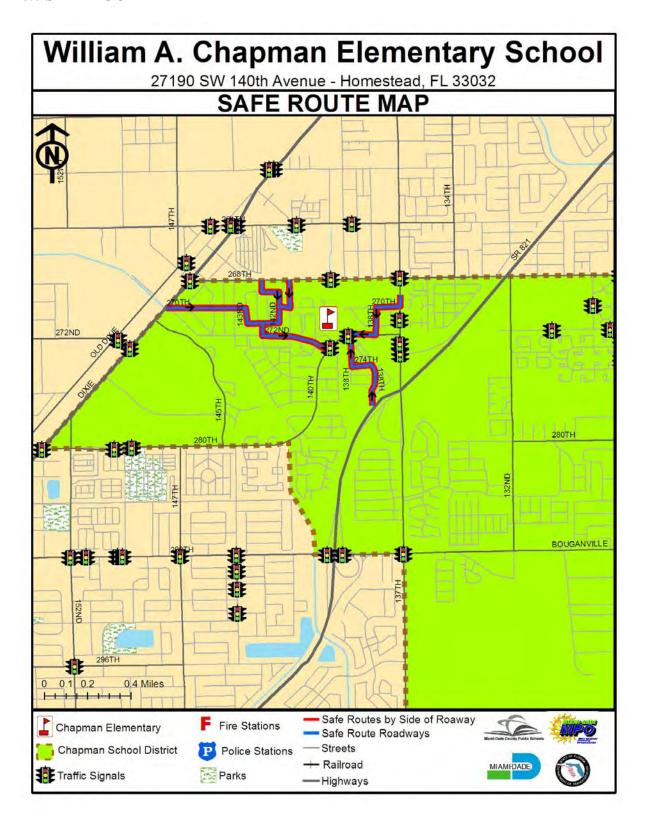


#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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	Segi	ment	Recommended Improvement	Qty	Unit	Cost
Road	From	To	Recommended improvement	Qty	Oiiit	COSE
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 PI	138 PI	No Improvements Necessary			
272nd Avenue	138 PI	School Ent	Install Painted High Visibility Crosswalk across the 140 Ave intersection (West side - 35')	35	LF	700.00
			Install Pedestrian Crossing Signs with Flashers	2	AS	850.00
270th Street	Empmore Dr	143 PI	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 1	143 PI	143 Ave	Install Painted Crosswalk across the 143 Ct intersection (North side - 67')	67	LF	200.00
			Install Sidewalk Extensions @ 144 PI 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 PI 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%)	100()					1,115.00
Maintenance of Traffic (1						1,115.00
Opinion of Total  Note:  1. All sidewalk widths ar  2. Abbreviations:     Qty = Quantity     AS = Assembly     LF = Linear Feet	e 6 feet wide unless state	d otherwise.				15,610.00

#### 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 111<sup>th</sup> 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. Torrens Mr. Fe

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

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 Eler	mentary School	County: Miami-Dade		
The Applicant must be one of the agencies or organizations listed below:				
School Board Private School 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	0	E-mail: jtorrens@dadeschools	
Mailing Address: 111 NW 1 <sup>st</sup> Stre	et Suite 1510			
City: Miami	State: Florida	Zip: -331281970		
Signature:	Typed name: J	aimeTorrens	Date: 4/29/08	
Signature of School Board or s	chool representati	ve required when	different from applicant:	
Signature:	Typed name:		Date:	
The Maintaining Agency must be	e one of the agen	cies listed below:		
City	County     ■     County     □     County     County     □     County     County     □     County     County     □     County     County     □     County     County     County     □     County     County     County     □     County     □     County     □     County     □     County     □     County	🔲 Florida	Department of Transportation	
Agency/Organization Name: Miar	ni Dade County, P	ublic Works		
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assistant C	hief	
Daytime Phone: 305-375-203-	Fax: 305-372-6064	4 E-ma	ail: jcpe@miamidade.gov	
Mailing Address: 111 NW First S	treet			
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 it 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/Pede		
Daytime Phone: 305-375-1647		E	-mail: davidh@miamidade.gov	
Mailing Address: 111 NW 1 <sup>st</sup> Street, Suite 910				
City: Miami	State: Florida	Zip: 33128		
Designated Contact: Check below the primary contact (the one the District should coordinate with):				
Applicant	Maintaining Agend	:V	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.					
Does the project		No			
Teacher Association	ns, Law Enforcement,	Citizen's Advisor	ead) from organizations ry Committees & Bicycl w they can support the	e/Pedestrian	
willing to enter into a and/or maintain the	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)				
If no, are they willing	g to become LAP Cert	tified?		Yes	No
3. Who do you prop	ose to be responsible	for each phase of	of the project?		
Design:	City		Other, including FD	OOT (explain b	pelow):
Construction:	City		Other, including FC	OOT (explain b	pelow):
Maintenance:	City		Other, including FD	OOT (explain b	pelow):
Explanation of Othe	r responsible party, in	cluding who you	have been talking to ab	oout 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?					No
5. Is sufficient existing	ng public right of way	available to supp	ort this project?	Yes	No
If yes, describe its w	vidth and condition: Ty	pically +50' wit	h sidewalks containin	g few gaps.	
If no, is acquisition or dedication of a permanent public access planned?					
If applicable, please	explain these plans:				
the project is built, u Center for Safe Rou	sing the student trave	I and parent surv ww.saferoutesin	ide required data before yey forms developed by fo.org/resources/index.o	the National	

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )				
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.

planned in the future. Each box must be filled in.				
<u>Past</u>	<u>Future</u>			
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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a>				
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 or 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 19 asian. Nearly 96% of the population is eligible for the Free Lunch Program. Generally in the areabout 63% of the households have childeren. The unemployment rate is about 7%. Nearly 33% of all housholds have childeren 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 Co	nditions		مراتا الروايين						
	A THE RESERVE		LOCAT	ION						
#1 Street Name	e: 271 <sup>st</sup> Street		From:	140 Ave	To: 141Ave					
Maintaining Ag		County	Sta		, , , , , , , , , , , , , , , , , , , ,					
#2 Street Name	e: 140 Ave		From	: 271 St	To: 272 St					
Maintaining Ag		County	Sta							
Project begins how far from the school? (attach a map illustrating the area)  0 to ½ mile  1 to 1 ½ miles  1 ½ to 2 miles										
or playgrounds	the project's proxi , libraries, or othe	r pedestrian d	estination	ons) which might	also benefit from	the project.				
and very new r	neighborhoods.	The newer ne	eighbor	hoods are well	equipped with p	r neighborhoods edestrian				
				facilities. The	ere are no other	schools and one				
park in the imn	nediate area that			ACTERISTICS	( For payor 11 , 17 payor					
Roadway Type	: Urban (curb			ral (check shoul	dor typo):	aved Grass				
Shoulder Type:				ved	Curb	iveu 🔼 Class				
Shoulder Grade		•		eep-Up	Steep-Down	n				
Drainage:	Swale	2		ncrete Ditch	Curb/Gutter					
Status of walking				red or unpaved	Unpaved su					
	∑ Pa	aved surface	with gap	s		s paved sidewalks				
	ur comments on s									
Paved walking	surfaces are ger	nerally in goo	oa cond	ition.						
	ur comments on c ed crosswalks, bil			(bike lanes, mul	ti-use paths, scho	ool zone signs &				
Roads in the ar	ea are mainly loc	al streets sep	erated b	y a curvalinear s	system of collecto	ors. The area has				
multipel sidewa	lks and ADA acce	ssabile sidew	alk exte	nsions or painted	d crosswalks, exc	cept in the older				
areas to the nor	th. No bike lanes	exist, nor do	multuse	paths. Few ma	rked crosswalks	exist, and ADA				
accessable side	ewalk extensions a	are also rare.	Signag	e around the sch	ool is adquate, a	nd there are bike				
racks that exist										
		TRA	FFIC CO	ONTROLS						
Mark all that ap	ply in regard to tra	affic control d	evices:							
We need p	edestrian features		_ W-		ool-related signa	ls				
We need tr		dein ma		e need marked c						
Traffic Conditions										
Average Annua	al Daily Traffic (AA		4	d Speed Limit: 30	Operating	Speed: 30				
				dy Area (all age	, ,					
Drovido ao mu	ch crash data hist					nd/or local law				
	gency should be a				arety Engineer a	na/or local law				
Year	2002	2003		2004	2005	2006				
Ped injuries	3	1		0						
Ped fatalities	0	0		0						
					-					

1/3/08

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

Section 6 – Specific Infrastructure	mprovement(s) Requested
Request #1 Street Name: Please see attached	spread sheet for Route information
From: -	To: -
Number of K to 8 <sup>th</sup> grade children using route or faci	ity:  Current: While pedestrian counts were not taken, few childeren walk thgourh the nearby neigbhoroods  Current: While pedestrian 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 witin that boundary on the north side of the turnpike will have the infrastrucuter that allows them to walk safely to school should they choose to do so.
Request #2 Street Name: -	
From:	То: -
Number of K to 8 <sup>th</sup> grade children using route or faci	, I otential.
*Potential applies only to those along or within ¼ mile of p	roposed route
Sidewalk, Bike Lane, Paved Shoulder,	or Shared Use Path
	ew Sidewalk
	ew Bike Lane (includes re-striping or reconstruction)
	ew Paved Shoulder
Continuation of Shared Use Path  Comments: describe below your requests in detail, in	ew Shared Use Path
The main type of project suggested is the addition	
gaps exist. Additionally the construction of ADA sidewalk and the crosswalk are suggested. Plea on the specific routes, segments, suggested pro	accessible sidewalk extensions between the se see the attached spread sheet for the details
Traffic Control (signs, signals, crosswalks, sch	ool 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 co crosswalks, school zones, etc.)	ntrol changes (signs, signals, roadway markings,
The main type of project suggested here is the addit	on 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 characteristic include the current and potential numbers of K-8 stured requested, describe the posted speed, operating specific your efforts to work with law enforcement and the co	cs of this request. If bike parking is requested, dents who could use the facilities. If traffic calming is ed, whether a speed study has been done, and

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 methodlology. 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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.

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

#### **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 figuerd by The Corradino Group, a professional engineeing 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	Segr	nent	2.00				
Koad	From	To	Recommended Improvement	Qty	Unit		Cost
137th Avenue	269 St	270 St	No Improvements Necessary	-	***	7	
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	200			
274th Lane	137 PI	138 PI	No Improvements Necessary	12.	**	100	V.
272nd Avenue	138 PI	School Ent	Install Painted High Visibility Crosswalk across the 140 Ave Intersection (West side - 35')	35	LF		700.00
			Install Pedestrian Crossing Signs with Flashers	2	AS		850.00
270th Street	Empmore Dr	143 PI	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
7 V			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 PI	143 Ave	Install Painted Crosswalk across the 143 Ct intersection (North side - 67")	67	LF		200.00
и ц			Install Sidewalk Extensions @ 144 PI 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
	4		Install Sidewalk Extensions @ 271 Terr intersection (NE - 8', NW - 10', SE - 6', SW - 12')	36	LF	Ŋ.A	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	***	**	10	No.
143rd Avenue	268 St	268 Terr	Install Painted Crosswalk across the 268 St intersection (South side 72')	72	LF	Ш	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 PI 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	24)	**		
Preliminary Costs							15,100.00
Contingency (15°						S	2,265.00
	neering Design (1					S	2,265.00
	ineering Inspection	1 (15%)				S	2,265.00
Mobilization (10%						\$	1,510.00
Maintenance of T						\$	1,510.00
Opinion of Total	Costs					S	24,915.00

Note:

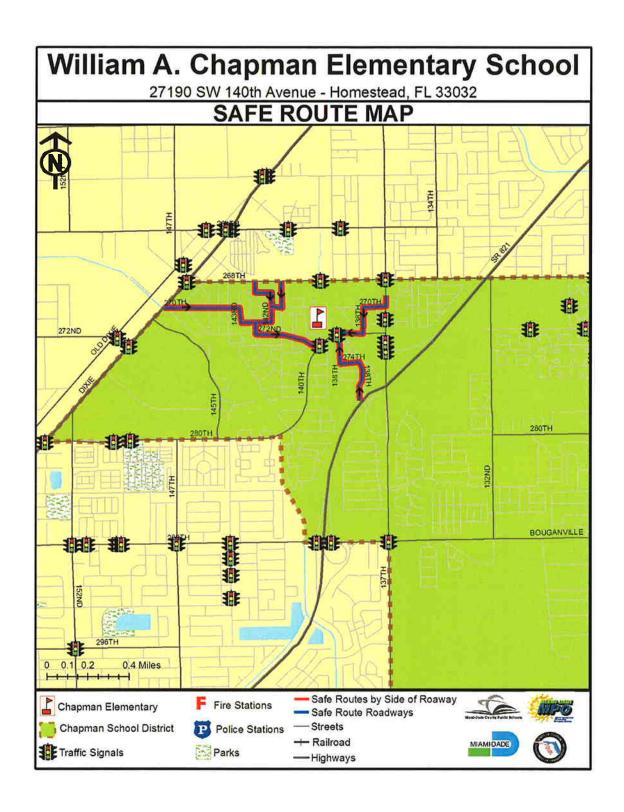
1, All sidewalk widths are 6 feet wide unless stated otherwise,

2, Abbreviations:

Qty = Quantity

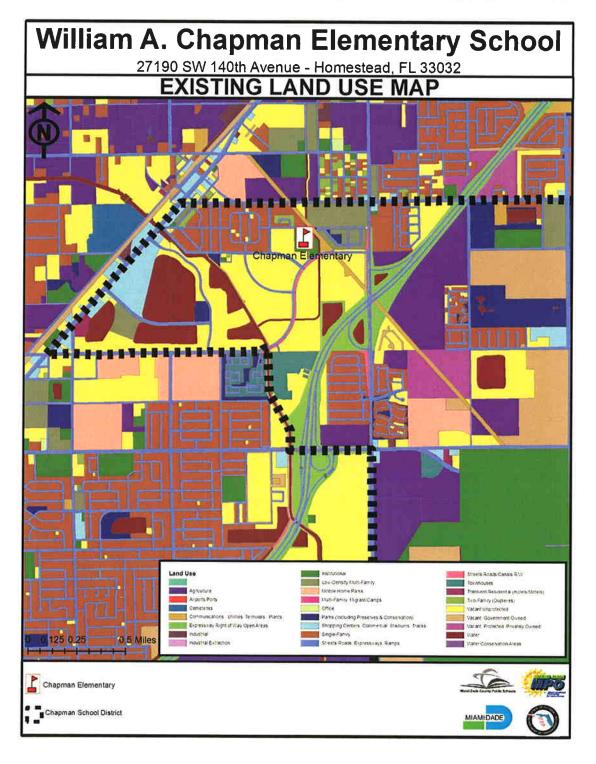
AS = Assembly

LF = Linear Feet



#### **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, 280<sup>th</sup> Street and 268<sup>th</sup> 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

	Dadastrian		2000 2		20	2001 Juveniles		2002 Juveniles		03	Total	
Case Number	Pedestrian	Road Name	Juve	Juveniles						niles		
	Date of Birth		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	Ū
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.

#### **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 268<sup>th</sup> Street, 280<sup>th</sup> Street and 140<sup>th</sup> 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 272<sup>nd</sup> Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268<sup>th</sup> Street, 280<sup>th</sup> Street and 137<sup>th</sup> 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
Table 6.4 Chapman Elementary School
Roadway Characteristics

Road	Seg	ment	Facility Type	Speed Limit	AADT*	Bike and Ped
Roau	From	То	racinty type	Speed Link	AADI	Crashes**
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 PI	138 PI	Local	30	Low	No
272nd Avenue	138 PI	School Entrance	Local	30	Low	No
270th Street	Empmore Dr	143 PI	Local	30	Low	No
143rd Place	270 St	271 St	Local	30	Low	No
271st Street	143 PI	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

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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

### LEISURE CITY ELEMENTARY SCHOOL 14950 SW 288<sup>TH</sup> STREET HOMESTEAD, FL 33033



## SAFE ROUTES TO SCHOOL - 2008

## LEISURE CITY ELEMENTARY SCHOOL SAFE ROUTES REPORT

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#### 2.0 DEVELOPMENT of SAFE ROUTES

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- 2.2 Distribution Mailing List

#### 5.0 CRASH HISTORY

#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

- 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 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 288<sup>th</sup> 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 288<sup>th</sup> 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

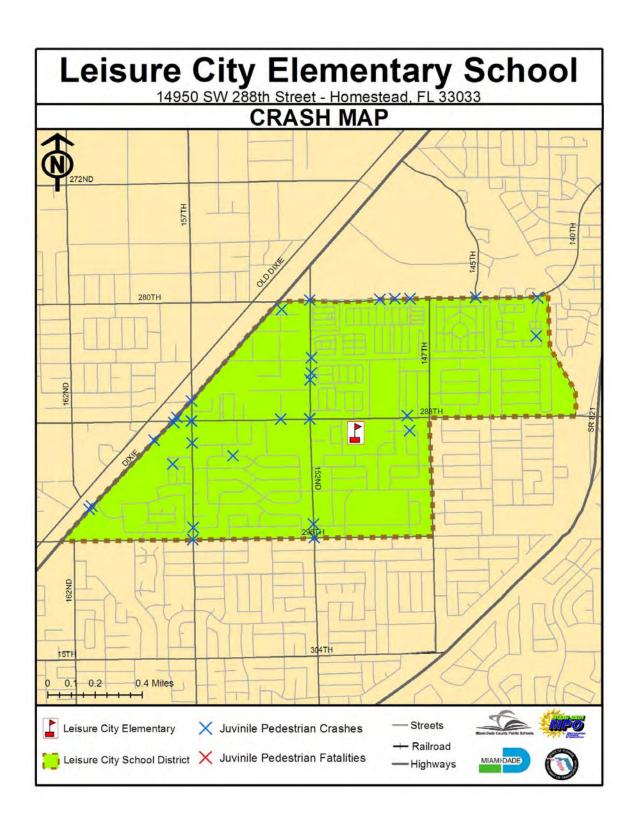
Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis 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, 280<sup>th</sup> Street and 296<sup>th</sup> 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		ed & Bike ashes	2001 Pe Cras	d & Bike shes	2002 Pe Cras			d & Bike shes	2004 Pe Cras	d & Bike shes	TO	TAL
	Date of Billin		Juv	eniles	Juveniles		Juve	niles	Juve	niles	Juve	niles		
			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



#### 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.

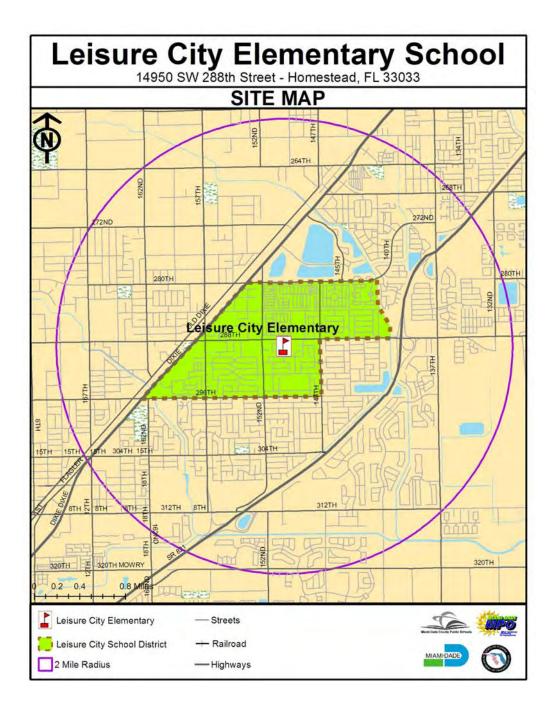
#### **6.1 Survey**

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 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.

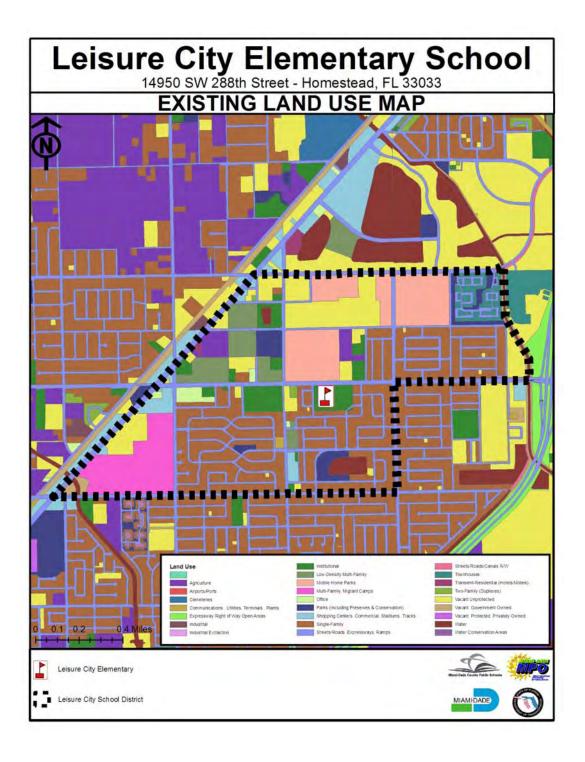
#### **6.2 School Zone Boundary**

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 280<sup>th</sup> Street. The western boundary is US-1. The southern boundary is 296<sup>th</sup> Street. The western boundary jogs north from 296<sup>th</sup> Street aling147th Avenue, east along 288<sup>th</sup> Street and north along the canal east of 144<sup>th</sup> 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										
	Sequ	ment				Bike and Ped				
Road	From	То	Facility Type	Speed Limit	AADT*	Crashes**				
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 Aveneu	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 Avneue	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 a	vailable, traffic volume v	as assessed as low, m	oderate, heavy based	l on field obs	ervations				
** Total pedestrian and bicy	cle crashes, 2000 - 20	104								

#### 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 288<sup>th</sup> Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268<sup>th</sup> Street, 280<sup>th</sup> Street and 137<sup>th</sup> 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 communist 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.

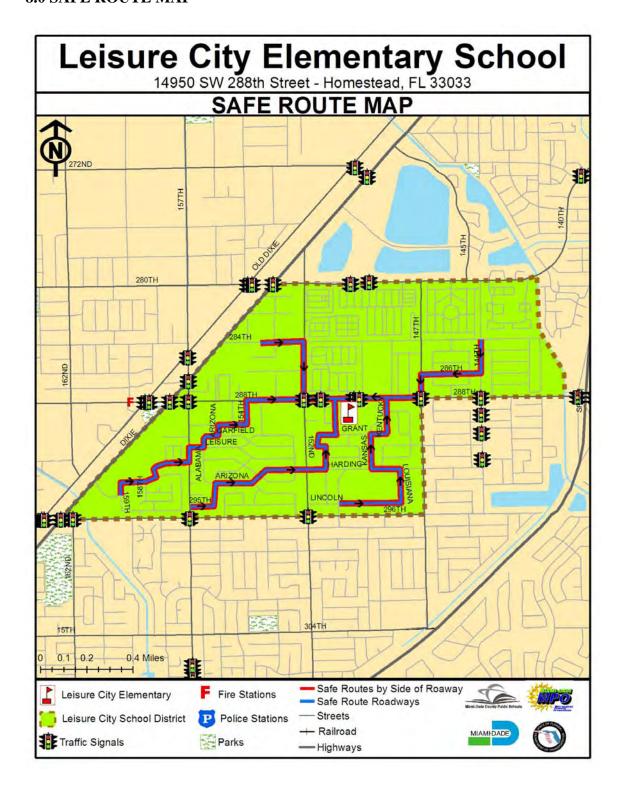


#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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	Segm		Recommended Improvement	Qty	Unit	Total
	From	То	Install Painted Crosswalk across the 284 St/152 Ave intersection (West side - 62', South side -			
284th Street	154 Ave	152 Ave	52')	114	LF	350.00
152nd Avenue	248 St	288 St	Install Sidewalk east side  Install Painted Crosswalks across 152 Ave/Lucy St intersection (North side 60', East side 80'.	260	LF	
			South side -60'	200	LF	600.00
			Install Pedestrian Crossing Signs at 152 Ave / Lucy Intersection facing North and South	2	AS	850.00
288th Street	152 Ave	School Ent	Install Sidewalk east side  No Improvements Needed	925	LF	73,350.00
144th Avenue	284 St	286 St	Install Painted Crosswalks across the 144 Ave / 284 St intersection, (west side - 84', South side	164	LF	500.00
144th Avenue	284 St	280 St	- 80') 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
00011 01 1	444.0	4.47.0	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') Install Painted Crosswalks @ 286 St / 146 Ave intersection (North side - 88', South side - 76')	170 164	LF LF	550.00 500.00
			Install Painted Crosswalks @ 286 St / 147 Ave intersection (north side - 56', South side - 48',	166	LF	500.00
			East side - 62')			
			Install Sidewalk Extensions @ 286 St / 144 Ct (NW -14', NE -14', SW - 14', SE - 14') Install Sidewalk Extensions @ 286 St / 146 Ave (NW -13' NE - 14', SW 14', SE 15')	56 56	LF LF	4,450.00 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		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 -	114	LF	350.00
	.00 01	.30.10	60') install Painted Crosswalks across Harding/Florida intersection (North side - 86', South side -	180	LF	550.00
			ראס (North side - 102', South s			
			120')	222	LF	700.00
			Install Painted Crosswalks across Harding / Jackson intersection (South side )	120	LF LF	400.00
			Install Painted Crosswalks across Harding / 150 Ave intersection (West side ) Install Sidewalk between 152 Ave and Idaho Ave (North side - 379', south side - 362')	66 741	LF	200.00 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,	201	LF	15,950.00
Carreia	Confield (Count		West side 68")			*
Georgia Illinois	Garfield / Grant Grant	Illinois 288 St	Install Sidewalk (North side - 471, South side - 553') Install Sidewalk (East side - 100, West side - 157')	1024 257	LF LF	81,200.00 20,400.00
	Orani	200 01	Install Painted High Visibility "Zebra Stripe" Crosswalks across Illinois/288 St intersection (	33	LF	650.00
292na	450.00	457.0	South side - 33')			
Tarraca/Street	159 Ct	157 Ave	Install Sidewalk (North side - 1706, South side - 1728')  Open Gate at 292 St /157 Ave	3434	LF -	272,200.00
			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 PI intersection (North side - 62')	62	LF	200.00
			Install Painted Crosswalks across 292 Ter/157 Ct intersection (North side - 74') Install Painted Crosswalks across 292 Ter/157 Ave intersection (North side - 56', South side	74	LF	250.00
			60', West side 68')	184	LF	550.00
157th Avenue	292 St		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
		110	Install Sidewalk Extensions @ Leisure / Garfield intersection (NW -14')	14	LF	1,150.00
Alabama/Garfie	Leisure Rd	Arkansas	Install Painted Crosswalks across Garfield/155 Ct intersection (North side - 72', South side -56',	184	LF	14,600.00
ld Arkansas Road	Garfield Rd	Rd 289 Ter	West side- 56') 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 155 Ave / 269 Ter Intersection (South side 74)	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	Install Sidewalk (North side 212')	212	LF	16,850.00
			Install Sidewalk Extensions @ 295 St / Louisiana intersection (NE - 13, NVV -10, SE - 13, SVV -	46	LF	3,650.00
			Install Painted Crosswalks across 295/Lousiana intersection (North side - 74', South side - 64', East side - 78', West side 86")	302	LF	900.00
Louisiana Road	295 St	Harding Rd	Install Sidewalk (West side 530')	530	LF	1,600.00
			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') Install Painted Crosswalks across Louisiana/Harrison intersection (East side - 82', South side-	24	LF	1,950.00
			80')	162	LF	500.00
			instail Painted Crosswalks across Louislana/Harding Intersection (East side - סיס, vvest side בביי)	112	LF	350.00
Harding Road	Louisiana Rd	Kansas Ave	Install Sidewalk (North side -648', South Side-171')	819 74	LF LF	64,950.00 250.00
			Install Painted Crosswalks across Harding/Kentucky intersection (North side - 74') Install Painted Crosswalks across Harding/Kansas intersection (North side - 94', East side -			
Kansas			76', West side 64')	234	LF	700.00
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	Install Sidewalk (North side- 318', South Side -318')	636	LF	50,450.00
Kentucky Road		288 St	Install Sidewalk (West side - 686', East Side- 706')	1392	LF	110,350.00
Preliminary Cos Contingency (2)						956,950.00 191,390.00
Mobilization (10%)						95,695.00
Maintenance of Traffic (10%)  Opinion of Total Costs						95,695.00 1,339,730.00
Note:						
1. All sidewalk wid	1. All sidewalk widths are 6 feet wide unless stated otherwise.					
2. Abbreviations:  Cty = Quantity						
AS = LF = Linear						
Li Lilleai						

#### 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 111<sup>th</sup> 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. Torrens

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

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 288<sup>TH</sup> 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:					
School Board					
Agency/Organization Name: Miami Dade County Public Schools					
Contact Person: Jaime Torrens		Title: Chief Facilities Officer			
,	Fax: 305-995-4660	)	E-mail: jtorrens@dadeschools		
Mailing Address: 111 NW 1st Street Suite 1510					
City: Miami	State: Florida	Zip: 33128 -19	70		
Signature: fan S	—Typed name: J		Date: 4/29/08		
Signature of School Board or s	chool representati	ve required who	en different from applicant:		
Signatuke/:	Typed name:		Date:		
The Maintaining Agency must I	oe one of the agen	cies listed belov	w:		
City	County	Floric	da Department of Transportation		
Agency/Organization Name: Miar	ni Dade County, Pi	ublic Works			
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assistant	Chief		
Daytime Phone: 305-375-2030	Fax: 305-372-6064	4 E-	-mail: jcpe@miamidade.gov		
Mailing Address: 111 NW First S	treet				
City: Miami	State: Florida	Zip: 33128-197	70		
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: J	effrey 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 <sup>st</sup> Street, Suite 910					
City: Miami	State: Florida	Zip: 33128			
Signature: Jam Jede 50			n Date: 4/29/0		
Designated Contact: Check below the primary contact (the one the District should coordinate with):					
Applicant	Maintaining Agenc	:V	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.							
Does the project							
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.							
willing to enter into a and/or maintain the	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)						
If no, are they willing	g to become LAP Cer	tified?		Yes	No		
3. Who do you prop	ose to be responsible	for each phase of	of the project?				
Design:	City	County	Other, including FI	DOT (explain below):			
Construction:				OOT (explain below):			
Maintenance:	City		Other, including FI	OOT (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 agreeme	nt with FDOT to do the	following			
if the District decides	s this is the best way	to get the project	completed:	ronoving,			
Install and/or maintain any traffic engineering equipment included in this project?							
Construct and maintain the project on a state road?					No		
5. Is sufficient existing	ng public right of way	available to supr	ort this project?	⊠ Yes [	No		
			that 50' in width. Am				
If no, is acquisition or dedication of a permanent public access planned?							
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 ( <a href="http://www.saferoutesinfo.org/resources/index.cfm">http://www.saferoutesinfo.org/resources/index.cfm</a> and No following the schedule provided by the District?							

