



**CAMPBELL  
DRIVE  
ELEMENTARY  
SCHOOL**



**CHAPMAN  
ELEMENTARY  
SCHOOL**



**LEISURE CITY  
ELEMENTARY  
SCHOOL**

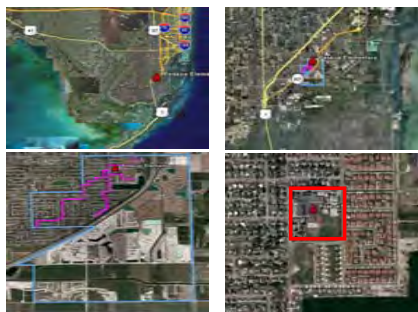
**AVOCADO  
ELEMENTARY  
SCHOOL**



**CC-1  
ELEMENTARY**



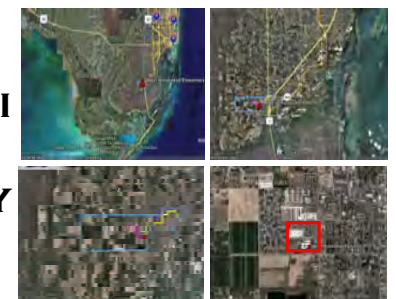
## **SAFE ROUTES TO SCHOOL 2008**



**REDONDO  
ELEMENTARY  
SCHOOL**



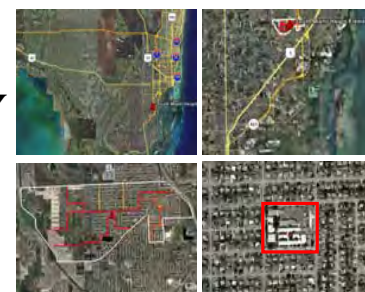
**SOUTH MIAMI  
HEIGHTS  
ELEMENTARY  
SCHOOL**



**PESKOE  
ELEMENTARY  
SCHOOL**

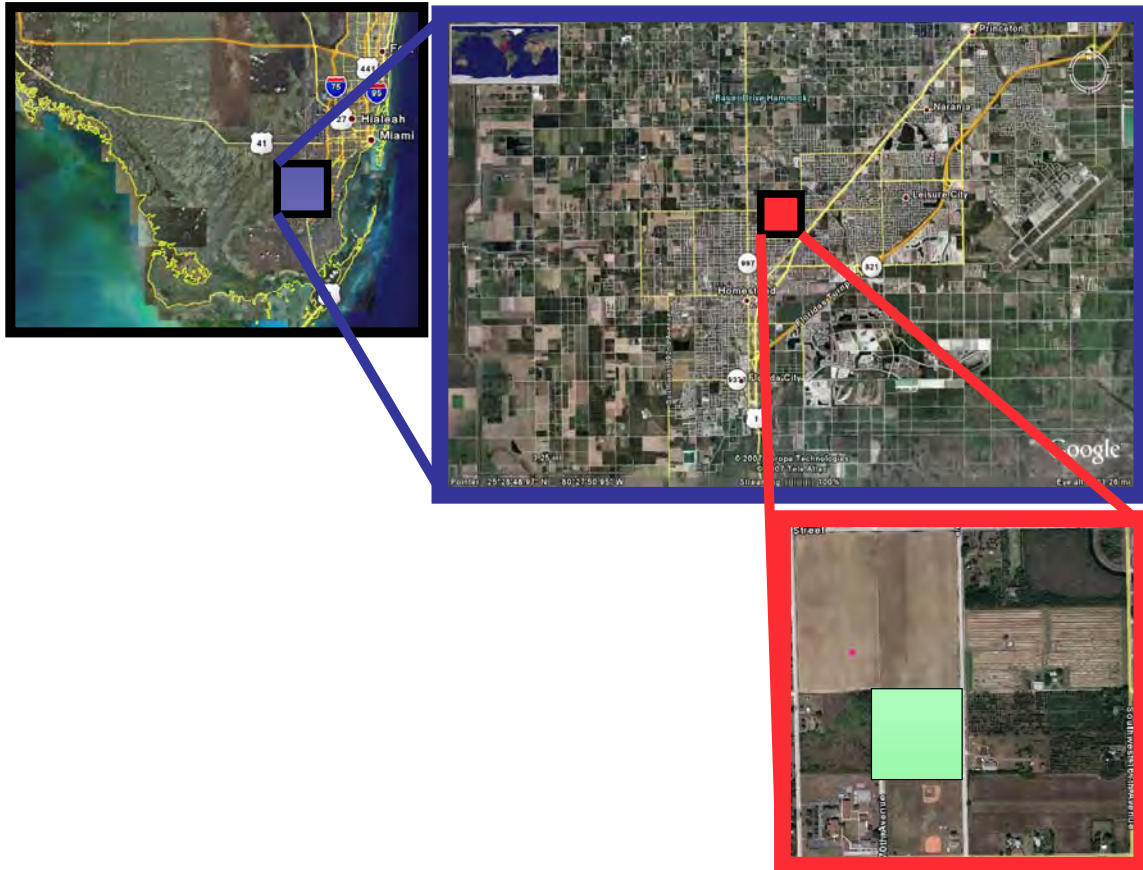


**SAUNDERS  
ELEMENTARY  
SCHOOL**



**WEST  
HOMESTEAD  
SCHOOL**

**AVOCADO ELEMENTARY SCHOOL  
16969 SW 294<sup>TH</sup> STREET  
HOMESTEAD, FL 33030**



**SAFE ROUTES TO SCHOOL – 2008**



# AVOCADO ELEMENTARY SCHOOL SAFE ROUTES REPORT

## Table of Contents

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### 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 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

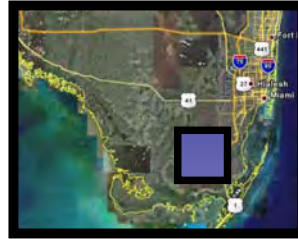
**Address:** 16969 294<sup>th</sup> Street, Homestead, Florida 33030

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

16969 294th Street - Homestead, FL 33030

[illegible]



## **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.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

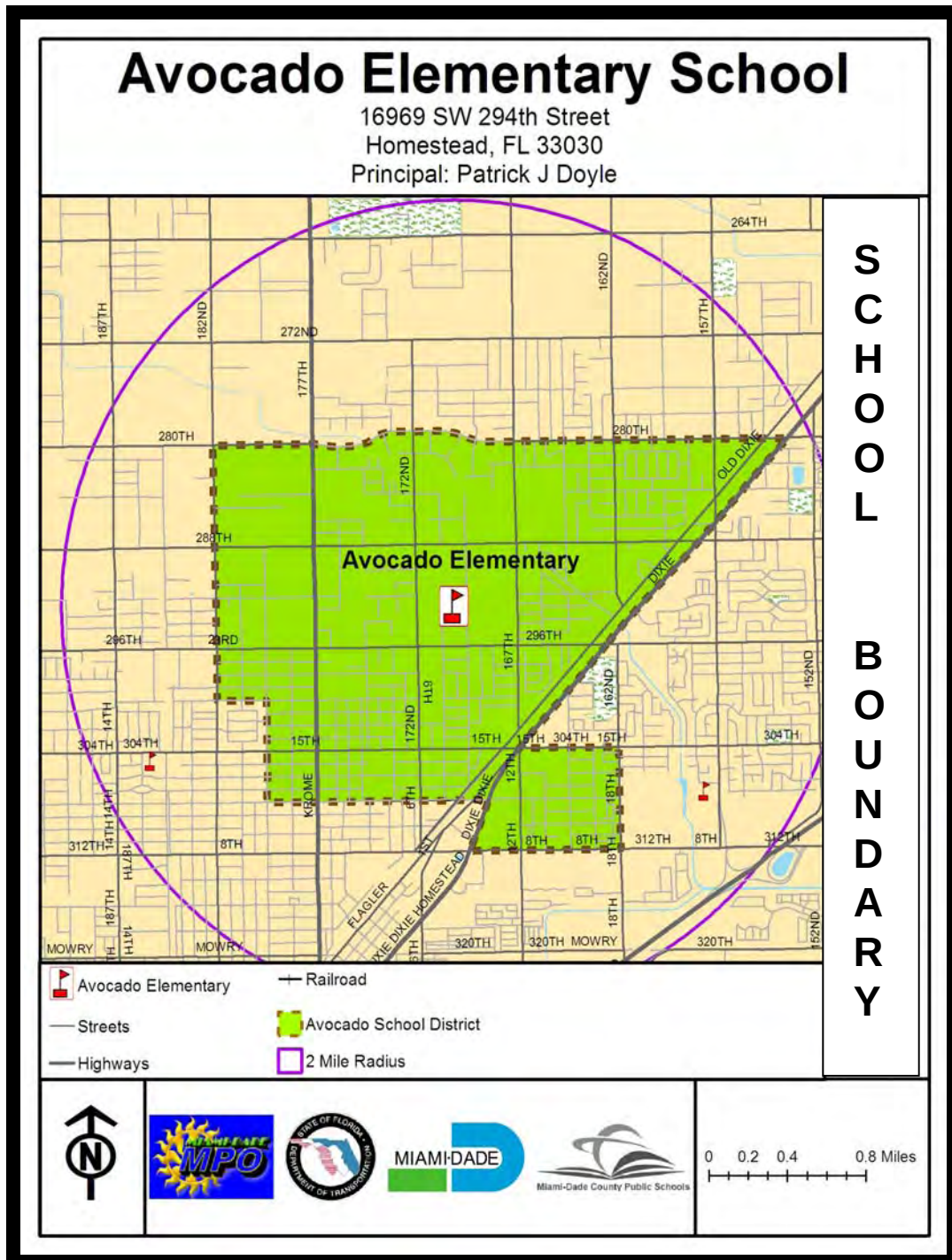
6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