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )				
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.

planned in the luture. Each box must be filled in.	
<u>Past</u>	<u>Future</u>
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 (FTBSEP) or similar program, please provide details FTBSEP, see <a href="http://www.dcp.ufl.edu/centers/trafficS">http://www.dcp.ufl.edu/centers/trafficS</a>	in the Past Education box. For more information on
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 or 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 extentions that prevent walking or biking. Much of the land around the school is developing or redeveloping creating conflicts between once agricutral 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 infront 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 propose 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 49 asian. Nearly 72% of the population is eligible for the Free Lunch Program. Generally in the are about 62% of the households have children. The unemployment rate is about 7.4%. Nearly 35% of all housholds 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 bull 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									
		LOC	ATION						
#1 Street Nam	e: 288 <sup>th</sup> Street	Fro	m: 150 Ave	To: Kentucky Rd					
Maintaining Ag	ency: City		State						
#2 Street Nam	e: 150 Ave	Fr	om: 288 St	To: Grant Lane					
Maintaining Ag			State						
0 to ½ mil	e 1/2	to 1 mile	nap illustrating the a 1 to 1 ½ miles	1 ½ to 2 r					
or playgrounds	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.								
home parks, lo that these fallo	ow-density multi ow areas where t	family areas as we he mobile home p	nily residential, wit ell as parks and va arks have been rer	cant land. It can I	oe expected				
be redevelope	d as residential i	n the not to distar							
			ARACTERISTICS						
Roadway Type			Rural (check should		d Grass				
Shoulder Type			Paved	Curb					
Shoulder Grad			Steep-Up	Steep-Down					
Drainage:	⊠ Swale		Concrete Ditch	Curb/Gutter					
Status of walki	P	o walking surface, p aved surface with g	aps	Unpaved surfa Continuous p	ace aved sidewalks				
Write below your comments on status of the current walking surface:									
Paved walking	Paved walking surfaces are generally in good condition. Gaps in the sidewalks do exist.								
	ur comments on c ed crosswalks, bil		es (bike lanes, multi	i-use paths, school	zone signs &				
Roads closest	to the school in th	e area are mainly l	ocal streets seperate	ed by a few collect	ors. The area				
has many sidev	valks. No bike lan	nes exist, nor do mu	ilt-use paths. Few r	marked crosswalks	exist, and ADA				
accessable side	walk extensions	are also rare. Sign	age around the scho	ool is adquate, and	there are bike				
racks that exist	at the school.								
		TDAFFIO	CONTROL						
Mark all that ar	phy in regard to tr	affic control devices	CONTROLS						
	edestrian features		o. We need other scho	ool-related signals					
We need tr			We need marked cr						
We need o	ther roadway mar		We have what we n	eed					
			ATA						
	15 11 T (1) (4.4		onditions						
Average Annua	al Daily Traffic (AA	(DT): 21475   Pos	ted Speed Limit: 30	Operating Sp	eed: 30				
		Crash History in S	tudy Area (all age:	s)					
		tory as you can. Yo able to help you ge	our FDOT District Sa	afety Engineer and/	or local law				
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 Infras	tructure Im	provement(s)	Requested						
Request #1 Street Name: Please	see attached sp	read sheet for Route	e information						
From: -		To: -							
Number of K to 8 <sup>th</sup> grade children using	g route or facility:	Current: While pedestrian counts were not taken, it is estimated that nearly 60% childeren, walk or bike to school through the near by neigbhoroods	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 radious. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extreemely helpful enhancing pedestrian mobility.						
Request #2 Street Name: -									
From:		To: -							
Number of K to 8 <sup>th</sup> grade children using	•	Dela de controlarios	Potential*: -						
*Potential applies only to those along or wi	*Potential applies only to those along or within ¼ mile of proposed route								
Sidewalk, Bike Lane, Paved	Shoulder, or	<b>Shared Use Pa</b>	ath						
Continuation of Existing Sidewalk	Tanana di Canana	Sidewalk							
Continuation of Existing Bike Lane			re-striping or reconstruction)						
Continuation of Paved Shoulder		Paved Shoulder							
Continuation of Shared Use Path Comments: describe below your reque		Shared Use Path	h 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, cre	osswalks, school	zone signs, roadway	markings, etc.)						
☑ Within school zone or school area			ool zone or school area						
Is your Traffic Control request based o			Yes No						
Comments: describe below your reque crosswalks, school zones, etc.)	sted traffic contro	ol changes (signs, si	ignals, roadway markings,						
The main type of project suggested he	re is the addition	of pedestrian cross	walks and some additional						
signage. Please see the attached spr	ead sheet for the	details on the spec	ific routes, segments,						
suggested projects, location, length an	d cost.								
Other Requests (includes bike p	arking, traffic cal	ming, or other impro	vements not listed above)						
Describe below the location and project	t characteristics	of this request. If bi	ke parking is requested,						
include the current and potential numb requested, describe the posted speed, your efforts to work with law enforcements.	operating speed	, whether a speed s	tudy has been done, and						

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 methodlology. 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 controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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 figuerd by The Corradino Group, a professional engineeing firm who specializes in roadway planning, design and construction.

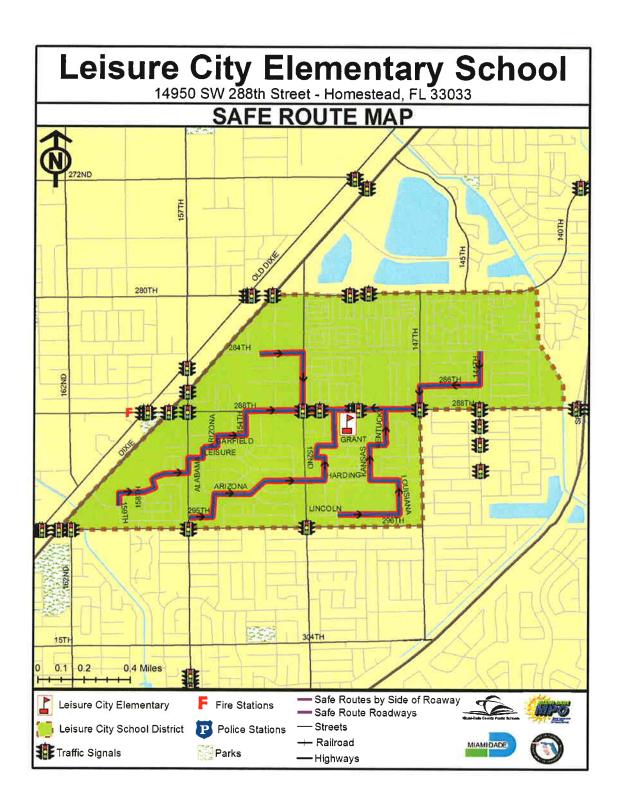
2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

Some of the sidewalks suggested along this Safe Routes application may ultimatly 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

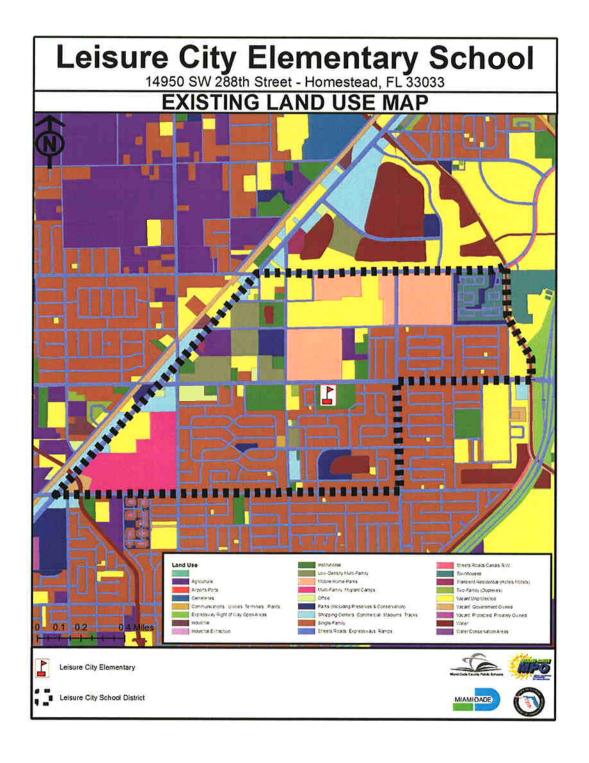
			Opinion of Probable Costs			
Road	From	To	Recommended Improvement	Qty	Unit	Total
284th Street	154 Ave		Install Painted Crosswalk across the 284 St/152 Ave intersection (West side - 62" South side -	DVA		
152nd Avenue	154 Ave 248 St	152 Ave	52')	114	LF	350 0
13210 Avenue	240 30	200 51	Install Sidewalk east side Install Painted Crosswalks across 152 Ave/Lucy St intersection (North side 60', East side 80',	280	LF	13 950 0
			South side -60' Install Pedestrian Crossing Signs at 152 Ave / Lucy Intersection facing North and South	200	AS	850.0
2001 0	100.0	6 L V6	Install Sidewalk east side	925	LF	49,500.0
288th Street	152 Ave		No improvements Needed install Painted Crosswalks across the 144 Ave / 284 St intersection, (west side - 84' South side	1000	94-1	- 3
144th Avenue	284 St	286 St	- 80') Install Painted Crosswalks across 144 Ave / 286 St intersection, (East side - 56' North side -	164	LF	500 0
			52' West side - 50 South side - 52)	210	LF	650 0
286th Street	144 Ave	147 Ave	Install Sidewalk Extensions at 144Ave / 286 St intersection (NW - 10', SW - 12') Install Painted Crosswalks @ 286 St / 144 Ct intersection (North side - 90, South side - 80')	170	LF	1 200 00 560 00
			Install Painted Crosswalks @ 286 St / 148 Ave intersection (North side - 88', South side - 78')	164	LF	500 0
			Install Painted Crosswalks @ 286 St / 147 Ave intersection (north side - 56', South side - 48'			
			East side - 62') Install Side valk Extensions @ 286 St / 144 Ct (NW -14', NE -14', SW - 14', SE - 14')	166	LF	500.0
			Install Sidewalk Extensions @ 288 St / 148 Ave (NW -13' NE - 14' SW 14' SE 15')	56	LF	3,000.00
147th Avenue	296 St	288 St	Install Sidewalk Extensions @ 286 St / 144 Ct ( NE -18", SE - 17") No Improvements Needed	35	PLF	1,900.00
288th Street	147 Ave		No Improvements Needed	**	**	
295th Terrace	157 Ave	155 Ct	No Improvements Needed Install Painted Crosswalks across 155 Ct / Harding-Haves intersection (North side -72', South			
155th Court	295 Ter	Harding	side - 74' East side - 90' West side - 94)	330	LF	1,000 0
Harding	155 Ct	Idaho	Install Painted Crosswalks across Harding/Harrison intersection (North side - 54' South side - 60')	114	LP.	350 00
			Install Painted Crosswalks across Harding/Florida intersection (North side - 86', South side -	180	LF	550 0(
			94") Install Painted Crosswalks across Harding/152 Ave intersection (North side - 102', South side -	222	-	
	- P		120')		LF	700.00
			Install Painted Crosswalks across Harding / Jackson intersection (South side.) Install Painted Crosswalks across Harding / 150 Ave. intersection (West side.)	120	LF	200.00
THE	15.45	0.0.0	Install Sidewalk between 152 Ave and Idaho Ave (North side - 379', south side - 382')	7.41	LF:	39,650.00
Idaho	Harding	Garrield	Install Sidewalk (East side - 460'; West side - 478') Install Painted Crosswalks across Idaho/Leisure Ave Intersection (East side)	928 70	LF	49,650.00 250.00
	30		Install Painted Crosswalks across Idaho/Garfield intersection (East side - 70' South side - 78'	194	LF	600 00
Garfield	Idaho	Georgia	West side - 4d') Install Sidewalk (North side - 127, South side - 174')	301	LF	16 100 00
	-		Install Painted Crosswalks across Garfield/Georgia intersection (Morth side - 80' East side - 53	201	LF	10 750 00
Georgia	Garfield / Grant	Winors	West side 88") Install Side.valk (North side - 471, South side - 553')			
Winois	Grant	288 St	Install Sidewalk (North Side - 471 South Side - 553) Install Sidewalk (East side - 100, West side - 157")	1024	LF	54 800 00
and total	Grant	200 31	Install Painted High Visibility "Zebra Stripe" Crosswalks across Illinois 288 St intersection (	257 33	LF	13.750.00
292nd		LIE	South side - 33')	5.5	LF.	650 00
Terrace/Street	159 Ct	157 Ave	Install Sidewalk (North side - 1708, South side - 1728')	3434	LF	183 700 00
			Open Gale at 292 St /157 Ave		**	- 2
	- 3		Install Painted Crossivalks across 292 Ter/292 St intersection (North side - 72" West side - 86")	158	LF	500 00
		lo = 14	Install Painted Crosswalks across 292 Teri158 Ct Intersection (North side - 56') Install Painted Crosswalks across 292 Teri157 Pt Intersection (North side - 82')	56 62	LF .	200.00
			Install Painted Crosswalks across 292 Ter 157 Ct Intersection (North side 74")	7.4	LF	250.00
			Install Painted Crosswalks across 292 Ter/157 Ave Intersection (North side - 56' South side 60' West side 66')	184	LF	650 00
157th Avenue	292 51		No Improvements Needed	-11-	- 11	- 10
Leisure Drive	157 Ave	Alabama	Install Painted Crosswalks across Leisure/Garfield intersection (North side - 41' South side - 82' East side - 102' West side -148')	379	LF	1,150 00
Alabama/Garfie		Arkansas	Install Sidewalk Extensions @ Leisure / Gartield intersection (FIW -14")	14	ŲF.	750.00
id	Leisure Rd	Rd	Install Painted Crossivalks across Garfield:155 Ct intersection (Florth side - 72", South side - 56", West side- 56")	184	LF	400 00
Arkansas Road	Garfield Rd	289 Ter	Install Painted Crosswalks across 155 Ave / 289 Ter intersection (South side 74')	74	LE	250 00
289th Terrace	166 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 298 St.: Colorado Ave intersection (North side	44	LF	900 00
DOSH Charles		Louisiana	44%		1 1	IN C
295th Street	150 Ave	Rd	Install Sidewalk (North side 212")	212	LF	11 350 00
30 11 = 1	Mine E		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/Lousiana intersection (North side - 74' South side - 64' East side - 78' West side 86")	302	LF	900 00
Louisiana	295 St	Harding Rd	Install Sidewalk (West side 530')	530	LF	1 600 00
Road			Install Sidewalk Extensions @ Louisiana / Harrison intersection (NE - 13', NW -10')	23	LF	1 250 00
E. 110			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-	162	LF	500 00
		100	Install Painted Crosswalks across Louisiana/Harding intersection (East side - 56' West side	112	LF	350 00
Harding Road	Louisiana Rd	Kansas Ave	56") Instell Sidewalk (Morth side, 640", South Side, 171")			
, larding redad	Louisidila R0	Natiod's AVE	Install Sidewalk (North side -646', South Side- 171')	919 74	LF	43 950 00
	i in i'a		Install Painted Crosswalks across Harding Kentucky intersection (North side - 74") Install Painted Crosswalks across Harding Kansas intersection (Florith side - 94", East side -	234	LF	250.00
Kansas			76', West side 64')		-	700.00
Avenue	Harding Rd	Grant Rd	Install Sidewalk (North side -744' South Side- 744')	1488	LF	79,600.00
4.4			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	Install Sidewalk (North side- 318', South Side -318')	638	Le	34,050,00
		Rd			1000	
Freliminary Cos	Grant Rd	288 St	Install Sidewalk (West side - 886' East Side- 706')	1392	LF	74 450 00
Contingency (1)	5%)					709 950 00 S 106 492 50
		11500				\$ 108,492,50
Professional En						207 107
Construction En Mobilization (10°	igineering Inspec %)					\$ 108,492.50 \$ 70,995.00
Construction En	igneering Inspec %) Traffic (10%)					\$ 108,492.50

Note
1 All sidewalk widths are 6 feet wide unless stated otherwise
2 Abbrevations
City = Countity
AS = Assembly
LF = Linear Feet



#### 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, 280<sup>th</sup> Street and 296<sup>th</sup> 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	Road Name	2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		2003 Ped & Bike Crashes		2004 Ped & Bike Crashes		TOTAL		
	Date of Birth		Juv	eniles	Juveniles		Juveniles		Juvaniles		Juveniles			
			Fatalities	Injuries	Fatalities	Iniuries	Fatalities	Injuries	Falalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
70708461	10/30/1982	28913 S DIXIE HWY	0		0	0	0	0	0	0	0	0	0	0
72019066	0	28801 SW 157TH AVE	0	0	. 0	0	O	0	0	0	0	-0	0	0
72054414	111111996	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	D	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	Ō	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	Ū	0	0	0	0	0	0	0	1
585594310	11141996	28152 SW 153RD AVE	0	1	0	0	0	0	0	0	0	Ü	0	1
	-		0	5	0	3	0	4	0	-1	0	0	Ū	-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 288<sup>th</sup> Street. All other signals are on the section-line and half-section line roads particularly along US-1, 268<sup>th</sup> Street, 280<sup>th</sup> Street and 137<sup>th</sup> 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 communist 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.

Roadway Charac		ment				Bike and Ped
Road	From	То	Facility Type	Speed Limit	AADT*	Crashes**
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 Aveneu	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
Minois	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 Avneue	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

# PESKOE ELEMENTARY SCHOOL 29035 SW 144<sup>TH</sup> AVENUE MIAMI, FL 33033



# SAFE ROUTES TO SCHOOL - 2008

#### PESKOE ELEMENTARY SCHOOL SAFE ROUTES REPORT

#### **Table of Contents**

#### 1.0 INTRODUCTION

#### 2.0 DEVELOPMENT of SAFE ROUTES

#### 3.0 SCHOOL DATA

#### 4.0 AGENCY COORDINATION

- 2.1 Technical Review
- 2.2 Distribution Mailing List

#### 5.0 CRASH HISTORY

#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

- 6.1 Survey
- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

- 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 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.

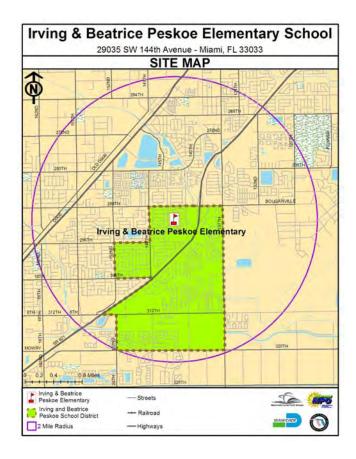
#### 3.0 SCHOOL DATA

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 Peskoe Elementary School 29035 SW 144<sup>th</sup> 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

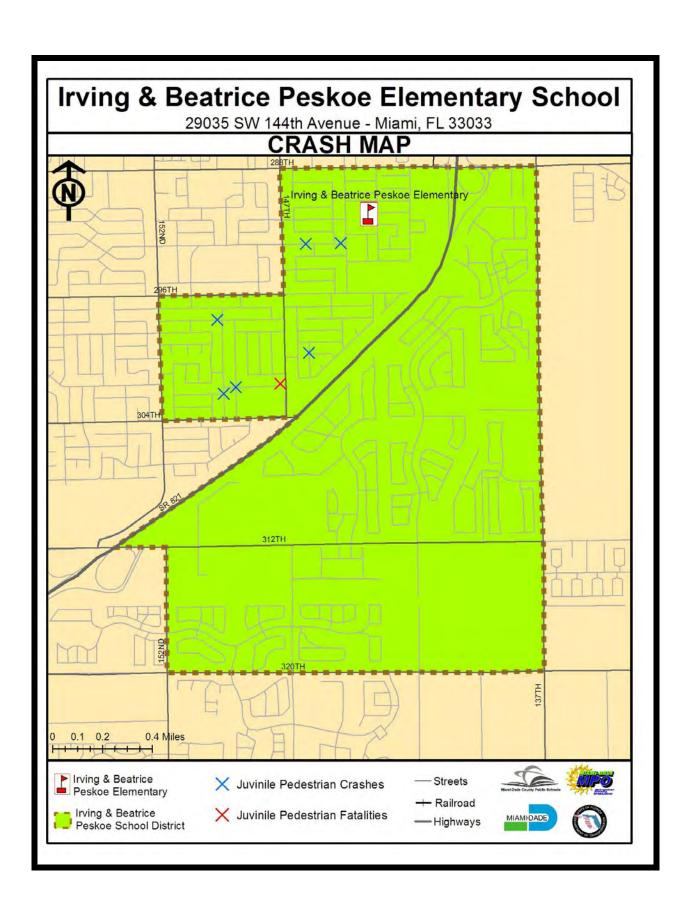
#### 5.0 CRASH HISTORY

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													
				d & Bike		d & Bike	2002 Pe		2003 Pe		2004 Pe		Tot	tals
Case Number	Pedestrian	Road Name	Cras		101	ais								
Case Harriser	Date of Birth	Road Name		niles	Juve	niles	Juve	niles	Juve	niles	Juve	niles		
			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



#### 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.

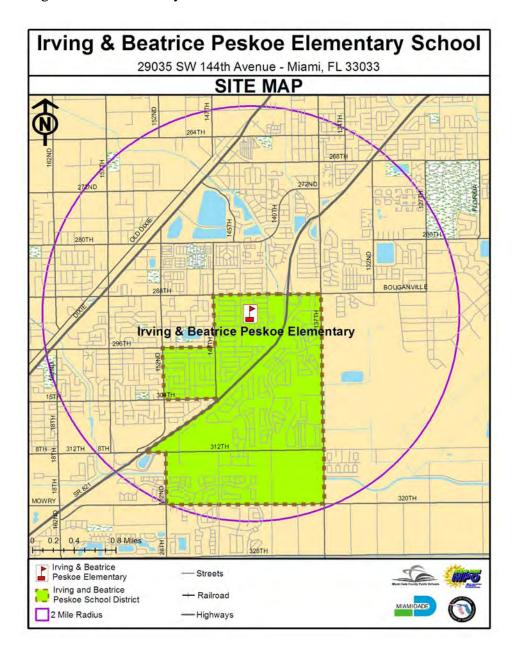
#### **6.1 Survey**

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:
The beautiful and the second of the second o
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 288<sup>th</sup> Street. The western boundary is a stair step configuration moving south from 288<sup>th</sup> Street along 147<sup>th</sup> Avenue, then west on 296<sup>th</sup> Street to 152<sup>nd</sup> Avenue, then south of 152<sup>nd</sup> Avenue to 304<sup>th</sup> Street. It continues east on 304<sup>th</sup> Street from 152<sup>nd</sup> Avenue to the Turnpike where it moves east on 312<sup>th</sup> Street to 152<sup>nd</sup> Avenue. It continues south on 152<sup>nd</sup> Avenue to 320<sup>th</sup> Street. From there it moves east on 320<sup>th</sup> Street to 137<sup>th</sup> Avenue, where it moves north back to 288<sup>th</sup> 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.

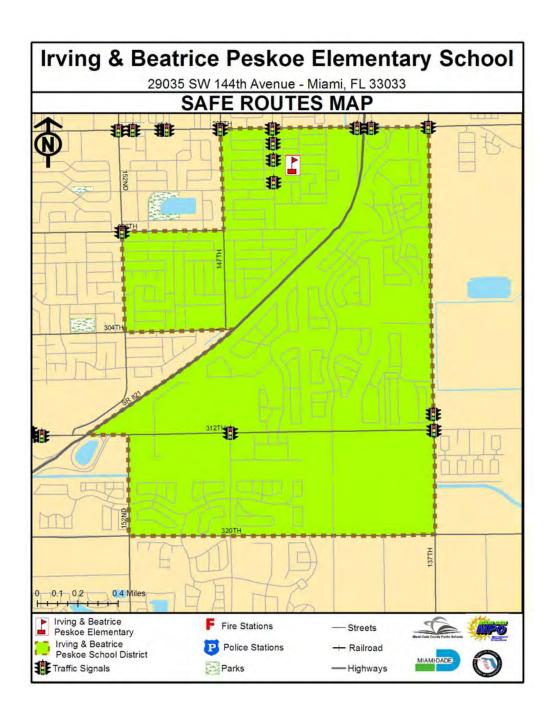
Peskoe Elementary School Roadway Characteristics								
		gment	T			Bike and Ped		
Road	From	То	Facility Type	Speed Limit	AADT*	Crashes**		
142nd Avenue	288 St	290 Ter	Local	30	Low	No		
290th Terrrace	142 Ave	144 Ave	Local	30	Low	No		
143rd Avenue	293 St	292 St	Local	30	Med	No		
292nd Street	143 Ave	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 PI	Local	30	Low	No		
144th Place	297 Ter	296 St	Local	30	Low	No		
296th Street	144 PI	144 Ave	Local	30	Low	No		
144th Aveneu	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 PI	Local	30	Low	No		
148th Place	302 St	297 Terr	Local	30	Low	No		
297th Terrace	148 PI	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 Aveneu	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		

#### **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.

#### 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 144<sup>th</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along 288<sup>th</sup> 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.

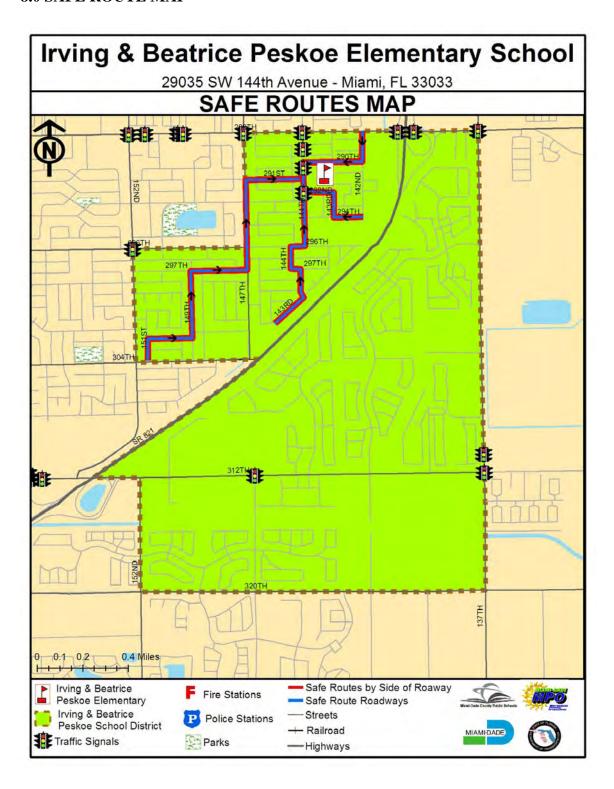


#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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:			
			Peskoe Elementary School			
			Opinion of Probable Costs			
Road	Seg:	ment To	Recommended Improvement	Qty	Unit	Cost
142nd Avenue	288 St	290 Ter	No Improvements Necessary Inistall Painted Crosswark across the 143 Ave Intersection (North side - 70 , South side-			
290th Terrace	142 Ave	144 Ave	EON .	150	LF	450.00
			Install Sidewalk Extensions @ 142 Ave intersection (NW - 10', SW -10') Install Sidewalk between 143 Ave and 144 Ave, North side	20 630	LF LF	1,600.00 49,950.00
			Install "Do Not Enter" sign @ 144 Ave facing west on both North and South sides	2	AS	49,950.00 850.00
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') Install Painted Crosswalk across 143 Ct / 292St intersection (South side - 80')	20 80	LF LF	1,600.00 250.00
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 144th Court	145 Ct 143 Ct	144 Ct 297 Ter	Install Painted Crosswalk across the 144 Ct intersection (South side-44") Install Painted Crosswalk across the 299 Ter intersection (West side-100')	100	LF LF	150.00 300.00
144til Court	143 01	207 161	Install Painted Crosswalk across the 298 Ter intersection (West side-160)	86	LF	300.00
297th Terrace	144 Ct	144 PI	Install Painted Crosswalk across the 144 PI intersection (North side - 72', East side - 48',	218	LF	650.00
			West side - 48, South side-50') 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') Install Painted Crosswalk across the 144 Ave intersection (East side-70', West side - 99',	36	LF	2,900.00
296th Street	144 PI	144 Ave	North Side 90')	248	LF	750.00
1.4.4+1- 0	200.01	204.01	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') Install Painted Crosswalk across the 293 Ter intersection (West side-82')	68 82	LF LF	250.00 250.00
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') Install Painted Crosswalk across the 149 Ave intersection (West side 72', South side-48')	10 120	LF LF	800.00 400.00
			Install Sidewalk Extensions @ 149 Ave Intersection (VVest side 72, 300th side-46)	9	LF	750.00
149th Avenue	302 Ter	302 St	Install Painted Crosswalk across the 302 St intersection (North side - 88', South side-88',	252	LF	750.00
T TOUT TWO TIES	552 151	002.01	East side 76') Install Sidewalk Extensions @ 302 St intersection (NW - 10', SE -5')	15	LF	1,200.00
			Install Painted Crosswalk across the 148 Pl intersection (North side 76', South side-84',		LF	
302nd Street	149 Ave	148 PI	East side - 72', West side 86')	318		950.00
148th Place	302 St	297 Ter	Install Sidewalk Extensions @ 148 Pl intersection (NE - 10', NW - 10', SW -10') Install Painted Crosswalk across the 298 Ter intersection (East side 84')	30 84	LF LF	2,400.00 250.00
140till lace	302 31	207 161	Install Sidewalk Extensions @ 298 Ter intersection (Last side 64)	16	LF	1,300.00
			Install Painted Crosswalk across the 297 Ter intersection (East side - 56', West side - 60',	196	LF	600.00
			South side - 80') Install Sidewalk Extensions @ 297 Ter intersection (SE - 9', SW - 6')	15	LF	1,200.00
297th Terrace	148 PI	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' ) Install Sidewalk Extensions @147 Ave intersection (NW - 9', SW - 22')	80 31	LF LF	250.00 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') Install Painted Crosswalk across the 147 Ave intersection (North side - 86', South side -	24	LF	1,950.00
294th Street	147 Ave	146 Ave	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 Install Painted Crosswalk across the 145 Ave intersection (North side 76', West side 64',			
Harrison St	146 Ave	145 Ave	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 Sidewark Extensions @ Harding St Intersection (NE - 10 , NVV -10 , SE - 10 , SVV -	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			127.050.00
Preliminary Costs Contingency (20%						127,950.00 25,590.00
Mobilization (10%)	)					12,795.00
Maintenance of Tra	affic (10%) Total Costs					12,795.00
Opinion of	Total Costs					179,130.00
Note:	Iths are 6 feet wide	unless stated at	nenvise			
2. Abbreviations:	are o reet wide	, umeas sidigu Oti				
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 111<sup>th</sup> 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. Torrens

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

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 144<sup>TH</sup> 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, Ap	plicant & Mai	ntaining Ag	gency Information
Name of school: Peskoe Eleme	entary School	County: Miam	ni-Dade
The Applicant must be one of t	he agencies or org	janizations liste	ed below:
School Board	Private School	Commu	nity Traffic Safety Team
Agency/Organization Name: Mia	mi Dade County Pu		
Contact Person: Jaime Torrens		Title: Chief Fa	cilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	0	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1st Stre	eet Suite 1510		
City: Miami	State: Florida	Zip: -33128197	70
Signature: Jour //	Typed name: J	laime Torrens	Date: 4/29/08
Signature of School Board or s	chool representati	ve required wh	en different from applicant:
Signature	Typed name:		Date:
The Maintaining Agency must	be one of the agen	cies listed belo	w:
City	County	Florid	da Department of Transportation
Agency/Organization Name: Mia	mi Dade County, P	ublic Works	
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assistan	t Chief
Daytime Phone: 305 375-2030	Fax: 305-372-6064	4 E	-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First S	treet		
City: Miami	State: Florida	Zip: 33128-19	70
Your signature indicates your age complete the project if selected for		enter into a forr	mal agreement with FDOT to
Signature:	Typed name: J	leffrey L. Coher	n, P.E. Date: 4
sign this application to indicate su	upport for the propos	sed project.	rea boundary, the MPO must also
Agency/Organization Name: Mia			
Contact Person: David Henders			destrian Specialist
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950	)	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Stre			
City: Miami	State: Florida	Zip: 33128	
Signature:	Typed name:	David Henderso	in Jan Okoly 80 Date: 4/29/0
Designated Contact: Check bel	ow the primary conta	act (the one the	District should coordinate with):
Applicant /	Maintaining Agend	cy	■ 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.		
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? willing to enter into a State agreement requiring the agency to design and/or maintain the project, abiding by Federal, State, and local required to the project of	i, construct, irements)	
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):	
	, 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?		
If yes, describe its width and condition: The ROW is generally greater that 50'. It is includes many sidewalks with few gaps.		
If no, is acquisition or dedication of a permanent public access plann	ed? 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 ( <a href="https://www.saferoutesinfo.org/resources/index.cfm">https://www.saferoutesinfo.org/resources/index.cfm</a> and following the schedule provided by the District?		

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html</a> 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.

planned in the future. Each box must be filled in.		
Past Past Past Past Past Past Past Past	Future CDTC in factor of the control	
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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a>		
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 or 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 obstical to walking. The areas closest to the school have few obsticals other than missign 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 a housholds 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 here 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									
			LOCAT	TION					
#1 Street Name	e: 291 <sup>st</sup> Street		From:	144 Ave	To: <b>143Ave</b>				
Maintaining Ag	ency: City	County	Sta						
#2 Street Name	e: 144 Ave		From	: 291 St	To: 292 St				
Maintaining Ag	ency: City	County	Sta	te					
0 to ½ mile	Project begins how far from the school? (attach a map illustrating the area)  0 to ½ mile								
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	Land use in the study area is almost totally single family residential. The area east of the Turnpike								
				d. As the area gr					
				This makes the a been provided in					
				rous facility. Add					
crossings exis		cross such a	dange	Tous facility. Add	intionally lew if a	ily actual			
Marie Sans		ROADWAY	CHAF	RACTERISTICS					
Roadway Type	: Urban (cur	o & gutter)	⊠ Rι	ıral (check shoulde	er type): 🔲 Pave	d 🔀 Grass			
Shoulder Type:	☐ Gras	S	Pa	ved	Curb				
Shoulder Grade	e: 🔀 Flat		Ste	eep-Up	Steep-Down				
Drainage:	⊠ Swal	е	Co	ncrete Ditch	Curb/Gutter				
Status of walkir	ng surface: 🔲 N	o walking surfa	ce, pav	ed or unpaved	Unpaved surfa	ace			
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.									
	ur comments on ed crosswalks, b			(bike lanes, multi-	use paths, school	zone signs &			
Roads in the ar	ea are mainly lo	cal streets sepe	rated b	y a few collectors	and split by the tu	ırnpike. The			
area has many	sidewalks and so	me ADA acces	sabile :	sidewalk extension	s and painted cro	osswalks. No			
				osswalks exist, an					
extensions are a	also rare. Signaç	ge around the s	chool is	s adquate, and the	re are bike racks t	that exist at the			
school.									
		TRAF	FIC CC	ONTROLS					
Mark all that ap	ply in regard to t	raffic control de	vices:						
	edestrian feature	S		e need other school					
☐ We need traffic signs ☐ We need marked crosswalks									
We need other roadway markings We have what we need									
DATA Truffic Conditions									
Average Annual Daily Traffic (AADT): 21475   Posted Speed Limit: 30   Operating Speed: 30									
Crash History in Study Area (all ages)									
Provide as mu	ch crash data his			FDOT District Saf		or local law			
enforcement a	gency should be								
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	
Totals	1	0	2	

Section 6 - Specific Infrastructure I	mprovement(s) Requested
Request #1 Street Name: Please see attached s	pread sheet for Route information
From: -	To: -
Number of K to 8 <sup>th</sup> grade children using route or facilit	y: Current: The principal estimates that about 20% of the childeren walk through the near by neigbhoroods  Most of the students witin that boundary on the west side of the turnpike will have the infrastrucuter that allows them to walk safely to school should they choose to do so.  Because of the residentail patterns it appears that few students are east of the Tunrpike. It is sugested 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 8 <sup>th</sup> grade children using route or facilit	/ Toternal.
*Potential applies only to those along or within ¼ mile of pro	pposed route
Sidewalk, Bike Lane, Paved Shoulder, o	
Continuation of Existing Bike Lane  Continuation of Paved Shoulder  Ne	w Sidewalk w Bike Lane (includes re-striping or reconstruction) w Paved Shoulder
	w Shared Use Path
Comments: describe below your requests in detail, incomments the addition of the main type of project suggested is the addition gaps exist. Additionally the construction of ADA sidewalk and the crosswalk are suggested. Pleas on the specific routes, segments, suggested project.	of sidewalk, either where none exists or where accessible sidewalk extensions between the e see the attached spread sheet for the details
Traffic Control (signs, signals, crosswalks, school	
Within school zone or school area	Outside of school zone or school area
Is your Traffic Control request based on a Traffic or E Comments: describe below your requested traffic con	
crosswalks, school zones, etc.)	noi changes (signs, signais, roadway markings,

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 methodlology. 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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 figuerd by The Corradino Group, a professional engineeing 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.

1/3/0

Florida's Application for SRTS Infrastructure Projects

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Table 7: Peskoe Elementary School Opinion of Probable Costs

142nd Avenue   268 5t     290th Terrace   142 Ave     143nd Avenue   293 St     143nd Avenue   293 St     143nd Court   145 Ct     144th Court   143 Ct     144th Place   297 Ter     144th Avenue   298 St     151st Avenue   304 St     151st Avenue   304 St     149th Avenue   302 Ter     302nd Street   149 Ave     149th Avenue   302 St     149th Avenue   302 St     149th Avenue   302 St     149th Avenue   302 St     149th Avenue   297 Ter     149th Avenue   297 Ter     147th Avenue   297 Ter     148th Avenue   297 Ter     147th Avenue   297 Ter     147th Avenue   297 Ter     147th Avenue   297 Ter     148th Avenue   294 St     146th Avenue   146 Ave     146th Avenue   146 Ave     144th Court   Harding Ave     144th Court   Harding Ave	To	Recommended Improvement	Qty	Unit	
290th Terrace 142 Ave 143rd Avenue 293 St 292nd Street 143 Ave 143rd Court 145 Ct 144th Court 143 Ct 144 Ct 144th Place 297 Ter 296th Street 144 Pl 144th Avenue 298 St 151st Avenue 302 St 151st Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 148th Place		The state of the s		Oille	Cost
143rd Avenue 293 St  292nd Street 143 Ave  143rd Court 145 Ct  144rh Court 143 Ct  297rh Terrace 144 Ct  144th Place 297 Ter  296th Street 144 Pl  144th Avenue 296 St  151st Avenue 302 St  151st Avenue 302 Ter  302nd Terrace 149 Ave  148th Place 302 St  297rh Terrace 149 Pl  147th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 147 Ave  145th Avenue 148 Pl  147th Avenue 297 Ter  147th Avenue 148 Pl	290 Ter	No Improvements Necessary		-27	
292nd Street 143 Ave 143nd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 1297th Terrace 144 Ct 144th Avenue 297 Ter 144th Avenue 296 St 151st Avenue 304 St 151st Avenue 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 149th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place	144 Ave	install Painted Crosswalk across the 143 Ave intersection (North side - 70" South side-50")	150	LF	450.00
292nd Street 143 Ave 143nd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 1297th Terrace 144 Ct 144th Avenue 297 Ter 144th Avenue 296 St 151st Avenue 304 St 151st Avenue 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 149th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place		Install Sidewalk Extensions @ 142 Ave Intersection (NW - 10' SW -10')	20	LF	1 100 00
292nd Street 143 Ave 143nd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 1297th Terrace 144 Ct 144th Avenue 297 Ter 144th Avenue 296 St 151st Avenue 304 St 151st Avenue 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 149th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place		Install Sidewalk betiveen 143 Ave and 144 Ave, North side	630	LF	53,700.00
292nd Street 143 Ave 143nd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 1297th Terrace 144 Ct 144th Avenue 297 Ter 144th Avenue 296 St 151st Avenue 304 St 151st Avenue 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 149th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place 302 St 148th Place		Install "Do Not Enter" sign @ 144 Ave facing west on both North and South sides	2	AS	850.00
143rd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 297th Terrace 144 Ct 144th Place 297 Ter 296th Street 144 Pl 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St 146th Avenue 294 St 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave	292 St	Install Painted Crosswalk across the 292 St intersection (North ride - 80' South side -80')	120	LF	400.00
143rd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 297th Terrace 144 Ct 144th Place 297 Ter 296th Street 144 Pl 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St 146th Avenue 294 St 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave		Install Sidewalk Extensions @ 292 Stimtersection (FIE -10" SE - 10")	20	LF	1 100 00
143rd Court 145 Ct 144th Court 143 Ct 144th Court 143 Ct 297th Terrace 144 Ct 144th Place 297 Ter 296th Street 144 Pl 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St 146th Avenue 294 St 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave		Install Painted Crosswalk across 143 Ct / 2925t intersection	80	LF	250 00
144th Court 143 Ct 143 Ct 144th Court 144 Ct	142 Ave	(South side - 80") Install Sidewalk between 143 Ave and 144 Ave, North side	616	LF	32 900 00
144th Court 143 Ct 143 Ct 144th Court 144 Ct		Install Sidewalk Setween 143 Ave and 142 Ave, South side Install Painted Crosswalk across the 144 Ct intersection (South	330	LF	17 650 00
297th Terrace 144 Ct  144th Place 297 Ter  296th Street 144 Pt  144th Avenue 296 St  151st Avenue 304 St  302nd Terrace 151 Ave  149th Avenue 302 Ter  302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pt  147th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 254 St  Harrison St 146 Ave  Harrison St  146 Ave	144 Ct	(side-44*)	44	LF	150 00
14-th Place 297 Ter  296in Street 144 Pl  144th Avenue 296 St  151st Avenue 304 St  302nd Terrace 151 Ave  149th Avenue 302 Ter  302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  146th Avenue 146 Ave  Harrison St  146 Ave	297 Ter	Install Painted Crosswalk across the 299 Ter intersection (West side-100')	100	LF	300 00
14-th Place 297 Ter  296in Street 144 Pl  144th Avenue 296 St  151st Avenue 304 St  302nd Terrace 151 Ave  149th Avenue 302 Ter  302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  146th Avenue 146 Ave  Harrison St  146 Ave		Install Painted Crosswalk across the 298 Ter intersection (West	96	LF	300 00
296th Street 144 PI 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 PI 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave	144 PI	Install Painted Crosswalk across the 144 Pt intersection (North side - 72', East side - 48', West side - 48, South side 50')	218	LF	650 00
296th Street 144 PI 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 PI 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave		Install Sidewalk Extensions @ 144 Pf Intersection (NE - 4" NW -	32	LF	1 750 00
296th Street 144 PI 144th Avenue 296 St 151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 PI 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave 146th Avenue 146 Ave	296 St	8' SE -10' SW -10') Install Painted Crosswalk across the 296 St. Intersection (East	164	LF	500 00
14th Avenue   294 St	230 31	side-72 West side - 92') Install Painted Crosswalk across the 297 St. Intersection (East			
14th Avenue   294 St	Line .	side-76' West side - 84')	160	L/F_	500 00
14th Avenue   294 St	i i	Install Sidewalk Extensions @ 297 St intersection (NE - 10' NVV - 8' SE - 10' SW - 8')	36	LE	1,950 00
151st Avenue 304 St  302nd Terrace 151 Ave  149th Avenue 302 Ter  302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 31 146 Ave  Harrison St  146th Avenue Harrison St  Harding Street 145 Ave	144 Ave	Install Painted Crosswalk across the 144 Ave intersection (East side-70', West side - 99', North Side 90')	248	LF	750 00
151st Avenue 304 St 302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St Harrison St 146 Ave Harrison St 146 Avenue Harrison St Harding Street 145 Ave		Install Sidewalk Extensions @ 144 Ave intersection (NW - 12)	24	LF	1 300 00
151st Avenue 304 St  302nd Terrace 151 Ave  149th Avenue 302 Ter  302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 31 146 Ave  Harrison St  146th Avenue Harrison St  Harding Street 145 Ave	291 St	SW -12') Install Painted Crosswalk across the 294 St. Intersection (East	68	LF	250 00
302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St 146 Ave 145th Avenue Harrison St 146 Ave 145 Ave 155 Ave	20130	tide 69") Install Painted Crosswalk across the 293 Ter intersection (West			
302nd Terrace 151 Ave 149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St 146 Ave 145th Avenue Harrison St 146 Ave 145 Ave 155 Ave		tide-82') Install Painted Crosswalk across the 303 Strintersection (East	82	LF	250 00
149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St Harrison St 146 Ave Harrison St 146 Avenue Harrison St Harrison St	302 Ter	nide-84')	84	LF	250 00
149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St Harrison St 146 Ave Harrison St 146 Avenue Harrison St Harrison St		Install Sidewalk Extensions @ 303 Stintersection (HE - 10', SE - 10')	20	LF	1 100 00
149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 146th Avenue 294 St Harrison St 146 Ave Harrison St 146 Avenue Harrison St Harrison St		Install Painted Crosswalk across the 302 Ter intersection (East side 100' South side 100' North side 60')	260	LE	600 00
149th Avenue 302 Ter 302nd Street 149 Ave 148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 148th Avenue 294 St Harrison St 146 Ave Harrison St 146 Avenue Harrison St Harrison St	149 Ave	Install Painted Crosswalk across the 149 Ct Intersection (South	62	LF	250 00
302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  148th Avenue 294 St  146th Avenue Harrison St  146 Ave  Harding Street 145 Ave		side-92") Instali Sidewalk Extensions @ 149 Ct intersection (SW - 6" SE -	10	LF	
302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  148th Avenue 294 St  146th Avenue Harrison St  146 Ave  Harding Street 145 Ave		Install Painted Crosswalk across the 149 Ave intersection (West		-	550 00
302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  148th Avenue 294 St  146th Avenue Harrison St  146 Ave  Harding Street 145 Ave		side 72" South side 48")	120	LF	400 00
302nd Street 149 Ave  148th Place 302 St  297th Terrace 148 Pl  147th Avenue 297 Ter  294th Street 147 Ave  148th Avenue 294 St  146th Avenue Harrison St  146 Ave  Harding Street 145 Ave	302 St	Install Sidewalk Extensions @ 149 Ave intersection (SW -9') Install Painted Crosswalk across the 302 St intersection (Florith	252	LF	500 00 750 00
148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St Harrison St 146 Ave Harrison St 146 Ave	302 31	tide - 88' South side -88' East side 76') Install Sidewalk Extensions @ 302 St intersection (NW - 10' SE			
148th Place 302 St 297th Terrace 148 Pl 147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St Harrison St 146 Ave Harrison St 146 Ave		6")	15	LE	850 00
297th Terrace 148 PI  147th Avenue 297 Ter  294th Street 147 Ave  146th Avenue 294 St.  Harrison St.  146th Avenue Harrison St.  Harding Street 146 Ave	148 PI	Install Painted Crosswalk across the 148 Pl intersection (North side 76", South side 84", East side - 72", West side 86").	318	LF	950 00
297th Terrace 148 PI  147th Avenue 297 Ter  294th Street 147 Ave  145th Avenue 294 St.  Harrison St.  146th Avenue Harrison St.  Harding Street 145 Ave		Install Sidewalk Extensions @ 148 Pl intersection (NE - 10' FIW - 10' SW -10')	30	LF	1,650.00
147th Avenue 297 Ter 294th Street 147 Ave 149th Avenue 294 St. Harrison St. 146th Avenue Harrison St. Harding Street 145 Ave	297 Ter	Install Painted Crosswalk across the 290 Ter intersection (East side 94')	84	LF	250 00
147th Avenue 297 Ter 294th Street 147 Ave 149th Avenue 294 St. Harrison St. 146th Avenue Harrison St. Harding Street 145 Ave	0	Install Sidewalk Extensions @ 298 Ter intersection (NE + 8° SE +	16	LF	900 00
147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St. Harrison St. 146th Avenue Harrison St. Harding Street 145 Ave		8') Install Painted Crosswalk across the 297 Ter intersection (East	196	LF	
147th Avenue 297 Ter 294th Street 147 Ave 149th Avenue 294 St. Harrison St. 146th Avenue Harrison St. Harding Street 145 Ave	116	side - 56' West side - 60' South side - 90') Install Sidewalk Extensions @ 297 Terintersection (SE - 9' SW -			600 00
147th Avenue 297 Ter 294th Street 147 Ave 145th Avenue 294 St. Harrison St. 146th Avenue Harrison St. Harding Street 145 Ave		6')	tő	LE	850 00
29-tih Street 1-47 Ave 1-45th Avenue 254 St. Harrison St 1-46 Ave 1-45th Avenue Harrison St. 1-45 Ave 1-47 Ave	147 Ave	Install Painted Crosswalk across the 147 Ct intersection (North side - 90°)	90	LF.	300 00
29-tih Street 1-47 Ave 1-45th Avenue 254 St. Harrison St 1-46 Ave 1-45th Avenue Harrison St. 1-45 Ave 1-47 Ave	- 11	Install Sidewalk Extensions @ 147 Ct intersection (NE - 9', NW = 8')	17	LF	950 00
294th Street 1-47 Ave 1-45th Avenue 294 St. 1-46 Ave 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46 Ave 1-46 Ave		Install Painted Crosswalk across the 147 Ave intersection (West	80	UE	250 00
294th Street 1-47 Ave 1-45th Avenue 294 St. 1-46 Ave 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46 Ave 1-46 Ave		side - 90" ) Install Sidewalk Extensions @147 Ave intersection (NW - 9", SW	31	LF	1 700 00
294th Street 1-47 Ave 1-45th Avenue 294 St. 1-46 Ave 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46 Ave 1-46 Ave		Replace Street Sign to read 147 Ave - (Wrong Sulfix, currently	1	AS	450 00
294th Street 1-47 Ave 1-45th Avenue 294 St. 1-46 Ave 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46th Avenue 1-46 Ave 1-46 Ave		tays 147 St not 147 Ave) Install Painted Crosswalk across the 297 St intersection (East	-11:		
140th Avenue 254 St. Harrison St 146 Ave 146th Avenue Harrison St. Harding Street 146 Ave	294 St	#ide - 94')	94	LF	300.00
140th Avenue 254 St. Harrison St 146 Ave 146th Avenue Harrison St. Harding Street 146 Ave		Install Sidewalk Extensions @ 147 Ct intersection (NE - 121 SE - 121)	24	LF:	1,300 00
Harrison St. 148 Ave.  146th Avenue Harrison St.  Harding Street 145 Ave.	143 Ave	Install Painted Crosswalk across the 147 Ave intersection (North tide - 86' South side - 70' East side - 100')	258	LF	800 00
Harrison St 148 Ave 146 in Avenue Harrison St Harrison St 146 Ave 146 Ave		Install Sidewalk Extensions @ 147 Ave intersection (NE - 12, NE	22	LF	1 200 00
Harrison St 148 Ave 146 in Avenue Harrison St Harrison St 146 Ave 146 Ave		-10') Install Painted Crosswalk across the 146 Ave intersection (North			31 - A
Harrison St 148 Ave 146 in Avenue Harrison St Harrison St 146 Ave 146 Ave		side - 88' South side - 82' East side - 80' West side - 80')	328	LF	1.000.00
Harrison St 148 Ave 146 in Avenue Harrison St Harrison St 146 Ave 146 Ave		Install Sidewalk Extensions @147 Ave intersection (NE - 10, NAV 10', SE - 8, SW -10')	38	LF	2 050 00
145th Avenue Harrison St. Harding Street 145 Ave	Hamson St	No Improvements Necessary	**	0.0	
Harding Street 145 Ave	145 Ave	Install Painted Crosswalk across the 145 Ave intersection (North- aide 78' West side 84' East side 84')	204	LF	650 00
Harding Street 145 Ave		Install Sidewalk Extensions @ 145 Ave intersection (NE - 10' NW - 10')	20	LF	1 100 00
Harding Street 145 Ave	Harding St	Install Painted Crosswalk across the Harding St intersection	188	LF	600.00
		(South side - 30', West side - 54', East side - 54') Install Sidewalk Extensions @ Harding St intersection (FiE - 10')			
		INW 10 SE 10 SW 8") Install Painted Crosswalk across the 144 Ct intersection (Florth	38	LF	2 050 00
144th Court Harding Ave	144 Ct	side - 80', West side - 60', East side - 52')	192	LF	600 00
144th Court Harding Ave	-	Install Sidewalk Extensions @ 144 Ct intersection (HE - 5' NW - 5', SE - 10', StV - 10')	30	LF	1 650 00
	291 \$1	Install Painted Crosswalk across the 292 St intersection ( West side 72)	72	LF	250 00
	1 7 17 1	Install Sidewalk Extensions @ 292 St intersection ( NW -10" SW 10")	20	LF	1 100 00
		Install Painted Crosswalk across the 291 St intersection ( Morth			
		tide - 84' South side - 74' East side - 86 West side 74')	318	LF	950 00
TO THE RESERVE OF THE PERSON O		Install Sidewalk Extensions @ 292 St intersection ( NW -6' NE + 12' SE - 10' SW - 10')	38	LF	2.050.00
201st Street 141 Ct	144 Ave	No Improvements Necessary	- 2	- 4	
Preliminary Costs Contingency (15%)					129,000,00 \$ 19,350,00
Professional Engineering Design ( Construction Engineering Inspects	(15%)				\$ 19,350,00 \$ 19,350,00
Moberation (10%)	MANUAL COLUMN				\$ 12,900.00
Maintenance of Traffic (10%) Opinion of Total Costs					\$ 12,900,00 \$ 212,850.00

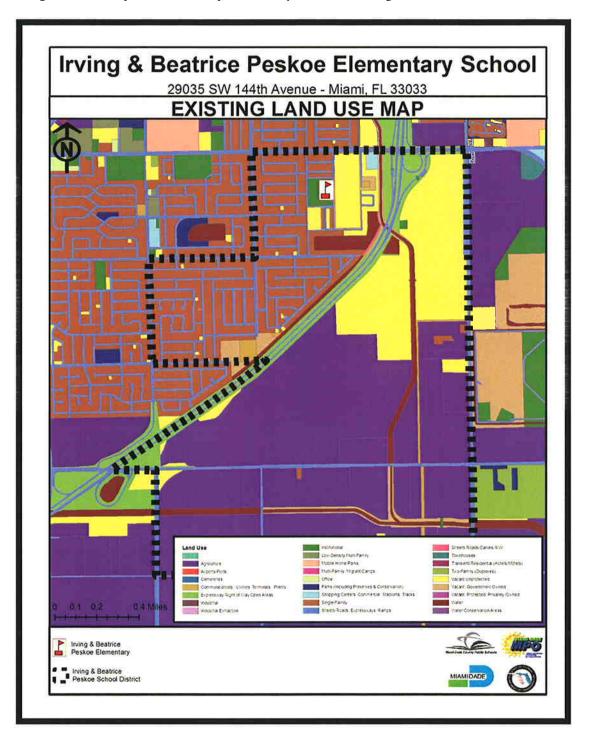
Note

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



#### **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 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.

Case Number Pedestrian		ian Road Name		2000 Ped & Bike Crashes		2001 Ped & Bike Crashes		2002 Ped & Bike Crashes		d & Bike shes	2004 Ped & Bike Crashes		Totals	
Oddo Hairibei	Date of Birth	110dd 14dille	Juve	niles	Juve	niles	Juve	niles	Juve	niles	Juve	niles	-	
		a la financia de la companya de la c	Fatalities	Injuries	Fatalilies	Injuries	Fatalities	Injuries	Fatalilies	Injuries	Fatalities	Injuries	Falalities	Injuries
70567097	12/23/1996	SW 297TH TER & SW 149TH AVE	0	0	0	Û	0	0	U	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	Ū	Ũ	0	0	0	0	0	0
73289407	1111996	SW 293RD ST & SW 147TH AVE	0	0	0	0	0	0	0	Ũ	0	1	0	1
73289498	2281941	SW 297TH ST & SW 152ND AVE	0	0	0	0	0	0	0	-0	0	0	0	Ō
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	Ū	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	Û	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	Ū	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 144<sup>th</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along 288<sup>th</sup> 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**

Road	Se	gment	Facility Type	Speed Limit	AADT*	Bike and Ped
Noau	From	То	racinty Type	Speed Limit	AADI	Crashes**
142nd Avenue	288 St	290 Ter	Local	30	Low	No
290th Terrrace	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 PI	Local	30	Low	No
144th Place	297 Ter	296 St	Local	30	Low	No
296th Street	144 PI	144 Ave	Local	30	Low	No
144th Aveneu	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 PI	Local	30	Low	No
148th Place	302 St	297 Terr	Local	30	Low	No
297th Terrace	148 PI	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 Aveneu	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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

### REDONDO ELEMENTARY SCHOOL 18480 SW 304<sup>TH</sup> STREET HOMESTEAD, FL 33030



### SAFE ROUTES TO SCHOOL - 2008

### REDONDO ELEMENTARY SCHOOL SAFE ROUTES REPORT

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- 6.5 Site Assessment and Inventory of Existing Facilities
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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.