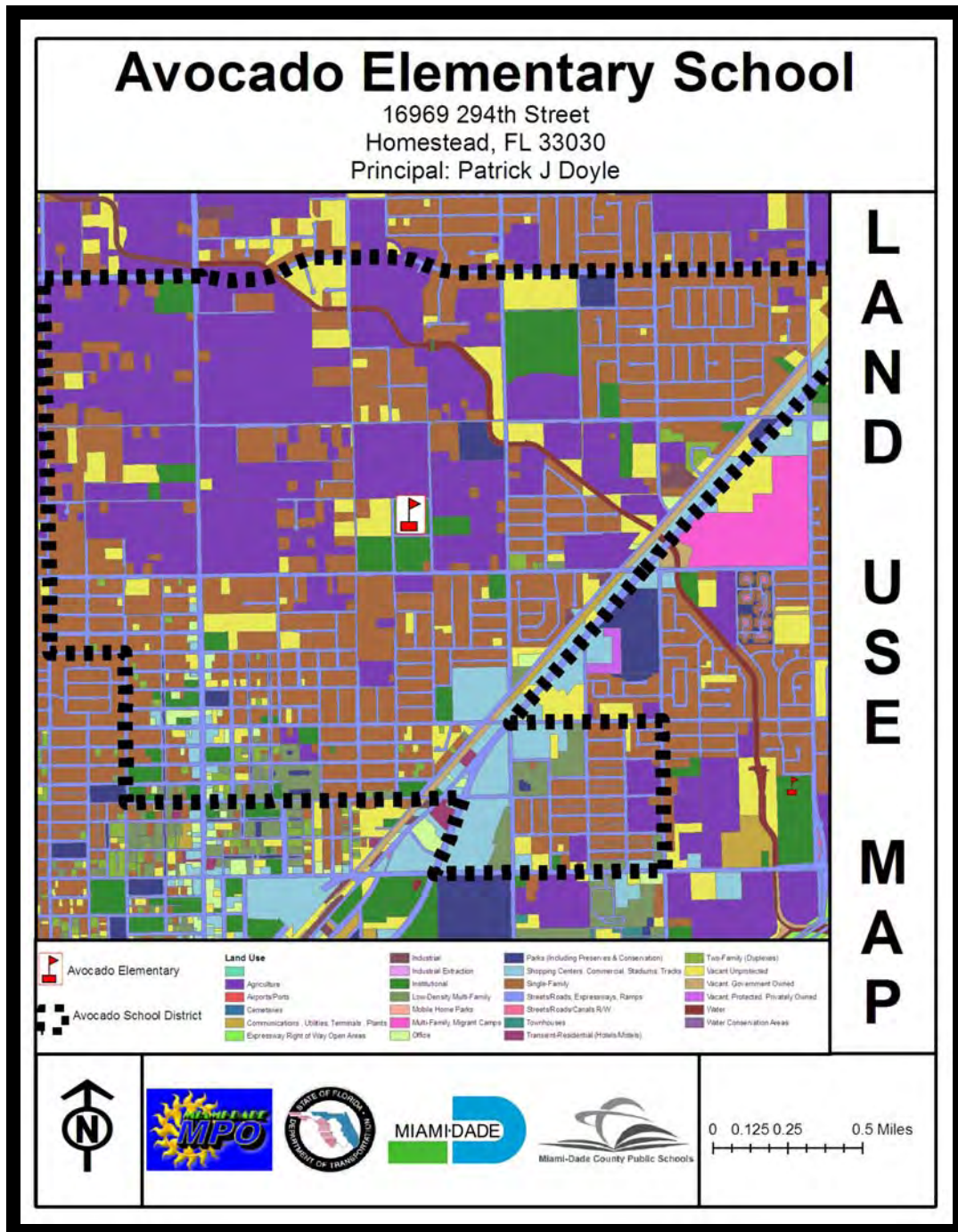
## 6.2 School Zone Boundary

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**  
**Avocado Elementary School**  
**Roadway Characteristics**

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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