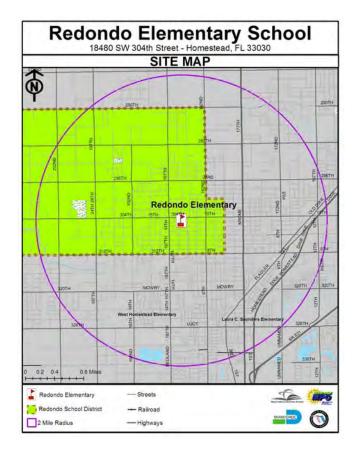
#### 3.0 SCHOOL DATA

Name: Redondo Elementary School Address: 18480 SW 304<sup>th</sup> Street, Homestead, FL 33030 **Enrollment:** 728 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 =









Redondo 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. Rene E. Baly Principal Redondo Elementary School 18480 SW 304<sup>th</sup> 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.

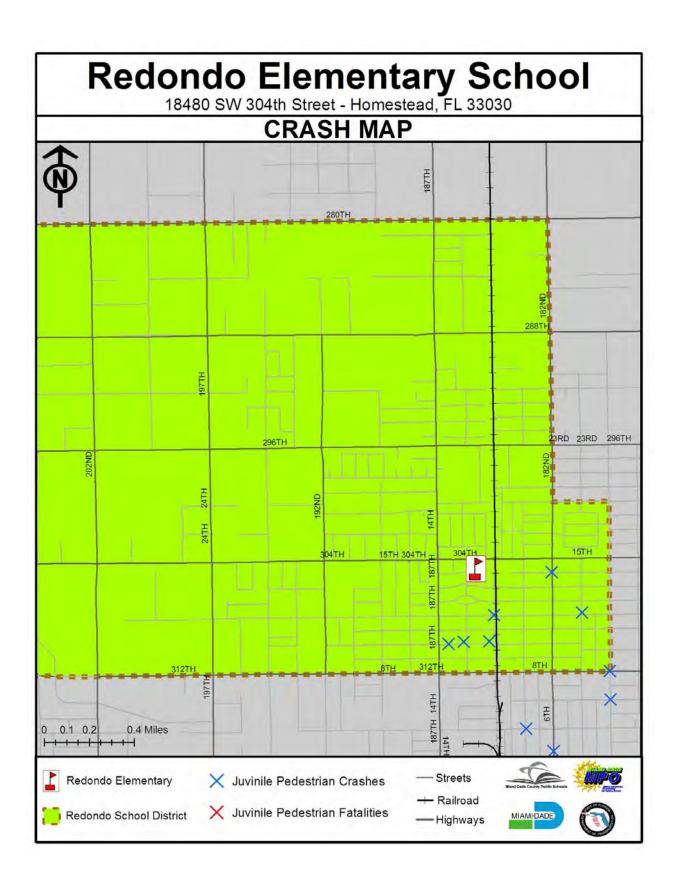
Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity 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**

Cara Number	Number Pedestrian Date of Birth Road Name Segmen		ment	2000 Ped Cras			d & Bike shes		d & Bike shes		d & Bike shes	2004 Pe Cras	d & Bike shes	То	ital	
Case Number	Date of Birth	Road Name	l ĭ i		Juver	niles	Juve	niles	Juve	niles	Juve	niles	Juve	niles		
			From	To	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries
72432414	7/04/1997	NW 14TH ST & NW 6TH AVE	Inters	ection	0	0	0	0	0	0	0	1	0	0	0	1
72434062	9/19/1997	NW 11TH ST & NW 10TH AVE	Inters	ection	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	Inters	ection	0	1	0	0	0	0	0	0	0	0	0	1
562875040	12/31/1994	NW 4TH AVE & NW 11TH ST	Inters	ection	0	1	0	0	0	0	0	0	0	0	0	1
562893280	4/21/1993	NW 9TH CT & NW 10TH AVE	Inters	ection	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



#### 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.

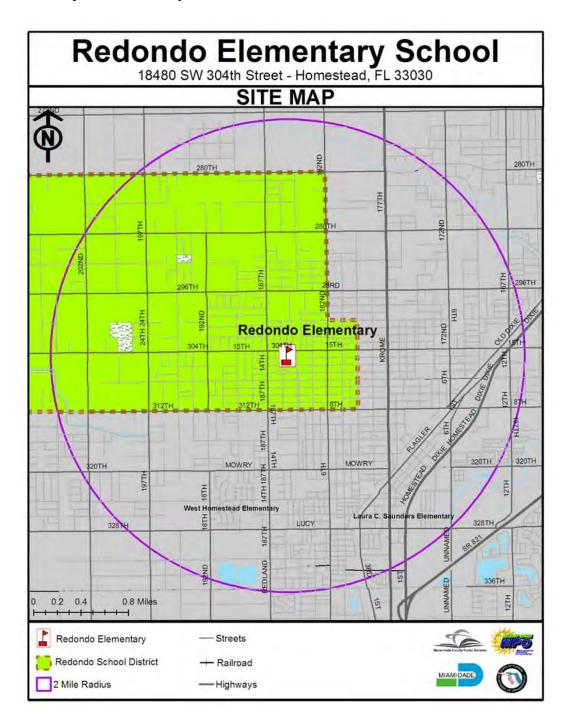
#### **6.1 Survey**

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.

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.

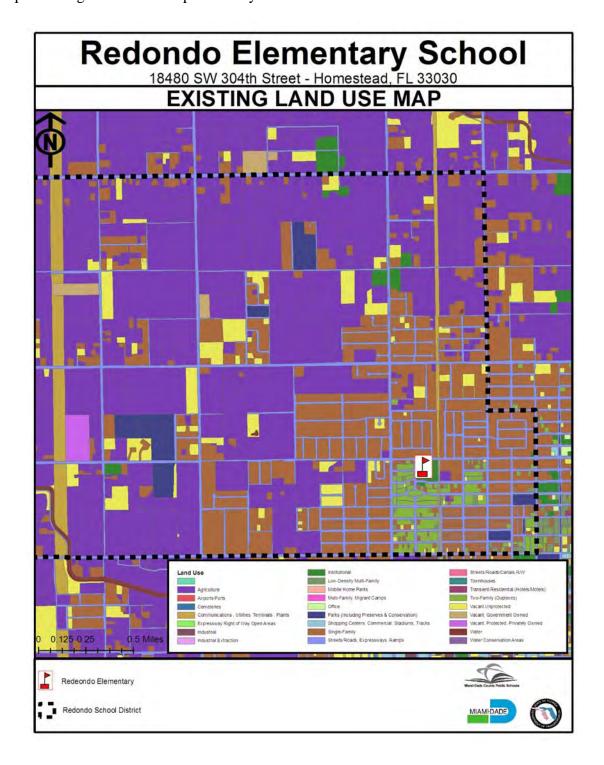
#### **6.2 School Zone Boundary**

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 280<sup>th</sup> Street. The western boundary is well out west, while the southern boundary is 312<sup>th</sup> Street. The eastern boundary moves north from 312<sup>th</sup> Street along NE 2<sup>nd</sup> Avenue and jogs back west two blocks to 182<sup>nd</sup> Avenue along NW 19<sup>th</sup> Street. From there it moves north along 182<sup>nd</sup> Avenue to 280<sup>th</sup> 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.

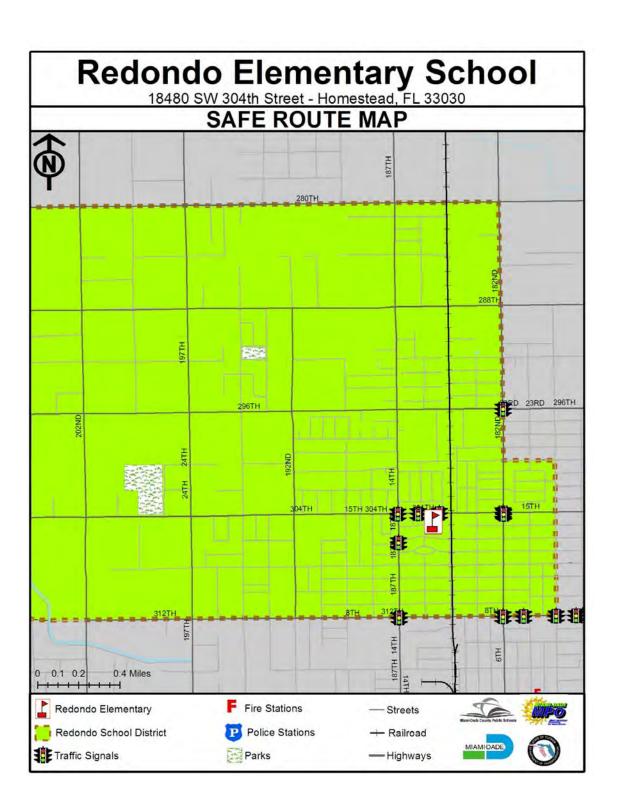
Table 6.4 Redondo Elementary School Roadway Characteristics								
Road	Seg	ment	Facility Type	Speed Limit	AADT*	Bike and Ped		
Koau	From	From To		Speed Lillin	AADI	Crashes**		
10th Avenue	304th St	18 St	Local	30	Low	No		
18th Street	10 Ave	12 Ave	Local	30	Low	Yes		
12th Avenue	18 St	19 St	Local	30	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 A	ADT was not readily avail	able, traffic volume was a	ssessed as low, moderate	e, heavy based on field	observations			
** Total pedestrian and bicyc	cle crashes, 2000 - 200	4						

#### **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 304<sup>th</sup> Street. All other signals are on the section-line and half-section line roads particularly along 312<sup>th</sup> 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.



#### 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

Segment			Opinion of Frobable Costs			
Road	From	То	Recommended Improvement	Qty	Unit	Cost
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
2221 21	40.4	400 4	Install Sidewalk from just north of southern most house on19th St to 296th Street (west side)	965	LF LF	76,500.00
296th Street	19 Ave	182 Ave	Install Sidewalk and Sidewalk Extensions at Intersections, (north side)  Install Sidewalk and Sidewalk Extensions at Intersections, (south side)	1640 1640	LF	130,000.00 130,000.00
			Install Sidewalk and Sidewalk Extensions at mersections, (south side)  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
77.17 0.11001			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', SW20')	30	LF	2,400.00
			Install Sidewalk Extension @ 18 St (NE-11', SE10')	21	LF	1,700.00
			Install Sidewalk Extension @ 17 ct (NE-15', SE8')	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
304th Street	School Ent	187 Ave	Install Painted Crosswalk across 10th Ave, north side (112') and south side (90')  No Improvement	202	LF	600.00
187th Ave	304 St	288 St	Install Sidewalk between 304th St and 16th St	203	LF	16,100.00
TOTALANC	304 01	200 01	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 Pained 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 LF	2,550.00
			Install Sidewalk between 293 St and 291 St except for northern most lot corner, west side Install sidewalk between 291St and 288 St, west side	342 870	LF	27,150.00 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'), 187PI (68'), 16Ave (90'), 193Ave(50'), 193Ct (66'),	474	LF	1,400.00
			194Ave (120')			
			Install Sidewalk Extensions @ 15 Ter (NE-15', NW-15'), 18Ave, NE-18', NW-18') Install Sidewalk, on north side between 192 Ave and 197 Ave	62 2600	LF LF	4,950.00 206,100.00
12th Avenue	304 St	312 St	Install Painted Crosswalks at all 4 legs across 12St Ellipse (56' per leg)	224	LF	700.00
12til Avellue	304 31	312 31	Install Pained Crosswalks across east side of 11St (56'), 10St (62'), 9Ct (64'), 9St (72')	254	LF	750.00
			Install Pained 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',	85	LF	6,750.00
			NW-15'), 188Av (NE-14', NW-9')			
			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 LF	5,550.00
			Install Sidewalk between 9Ave and 5Ave, north side Install Sidewalk between 8 Ave and 5 Ave south side	957 1306	LF	75,900.00 103,550.00
Preliminary Costs			Install Olderall between 0 Ave and 3 Ave South Side	1306	LF	1,355,850.00
Contingency (20%)						271,170.00
						135,585.00
Mobilization (10%)						,
Maintenance of Traffic  Opinion of Tota						135,585.00 <b>1,898,190.00</b>

Note:

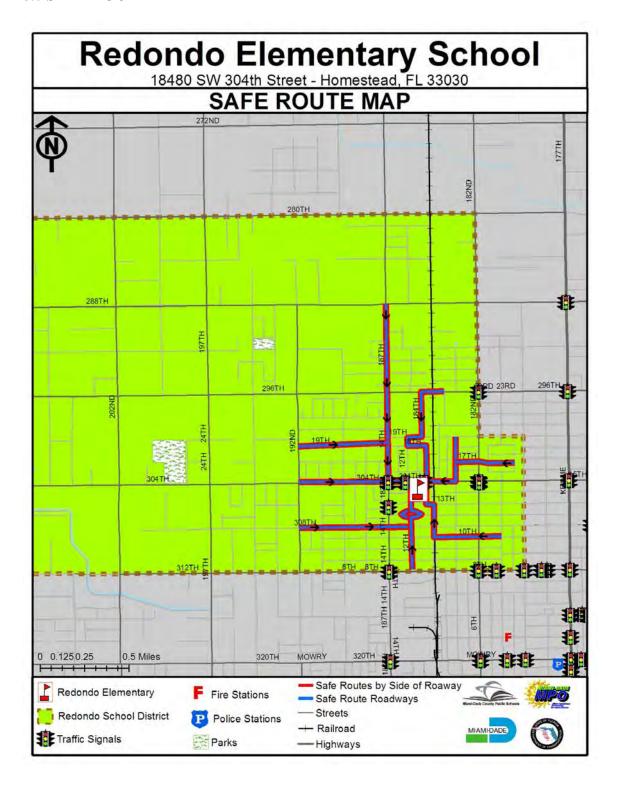
1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:

Qty = Quantity

AS = Assembly

LF = Linear Feet





## 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 111<sup>th</sup> 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. Torrens Mr

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

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 304<sup>TH</sup> 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, Ap	plicant & Mai	ntaining A	gency Information
Name of school: Redondo Elen	nentary School	County: Mia	mi-Dade
The Applicant must be one of t	he agencies or org	anizations list	ted below:
School Board	Private School	Comm	unity Traffic Safety Team
Agency/Organization Name: Mia	mi Dade County Pu	ıblic Schools	
Contact Person: Jaime Torrens		Title: Chief F	acilities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-4660	)	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1 <sup>st</sup> Stre	eet Suite 1510		
City: Miami	State: Florida	Zip: <b>33128 -</b> 1	1970
Signature: Aug 800 km	Typed name: J	aime Torrens	Date: 4/29/08
Signature of School Board or s	school representati	ve required w	hen different from applicant:
Signature	Typed name:		Date:
The Maintaining Agency must	be one of the agen	cies listed bel	ow:
City	County	🔲 Flor	ida Department of Transportation
Agency/Organization Name: Mia	mi Dade County, P	ublic Works	
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assista	nt Chief
Daytime Phone: 203-375-2030	Fax: 305-372-6064	1	E-mail: jcpe@miamidade.gov
Mailing Address: 111 NW First S	treet		
City: Miami	State: Florida	Zip: 33128-19	970
Your signature indicates your age complete the project if selected for		enter into a for	rmal agreement with FDOT to
Signature:	— Typed name: J	effrey L. Cohe	en, P.E. Date: 4/
sign this application to indicate su	upport for the propos	sed project.	area boundary, the MPO must also
Agency/Organization Name: Mia			
Contact Person: David Henders			edestrian Specialist
Daytime Phone: 305-375-1647			E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1st Stre			
City: Miami	State: Florida	Zip: 33128	
Signature: Jan Huders	Typed name: D	avid Henders	on Date: 4/29/0
Designated Contact: Check below	ow the primary conta	act (the one the	District should coordinate with):
Applicant	Maintaining Agend	:v	■ 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.							
Does the project	have public support?				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)					No		
If no, are they willing	g to become LAP Cert	rified?		Yes	No		
3. Who do you prop	ose to be responsible	for each phase of	of the project?				
Design:	City		Other, including FI	DOT (explain b	pelow):		
Construction:	City		Other, including FI	DOT (explain b	pelow):		
Maintenance:	City	County	Other, including FI	OOT (explain b	pelow):		
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 maint	ain any traffic enginee	ring equipment i	ncluded in this project?		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?					No		
If yes, describe its we with few if any gap	vidth and condition: Th	ne right of way g	enerally greated that		ns sidewal		
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 ( <a href="http://www.saferoutesinfo.org/resources/index.cfm">http://www.saferoutesinfo.org/resources/index.cfm</a> and following the schedule provided by the District?							

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html</a> safe-ways.html)					
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.

planned in the future. Each box must be filled in.						
Past	<u>Future</u>					
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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a>						
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 or 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 extentions that prevent walking or biking. Issues to the north west of the school include a rural or agricultural land use patten 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 29 asian. Nearly 90% of the population is eligible for the Free Lunch Program. Generally in the are about 65% of the households have children. The unemployment rate is about 6%. Nearly 41% of all housholds 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 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.

Section 5 – Current Conditions								
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			LOCAT	ION				
#1 Street Name	e: NW 15 <sup>th</sup> Street			From: 12 Ave		To: 11 Av	/e	
Maintaining Ag		County	Sta					
#2 Street Name	e: 12 <b>Ave</b>		From	: 13 St	To:	15 Terr		
Maintaining Ag		County	Sta					
0 to ½ mil	e 1/2	to 1 mile		o illustrating the are 1 to 1 ½ miles		1 ½ to 2 r		
or playgrounds	, libraries, or othe	r pedestrian d	estinatio	o other facilities (of ons) which might a	lso b	enefit from th	e project.	
				amily residential ltural, which has				
				e inevitable confl				
				en pedestrians an				
grow in numbe	er particularly as							
				RACTERISTICS	£0.			
Roadway Type				ıral (check shoulde			d 🛛 Grass	
Shoulder Type:		\$		ved		Curb		
Shoulder Grade				eep-Up		Steep-Down		
Drainage:	⊠ Swale			ncrete Ditch		Curb/Gutter		
Status of walking		o walking surfa aved surface v		red or unpaved os		Jnpaved surfa Continuous pa	ace aved sidewalks	
Write below your comments on status of the current walking surface:								
Paved walking surfaces are generally in good condition, where they exist. In agricutrual 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								
	_						accs are	
				rks, as the implem			zono ciano 9	
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 th	e area are ma	inly loca	al streets seperate	d by	a few collect	tors. The area	
has many sidew	valks. No bike lan	nes exist, nor d	o mult-	use paths. Few m	arke	d crosswalks	exist, and ADA	
accessable sidewalk extensions are also rare. Roads in the agricutral area have no sidewalks or bike								
paths. Signage around the school is adquate, and there are bike racks that exist at the school.								
TRAFFIC CONTROLS								
	ply in regard to tr				, ,			
We need pedestrian features  We need other school-related signals								
<ul><li>We need traffic signs</li><li>✓ We need marked crosswalks</li><li>✓ We have what we need</li></ul>								
DATA								
Traffic Conditions								
Average Annua	al Daily Traffic (AA	NDT): 5832	Posted	d Speed Limit: 30	- 27	Operating Sp	eed: 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				
	<u> </u>			V				

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

Section 6 - Specific Infrastructure In	nprovement(s) k	(equestea
Request #1 Street Name: Please see attached s	oread sheet for Route in	nformation
From: -	To: -	
Number of K to 8 <sup>th</sup> grade children using route or facility	principal estimates that about 10% children walk through the near by neigbhoroods	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 radious, 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 extreemely helpful enhancing pedestrian mobility.
Request #2 Street Name: -		
From:	To: -	
Number of K to 8 <sup>th</sup> grade children using route or facility		Potential*: -
*Potential applies only to those along or within ¼ mile of pro		
Sidewalk, Bike Lane, Paved Shoulder, or		1
- X	/ Sidewalk / Bike Lane (includes re	e-striping or reconstruction)
	Paved Shoulder	s-striping of reconstruction)
	Shared Use Path	
Comments: describe below your requests in detail, inc		·
The main type of project suggested is the addition gaps exist. Additionally the construction of ADA a sidewalk and the crosswalk are suggested. Please on the specific routes, segments, suggested project.	ccessible sidewalk ex see the attached spre	tensions between the ead sheet for the details
Traffic Control (signs, signals, crosswalks, school	zone signs, roadway m	arkings, etc.)
Within school zone or school area	Outside of school	zone or school area
Is your Traffic Control request based on a Traffic or En		'es 🛛 No
Comments: describe below your requested traffic conti crosswalks, school zones, etc.)	ol changes (signs, sign	als, roadway markings,
The main type of project suggested here is the addition	of pedestrian crosswa	lks and some additional
signage. Please see the attached spread sheet for the	e details on the specific	routes, segments,
suggested projects, location, length and cost.		
Other Requests (includes bike parking, traffic ca	lming, or other improver	ments 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 componenets 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 methodlology. 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, includigh facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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 figuerd by The Corradino Group, a professional engineeing 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 adequaty level and seperated 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

Opinion of Probable Costs Segment						
Road	From	To	Recommended Improvement	Qty	Unit	Cost
10th Avenue	304th St	18 St	No Improvement			
18th Street 12th Avenue	10 Ave	12 Ave	No Improvement	- 11	440	
19th Street	12 Ave	184 Ct	No Improvement Install Sidewalk Extensions @ SE and SW comers of 12th	14	LF	750.00
10111 0111001	IL AVO	10401	Ave/19th St Intersection			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) Install Sidewalk from just north of southern most house on19th St to	1290	LF	69,000.00
			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
		- V	Install Sidewalk across RR Track on both north and south side (50')	100	LF	5,350,00
470- 00			each Installed Painted Crosswalks intersection of 17th St / 6th Ave (north	- 11		
17th Street	6 Ave	8 Ave	side 70' / south side, 63')	193	LF	400.00
	1 14 10		Install Sidewalks Extensions All Legs of 17th St / 6th Ave intersection NE-10', SE-11', SW-18', SE-18'	57	LF	3,050.00
8th Avenue	19 St	304 St	Install Sidewalk, from 6th Ave to 7th Ave on the south side Install Sidewalk Extension @ 19 St (SE-10', SW20')	75	LF	4,050.00
aut tronge	13 51	554 51	Install Sidewalk Extension @ 18 St (NE-11', SE10')	21	LF	1,650.00
			Install Sidewalk Extension @ 17 ct (NE-15', SE8') Install Sidewalk Extension @ 17 St (NE-11', SE-11' / NW-13', SW-	23	LF	1,250.00
			14")	49	LF	2,650.00
	ter to		Install Sidewalk Extension 16St (NE-16', SE-14') Install Painted Crosswalk at all four sides of 8th Ave / 15St	30	LF	1,650,00
			Intersection	312	LF	950.00
304th Street	8 Ave	School Ent	Install Painted Crosswalk across 8th Terr, north side Install Painted Crosswalk across 9th Ave, north side	100	LF	300.00
			Install Painted Crosswalk across 10th Ave, north side (112') and	202	LF	600.00
304th Street	School Ent	187 Ave	south side (90') No improvement		-	000,00
187th Ave	304 St	288 St	Install Sidewalk between 304th St and 16th St	203	LF	10,900.00
		2 U 3	Install Painted Crosswalk across 187Ave/16thSt intersection, east	78	LF	250,00
			Install Painted Crosswalk across 187Ave/17thSt intersection, west	68	LF	250,00
			Install Painted Crosswalk across 187Ave/18thSt intersection, east	40		
		100	install Painted Crosswalk across 187Ave/19thSt intersection, west	46	LF	150,00
			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
	LIA SU		Install Sidewalk Extensions @ 187Ave/20thSt intersection, south west	20	LF	1,100,00
			Install Sidewalk between 297st and 21St, west side	500	LF	28,750.00
			Install Painted Crosswalks, across 187Ave/296St intersection, east side (70'), west side (74')	144	LF	450.00
			Install Sidewalk Extensions @ 187Ave/296St intersection, north	32	LF	1,750.00
			east (17'), south east (15') 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 268 St, west side Installed Painted Crosswalks west side of 187 Ave at 294St(50').	870	LF	46,550.00
	- X		295St (50'), 296St (50'), 297St (50'), 21SI (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	5180	LF	277,050.00
			install Painted Crosswalks across 19St/16Ave intersection, (south			- 1100
			side 60') (north side 60')	120	LF	400.00
		- "	Install Painted Crosswalks across 19St/15 Ave intersection south	.46	LF	150.00
			Install Sidewalk Extensions @ 19St/16Ave intersection All corners (15' each)	60	LF	3,250.00
	A 170 P.		Install Sidewalk Extensions @ 19St/15 Ave intersection (SE-15'.	30	LE	1,650.00
304th Street	187 Ave	197 Ave	SW-15') Install Sidewalk, between 187 Ave and 14th Ct	204	LF	10,950.00
		003	Installed Painted Crosswalks north side across 14Ave (76'), 15Ave			
		1 1 1 1 1 1 1 1	(66'), 15 Ter (76') 16Ave (70'), 16 Ter (72'), 17Ave (72'), 17Ter (56')	488	LF	1,450.00
1			Install Painted Crosswalks south side across 187ct (80'), 187PI			
	L'As an in the		(68'), 16Ave (90'), 193Ave(50'), 193Ct (66'), 194Ave (120')	474	LF	1,400.00
		1 2 1	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
	11-		Instail Painted Crosswalks across east side of 11St (56'), 10St (62'),	254	LF	750.00
			9Ct (64'), 9St (72') Install Painted Crosswalks across west side of 11St (80'), 10St		_	
nont fi	***	100	(62'), 9CI (56'), 9SI (60')	258	LF	800.00
308th Street	192 Ave	12 Ave	Install Sidewalk between 192 Ave and 190 Ave, north side Install Sidewalk Extensions, north side @ 190Ave (NE-12, NW-	630	LF	33,700.00
a bi ka bi	11.		12'), 189Ava (NE-10'), 188Ct (NE-9', NW-9')	52	LF	2,800.00
The suit is a			Install Sidewalk Extensions, south side @ 191Ave (SE-10', SW-5), 190Ave (NE-12', NW-10'), 189Ave (NE-10', NW-15'), 188Av (NE-	85	LF	4,550.00
		1 1 1 11 11	14', NW-9') Install Painted Crosswalks, north side @ 190Ave (56'), 189Ave			
HE	1 1 1 1 1		(86'), 188Ct (70'), 188Ave, (80'), 187Ave (82')	375	LF	1,150.00
	7-14-14	1 4	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 S1	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	258	LF	800.00
			BAve (N side -70' / S side -80') Install Sidewalk Extensions @ BAve (NW 10', SW 10', SE 10'), and	70	LF	
		and the sales	6 Ave (NE 10', NW 10', SE 10', SW 10') Install Sidewalk between 9Ave and 5Ave, north side	957	LF	3,750.00 51,200.00
			Install Sidewalk between 8 Ave and 5 Ave south side	1306	LF	69,850.00
Preliminary Costa Contingency (15°	36)					1,217,700.00 \$ 182,655.00
Professional Engi	neering Design (1	5%)				\$ 182,655.00
Mobilization (10%	ineering Inspectio	n (15%)				\$ 182,655,00 \$ 121,770.00
Maintenance of T Opinion of Total	Contra					\$ 121,770.00 \$ 2,009,205.00

Note:

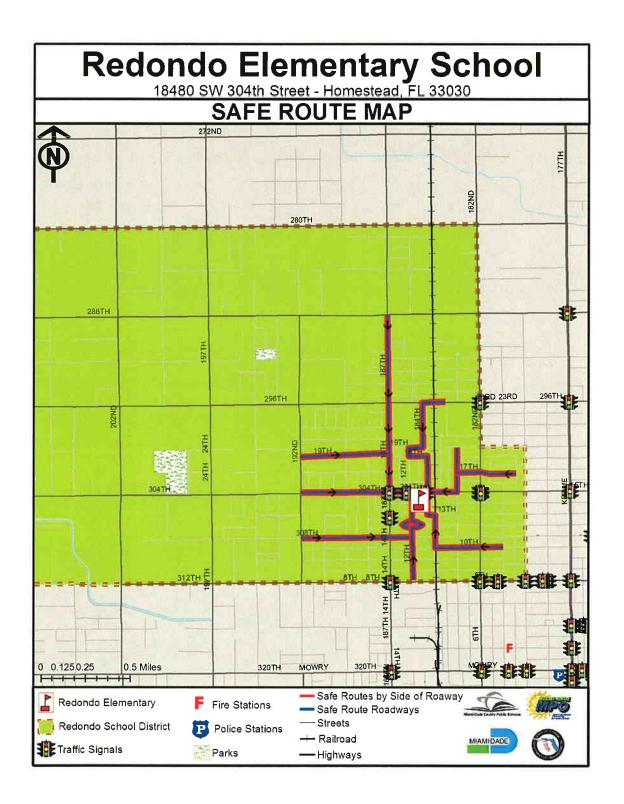
1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:

Obj. = Quantity

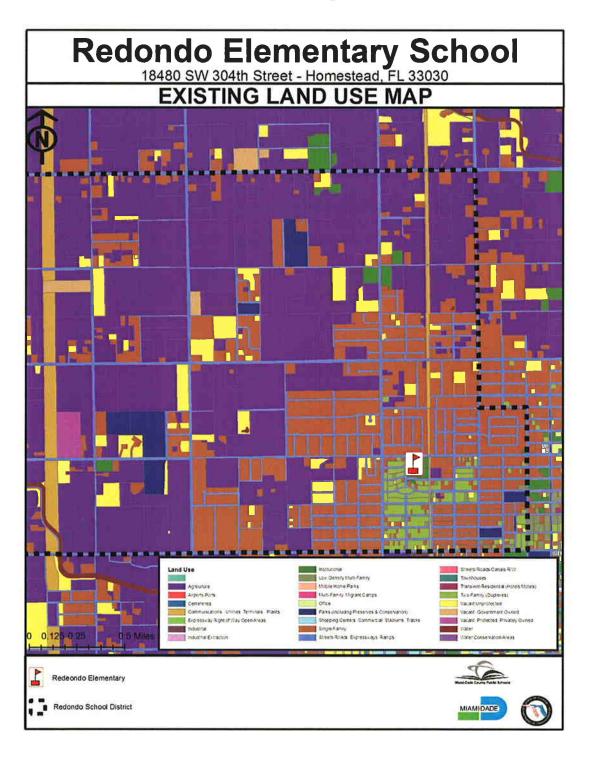
AS = Assembly

LF = Linear Feet



#### **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			Segment.	2000 Ped Cras	hes	2001 Per Cras		1 (200)	d & Bike shes	2003 Per Cras	200	2004 Pe Cras		То	tai
4.740-0.7	Date of Birth	3,544,740,00		Juver	niles	Juve	niles	Juve	niles	Juve	niles	Juveniles		2	
		A Committee of the Comm	From To	Fatalities	Injunes	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injunes	Fatalities	Injunes
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	1111	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	1041
		Total		0	3	0	0	0	1	0	2	0	0	.0	6

#### **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 304<sup>th</sup> Street. All other signals are on the section-line and half-section line roads particularly along 312<sup>th</sup> 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
Redon	do Elementary School
Roadw	ay Characteristics

Road	Seg	ment	Equility Type	Cunnel Limit	AADT	Bike and Ped
Koad	From	То	Facility Type	Speed Limit	AADT*	Crashes**
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

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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

# SAUNDERS ELEMENTARY SCHOOL 505 SW 8<sup>TH</sup> STREET HOMESTEAD, FL 33030



SAFE ROUTES TO SCHOOL - 2008

# SAUNDERS ELEMENTARY SCHOOL SAFE ROUTES REPORT

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- 2.2 Distribution Mailing List

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#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

- 6.1 Survey
- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

- 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 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 8<sup>th</sup> 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

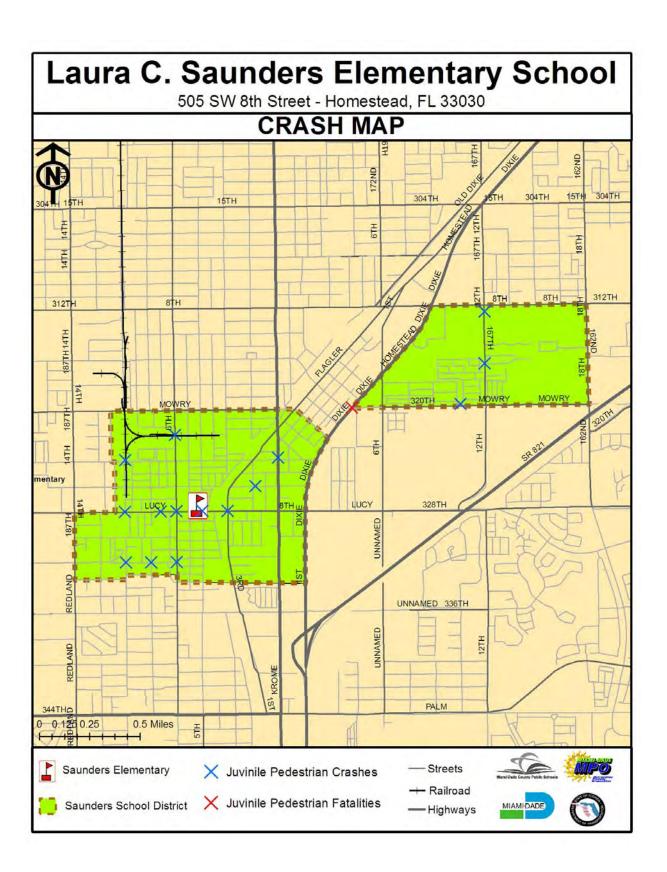
#### 5.0 CRASH HISTORY

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															
	Pedestrian		Sen	ment	200		200		200		200		20			
Case Number	Date of Birth	Road Name	9		Juver		Juver		Juven		Juver		Juve		TOT	
			From	To	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								



#### 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.

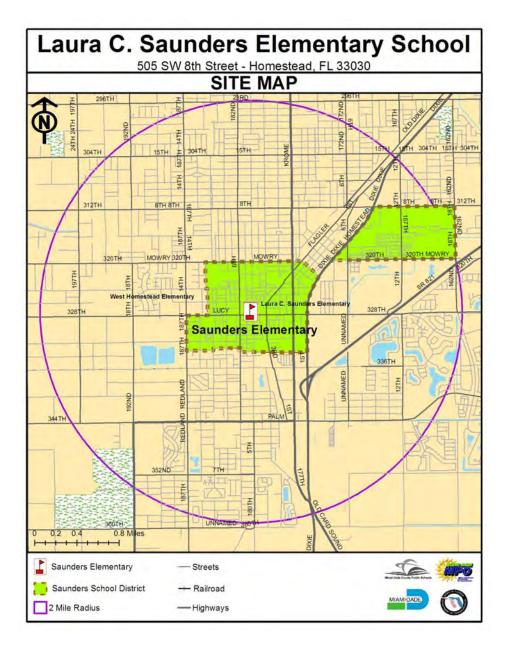
#### **6.1 Survey**

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.

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.

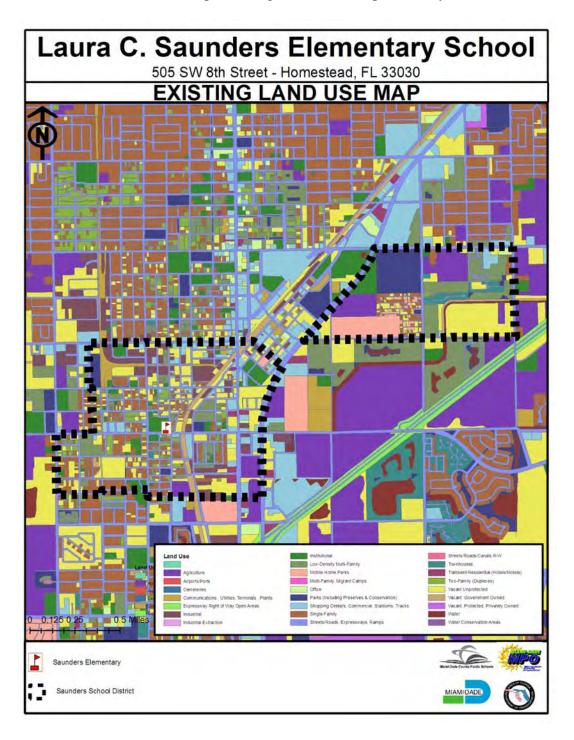
#### **6.2 School Zone Boundary**

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 320<sup>th</sup> Street on the north, SW 11<sup>th</sup> Avenue and 187<sup>th</sup> Avenue on the west, NW 10<sup>th</sup> Street to the south and US-1 to the East. The northeast area is bound by 312<sup>th</sup> Street to the north, US-1 to the west, 320<sup>th</sup> Street to the south, and 162<sup>nd</sup> 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

reduitary official of the control of								
Road	Se	gment	Facility Type	Speed Limit	AADT*	Bike and Ped		
Road	From	То	Facility Type	Speed Limit	AAD1"	Crashes**		
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

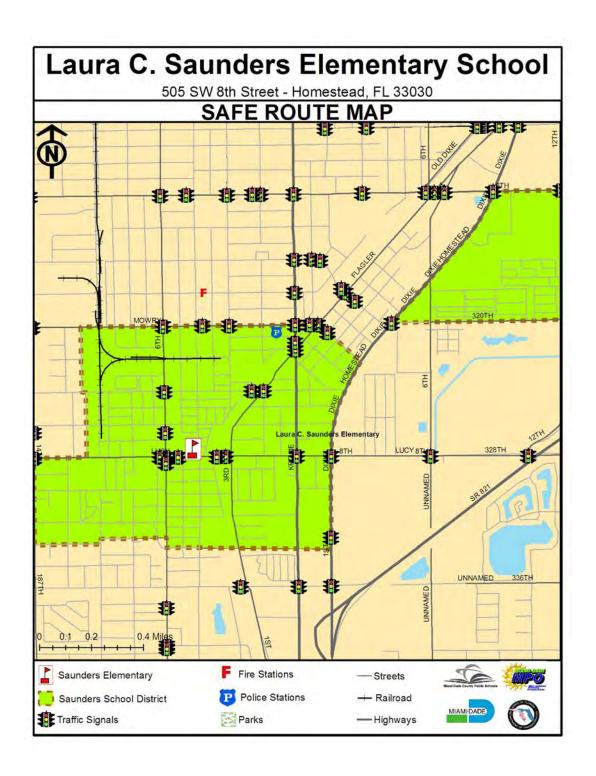
# 6.5 Site Assessment and Inventory of Existing Facilities

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.

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

## 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 8<sup>th</sup> Street and 6<sup>th</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320<sup>th</sup> 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.



## 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.

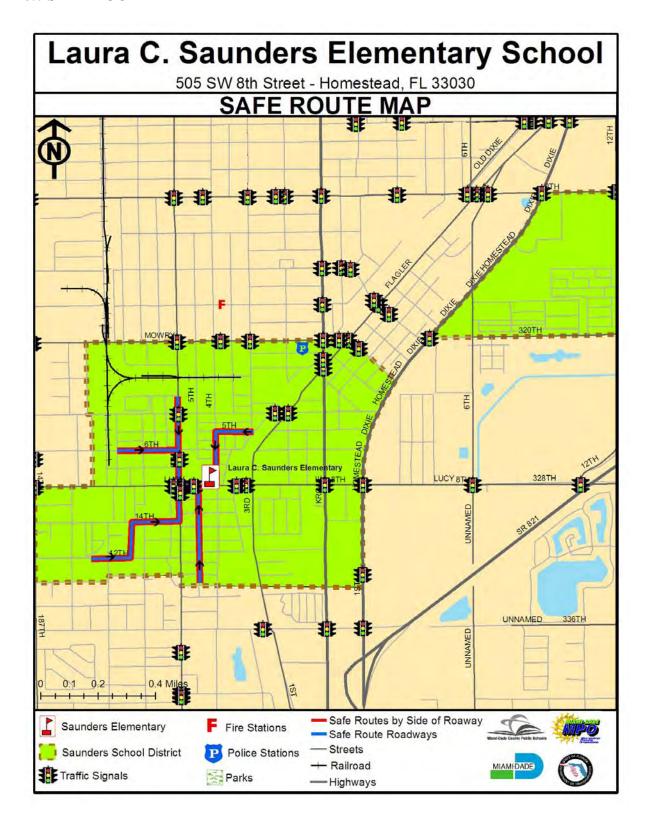
Table 7: **Saunders Elementary School** Opinion of Probable Costs

	Sec	ment	Opinion of Probable Costs			
Road	From	To	Recommended Improvement	Qty	Unit	Cost
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
			nstall Painted Crosswalk across the 7 Ave intersection (North side - 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
Tan 7 trondo	0 0.	200, 01	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
out/wende	0 01	0.01	Install High Visibility Crosswalk across 8th St intersection (North side - 54', South side - 44', East side - 38')  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 Tra	, ,					51,875.00
Opinion of T	otal Costs					726,250.00

Note:

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

2. Abbreviations:
City = Quantity
AS = Assembly
LF = Linear Feet





# 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 111<sup>th</sup> 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. Torrens

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

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 8<sup>TH</sup> 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, Ap	plicant & Mai	ntaining	Agency Information					
Name of school: Saunders Eler	mentary School	County: Mi	ami-Dade					
The Applicant must be one of the agencies or organizations listed below:								
School Board	Private School	Com	munity Traffic Safety Team					
Agency/Organization Name: Miar	mi Dade County Pւ	ıblic Schools	S					
Contact Person: Jaime Torrens		Title: Chief	Facilities Officer					
Daytime Phone: 305-995-7287	Fax: 305-995-4660	0	E-mail: jtorrens@dadeschool					
Mailing Address: 111 NW 1 <sup>st</sup> Stre	et Suite 1510							
City: Miami	State: Florida	Zip: -33128	1970					
Signature: fun //	Typed name: J	aime Torren	s Date: 4/29/08					
Signature of School Board or s	chool representati	ve required v	when different from applicant:					
Signature:	Typed name:		Date:					
The Maintaining Agency must be	oe one of the agen	cies listed be	elow:					
City	County	FI	orida Department of Transportation					
Agency/Organization Name: Miami Dade County, Public Works								
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assist	ant Chief					
Daytime Phone: 305 375-2030	Fax: 305-372-6064	1	E-mail: jcpe@miamidade.gov					
Mailing Address: 111 NW First S	treet							
City: Miami	State: Florida	Zip: 33128-	1970					
Your signature indicates your age complete the project if selected for	ncy's willingness to r funding.	enter into a f	ormal agreement with FDOT to					
Signature:	Typed name: J	effrey L. Col	nen, P.E. Date: 4					
MPO Support: If the city or count sign this application to indicate su Agency/Organization Name: Miar	pport for the propos	sed project.	organization					
Contact Person: David Henderso			Pedestrian Specialist					
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950							
Mailing Address: 111 NW 1 <sup>st</sup> Stre			E-mail: davidh@miamidade.gov					
City: Miami	State: Florida							
	State: Florida  Zgn Typed name: D	Zip: 33128 avid Hender	son Date: 4/29/0					
			ne District should coordinate with):					
Applicant	Maintaining Agenc		☐ 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.							
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?							
	OOT (explain below):						
	DOT (explain below):						
Explanation of Other responsible party, including who you have been talking to ab	pout 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?							
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. An 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 befor the project is built, using the student travel and parent survey forms developed by Center for Safe Routes to School ( <a href="http://www.saferoutesinfo.org/resources/index.following">http://www.saferoutesinfo.org/resources/index.following</a> the schedule provided by the District?	the National						

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )							
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	Future 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 of FTBSEP, see <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a>				
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 or 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 extentions 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 infront of the school. More enforcement is needed. Much of the land around the school is developed but the sourounding 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 heightend 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 are about 61% of the households have children. The unemployment rate is about 5.8%. Nearly 41% of all housholds have childeren 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 are map detail the data.

Section 5 – Current Conditions											
LOCATION											
#1 Street Name	e: 8 <sup>th</sup> Street		From	4 Ave	To: 6 Ave						
Maintaining Ag				ate							
#2 Street Name	#2 Street Name: 4 <sup>th</sup> Ave From: 8 St				To: 6 St						
Maintaining Ag	ency: 🔲 City	County [	Sta	te							
0 to ½ mil	Project begins how far from the school? (attach a map illustrating the area)  0 to ½ mile  1½ to 1 mile  1½ 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.											
interspersed w	ith low density r	nulti-family and	d vaca	itial typified by sing ant unprotected la	and. The vacant	land can be					
				near future creations are not impleme							
				Fraffic accidents b							
vehicles can b	e expected to gr	ow in number բ	partic	ularly as these us	es clash.						
				RACTERISTICS							
Roadway Type		& gutter)	Rt	ıral (check shoulde	er type): 🔲 Pave	ed Grass					
Shoulder Type:		3	🛛 Pa	ved	Curb						
Shoulder Grad	e: 🔀 Flat		Ste	eep-Up	Steep-Down						
Drainage:	🔀 Swale	Э		ncrete Ditch	Curb/Gutter						
Status of walking surface: No walking surface, paved or unpaved Unpaved surface  Paved surface with gaps Continuous paved sidewalks											
	ur comments on s										
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 th	e area are main	ly loc	al streets seperate	d by a few collec	tors. The area					
has many sidew	valks, with daps.	No bike lanes e	xist. n	or do mult-use patl	hs. Few marked	crosswalks					
				•							
exist, and ADA accessable sidewalk extensions are also rare. Signage around the school is adquate, and there are bike racks that exist at the school.											
TOATELO CONTROL C											
TRAFFIC CONTROLS  Mark all that apply in regard to traffic control devices:											
Mark all that apply in regard to traffic control devices: 											
☐ We need traffic signs ☐ We need marked crosswalks											
We need other roadway markings											
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	im	provement(s)	Requested					
Request #1 Street Name: Please see attache	ed spre	ead sheet for Route	information					
From: -		То: -						
Number of K to 8 <sup>th</sup> grade children using route or fa	cility:	Current: It is estimated by the Assistant Principal that many childeren, (about 50%) walk or bike to school through the near by neigbhoroods	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 radious. There is a substantial portion of the populaton that is located across US-1. It is recommended that these students be taken by bus even though they are within the two mile radious. Adequate safe routes can be extreemely helpful enhancing pedestrian mobility.					
Request #2 Street Name: -								
From:		To: -						
Number of K to 8 <sup>th</sup> grade children using route or fac		Current:	Potential*: -					
*Potential applies only to those along or within ¼ mile of	f propo	sed route						
Sidewalk, Bike Lane, Paved Shoulder			th and a second					
		Sidewalk Bike Lane (includes	re-striping or reconstruction)					
		Paved Shoulder	To displing of reconstruction,					
Continuation of Shared Use Path	New S	Shared Use Path						
Comments: describe below your requests in detail,								
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, sc	hool z	one signs, roadway	markings, etc.)					
Within school zone or school area		Outside of scho	ol zone or school area					
Is your Traffic Control request based on a Traffic o			Yes 🛛 No					
Comments: describe below your requested traffic or crosswalks, school zones, etc.)	contro	l changes (signs, si	gnals, roadway markings,					
The main type of project suggested here is the add	dition o	of pedestrian crossv	valks and some additional					
signage. Please see the attached spread sheet for	or the	details on the speci	fic routes, segments,					
suggested projects, location, length and cost.								
Other Requests (includes bike parking, traffi	ic calm	ning, or other Improv	rements 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 componenets 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 methodlology. 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 controle divices 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, Desigin 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 figuerd by The Corradino Group, a professional engineeing 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.

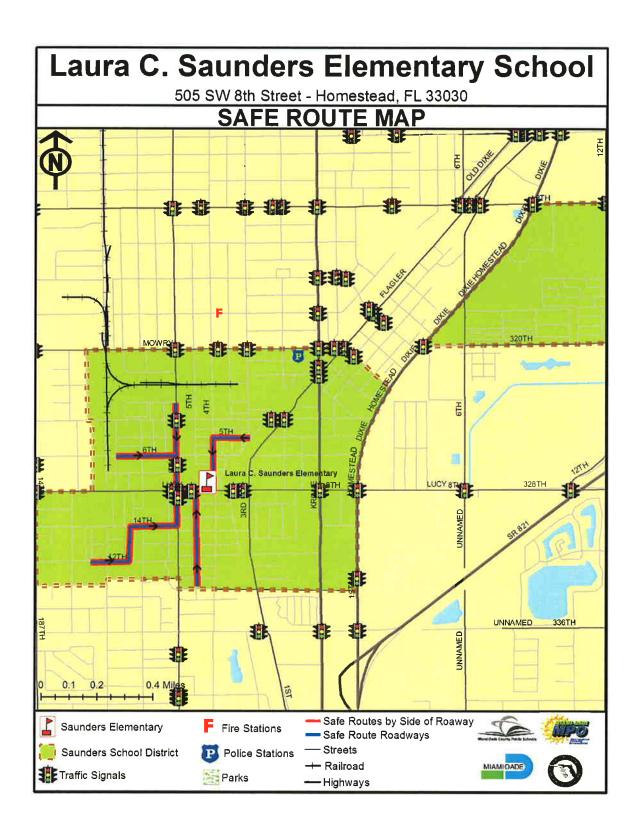
### Table 7: Saunders Elementary School Opinion of Probable Costs

6th Street         10           12th Street         9 /           7th Court         12           14th Street         7           6th Street         14           5th Street         2 /           6th Avenue         5           6th Avenue         3           8th Street         6 /	St Ot	7 Ct  14 St 6 Ave  Lucy St	Install Sidewalk along entire block 1157', North side Install Sidewalk between 10 Ave and 8 Ave, 645', South side Install Painted Crosswalk across the 9 Ave intersection (North side -80') Install Painted Crosswalk across the 8 Ave intersection (North side -74') Install Painted Crosswalk across the 7 Ave intersection (North side -60') Install Painted Crosswalk across the 6 Terr intersection (North side -70') Install Sidewalk between 8 Ave and 9 Ave, 599', South side Install Painted Crosswalk across the 8 Ave intersection (South side-80') Install Sidewalk Extensions @ 12 St / 8 Ave intersection (Se - 10') Install Painted Crosswalk across the 7 Ct intersection (East side-60', West side -60', North side -60') Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Sidewalk Extensions @ 12 St / 7 Ct intersection (South side- 18stall Sidewalk Extensions @ 16 St / 6 Ct intersection (South side- 34', North side 46', East side - 44', West side - 40') Install Painted Crosswalk across the 6 Ave intersection (South side- 34', North side -74') Install Painted Crosswalk across the 15 St intersection (South side- 60') Install Painted Crosswalk across the 16 St intersection (West side - 60') Install Painted Crosswalk across the 16 St intersection (South side- 60') Install Painted Crosswalk across the 16 St intersection (South side- 60') Install Painted Crosswalk across the 16 St intersection (South side- 60') Install Painted Crosswalk across the 16 St intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60')	1157 645 80 74 60 70 599 80 10 180 27 	Unit  LF  LF  LF  LF  LF  LF  LF  LF  LF  L	250.00 200.00 250.00 32,050.00 250.00 550.00 1,450.00 350.00 24,100.00 350.00 450.00 200.00 200.00
12th Street         9 /           7th Court         12           14th Street         7           6th Street         14           5th Street         2 /           4th Avenue         5           6th Avenue         3           8th Street         6 /	St Ct	7 Ct  14 St 6 Ave	Install Sidewalk between 10 Ave and 8 Ave, 645', South side Install Painted Crosswalk across the 9 Ave intersection (North side -80') Install Painted Crosswalk across the 8 Ave intersection (North side -74') Install Painted Crosswalk across the 7 Ave intersection (North side -60') Install Painted Crosswalk across the 6 Terr intersection (North side -60') Install Sidewalk between 8 Ave and 9 Ave, 599', South side Install Painted Crosswalk across the 8 Ave intersection (South side-80') Install Sidewalk Extensions © 12 St / 8 Ave intersection (Se - 10') Install Sidewalk Extensions © 12 St / 8 Ave intersection (East side-60', Wast side - 60'), North side -60') Install Sidewalk Extensions © 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Sidewalk between 7 Ave and 6 Ct, 450', South side Install Sidewalk Extensions © 16 St / 6 Ct intersection (NW -10') Install Sidewalk Extensions © 16 St / 6 Ct intersection (NW -10') Install Painted Crosswalk across the 6 Ave intersection (South side-74', North side - 74') Install Painted Crosswalk across the 15 St intersection (West side -60') Install Painted Crosswalk across the 16 St intersection (South side-60') Install Painted Crosswalk across the 2 Terr intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60')	645 80 74 60 70 599 80 10 180 27  450 164 10 148 60 60 60 50	LF L	34,500.00 250.00 250.00 250.00 250.00 32,050.00 550.00 1,450.00 350.00 24,100.00 250.00 200.00 200.00
7th Court         12           14th Street         7           6th Street         14           5th Street         2 //           4th Avenue         5           6th Avenue         3           8th Street         6 //	St Ot	14 St 6 Ave	Install Painted Crosswalk across the 9 Ave intersection (North side -80")  Install Painted Crosswalk across the 8 Ave intersection (North side -74")  Install Painted Crosswalk across the 7 Ave intersection (North side -60")  Install Painted Crosswalk across the 6 Terr intersection (North side -70")  Install Sidewalk between 8 Ave and 9 Ave, 599", South side install Painted Crosswalk across the 8 Ave intersection (South side-80")  Install Sidewalk Extensions © 12 St / 8 Ave intersection (Sec10")  Install Sidewalk Extensions © 12 St / 7 Ct intersection (East side-60", Worth side -60", North side -60")  Install Sidewalk Extensions © 12 St / 7 Ct intersection (NE - 17", NW 10")  No Improvements Needed  Install Sidewalk Extensions © 16 St / 7 Ct intersection (South side-18tall Painted Crosswalk across the 6 Ct intersection (South side-34", North side 46", East side -44", West side -40")  Install Painted Crosswalk across the 6 Ave intersection (South side-74")  Install Painted Crosswalk across the 15 St intersection (West side -60")  Install Painted Crosswalk across the 15 St intersection (West side -60")  Install Painted Crosswalk across the 2 Terr intersection (South side-60")  Install Painted Crosswalk across the 3 Ave intersection (South side-60")  Install Painted Crosswalk across the 3 Ave intersection (South side-60")	80 74 60 70 599 80 10 180 27 450 164 10 148 60 60 60 50	LF L	250.00 250.00 200.00 250.00 32,050.00 250.00 550.00 1,450.00 350.00 24,100.00 350.00 200.00 200.00
7th Court         12           14th Street         7           6th Street         14           5th Street         2 //           4th Avenue         5           6th Avenue         3           8th Street         6 //	St Ot	14 St 6 Ave	Install Painted Crosswalk across the 8 Ave intersection (North side 741) Install Painted Crosswalk across the 7 Ave intersection (North side 601) Install Painted Crosswalk across the 6 Terr intersection (North side 701) Install Sidewalk between 8 Ave and 9 Ave, 5991, South side Install Painted Crosswalk across the 8 Ave intersection (South side 801) Install Sidewalk Extensions © 12 St / 8 Ave intersection (South side 801) Install Sidewalk Extensions © 12 St / 8 Ave intersection (East side 801, North side 801) Install Sidewalk Extensions © 12 St / 7 Ct intersection (East side 801, North side 801) Install Sidewalk Extensions © 12 St / 7 Ct intersection (NE - 171, NW 101) No Improvements Needed Install Sidewalk Extensions © 12 St / 7 Ct intersection (South side 1814) Install Sidewalk Extensions © 16 St / 6 Ct intersection (South side 1841) Install Painted Crosswalk across the 6 Ave intersection (NW - 101) Install Painted Crosswalk across the 15 St intersection (West side 801) Install Painted Crosswalk across the 16 St intersection (West side 801) Install Painted Crosswalk across the 2 Terr intersection (South side 801) Install Painted Crosswalk across the 3 Ave intersection (South side 801) Install Painted Crosswalk across the 3 Ave intersection (South side 801) Install Painted Crosswalk across the 3 Ave intersection (South side 801) Install Painted Crosswalk across the 3 Terr intersection (South side 801)	60 70 599 80 10 180 27 	LF L	550.00 450.00 200.00 200.00 200.00
7th Court         12           14th Street         7           6th Street         14           5th Street         2 //           4th Avenue         5           6th Avenue         3           8th Street         6 //	St Ot	14 St 6 Ave	Install Painted Crosswalk across the 7 Ave intersection (North side-60') Install Painted Crosswalk across the 6 Terr intersection (North side-70') Install Sidewalk between 8 Ave and 9 Ave, 599', South side Install Painted Crosswalk across the 8 Ave intersection (South side-80') Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10') Install Sidewalk Extensions @ 12 St / 8 Ave intersection (East side-60', West side - 60'), North side - 60') Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Painted Crosswalk across the 6 Ct intersection (South side-34', North side 46', East side - 44', West side - 40') Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10') Install Painted Crosswalk across the 6 Ave intersection (South side-74', North side - 74') Install Painted Crosswalk across the 15 St intersection (West side -60') Install Painted Crosswalk across the 15 St intersection (West side -60') Install Painted Crosswalk across the 2 Terr intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-60')	70 599 80 10 180 27 450 164 10 148 60 60 60 50	LF	250.00 32,050.00 250.00 550.00 1,450.00 24,100.00 350.00 450.00 200.00 200.00
7th Court         12           14th Street         7           6th Street         14           5th Street         2 //           4th Avenue         5           6th Avenue         3           8th Street         6 //	St Ot	14 St 6 Ave	Install Sidewalk between 8 Ave and 9 Ave, 599', South side Install Painted Crosswalk across the 8 Ave intersection (South side- 80') Install Sidewalk Extensions © 12 St / 8 Ave intersection (SE - 10') Install Sidewalk Extensions © 12 St / 8 Ave intersection (East side- 60', West side - 60', North side - 60') Install Sidewalk Extensions © 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Sidewalk between 7 Ave and 6 Ct, 450', South side Install Painted Crosswalk across the 6 Ct intersection (South side- 34', North side 46', East side - 44', West side - 40') Install Painted Crosswalk across the 6 Ave intersection (South side- 74', North side - 74') Install Painted Crosswalk across the 15 St intersection (West side - 60') Install Painted Crosswalk across the 15 St intersection (West side - 60') Install Painted Crosswalk across the 2 Terr intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Ave intersection (South side- 60') Install Painted Crosswalk across the 3 Terr intersection (South side- 50')	599 80 10 180 27 450 164 10 148 60 60 60		32,050.00 250.00 550.00 550.00 1,450.00 350.00 550.00 450.00 200.00 200.00
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14th Street         7           6th Street         14           5th Street         2 /4           4th Avenue         5           6th Avenue         3           8th Street         6 /4	Ct St	6 Ave	Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10') Install Painted Crosswalk across the 7 Ct intersection (East side-60', Wost side - 60'), North side - 60') Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Sidewalk between 7 Ave and 6 Ct, 450', South side Install Painted Crosswalk across the 6 Ct intersection (South side-34', North side 46', East side - 44', West side - 40') Install Bidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10') Install Painted Crosswalk across the 6 Ave intersection (South side-74'), North side - 74') Install Painted Crosswalk across the 15 St intersection (West side-60') Install Painted Crosswalk across the 16 St intersection (West side-60') Install Painted Crosswalk across the 2 Terr intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-50') Install Painted Crosswalk across the 3 Ave intersection (South side-50')	10 180 27 	LF LF LF LF LF LF LF LF	550.00 550.00 1,450.00 24,100.00 350.00 550.00 450.00 200.00 200.00
14th Street         7           6th Street         14           5th Street         2 /4           4th Avenue         5           6th Avenue         3           8th Street         6 /4	Ct St	6 Ave	Install Painted Crosswalk across the 7 Ct Intersection (East side-60', West side - 60', North side - 60') Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10') No Improvements Needed Install Sidewalk between 7 Ave and 6 Ct, 450', South side Install Painted Crosswalk across the 6 Ct intersection (South side-34', North side 46', East side - 44', West side - 40') Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10') Install Painted Crosswalk across the 6 Ave intersection (NW - 10') Install Painted Crosswalk across the 15 St intersection (West side -60') Install Painted Crosswalk across the 16 St intersection (West side -60') Install Painted Crosswalk across the 2 Terr intersection (South side-60') Install Painted Crosswalk across the 3 Ave intersection (South side-50') Install Painted Crosswalk across the 3 Terr intersection (South side-50')	180 27 450 164 10 148 60 60 60 50	LF	550.00 1,450.00 24,100.00 350.00 550.00 450.00 200.00 200.00
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6th Street 14  5th Street 2 / 4  4th Avenue 5  6th Avenue 3  8th Street 6 / 6	St	Lucy St	Install Painted Crosswalk across the 6 Ct intersection (South side 34', North side 46', East side - 44', West side - 40') Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10') Install Painted Crosswalk across the 6 Ave intersection (South side 74', North side - 74') Install Painted Crosswalk across the 15 St intersection (West side - 60') Install Painted Crosswalk across the 16 St intersection (West side - 60') Install Painted Crosswalk across the 2 Terr intersection (South side 60') Install Painted Crosswalk across the 3 Ave intersection (South side 50') Install Painted Crosswalk across the 3 Terr intersection (South side 60')	164 10 148 60 60 60 50	LF LF LF LF LF LF	350.00 550.00 450.00 200.00 200.00 200.00
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5th Street 2 A 4th Avenue 5 6th Avenue 3 8th Street 6 A			60') Install Painted Crosswalk across the 16 St intersection ( West side -60') Install Painted Crosswalk across the 2 Terr intersection ( South side 60') Install Painted Crosswalk across the 3 Ave intersection ( South side 50') Install Painted Crosswalk across the 3Terr intersection ( South side-60')	60 60 50	LF LF	200.00 200.00 150.00
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6th Avenue 3 8th Street 6 A			50') Install Painted Crosswalk across the 3Terr intersection ( South side- 60')			
6th Avenue 3 8th Street 6.4			60')	60	LF	200.00
6th Avenue 3 8th Street 6 A						
6th Avenue 3 8th Street 6 A			Install Painted Crosswalk across the 4 Ave Intersection (North side - 62', South side-50', East side - 60', West side - 64')	236	LF	700.00
8th Street 6 A	th Avenue 5 St Lucy St		Install Painted Crosswalk across the 6th Ave intersection (East side - 72', West side-68')	140	LF	450.00
8th Street 6 A	The state of		Install Sidewalk between 6 St and 6 Ct, 105', West side Install Sidewalk between 6 St and 6 Ct, 72', East side	105 72	LF LF	5,650.00 3,900.00
8th Street 6 A	8 9		Install Painted Crosswalk across the 6th Ct intersection (West side-			
8th Street 6 A			56') Install Sidewalk between 7 St and 7 Ct, 247', East side	56 247	LF	200.00
A CONTRACTOR OF THE PARTY OF TH	St	8 St	Install High Visibility Crosswalk across 6th St intersection (North side - 35')	35	LF	700.00
A CONTRACTOR OF THE PARTY OF TH			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
Esta Count	ve	School Ent	No Improvements Needed	-		
our Coun 9	St	Lucy St	Install Painted Crosswalk across the 9 St intersection (West side - 72', East side - 80')	152	LF	450.00
	10		Install Painted Crosswalk across the 10 St intersection (West side - 70', East side - 72')	142	LF	450.00
	- 1		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
5211	5.3		Sidewalk, West side Sidewalk, East side	1210 1612	LF LF	64,750.00 86,250.00
			Install Painted Crosswalk across the 13 St intersection (West side - 54'). East side - 54').	108	LF	350.00
	4.3		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
		r H, L	Install High Visibility Crosswalk across the Lucy St intersection (South side - 46')	46	LF	950.00
Preliminary Costs						342,850.00
Contingency (15%) Professional Engineering	Design (159	%)				\$ 51,427.50 \$ 51,427.50
Construction Engineering						\$ 51,427.50
Mobilization (10%) Maintenance of Traffic (10					3	\$ 34,285.00
Opinion of Total Costs	9/1					\$ 34,285.00 \$ 585,702.50