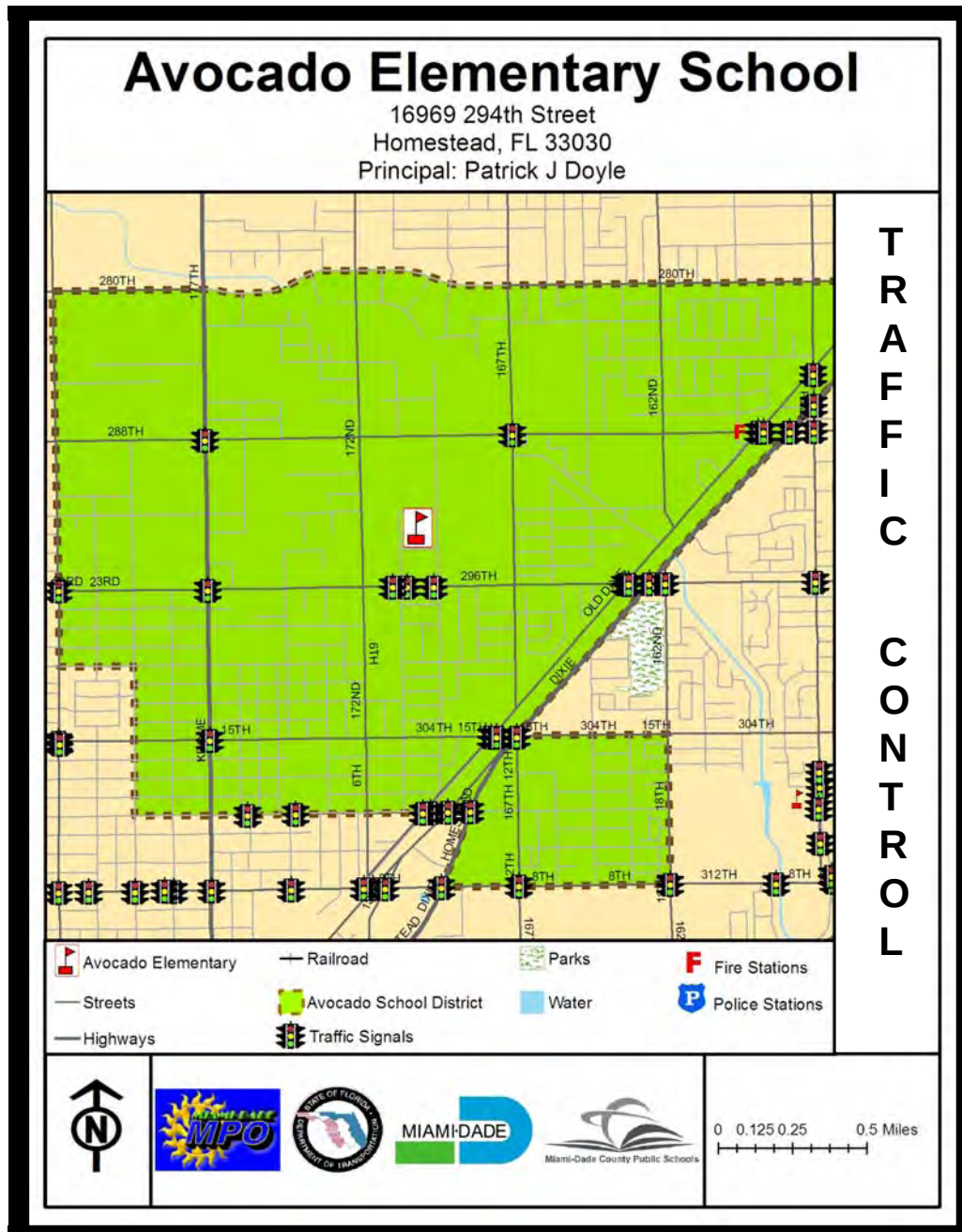
#### 6.5 Site Assessment and Inventory of Existing Facilities

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



### 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

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



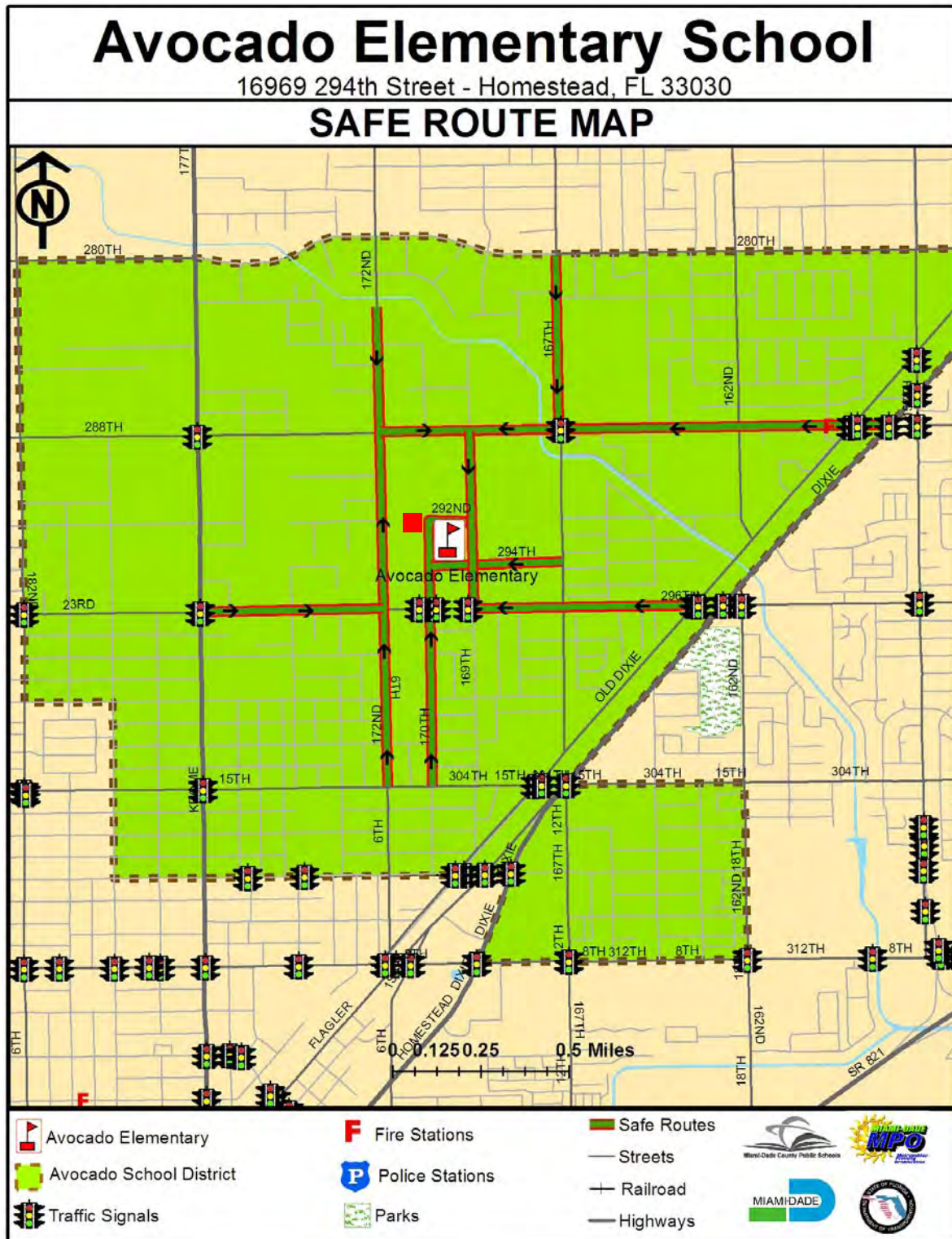
## 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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

## 8.0 SAFE ROUTE MAP







# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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