Note:

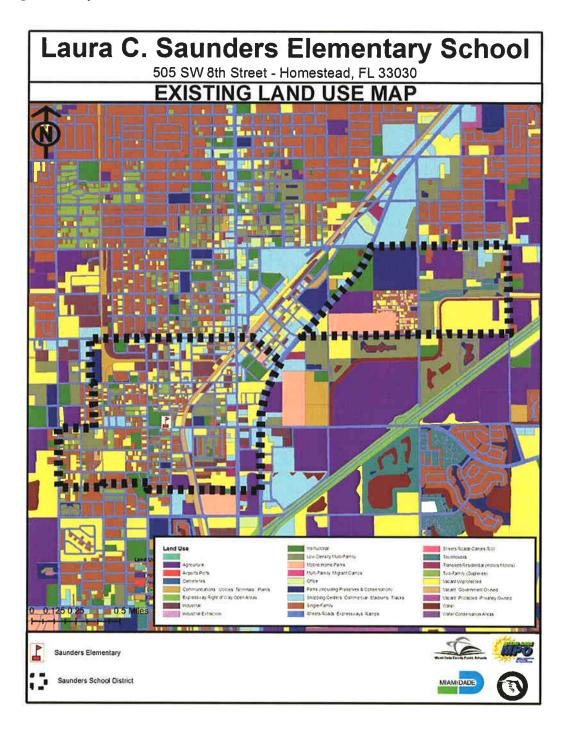
1. All sidewalk widths are 6 feet wide unless stated otherwise.

2. Abbreviations:
Qly = Quantity
AS = Assembly
LF = Linear Feet



#### 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.

		Saunde	rs Elemen	itary												
Pedestrian			Sen	ment	200	Ū	500	1	20	02	200	13	200	04		
Case Number	Date of Birth	Road Name			Juven		Juver		Juve		Juver		Juve		TOT	AL
			From	То			Fatalities	Injunes	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	<b>Fatalities</b>	Injurie
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	t
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	ő	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 8<sup>th</sup> Street and 6<sup>th</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320<sup>th</sup> 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	Se	egment	Facility Tons	Cu and I imit	AADT*	Bike and Ped
Road	From	То	Facility Type	Speed Limit	AADI	Crashes**
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

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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

## SOUTH MIAMI HEIGHTS ELEMENTARY SCHOOL 12231 SW 190<sup>TH</sup> TERRACE MIAMI, FL 33177



## SAFE ROUTES TO SCHOOL - 2008

# SOUTH MIAMI HEIGHTS ELEMENTARY SCHOOL SAFE ROUTES REPORT

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#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

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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 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 190<sup>th</sup> 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 190<sup>th</sup> 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

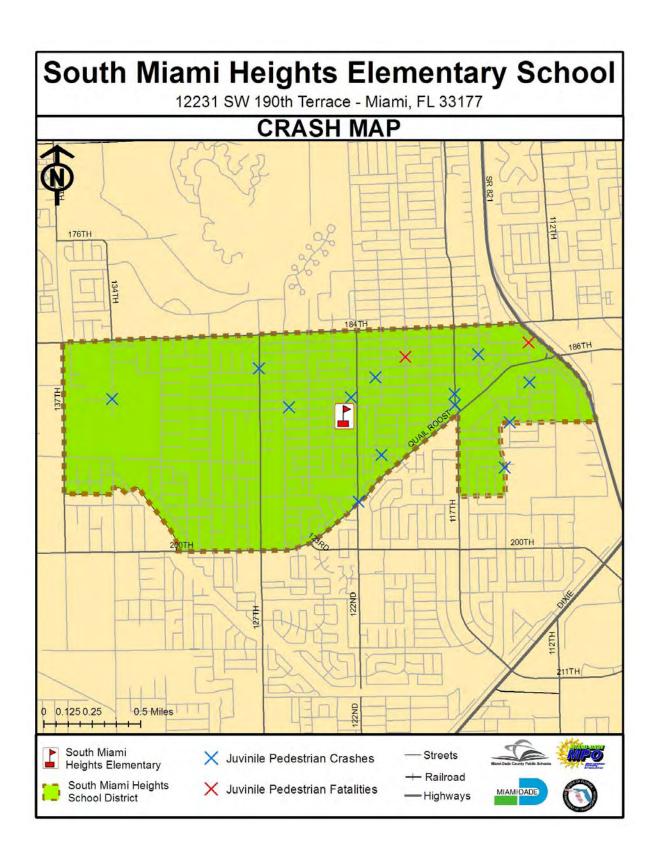
#### 5.0 CRASH HISTORY

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														
	Pedestrian		Soan	Segment		00	200	)1	200	13	200	)4			
Case Number	Date of Birth	Road Name	Segn	Heni	Juver	niles	Juver	niles	Juver	iles	Juver	niles	TO	TAL	
	Date of Birth	Date of Billin	Date of Billin	From	То	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					1	2	5	0	1	0	6	2	13	



#### 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.

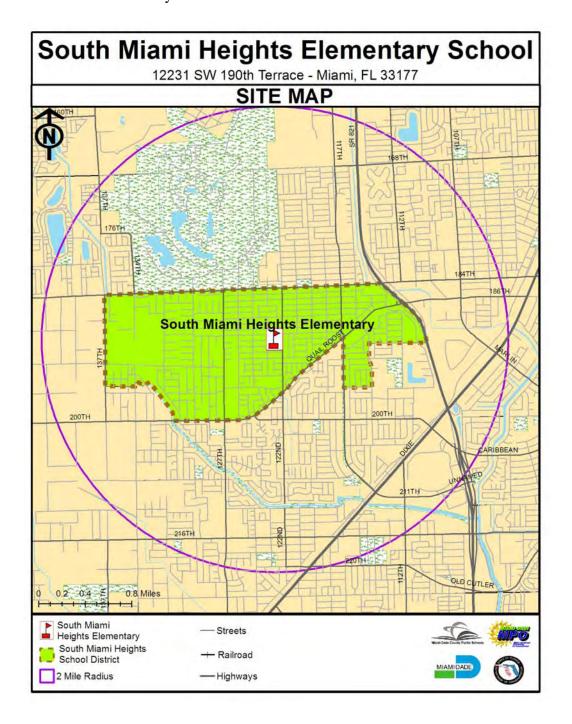
#### **6.1 Survey**

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.

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.

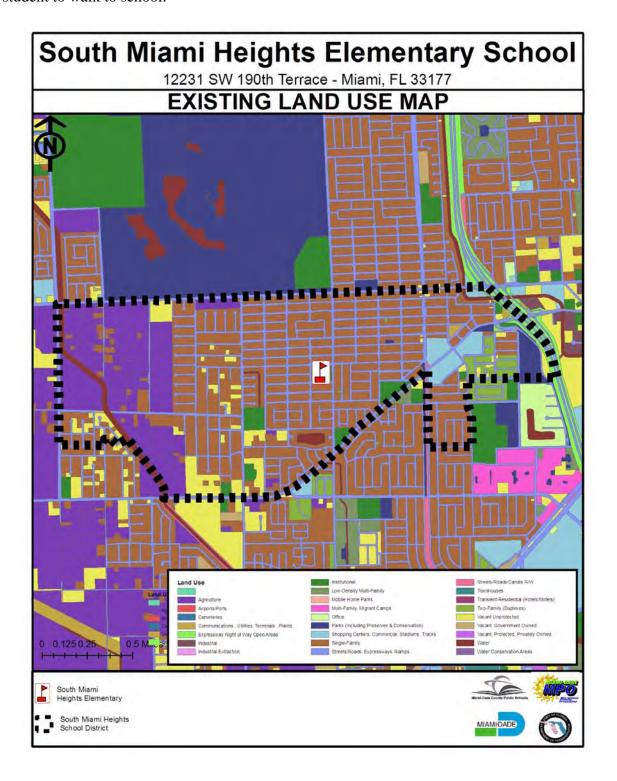
#### **6.2 School Zone Boundary**

The South Miami Heights Elementary School boundary is an irregularly shaped area bound on the north by 184<sup>th</sup> Street, on the west by 137<sup>th</sup> Avenue on the south by the canal and then 200<sup>th</sup> Street. The south eastern boundary is Quail Roost Road which moves northeast and meets with 117<sup>th</sup> Ave. The boundary follows 117<sup>th</sup> Avenue south to 196<sup>th</sup> Street to 114<sup>th</sup> Avenue. This boarder moves north along 114<sup>th</sup> Avenue to 190<sup>th</sup> Street which meets the Turnpike. The boundary then follows the Turnpike back to 184<sup>th</sup> 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

Dood	Seg	ment	Facility Type	Speed Limit	A A D.T.*	Bike and Ped
Road	From	То	Facility Type	Speed Limit	AADI	Crashes**
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

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

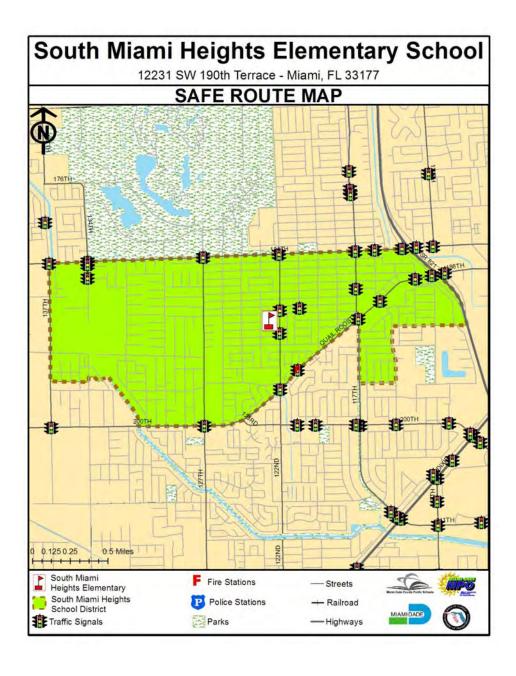
#### 6.5 Site Assessment and Inventory of Existing Facilities

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.

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

#### 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 184<sup>th</sup> Avenue, Quail Roost Road and at the entrance of the school on 122<sup>nd</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320<sup>th</sup> 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.



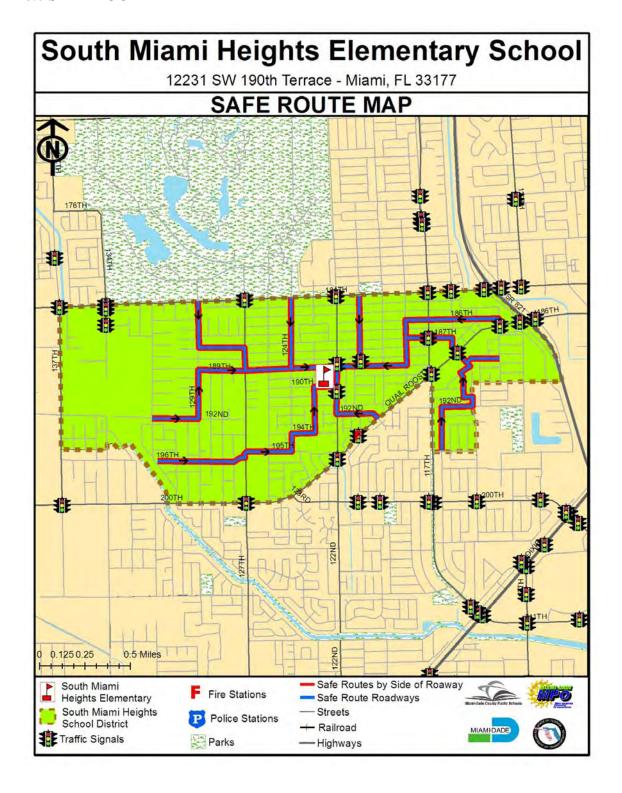
#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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

	Segme	ant	Opinion of Probable Costs			
Road	From	То	Recommended Improvement	Qty	Unit	Cost
186th Street	113 Ave	118 Ave	Install Painted Crosswalk across the 113 Ave intersection (North side - 80', South side - 80') Install Sidewalk Extensions @ 186 St / 113 Ave intersection (NE - 18', NW - 18', SE - 10', SW - 17')	160 63	LF LF	500.00 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') Install Painted Crosswalk across the 117 Ave intersection (North side - 76', South side - 94')	50 170	LF LF	4,000.00 550.00
			Install Sidewalk Extensions @ 186 St / 117 Ave intersection (NW - 42', SW - 16') Install Sidewalk, East of 117 Ave to corner, North Side	58 34	LF LF	4,600.00 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 - 80', West side - 80')	320	LF	950.00
4400 4	100.00	100.01	Install Sidewalk Extensions @ 186 St / 118 Ave intersection (NE - 14', NW - 15', SE - 17', SW - 17')	63	LF	200.00
118th Avenue	186 St	189 St	Install Painted Crosswalk across the 187 St intersection (East side - 84', West side - 90') Install Sidewalk Extensions @ 118 Ave / 187 St intersection (NE - 15', NW - 16', SE - 17', SW - 16')	174 64	LF LF	550.00 5,100.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 88', West side - 90')	178	LF LF	550.00
			Install Sidewalk Extensions @ 118 Ave / 187 Terr intersection (NE - 15', NW - 16', SE - 17', SW - 16') Install Painted Crosswalk across the 188 St intersection (East side - 88', West side - 90')	64 178	L LF	5,100.00 550.00
			Install Sidewalk Extensions @ 118 Ave / 188 St intersection (NE - 13', NW - 13', SE - 13', SW - 15')	54 162	LF LF	4,300.00 500.00
			Install Painted Crosswalk across the 188 Terr intersection (East side - 80', West side - 82') Install Sidewalk Extensions @ 118 Ave / 188 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
189th Street	118 Ave	122 Ave	Install Painted Crosswalk across the 119 Ave intersection (North side - 72', South side - 76') Install Painted Crosswalk across the 120 Ave intersection (North side - 52')	146 52	LF LF	450.00
			Install Painted Crosswalk across the 120 Ave intersection (North side - 52') Install Painted Crosswalk across the 120 Ct intersection (South side - 58')	58	LF	200.00
400-4 4	100.00	0-11	Install Painted Crosswalk across the 121 Ave intersection (South side - 88')	88	LF	300.00
122nd Avenue 120th Avenue	189 St 184 St	School Ent 189 St	No Improvements Needed Install Painted Crosswalk across the185 St intersection (East side - 76', West side - 90')	74 186	LF LF	250.00 550.00
			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') Install Sidewalk Extensions @ 120 Ave / 185 Terr intersection (NE - 17', NW - 17', SE - 17', SW - 18')	150 69	LF LF	450.00 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') Install Painted Crosswalk across the 187 St intersection (East side - 80', West side - 80')	66 160	LF LF	5,250.00 500.00
			Install Sidewalk Extensions @ 120 Ave / 187 St intersection (NE - 17', NW - 17', SE - 16', SW - 18')	68 164	LF LF	5,400.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 80', West side - 84') Install Sidewalk Extensions @ 120 Ave / 187 Terr intersection (NE - 16', NW - 16', SE - 16', SW - 18')	66	LF	500.00 5,250.00
			Install Painted Crosswalk across the 188 St intersection (East side - 80', West side - 82') Install Sidewalk Extensions @ 120 Ave / 188 St intersection (NE - 13', NW - 13', SE - 14', SW - 12')	162 52	LF LF	500.00 4,150.00
			Install Painted Crosswalk across the 188 Terr intersection (East side - 90', West side - 90')	189	LF	600.00
124th Avenue	184 St	189 St	Install Sidewalk Extensions @ 120 Ave / 188 Terr intersection (NE - 12', NW - 13', SE - 14', SW - 13') Install Painted Crosswelk across the 185 St intersection (Fast side - 86' West side - 86')	52 172	LF LF	4,150.00 550.00
. Z-ru i Avenue	104 31	109 50	Install Painted Crosswalk across the 185 St intersection (East side - 86', West side - 86') 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') Install Sidewalk Extensions @ 124 Ave / 185 Terr intersection (NE - 17', NW - 14', SE - 14', SW - 10')	186 55	LF LF	550.00 4,400.00
			Install Painted Crosswalk across the186 St intersection (West side - 86')	86	LF	300.00
			Install Sidewalk Extensions @ 124 Ave / 186 St intersection (NW - 8', SW - 9') Install Painted Crosswalk across the187 St intersection (West side - 94')	17 94	LF LF	1,350.00 300.00
			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') Install Sidewalk Extensions @ 124 Ave / 187 Terr intersection (NE - 12', NW - 11', SE - 15')	164 38	LF LF	500.00 3,050.00
			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') Install Painted Crosswalk across the 188 Terr intersection (East side - 84', West side - 94')	51 178	LF LF	4,050.00 550.00
			Install Sidewalk Extensions @ 124 Ave / 188 Terr intersection (NE - 13', NW - 13', SE - 13', SW - 13')	52	LF	4,150.00
129th Avenue	184 St	187 Terr	Install Sidewalk, whole length of segment, East side Install Sidewalk, whole length of segment, West side	1310 1310	LF LF	103,850.00 103,850.00
			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') Install Painted Crosswalk across the 187 St intersection (East side - 90', West side - 74')	90 164	LF LF	300.00 500.00
			Install Painted Crosswalk across the 187 Terr intersection (East side - 84', North side - 64')	148	LF	450.00
187th Terrace	129 Ave	127 Ave	Install Sidewalk, whole length of segment, North side Install Sidewalk, whole length of segment, South side	1287 1236	LF LF	102,050.00 98,000.00
127th Avenue	187 Terr	189 St	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 Install Painted Crosswalk across the 188 St intersection (East side - 102', West side-46')	340 148	LF LF	26,950.00 450.00
			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
189th Street	127 Ave	School Ent	Install Painted Crosswalk across the 125 Ave intersection (North side - 90', South side - 90') Install Painted Crosswalk across the 124 Ave intersection (North side - 96', South side - 110')	180 206	LF LF	550.00 650.00
192nd Terrace	Quail Roost Rd	122 Ave	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') Install Sidewalk Extensions @ 192 Terr / 121 Ave intersection (SE - 10', SW 10')	70 20	LF LF	250.00 1,600.00
			Install Painted Crosswalk across the 121 Ave intersection (South side - 73')	73	LF	250.00
			Install Sidewalk Extensions @ 192 Terr / 121 Ct intersection (SE - 10', SW 10') Install Painted Crosswalk across the 121 Ct intersection (South side - 76')	20 76	LF LF	1,600.00 250.00
122nd Avenue	192 Terr	School Ent	Install Painted Crosswalk across the 191 Terr intersection (South side - 100', East side-100', West	380	LF	1,150.00
			side - 108', North side - 72') Install Painted Crosswalk across the 191 St intersection (West side - 88')	88	LF	300.00
196th Street	130 Ave Rd	127 Ave	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 Install Painted Crosswalk across the 130 Ave intersection (North side -50', South side - 50', East side -	1219 200	LF LF	96,650.00
			50', West side - 50') 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') Install Painted Crosswalk across the 128 Ave intersection (North side -74', South side - 74')	136 148	LF LF	450.00 450.00
			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') Install Sidewalk Extensions @ 196 St / 127 Ave intersection (NE - 25')	126 25	LF LF	400.00 2,000.00
127th Avenue	196 St	195 Terr	Install Painted Crosswalk across the 195 Terr intersection (East side - 100')	100	LF	300.00
195th Terrace	127 Ave	124 Ave	Install Sidewalk, whole length of segment, North side Install Sidewalk, whole length of segment, South side	1195 1262	LF LF	94,750.00
			Install Painted Crosswalk across the 124 Ave intersection (East side - 54')	54	LF	200.00
124th Avenue	195 Terr	194 St	Install Sidewalk Extensions @ 195 Terr / 124 Ave intersection (NE - 7') Install Painted Crosswalk across the 194 Terr intersection (East side - 64')	7 64	LF LF	600.00 200.00
10.4% 0:		400 :	Install Sidewalk Extensions @ 124 Ave - 194 Terr intersection (NE - 20', SE - 23')	43	LF	3,450.00
194th Street	124 Ave	123 Ave	Install Painted Crosswalk across the 124 Ave intersection (North side - 72', East side - 64') Install Sidewalk Extensions @ 194 Terr / 124 Ave intersection (NE - 10',NW - 17', SE - 8') Install Fainted Crosswalk across in	136 35	LF LF	450.00 2,800.00
			60"	196	LF	600.00
1224 1	104.01	100 T	Install Sidewalk Extensions @ 194 Terr / 123 Ave intersection (NE - 10',NW - 11') Install Painted Crosswalk across the 191 Terr intersection (North side - 72', South side - 72', East side	21	LF	100.00
123rd Avenue	194 St	190 Terr	101', West side 80') Install Sidewalk Extensions @ 123 Ave / 191 Terr intersection (NE - 16',NW - 15', SE - 15', SW - 15')	325 61	LF LF	1,000.00 4,850.00
			Install Painted Crosswalk across the 191 St intersection (North side - 78', South side - 81', East side -	343	LF	1,050.00
			94', West side 90') Install Sidewalk Extensions @ 123 Ave / 191 St intersection (NE - 16',NW - 15', SE - 15', SW - 16')	62	LF	4,950.00
190th Terrace	123 Ave	122 Ave	No Improvements Needed	-	-	
Preliminary Costs Contingency (20%)	)					447,400.00 89,480.00
Mobilization (10%)	Min (109/)					44,740.00 44,740.00
Maintenance of Tra						

are 6 feet wide unless stated otherwise.