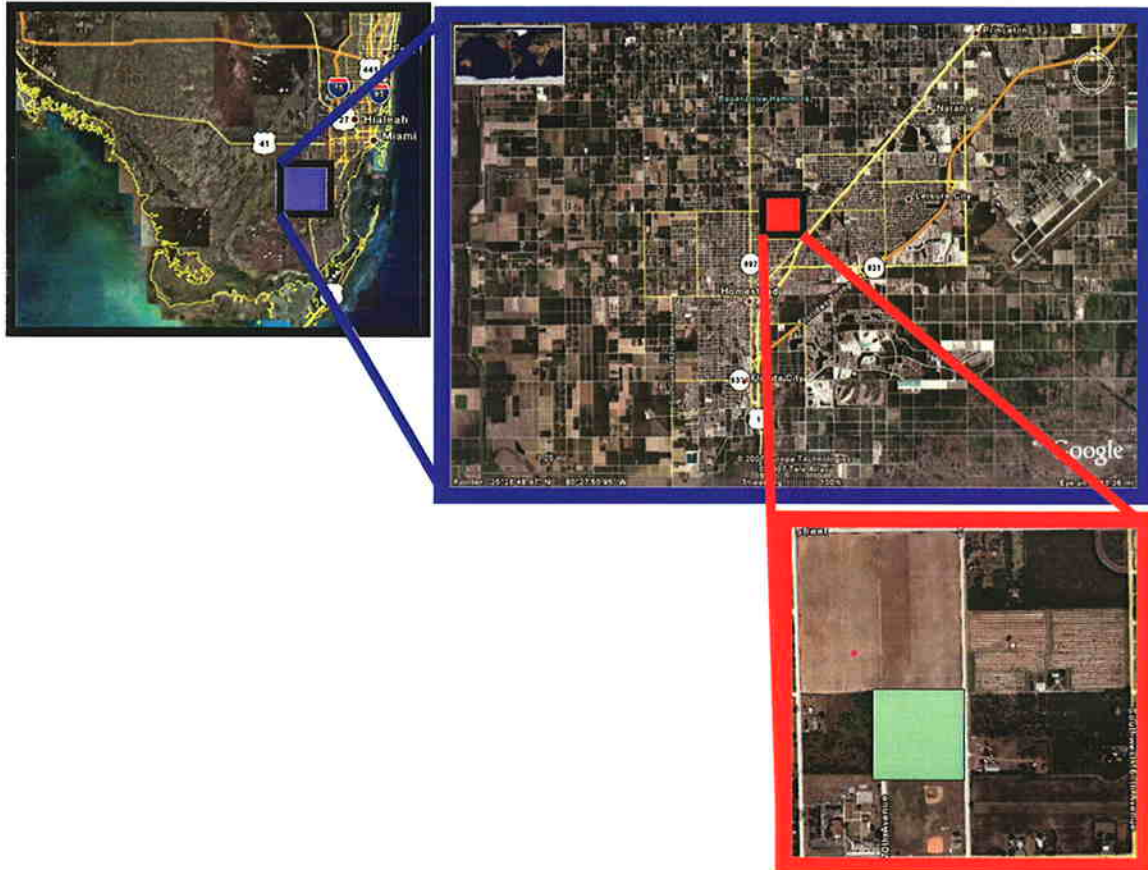
cc: Mr. Alberto Carvalho  
Mr. Jaime G. Torrents

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

*Facilities Planning*

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132  
305-995-7285 • FAX 305-995-4760 • [arijo@dadeschools.net](mailto: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, Applicant & Maintaining Agency Information

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

## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

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



## Section 4 – Problem Identification

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

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

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

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

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

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

| Year            | 2002 | 2003 | 2004 | 2005 | 2006 |
|-----------------|------|------|------|------|------|
| Ped injuries    | 0    | 1    | 0    | 0 NA | 0 NA |
| Ped fatalities  | 0    | 0    | 0    | 0 NA | 0 NA |
| Bike injuries   | 0    | 0    | 0    | NA   | NA   |
| Bike fatalities | 0    | 0    | 0    | 0    | 0    |
| <b>Totals</b>   | 0    | 1    | 0    | 0 NA | 0    |



## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current: **The principal estimates that less than 10% of the school children walk or bike to school.**

Potential\*: **There are 786 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary will have the infrastructure that allows them to walk safely to school should they choose to do so.**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

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

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

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

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

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

☒ Within school zone or school area

☐ Outside of school zone or school area

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

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

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

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

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

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

### Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

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

## RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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

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

| Road                                                                             | Segment       |           | Recommended Improvement                                                                   | Qty      | Unit        | Cost                                                                              |      |    |           |
|----------------------------------------------------------------------------------|---------------|-----------|-------------------------------------------------------------------------------------------|----------|-------------|-----------------------------------------------------------------------------------|------|----|-----------|
|                                                                                  | From          | To        |                                                                                           |          |             |                                                                                   |      |    |           |
| 294th St                                                                         | 167th Ave     | 170th Ave | Install 6' sidewalk along 294th St - north side                                           | 120      | LF          | 8,450.00                                                                          |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk along 294th St - south side                                           | 120      | LF          | 8,450.00                                                                          |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 168th Ave - all legs                                         | 160      | LF          | 500.00                                                                            |      |    |           |
| 169th Ave                                                                        | 296th St      | 288th St  | Install painted east/west and north/south crosswalk at 292nd St - south side, west side   | 42       | LF          | 150.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 292nd St and 288th St - west side                             | 1300     | LF          | 69,550.00                                                                         |      |    |           |
|                                                                                  |               |           | Install painted crosswalks at 288th St intersection - all sides                           | 160      | LF          | 500.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 294th St and 296th St - east side                             | 610      | LF          | 32,650.00                                                                         |      |    |           |
| 292nd St                                                                         | 169th Ave     | 170th Ave | Install 6' sidewalk along 292nd St - north side                                           | 600      | LF          | 32,100.00                                                                         |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk along 292nd St - south side                                           | 600      | LF          | 32,100.00                                                                         |      |    |           |
| 170th Ave                                                                        | 292nd St      | 305th St  | Install 6' sidewalk along 170th Ave - west side                                           | 1306     | LF          | 69,850.00                                                                         |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk along 170th Ave - east side                                           | 1306     | LF          | 69,850.00                                                                         |      |    |           |
|                                                                                  |               |           | Install painted east/west crosswalk at 294th St - north side                              | 40       | LF          | 150.00                                                                            |      |    |           |
|                                                                                  |               |           | Install painted east/west and north/south crosswalk at 292th St - north side, south side  | 80       | LF          | 250.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 296th St and 304th St - west side                             | 2610     | LF          | 139,600.00                                                                        |      |    |           |
|                                                                                  |               |           | Install painted crosswalks at all intersections between 296th St and 304th St - east side | 200      | LF          | 600.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk extensions at 302 St, 301 St, 300 St, and 299th St - east side        | 64       | LF          | 4,600.00                                                                          |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk in missing gap between 301st St and 302nd St - east side              | 50       | LF          | 2,700.00                                                                          |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk at the north end of block between 304th St and 305th St               | 100      | LF          | 5,350.00                                                                          |      |    |           |
|                                                                                  |               |           | 289th St                                                                                  | 172nd St | W Dixie Hwy | Install 6' sidewalk on south side of 288th Ave between 169th Ave and 167th Avenue | 1290 | LF | 69,000.00 |
|                                                                                  |               |           |                                                                                           |          |             | Install 6' sidewalk on north side of 288th St east of canal                       | 30   | LF | 1,650.00  |
| Install 6' sidewalk on south side of 289th St between 169th Ave and 172nd Ave    | 1314          | LF        |                                                                                           |          |             | 70,300.00                                                                         |      |    |           |
| Install 6' sidewalk on south side of 289th St between 162nd Ave and 163rd Ave    | 1250          | LF        |                                                                                           |          |             | 66,850.00                                                                         |      |    |           |
| Install painted crosswalks at intersection of 289th St and 162nd Ave - all sides | 160           | LF        |                                                                                           |          |             | 500.00                                                                            |      |    |           |
| Install painted crosswalks at intersection of 289th St and 163rd Ave - all sides | 160           | LF        |                                                                                           |          |             | 500.00                                                                            |      |    |           |
| 172nd Ave                                                                        | 304th St      | Canal     |                                                                                           |          |             | Install 6' sidewalk on 172nd Ave, between 285th St and 288th St - west side       | 961  | LF | 51,400.00 |
|                                                                                  |               |           | Install painted crosswalks at 288th St intersection - north and west sides                | 80       | LF          | 250.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 284th St and Canal - west side                                | 645      | LF          | 34,500.00                                                                         |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 288th St and 296th St - west side                             | 2600     | LF          | 139,050.00                                                                        |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 296th St and 304th St - east side and west side               | 5040     | LF          | 269,550.00                                                                        |      |    |           |
| 284th St to                                                                      | 172nd Ave     | 173rd Ave | Install 6' sidewalk on north side of 284th St                                             | 395      | LF          | 21,150.00                                                                         |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 172nd Ave intersection - west side                           | 40       | LF          | 150.00                                                                            |      |    |           |
| 296th St                                                                         | Old Dixie Hwy | Krome Ave | Install 6' sidewalk between 172nd Ave and Krome Ave - north side                          | 2670     | LF          | 142,800.00                                                                        |      |    |           |
|                                                                                  |               |           | Install painted crosswalks at 167th Ave - north side and south side                       | 122      | LF          | 400.00                                                                            |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 167th Ave and 168th Ave - south side                          | 580      | LF          | 31,050.00                                                                         |      |    |           |
|                                                                                  |               |           | Install 6' sidewalk between 168th Ave and 169th Ave - south side                          | 626      | LF          | 33,500.00                                                                         |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 167th Ave - all sides                                        | 384      | LF          | 1,150.00                                                                          |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 168th Ave - south side                                       | 134      | LF          | 400.00                                                                            |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 168th Court - south side                                     | 86       | LF          | 300.00                                                                            |      |    |           |
|                                                                                  |               |           | Install painted crosswalk at 169th Court - south side                                     | 100      | LF          | 300.00                                                                            |      |    |           |
| Preliminary Costs                                                                |               |           |                                                                                           |          |             | 1,408,150.00                                                                      |      |    |           |
| Contingency (15%)                                                                |               |           |                                                                                           |          | \$          | 211,222.50                                                                        |      |    |           |
| Professional Engineering Design (15%)                                            |               |           |                                                                                           |          | \$          | 211,222.50                                                                        |      |    |           |
| Construction Engineering Inspection (15%)                                        |               |           |                                                                                           |          | \$          | 211,222.50                                                                        |      |    |           |
| Mobilization (10%)                                                               |               |           |                                                                                           |          | \$          | 140,815.00                                                                        |      |    |           |
| Maintenance of Traffic (10%)                                                     |               |           |                                                                                           |          | \$          | 140,815.00                                                                        |      |    |           |
| Opinion of Total Costs                                                           |               |           |                                                                                           |          | \$          | 2,323,447.50                                                                      |      |    |           |