# 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 111<sup>th</sup> 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. Torrens

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

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 190<sup>TH</sup> 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, Ap	plicant & Mai	ntaining /	Agency Information					
Name of school: South Miami H	leights Elementary	County: Mia	ami-Dade					
The Applicant must be one of t	he agencies or org	anizations lis	sted below:					
School Board	Private School		munity Traffic Safety Team					
Agency/Organization Name: Miar	mi Dade County Pu							
Contact Person: Jaime Torrens		Title: Chief	Facilities Officer					
Daytime Phone: 305-995-7287	Fax: 305-995-4660	)	E-mail: jtorrens@dadeschool					
Mailing Address: 111 NW 1 <sup>st</sup> Stre	et Suite 1510							
City: Miami	State: Florida	Zip: 33128 -	1970					
Signature: haw	Typed name: J							
Signature of School Board or s	chool representati	ve required v	when different from applicant:					
Signature: /	Typed name:		Date:					
The Maintaining Agency must b	oe one of the agend	cies listed be	elow:					
City	County	☐ Fk	orida Department of Transportation					
Agency/Organization Name: Miar	mi Dade County, Pւ	ublic 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 S	treet							
City: Miami	State: Florida	Zip: 33128-	1970					
Your signature indicates your age complete the project if selected for		enter into a fo	ormal agreement with FDOT to					
Signature:	Typed name: J	effrey L. Coh	nen, PE Date: 4/2					
sign this application to indicate su	pport for the propos	sed project.	n area boundary, the MPO must also					
Agency/Organization Name: Miar								
Contact Person: David Henderso			Pedestrian Specialist					
Daytime Phone: 305-375-1647	Fax: 3-5-375-4950		E-mail: davidh@miamidade.gov					
Mailing Address: 111 NW 1 <sup>st</sup> Stre	et, Suite 910							
City: Miami	State: Florida	Zip: 33128						
Signature: January Public St								
Designated Contact: Check below	ow the primary conta	act (the one th	ne District should coordinate with):					
Applicant	Maintaining Agend	y	■ MPO					

Section 2 – El	igibility Criteri	a			
	FDOT determine the 6, answering "No" doe		e proposed project. elimination from projec	t consideratio	n.
Does the project	have public support?				No
Teacher Association	s, Law Enforcement,	Citizen's Adviso	ead) from organizations ory Committees & Bicyclow ow they can support the	le/Pedestrian	
and/or maintain the	y to design, construct,	⊠ Yes [	No		
If no, are they willing	to become LAP Cert	rified?		Yes	No
3. Who do you propo	ose to be responsible	for each phase	of the project?		
Design:	City	County	Other, including FI	DOT (explain	below):
Construction:	City	County	Other, including FI	DOT (explain	below):
Maintenance:	City	County	Other, including Fl have been talking to al		below):
if the District decides Install and/or mainta	s this is the best way t ain any traffic enginee	o get the project ring equipment i	ent with FDOT to do the t completed: included in this project?	✓ Yes	No
Construct and maint	ain the project on a st	ate road?		Yes [	No
	ng public right of way			Yes      □	No
if any gaps.	ildth and condition: Tr	e right of way i	s greater than 50'. It o	contains side	walks, wit
	r dedication of a pern	nanent public ac	cess planned?	Yes	No
If applicable, please	explain these plans:				
the project is built, us Center for Safe Rout	sing the student trave	l and parent sur ww.saferoutesin	vide required data befor vey forms developed by fo.org/resources/index.	the National	

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )
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.

planned in the future. Each box must be filled in.				
<u>Past</u>	<u>Future</u>			
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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a>				
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 or 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 extentions 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% hispaniand 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 housholds 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 Co	nditions				
LOCATION						
	e: 190 <sup>th</sup> Terrace			From: 122 Ave	To: 123	Ave
Maintaining Ag	ency: City	County [	Sta	ate		
#2 Street Nam				: 189 St	To: 190 Terr	
Maintaining Ag		County	Sta			
0 to ½ mil	how far from the selection $1/2$	to 1 mile		1 to 1 ½ miles	1 ½ to 2	miles
					other schools or co also benefit from th	
Land use in th	e study area is a e area.  The area	lmost totally si	ingle f	amily residentia	I. Little new deve opportunity to en	lopment is
		ROADWAY	CHAF	RACTERISTICS		
Roadway Type	e: 🔲 Urban (curb	& gutter)	Ru	ıral (check should	ler type): 🔲 Pave	ed 🛚 Grass
Shoulder Type	: Grass	6	Pa	ved	Curb	
Shoulder Grad	e: 🔀 Flat		Ste	eep-Up	Steep-Down	
Drainage:	⊠ Swale	€	Co	ncrete Ditch	Curb/Gutter	
Status of walki		o walking surfac			Unpaved surfa	
Write below vo		aved surface wi			Continuous p	aved sidewalks
	ur comments on s					
	ur comments on c ed crosswalks, bik			(bike lanes, multi	-use paths, school	zone signs &
Roads in the a	rea are mainly loc	al streets seper	ated b	y a few collector	s. The area has m	any sidewalks.
No bike lanes e	xist, nor do mult-u	ise paths. Few	marke	ed crosswalks exi	st, and ADA acces	sable sidewalk
extensions are	also rare. Signag	e around the so	hool is	s adquate, and the	ere are bike racks	that exist at the
school.						
		TRAFF	FIC CC	ONTROLS		
Mark all that apply in regard to traffic control devices:  ☐ We need pedestrian features ☐ We need traffic signs ☐ We need other roadway markings ☐ We have what we need						
DATA						
Traffic Conditions						
Average Annua	al Daily Traffic (AA	NDT): 9405	Posted	d Speed Limit: <mark>30</mark>	Operating Sp	peed: 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	gency should be a	able to help you 2003	get tr	us data. 2004	2005	2006
Ped injuries	0	2003		2004 6	2000	2000
Ped injuries Ped fatalities	0	0		0		
Bike injuries	0	0		0		
Bike fatalities	0	0		0		
				_		

Totals	0	1	6	

Section 6 - Specific Infrastructure Im	provement(s)	Requested		
Request #1 Street Name: Please see attached spr	ead sheet for Route	information		
From: -	To: -			
Number of K to 8 <sup>th</sup> grade children using route or facility:	Current: It is estimated by the principal that about 50% of the childeren walk through the near by neighboroods	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 enitre boundary is within a two mile radious. The grid network facilitates pedestrianism. Adequate safe routes can be extreemely helpful enhancing pedestrian mobility.		
Request #2 Street Name: -				
From:	To: -			
Number of K to 8 <sup>th</sup> grade children using route or facility:	Current:	Potential*: -		
*Potential applies only to those along or within ¼ mile of propo	sed route			
Sidewalk, Bike Lane, Paved Shoulder, or		th		
	Sidewalk			
	Paved Shoulder	re-striping or reconstruction)		
	Shared Use Path			
Comments: describe below your requests in detail, inclu		, 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 2				
Within school zone or school area		ol zone or school area		
Is your Traffic Control request based on a Traffic or Engi Comments: describe below your requested traffic contro crosswalks, school zones, etc.)		Yes 🔀 No gnals, roadway markings,		
The main type of project suggested here is the addition	of pedestrian crossw	valks and some additional		
signage. Please see the attached spread sheet for the				
suggested projects, location, length and cost.	·			
Other Requests (includes bike parking, traffic caln				
Describe below the location and project characteristics of include the current and potential numbers of K-8 student requested, describe the posted speed, operating speed, your efforts to work with law enforcement and the comm	s who could use the whether a speed stu	facilities. If traffic calming is udy has been done, and		

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 methodlology. 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 controle divices 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, Desigin 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.

Grand Total	1129260
Construction Engineering and Inspection (CEI) (15% of Total)	102660
Professional Engineering Design (15% of Total)	102660
Total Construction Cost	923940
Contingency (15% of Subtotal)	102660
Subtotal	821280
Mobilization	68440
Maintenance of Traffic (MOT)	68440
Construction Cost	684400

#### **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 figuerd by The Corradino Group, a professional engineeing 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: South Miami Heights Elementary School

Seg	ment	South Miami Heights Elementary School Opinion of Probable Costs	100000	18139790	1 15000
113 Ave	118.600	Resident Comments across the 112 Area streament of Seath	180	Unit	Gest 500 0
		initial ISS, Deadh bion 1901 (with Statement Libertains of 100 00 / 110 Ass statements) (MI 185-169 - 10: 51, 10: 597 - 17)	0.3	UF	3,400.0
	Env.	tender 7.6. Straft sale: 802. Irades Reduced Education in 100 fit 110 date consequence (Feb. 11	154		2,700.0
		Hotel Chest Creates and 117 Am exercises Partly hole 15, Sold and 911	170	LP	850 0
	1	SE 2000, 183 133, 2000, 183 133, 2000, 183		LF	3,150 c 1,850 c 1,850 c
		Statut Partied Common with a track of the automorphy Director	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	LF	1,899,6
		Freigh Resource Fathermore # 100 fb / 110 Ann representation (fell:	9.0	U.	5,100.0
186 St	189 St	Iredal Pastod Crosswalk airons the 167 St retresented (Caur sale (C. Wass sale) N() Iredal Subsecut Cateroscies III 118 April 187 III processors (Igl)	174	LF	890 (
		16: 709' 16: 85' 17' 59V 16') Irehalf Parellord Commences across the 107 for encountries (t and	178	u	3,450 (
		Install Respects Enforced # 118 April 187 Few ordersection (AIII- 18/ 200 - 19/ 8E - 17 SOV - 10)	84	LP .	3,450.0
		(III. Wood side   IVI) tracked Sekreselli Eduratoria © 110 Ave / 100 St education (HE)	178	LF	2,900 0
		bridge Paydood Orionamed across the 1888 (nor reconcilion [Final built, 657, West, and 823)	162	CF	800.0
-		Distant Substant Entermines in 110 Ave / 180 Test intermedicts (RE- 12 PAY - 14', SE - 10', BW - 14') located Payelont Communists morning the 189 Mi intermedicts (Casel note)	99		2.950.0
118 Ave	122 Ave	DIS VYORE SIDE - NO. FROTE SIDE - NO. Bough auto - OD) Institut Partind Crossalant person than 110 Auto described (fearth peaks - TZ - Routh side - CD)	140	LF	450.0
		India, Sec.	12	LF	200.0
		Control Chargest Consessed and the Last Assessment of the Con-	88	G.	900.0
184 51	School Em	Pat Improvements Phoebad, Desiral Passaud Companials across Bur185 His solutionalities (Cast habit	100	UF	650.0
7755-771	a Alesai	Created Strickwoods Coherences & 1200 Arm / 1855 St encorances (ASI: 07.200, 107.300, 17.500, 17.500	53	1.00	9.850.0
		tracted Province Comments against the Little Fort principalities (Finet side DE, Word side (VI) Tracted Sinchment E supervisors W 12O Ave / Little Fort principalities (NE	190	LF	850.0 3.700.0
		17 FAV. 17 St. 17 SAV. 103 Irestal Parend Concessals accord the times of search of East sele- 02 West asks (64)	109	UF	500.0
		18 16W, 17 6E 18 19W 173	66	L.D	3,550.0
	2173	DO West and Colombia and the fact that the state of the colombia and the c	100	LF	3,650 0
11 684		17. 509 - 17. St. 10. 509 - 10. Irrelab Populed Creasands address the 107 Test intermedian Cont. addr. 52. Worl 500 - 511	104	6.6	800.0
		Hardy Parted Concession across that the surrespond to the pate	162	U	3,550.0 500.0
		(Kf. Word sale, 197)	52	LF	2,800.0
7.3		Sold Carded Character Account the test for announcement of and Sold Str. West auto 1807.	180	LF	800.0
104 01	100 91	12" NW. 12" BE 14" SW 123 transfel Physical Chineses & science the 120 fd appropriate (f) and solve on Windows			2,800.0
		transfer Separate Extensions of 104 Ann / 105 St expression (Fill 15, 207 - 15, 307 - 10.)	63	LP.	3.400 0
I I E		192 Want side Old	100	LP	2,400.0
I I tell			88	U	300.0
			17	C.F	959.0
		treated fredomist Calestonian in 174 April 187 fit emplements (NW)	15	LF	850 0
		History Planted Community across the 167 Test education from (Card side 167, World side 188)	164	Lu	500.0
X L		SUP. PROV. 5.17 PM. 5.172. STORE STORE SHOULD BE SHOW SHOWING ST. and Asked Street St. St. St. St. St. St. St. St. St. St	100	LF	2,090 0
		ALL DOOR DE DE DW AND	31	- UF	2,750.0
		Invited Parties Constraint across the DR Fort enterenters (Last sele- tion World tells, 1981). Methal Verbounds Calemanies at 1994 April 1 bits for entermedition (ME).	178	LF	850 O
184 81	107 Terr	Hartel Subseque Selves States States Selves			F0.100.0 F0.100.0
		treated Pertind Comments across the 100 feet after any new (West	100	U	300.0
		Bushall Francisco Company of the Control of the Con			300 O
		frontal Parties Chineseath actions fleetild? For educations (Faul able & Fleeth acts (64)	148	LF	450.0
100000000000000000000000000000000000000		tricket Sectionary, advance scharts of measurery, Partiti social tricket strategy and section to the section the section that the section the section that the section strategy are section measurery (World Section S			98,850,0 99,150,0 250,0
			240	LP.	18,290.0
			00	LF	200.0
		56', West sale our Prints again 117' South sale (41)	294	LF	900 0
127 Ave	School Ent	14 200 100 (motivate formula account the 125 Avec educated the thirth			1,750.0
10.2000	- Statement I	trested Pastini Crosswell screen this tirk does eduracione phiests ands Joy, Scott ands 1,100.	206	1,81	650.0
Qualif Rocal Fid	122 Ave	side 125', Carl sale 62' West side 66' Harth side 1,00')	380	6,01	1,180.0
		Transfer Declaration of the Total Local State of the Control of the Local Property Control Property Control of the Local Property Control of the Local Property Control	20	1,8	1,100.0
		friedlad Sinderwoods 3 abspromittee off 1997 Fairs / 12 5 Avec pulsariamide on (1995)	20	LF	1,100.0
		total forten and Colombia and the Land Alba Colombia and the Colombia	73	LF.	250.0
T T' 62		treated Plantest Company ways the 121.12 Margaritis Chinate	76	LP LF	1,100 0
192 Yerr	School Ent		380	LP	1,150.0
150.4		metal Parties Compared across the 101 III advenue and (World solls)	na	LF	200.00
Tallo Aure 14d	Market		5 45 14	-5-	78,000 o
		traced Parked Crosswills across the 129 O excreeding Justin sale	200	LP.	900.00 150.00
		(RC) Francis Planted Comments arrows the 129 Are electrocises (Next): lands: VIII, Bouth sale: 602	130	LP	400.00
			100	LP	450 O
		Instald Partied Comments moves the 128 Am starsectors (fairth. 24th - 75. Boath sale - 747) Install Partied Comments soons the 127 D selection too (fairth sale	148	LP	450.0 550.0
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127 Ave	195 Terr 194 Ave	The Application of Control of the Co	100 25 100 1199 1292 54	5 5 5 5	1,390 or 300 or 93,990 or 97,500,0 200 or 400 or
127 Ava	124 Ave	The Application of Control of the Co	129 25 100 1195 1282 54 7 84 43	5 5 5 5 5 5 5 5 5	1,350,00 300,00 93,950,00 97,950,00 200,00 400,00 2,300,00
127 Ave	134 Ava	The Application of Control of the Co	129 25 100 1195 1292 54 7 84 43 138	5 5 5 5 5 5 5 5 5	1,350,00 93,950,00 97,950,00 97,950,00 900,00 900,00 2,000,00 450,00
127 Ava	124 Ave	The Application of Control of the Co	129 25 100 1195 1282 54 7 84 43	5 5 5 5 5 5 5 5 5	1,390 or 93,990 or 93,990 or 97,690,09 200 or 400 or 2,300 or 450 or 1,800 or
127 Ave	124 Ave	And Andread An	120 25 100 1199 1282 54 7 64 43 138	5 5 5 5 5 5 5 5 5	1,390 M 93,990 M 97,900 M 97,900 M 900 M 400 M 2,300 M 450 M 1,900 M 600 M
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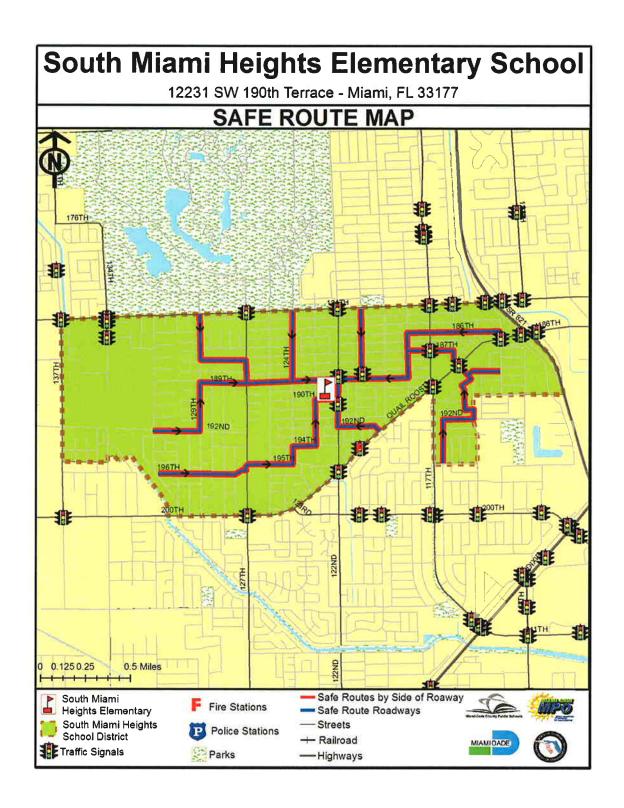
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Gy - Guaranty

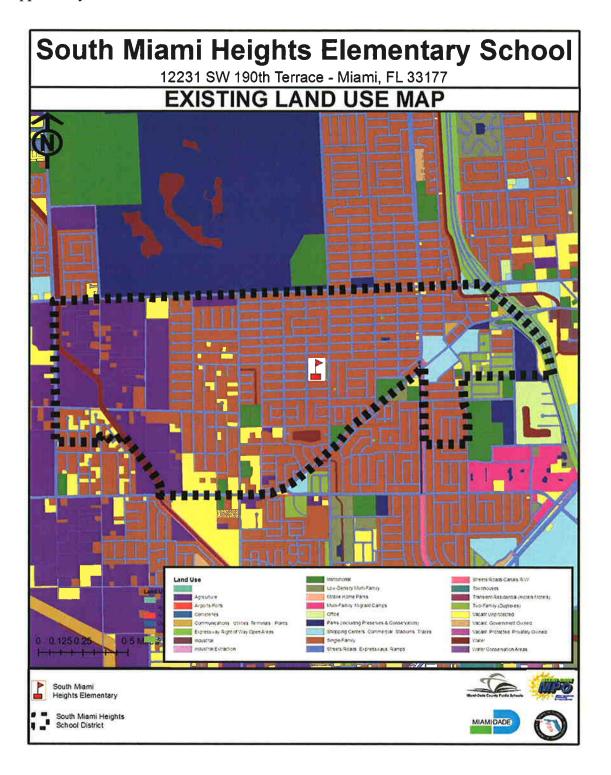
AS - Assuming

LF - Cross Loss



#### **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.

	Pedestrian		Soan	nont	200	00	200	T	200	3	200	)4		
Case Number	Date of Birth	Road Name	Segn	ieni	Juveniles		Juveniles		Juveniles		Juveniles		TO	TAL
	Date of Billi		From	To	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	4	0	1
73957949	5231996	SW 192ND TER & SW 120TH AVE	int		0	0	0	0	0	0	0	4	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	Ō	Quail Roost DR & NW 122nd AVE	int	P	0	0	0	0	0	0	0	0	0	0

#### 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 184<sup>th</sup> Avenue, Quail Roost Road and at the entrance of the school on 122<sup>nd</sup> Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320<sup>th</sup> 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.

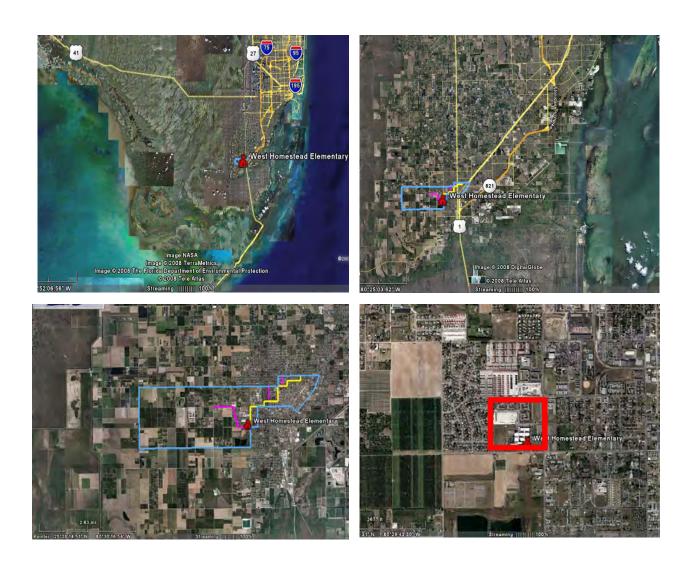
Table 6.4
South Miami Heights Elementary School
Roadway Characteristics

	Seg	ment	Facilities Town	Cunned Limit	AADT*	Bike and Ped
Road	From	То	Facility Type	Speed Limit	AADI	Crashes**
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

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

<sup>\*\*</sup> Total pedestrian and bicycle crashes, 2000 - 2004

## WEST HOMESTEAD SCHOOL 1550 SW 6<sup>TH</sup> STREET HOMESTEAD, FL 33030



SAFE ROUTES TO SCHOOL - 2008

#### WEST HOMESTEAD SCHOOL SAFE ROUTES REPORT

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#### 2.0 DEVELOPMENT of SAFE ROUTES

#### 3.0 SCHOOL DATA

#### 4.0 AGENCY COORDINATION

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- 2.2 Distribution Mailing List

#### 5.0 CRASH HISTORY

#### 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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- 6.2 School Zone Boundary
- 6.3 Land Use
- 6.4 Roadway Characteristics
- 6.5 Site Assessment and Inventory of Existing Facilities
  - 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

- 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 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 6<sup>th</sup> 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 =
- $\bullet$  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 6<sup>th</sup> 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

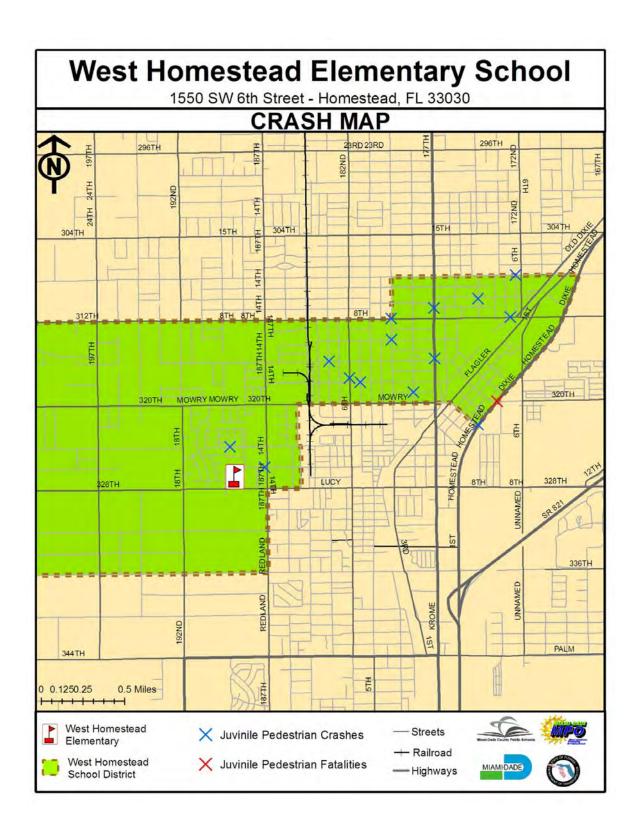
Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis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

	Dadaatrias		Commont	200	)1	200	)2	200	3	200	)4		
Case Number	Pedestrian Date of Birth	Road Name	Segment	Juver	niles	Juver	niles	Juven	iles	Juver	iles	TO	TAL
	Date of Billi		From To	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



#### 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.

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.

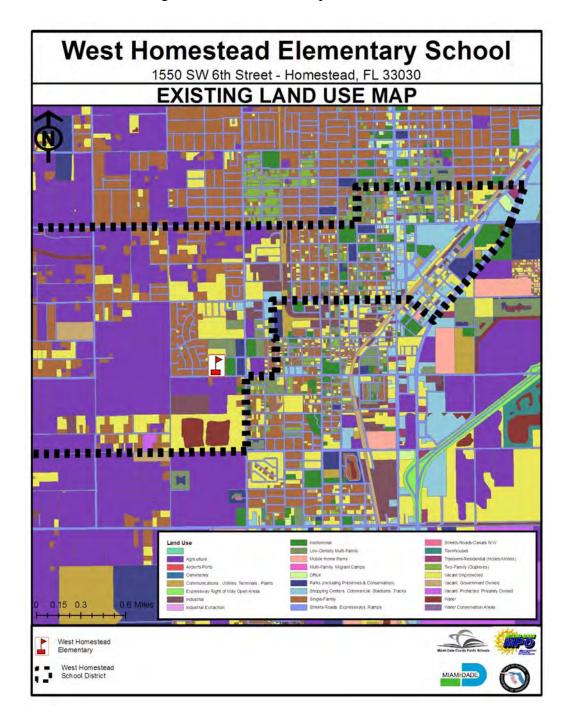
#### **6.2 School Zone Boundary**

The West Homestead School boundary is an irregularly shaped area bound on the north by 11<sup>th</sup> Street and 8<sup>th</sup> Street. The boundary stretches far west outside of a two mile radius. The southern boundary is 336<sup>th</sup> Street. The eastern boundary moves north from 336<sup>th</sup> to Lucy Street on 187<sup>th</sup> Avenue. It proceeds east on Lucy Street to 11<sup>th</sup> Avenue, then north on 11<sup>th</sup> 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 routs 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.

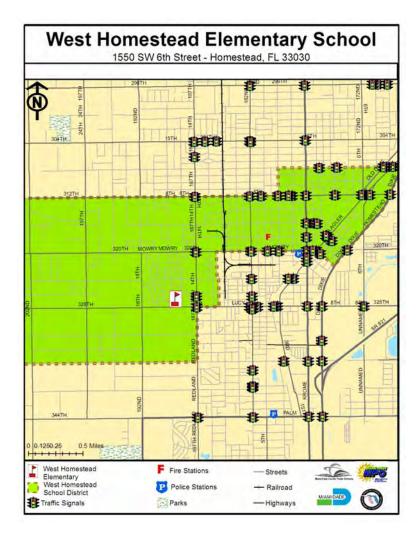
Roadway Char	acteristics					
Road	Seg	ment	Facility Type	Speed Limit	AADT*	Bike and Ped
Roau	From	То	racility Type	Speed Lillit	AADI	Crashes**
3rd Avenue	11 St	9 Ct	Local	30	Low	No
9th Court	3 Ave	Krome Ave	Local	30	Low	Yes
Krome Avenue	9 Ct	Campbell Drive	Major Arterial	45	High	Yes
Campbell Drive	Krome 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	Mowery 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 Aveneue	17 Ter	8 St	Local	30	Low	No
8th Street	Ave	School Entrance	Arterial	40	Mod	No

#### 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 8<sup>th</sup> Street and Mowry Drive as well as 187<sup>th</sup> Avenue and in the US-1 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 182<sup>nd</sup> Avenue. Pedestrian enhancements are recommended in these areas. There appears to by significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.

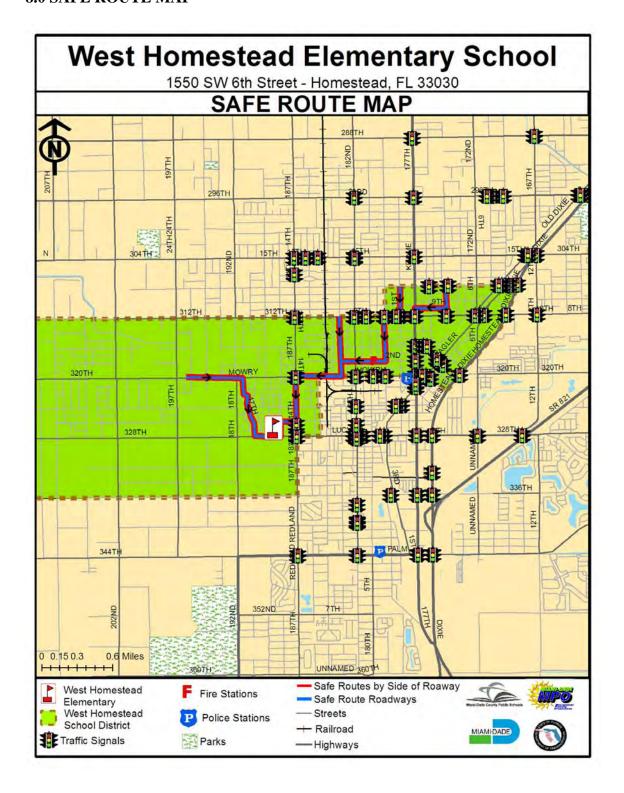


#### 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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				
	Sea	ment	Opinion of Probable Costs				
Road  3rd Avenue	From 11 St	To 9 Ct	Recommended Improvement Install Sidewalk along entire block 610', North side	<b>Qty</b> 610	Unit	S	48.400.00
9th Court	3 Ave	Krome Ave	Install Sidewalk eastern most corner, 150', North side Install Sidewalk Extensions @ 9 Ct / 3 Ave intersection (NE - 19', SE - 12, NW - 19',	150	LF	s	11,900.00
			SW - 11')	61	LF	s	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	s	800.00
			Install Painted Crosswalk across the 2 Ave intersection (North side - 66', East side - 46', South side-88', West side -50')	250	LF	s	750.00
			Install Sidewalk west of 2 Ave intersection 147' , South side	147	LF	s	11,700.00
			Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection ( NW - 7', SW - 9') Install Painted Crosswalk across the 1 Ave intersection (North side - 124', East side	16 170	LF	s	1,300.00 550.00
Krome Avenue	9 Ct	Campbell Dr	- 46') Install Safe Routes to School Signs	2	AS	S	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') Install Pedestrian Crossing Signals with count down timer. Incl. Pedestal & Push	86	LF	s	1,700.00
			Button Install Safe Routes to School Signs	2	AS	s	8,300.00 850.00
			Install Pedestrian Crossing Signs	2	AS	s	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	s	900.00
			Install Sidewalk along south east corner of 2nd Ave / 4th St intersection  Install Painted Crosswalk across 3 Ct intersection (East side - 88')	104 88	LF LF	s	8,250.00 300.00
			Install Painted Crosswalk across 2 St intersection (North side - 72', South side - 60',	304	LE	s	900.00
			East side - 76', West side - 96') Install Sidewalk Extensions @ 2 Ave / 2 St intersection (SE - 10')	10	LF	s	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') Install Painted Crosswalk across 4 Ave intersection (North side - 68', South side -	148	LF	s	450.00
			72')	140	LF	s	450.00
			Install Painted Crosswalk across 5 Ave intersection (North side - 64', South side - 70') Install Sidewalk between 5 Ave and 6 Ave, North side	134 284	LF	\$	400.00
			Install Painted Crosswalk across 6 Ave intersection (North side - 94', South side - 98')	192	LF	s	600.00
			Install Sidewalk between 6 Ave and 8 Ave, North side Install Sidewalk between 6 Ave and 8 Ave, South side	612 330	LF LF	S	48,550.00 26,200.00
			Install Painted Crosswalk across 7 Ave intersection (North side - 68', South side - 68')	136	LF	s	10,800.00
			Install Painted Crosswalk across 8 Ave intersection (North side - 80', South side - 72', East side - 64', West side - 62')	278	LF	s	850.00
8th Avenue	2 St	Mowry Dr	Install Sidewalk, cast side	333 150	LF LF	S	26,400.00 11,900.00
Mowry Drive	8 Ave	14 Ave	Install Painted High Visibility Crosswalk across the 9 Ave intersection (North side - 35')	33	LF	S	650.00
			Install Pedestrian Crossing Sign @ 9 Ave Install Painted High Visibility Crosswalk across the 9 Ct intersection (North side -	1	AS	\$	450.00
			Install Pedestrian Crossing Sign @ 9 Ct	48	LF AS	s	950.00 450.00
			Install Sidewalk across Rail crossing to 9 Ct (North side - 82')	82	LF	s	6,500.00
			Install Pedestrian Crossing Sign @ Rail crossing Install Painted High Visibility Crosswalk across the 10 Ave intersection (North side - 138')	38	AS LF	s	450.00 750.00
			Install Pedestrian Crossing Sign @ 10 Ave	1	AS	s	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	s	1,200.00
			Install School Zone sign, West side Install Sidewalk one block west of 14 Ave, North side	1 614	AS LF	S S	450.00 48,700.00
6th Street 1st Avenue	14 Ave 11 St	187 Ct 8 St	Install Sidewalk west of intersection, North side Install Sidewalk north west corner of intersection, West side	280 105	LF	s	22,200.00 8,350.00
			Install Painted Crosswalk across 10 St intersection (East side - 72', West side 76')	148	LF	s	450.00
			Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10') Install Sidewalk south end of block between 10 St and 9 St, East side	10 205	LF LF	s	800.00 16,250.00
			Install Painted Crosswalk across 9 St intersection (East side - 56', West side 82')	138	LF	s	450.00
6th Avenue	8 St	2 St	Install Painted Crosswalk across 4 St intersection (East side - 70', West side - 82')	152	LF	s	450.00
320th Street	197 Ave	17 Terr	Install Painted Crosswalk across 195 Ave intersection (North side - 50')	50	LF	s	150.00
			Install Painted Crosswalk across 194 Ave intersection (North side - 46') Install Painted Crosswalk across 193 Ave intersection (North side - 56')	46 56	LF LF	s	150.00 200.00
			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') Install Painted Crosswalk across 17 Ave intersection (South side - 70', East side -	84 170	LF LF	s	250.00 550.00
			50', West side - 50') Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE - 10', SW - 10')	20	LF	s	1,600.00
17th Terrace	320 St	17 Ave	Install Sidewalk between 197 Ave and 193 Ave, North side Install Painted Crosswalk across Mowry Ct intersection (East side - 80')	1948 80	LF LF	S	154,450.00 250.00
			Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE - 9', NE - 10') Install Painted Crosswalk across 17 Ave intersection (North side - 64', South side -	19 196	LF	s	1,550.00
			62', West side - 70') Install Sidewalk Extensions @ 17 Terr / 17 Ave intersection (NW - 6', SW - 10')	196	LF	s	1,300.00
17th Avenue	17 Ter	8 St	Install Painted Crosswalk across 3 Ct intersection (West side - 84')	84	LF	s	250.00
			Install Sidewalk Extensions @ 17 Ave / 3 Ct intersection (NW - 10', SW - 10') Install Painted Crosswalk across 4 Ct intersection (East side - 70, West side - 70')	20 140	LF	s	1,600.00 450.00
			Install Sidewalk Extensions @ 17 Ave / 4 Ct intersection (NW - 9', SW - 19', NE -	49	LF	s	3,900.00
			16', SE - 5') Install Painted Crosswalk across 5 St intersection (East side - 82')	82	LF	s	250.00
			Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10') Install Painted Crosswalk across 7 St intersection (East side - 86', West side - 82')	18 168	LF LF	s	1,450.00 500.00
			Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10, SE - 9', NW - 9',	38	LF	s	3,050.00
			SW - 10') Install Painted Crosswalk across 8 St intersection (North side - 60')	60	LF	\$	200.00
8th Street	Ave	School Ent	Install Sidewalk Extensions @ 17 Ave / 8 St intersection (NW - 15', NE - 10') No Improvements Necessary	25 67	LF LF	s s	2,000.00
Preliminary Costs		SCHOOL EHT	The improvements recessary	- Or	LF	S	286,000.00 57,200.00
Mobilization (10%) Maintenance of Tr	)					\$ \$	28,600.00 28,600.00
Opinion of Total	Costs					\$	400,400.00
Note: 1. All sidewalk width	ns are 6 feet w	vide unless state	ed 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 111<sup>th</sup> 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

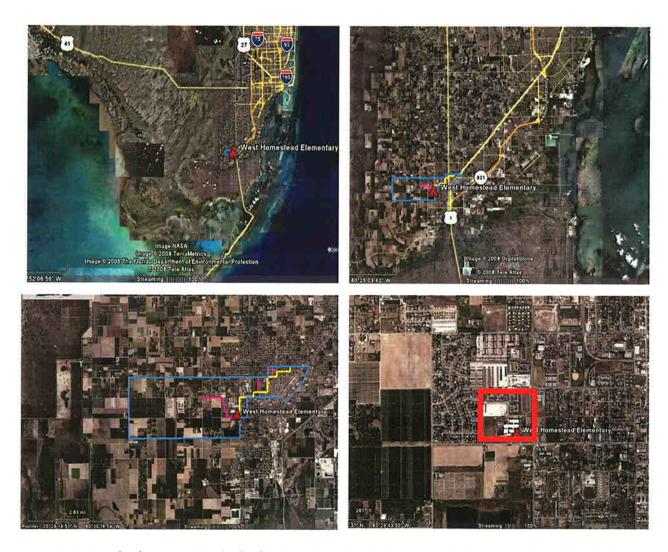
Mr. Jaime G. Torrens

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

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 6<sup>TH</sup> 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, Ap	plicant & Mai	ntaining Age	ency Information
Name of school: West Homeste	ead Elementary Sc	County: Miami-l	Dade
The Applicant must be one of t	<b>he agencies or</b> org	ganizations listed	below:
School Board	Private School	Communit	ty Traffic Safety Team
Agency/Organization Name: Mia	mi Dade County Pւ	ublic Schools	
Contact Person: Jaime Torrens		Title: Chief Facil	lities Officer
Daytime Phone: 305-995-7287	Fax: 305-995-466	0	E-mail: jtorrens@dadeschools
Mailing Address: 111 NW 1 <sup>st</sup> Stre	eet Suite 1510		
City: Miami	State: Florida	Zip: 33128-1970	
Signature: Sur	Typed name: J	Jaime Torrens	Date: 4/29/08
Signature of School Board or s	school representati	ive required when	different from applicant:
Signature.	Typed name:		Date:
The Maintaining Agency must	be one of the agen	cies listed below:	
City		🔲 Florida	Department of Transportation
Agency/Organization Name: Mia	mi Dade County, P	ublic Works	
Contact Person: Jeffrey L. Cohe	n, P.E.	Title: Assistant C	Chief
Daytime Phone: 305-375-2030	Fax: 305-372-606	4 E-m	nail: jcpe@miamidade.gov
Mailing Address: 111 NW First S	treet		
City: Miami	State: Florida	Zip: 33128-1970	
Your signature indicates your age complete the project if selected for		enter into a forma	I agreement with FDOT to
Signature:	Typed name: J	leffrey L. Cohen, l	P.E. Date: 4/
MPO Support. If the city or coun sign this application to indicate su			a boundary, the MPO must also
Agency/Organization Name: Mia	mi Dade Metropolit	tan Planning Orga	anization
Contact Person: David Henders		Title: Bicycle/Pede	•
	Fax: 3-5-375-4950	) E	E-mail: davidh@miamidade.gov
Mailing Address: 111 NW 1 <sup>st</sup> Stre	eet, Suite 910		
City: Miami	State: Florida	Zip: 33128	
Signature: Jew Rucks	Typed name:		Date: 4/29/0
Designated Contact: Check below	ow the primary cont	act (the one the Di	strict should coordinate with):
Applicant	Maintaining Agend	?V	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.	t consideration.
Does the project have public support?	Yes No
If yes, attach up to 10 letters of support (on official letterhead) from organizations Teacher Associations, Law Enforcement, Citizen's Advisory Committees & Bicycl Advisory Councils. The letters should indicate why and how they can support the	e/Pedestrian
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)	
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 FI	OOT (explain below):
Construction: City County Other, including FI	OOT (explain below):
Maintenance: City County Other, including FI	DOT (explain below):
Explanation of Other responsible party, including who you have been talking to at	oout this:
4. Is the County/City/MPO willing to enter into an agreement with FDOT to do the if the District decides this is the best way to get the project completed:	following,
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 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 befor the project is built, using the student travel and parent survey forms developed by Center for Safe Routes to School ( <a href="http://www.saferoutesinfo.org/resources/index.following">http://www.saferoutesinfo.org/resources/index.following</a> the schedule provided by the District?	the National

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 <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html">http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html</a> )
⊠ 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.

planned in the ruture. Lach box must be filled in.	F.1
Past Past Past Past Past Past Past Past	Future CDTC in the state of the
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 (FTBSEP) or similar program, please provide details FTBSEP, see <a href="http://www.dcp.ufl.edu/centers/trafficS">http://www.dcp.ufl.edu/centers/trafficS</a>	in the Past Education box. For more information on
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 or 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 extentions that prevent walking or biking. Issues to west of the school include a rural or agricutral land use patten typified by little development and totally lacking facilitis 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 northe 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 housholds 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 by 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 passeveral 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 injurtion 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 sidewall extensions. The attached table and map detail the data.

Section 5 -	- Current Co	nditions										
			LOCAT	TION			37 1113					
#1 Street Nam	e: SW 8 <sup>th</sup> Street		From	14 Ave	To: 1	189 Ave						
Maintaining Ag	ency: City	County	Sta	ate								
#2 Street Nam				: 126 St	To: §	SW 8 St						
Maintaining Ag		County	Sta									
0 to ½ mil	e ½	to 1 mile		o illustrating the are		1 ½ to 2 r						
or playgrounds	, libraries, or othe	r pedestrian de	estinatio	o other facilities (o	lso b	enefit from th	e project.					
land, light indu	istrial land and a	griculture. Ti	he area	ily residential, mo immediately aro east segment of t	und t	the school is	s single family					
the pedestrian	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.											
				RACTERISTICS		الجريان بالبارات						
Roadway Type				ıral (check shoulde			d 🛛 Grass					
Shoulder Type		3		ved		urb						
Shoulder Grad				eep-Up		teep-Down						
Drainage:	Swale			ncrete Ditch		urb/Gutter						
Status of walking	Pa	aved surface v	vith gap			Inpaved surfa Continuous p	ace aved sidewalks					
	ur comments on s											
walking surfac				lition, where they relatively level bu								
	ur comments on c ed crosswalks, bil			(bike lanes, multi-	use p	aths, school	zone signs &					
Roads closest	to the school in th	e area are ma	inly loc	al streets seperate	d by	a few collect	ors. The area					
				use paths. Few m								
accessable side	ewalk extensions a	are also rare.	Roads	in the agricutral are	ea ha	ave no sidewa	alks or bike					
paths. Signage	around the school	ol is adquate, a	and the	re are bike racks th	nat ex	kist at the sch	nool.					
		TRAF	FIC CO	ONTROLS	. "							
We need power with the weed to	oply in regard to tra edestrian features affic signs ther roadway mar	6	☐ Wo	e need other schoo e need marked cro e have what we ne	sswa							
			DAT									
			ffic Co	nditions	T	0 1: 0						
Average Annua	al Daily Traffic (AA	(DT): 11840	Posted	d Speed Limit: 30		Operating Sp	eed: 30					
		Crash History	in Stu	dy Area (all ages)	)							
	ch crash data hist gency should be a			FDOT District Saf nis data.	fety E	ngineer and/	or local law					
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	Intrastructure in	iprovement(s)	Kequestea
Request #1 Street Name:	Please see attached sp	readsheet for Route	information
From: -		To: -	
Number of K to 8 <sup>th</sup> grade child	ren using route or facility		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 radious, 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 extreemely helpful enhancing pedestrian mobility. This will particularly be the case as safe routs direct studens across light industrial areas which are walkable but intimidating
Request #2 Street Name: -		I	
From:		To: -	
Number of K to 8 <sup>th</sup> grade child			Potential*: -
*Potential applies only to those a	long or within ¼ mile of prop	osed route	
Sidewalk, Bike Lane, I			ath
Continuation of Existing Single Continuation of Existing Bing Continuation of Paved Shows Comments: describe below your The main type of project suggested and the crosswalk on the specific routes, segments.	dewalk ke Lane New Poulder Path New Pour requests in detail, included is the addition are suggested. Pleasements, suggested project	r Sidewalk r Bike Lane (includes r Paved Shoulder r Shared Use Path uding location, lengt of sidewalks either ccessible sidewalk see the attached sets, location, length	h, side of road, etc. where none exist or where extensions between the preadsheet for the details and cost.
Traffic Control (signs, si			ool zone or school area
Is your Traffic Control request			Yes No
Comments: describe below your crosswalks, school zones, etc.	our requested traffic contr		

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 controle divices 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, Desigin 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: <a href="http://www.dot.state.fl.us/planning/policy/costs/default.asp">http://www.dot.state.fl.us/planning/policy/costs/default.asp</a>
- 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)	
Contingency (13 % of Subtotal)	57450
Total Construction Cost	517050
Professional Engineering Design (15% of Total)	
Trolessional Engineering Design (15% of Total)	57450
Construction Engineering and Inspection (CEI) (15% of Total)	57450
(	57450
Grand Total	631950

#### **Section 7 B- Cost Estimate Narrative**

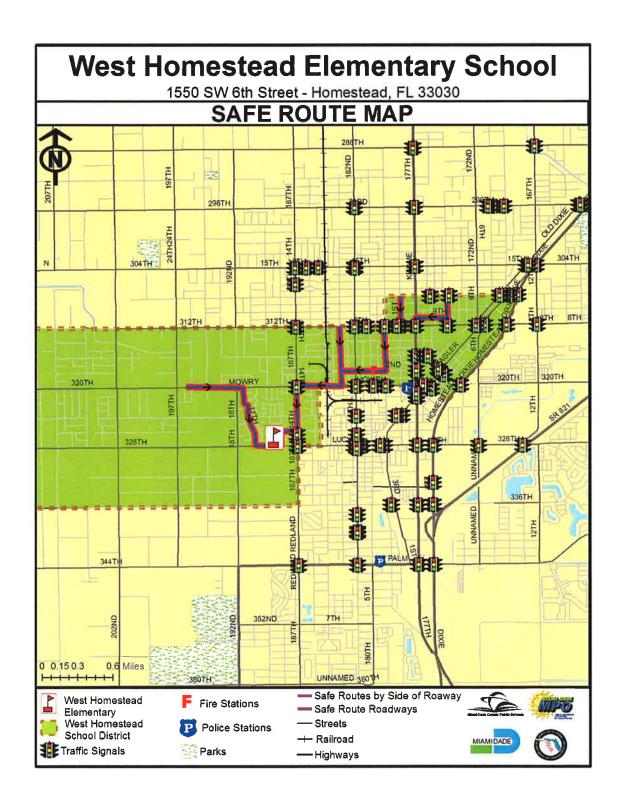
#### Explain below:

- 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 engineeing 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.

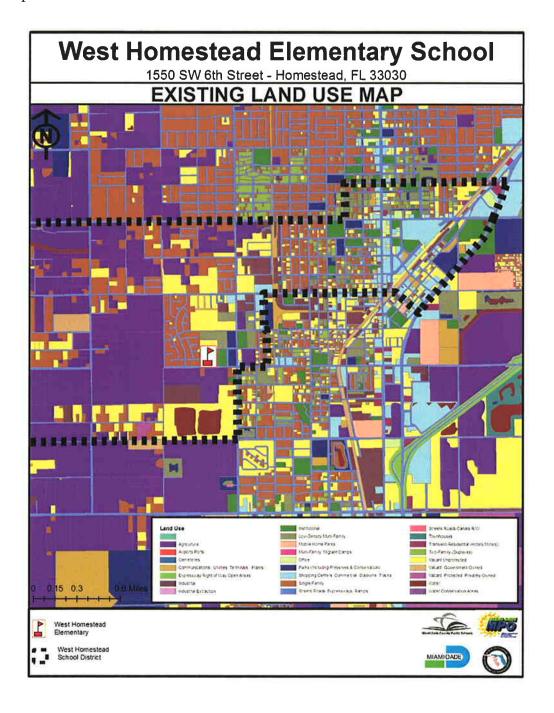
Table 7: West Homestead Elementary School Opinion of Probable Costs

	Sea	ment	Opinion of Probable Costs				
Road	From	To	Recommended Improvement	Qty	Unit		Cost
3rd Avenue 9th Court	11 St	9 Ct	Install Sidewalk along entire block 610', North side	610	LF	5	32,650.00
pin Coun	3 Ave	Krome Ave	Install Sidewalk eastern most corner, 150', North side Install Sidewalk Extensions © 9 Ct / 3 Ave intersection (NE - 19',	61	LF	5	3,300,00
	100		SE - 12, NW - 19', SW - 11') Install Painted Crosswalk across the 3 Ave intersection (North side	264	LF		
		P	72. East side - 64', South side-56', West side - 72') Install Painted Crosswalk across the 2 Ave intersection (North side			5	600,00
			66' Fast side - 46' South side-88' West side -50')	250	LF	5	750_00
			Install Sidewalk west of 2 Ave intersection 147 , South side Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection ( NW - 7).	147	LF	5	900.00
			SW - 9') Install Painted Crosswalk across the 1 Ave intersection (North side				
Krome Avenue	9 (7)	Campbell Dr	124', East side - 46')	170	LF	5	550_00
Krome Avenue	9 Ct	Campbell Dr	Install Safe Routes to School Signs Install Pedestrian Crossing Signals with count down timer, Incl.	2	AS AS	5	8,300,00
Committee II Dalue	Variation Aven		Pedestal & Push Button Install Painted High Visibility Crosswalk across the 1 Ave		-		
Campbell Drive	Krome Ave	2 Ave	Install Painted High Visibility Crosswalk across the 1 Ave Intersection (East side - 41', West side - 45')	86	LF	s	1,700.00
			Install Pedestrian Crossing Signals with count down timer, Incl. Pedestal & Push Button	2	AS	5	8,300,00
		0.000 11	Install Safe Routes to School Signs Install Pedestrian Crossing Signs	2	AS AS	5	850.00
2nd Avenue	Campbell Dr	2 51	Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 60', East side - 60', West side - 60')	288	LF	s	900,00
			Install Sidewalk along south east corner of 2nd Ave / 4th St	104	LE	\$	5,600,00
			Intersection Install Painted Crosswelk across 3 Ct Intersection (East side - 66')	88	LE	5	300.00
			Install Painted Crosswalk across 2 St intersection (North side - 72)				
			South side - 60', East side - 76', West side - 96')	304	LF	5	900,00
			Install Sidewalk Extensions @ 2 Ave / 2 St Intersection (SE - 10')	10	LF	5	550,00
			Install Sidewalk at South east corner of 2nd St Install Painted Crosswalk across 3 Ave intersection (North side -	10	LF	\$	900.00
2nd Street	2 Ave	8 Ave	66', South side - 82')	148	LF	s	450,00
	( 12	Миш. Та	Install Painted Crosswalk across 4 Ave intersection (North side - 68", South side - 72")	140	LF	\$	450,00
			Install Painted Crosswa% across 5 Ave intersection (North side - 64', South side - 70')	134	LF	\$	400 00
		IN III	Install Sidewalk between 5 Ave and 6 Ave, North side Install Painted Crosswalk across 6 Ave intersection (North side	284	LF	\$	15,200.00
			04', South side - 98')	192	LF	\$	600.00
			Install Sidewalk between 6 Ave and 8 Ave, North side Install Sidewalk between 6 Ave and 8 Ave, South side	330	LF	5	32,750.00 17,650.00
- 11			Install Painted Crosswalk across 7 Ave intersection (North side - 66', South side - 68')	138	LF	5	7,300.00
45.0			Install Painted Crosswalk across 8 Ave intersection (North side	278	LF	\$	850 00
8th Avenue	2 St	Mowry Dr	80', South side - 72', East side - 64', West side - 62') Install Sidewalk, north half of the block, West side	333	LF	\$	17,850.00
	100		Install Sidewalk, East side Install Painted High Visibility Crosswalk across the 9 Ave	150	LE	5	8,050.00
Mowry Drive	8 Ave	14 Ave	Intersection (North side - 35')	33	LF	\$	650 00
11000		11	Install Pedestrian Crossing Sign @ 9 Ave Install Painted High Visibility Crosswalk across the 9 Ct intersection	48	AS LF	s	450.00 950.00
		77.00	(North side - 48') Install Pedestrian Crossing Sign @ 9 Ct	1	AS	5	450.00
100			Install Sidewalk across Rail crossing to 9 Ct (North side - 82')	82	LE	5	4,400.00
			Install Pedestnan Crossing Sign @ Rail crossing Install Painted High Visibility Crosswalk across the 10 Ave	38	AS LF	s	750.00
			intersection (North side - 38') Install Pedestrian Crossing Sign ● 10 Ave	30	AS	8	460.00
14th Avenue	Mowery Dr	6 St	Install Painted Crosswalk across 6 Ave intersection (North side	404	LF	5	1,200 00
			122', South side - 92', East side - 106', West side 84') Install School Zone sign, West side	1	AS	5	450.00
6th Straet	14 Ave	187 Gt	Install Sidewalk one block west of 14 Ave, North side Install Sidewalk west of intersection, North side	614 280	LF	5	15,000.00
1st Avenue	11 St	8 81	Install Sidewalk north west corner of intersection. West side Install Painled Crosswalk across 10 St Intersection (East side - 72',	105	LF	5	5,650.00
*100 TO 100 TO			West side 76')	148	LF	S	450.00
		No.	Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10')	10	LF	5	550,00
			Install Sidewalk south end of block between 10 St and 9 St, East side	205	LF	s	11,000,00
		5 1 1 1 1 1 1	Install Painted Crosswalk across 9 St intersection (East side - 56",	138	LF	8	450,00
6th Avenue	8 SI	2 SI	West nide 62') Install Painted Crosswalk across 4 St intersection (East side - 70')	152	LF	s	450.00
CHANGE STREET, ST. P.			West side - 82") Install Painted Crosswalk across 195 Ave intersection (Nonh side -				
320th Street	197 Ave	17 Terr	50)	50	LF	\$	150.00
			Install Painted Crosswalk across 194 Ave intersection (North side - 46')	46	LF	5	150,00
- 5			Install Painted Crosswalk across 193 Ave intersection (North side - 56)	56	LF	\$	200,00
			Install Sidewalk Extensions @ 320 St / 193 Ave intersection (NE - 14')	514	LF	s	750.00
	1		Install Painted Crosswalk across 16 Ave intersection (North side	84	LF	s	250.00
			PA') Install Painted Crosswalk across 17 Ave intersection (South side	170	LF	\$	
	111		70', East side - 50', West side - 50') Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE -				550,00
			10', SW + 10')	20	LF	5	1,100,00
17th Terrace	320 St	17 Ave	Install Sidewalk between 197 Ave and 193 Ave, North side Install Painted Crosswalk across Mowry Ct intersection (East side -	1948	LF	5	104,200.00 250,00
		7.70	80') Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE -			-	
11 V . C	1 6 6 5	11	9', NE - 101 Install Painted Crosswalk across 17 Ave intersection (North side	19	LF	\$	1,050,00
		S1 1 1	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	s	900,00
17th Avenue	17 Ter	8 \$1	Install Painted Crosswalk across 3 Ct intersection (West side - 84')	84	LF	s	250,00
			Install Sidewalk Extensions @ 17 Ave / 3 Ct Intersection (NW - 10)	20	LF	5	1,100.00
			SW - 10') Install Painted Crosswelk across 4 Ct Intersection (East side - 70,	140	LF	s	450,00
			West side - 70') Install Sidewalk Extensions @ 17 Ave / 4 Ct Intersection (NW - 9',	_			
E 3 E E	11 12 .51		SW - 19', NE - 16', SE - 5')	49	L.F	5	2,650,00
N D			Install Painted Crosswalk across 5 St intersection (East side - 82')	82	LF	\$	250,00
The Park State of	THE RES		Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10')	18	LF	5	1,000.00
_ L_ S I	5 - Table	LIS	Install Painted Crosswalk across 7 St intersection (East side 86', West side 82')	168	LF	s	500,00
100	4 4 4	and the latest	Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10.	38	LF	s	2,050,00
	1100		SE - 9', NW - 9', SW - 10') Install Painted Crosswalk across 8 St intersection (North side - 60')	60	LF	s	200.00
				60	C.		≥00,00
			Install Sidewalk Extensions @ 17 Ave / 8 St intersection /NW _ 15:		10.00		
Oth Street	Asses	Sehnel Cat	Instell Sidewalk Extensions © 17 Ave / 8 St intersection (NW - 15', NE - 10')	25	LF	\$	1,350,00
8th Street Preferinary Costs	Ave	School Ent		25	LF	\$	083,000,00
Prefiminary Costs Contingency (155 Professional Engir	neering Design (1	5%)	NE - 10')	25	LF	5 5	383,000.00 57,450.00
Preliminary Costs Contingency (15* Professional Engir Construction Engli	neering Design (1 neering Inspection	5%)	NE - 10')	25	LF	5 5 5 5 6	383,000,00 57,450,00 57,450,00 57,450,00
Prefiminary Costs Contingency (155 Professional Engir	neering Design (1 neering Inspection) raffic (10%)	5%)	NE - 10')	25	LF	5 5 5	383,000,00 57,450,00 57,450,00



#### **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 routs 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**

Pedestrian		rion.	Segment		200	01	2002		500	3	200	2004		
Case Number Date of Birth	Road Name	Segi	Sogmen		Juveniles		Juveniles		niles	Juveniles		TOTAL		
	Date of birth		From To		Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injunes	Fatalities	Injuries	Fatalities	Injurie
72131179		N KROME AVE & NE9TH ST	Inters	action	0	0	0	0	0	0	0	1	0	1
72433541		NE 11TH ST & NE 5TH AVE	Inters	ection	0	0	.0	0	0	0	0	1	0	- 1
72434191	7301998	NW 8TH AVE & W MOWRY ST	Inters	ection	0	0	0	0	0	0	0	1	0	1
72133156	8031985	NE 8TH ST & NE 2ND AVE	Inters	ection	0	0	0	0	0	0	0	0	0	0
72133555		NW 1ST ST & NW 1ST AVE	Inters	ection	0	0	0	0	0	1	0	0	0	1
72420721	8131993	SW 6TH ST & SW 187TH AVE	Inters	ection	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	Inters	ection	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	Inters	ection	0	0	0	t	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	Inters	ection	0	1	0	0	0	0	0	0	0	1
596511490	10131997	NW 5TH AVE & NW 2ND ST	Inters	ection	0	1.	0	0	0	0	0	0	0	1
596514140		N KROME AVE & NE4TH ST	Inters	ection	0	1.	0	0	0	0	0	0	0	-1
596520930		S HOMESTEAD BLVD & E MOWRY DR	Interse	ection	0	1	0	0	0	0	0	0	0	- 1
562892570	7	S Homestead BLVD & E Mowry DR	Interse	ection	0	0	0	0	0	0	0	0	0	0
		TOTAL			0	4	0	-	0	2	0	3	0	10

#### **Existing Roadway Characteristics**

Total pedestrian and bicycle crashes, 2000 - 2004

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 182<sup>nd</sup> Avenue. Pedestrian enhancements are recommended in these areas. There appears to by significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.

Roddway Ondi	West Homestead Elementary School Roadway Characteristics											
Road Segment Facility Type Speed Limit AADT*												
Noau	From	То	racinty rype	Speed Lilling	AADI	Crashes**						
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	Mowery 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 Aveneue	17 Ter	8 St	Local	30	Low	No						
8th Street	Ave	School Entrance	Arterial	40	Mod	No						