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



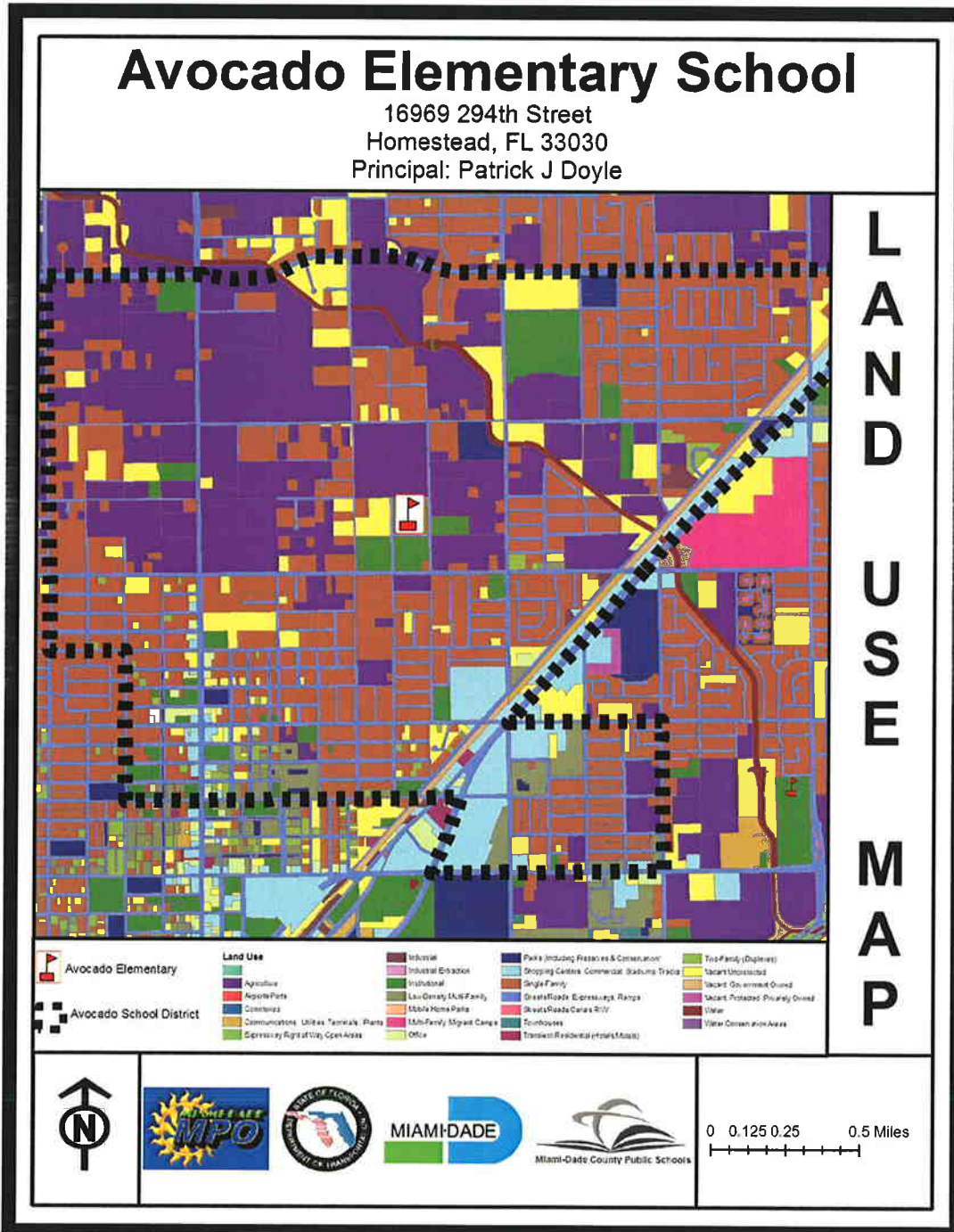
16969 294th Street - Homestead, FL 33030

The map displays the proposed bus routes for the Avocado Elementary School area. The routes are highlighted in red and black lines, showing the path from the school to various bus stops. The map includes major roads such as 172ND, 167TH, 162ND, 15TH, 14TH, 13TH, 12TH, 11TH, 10TH, 9TH, 8TH, 7TH, 6TH, 5TH, 4TH, 3TH, 2TH, 1ST, and 0TH. A scale bar at the bottom indicates a distance of 0.1250.25 Miles. A north arrow is located in the top left corner.



## Land Use

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

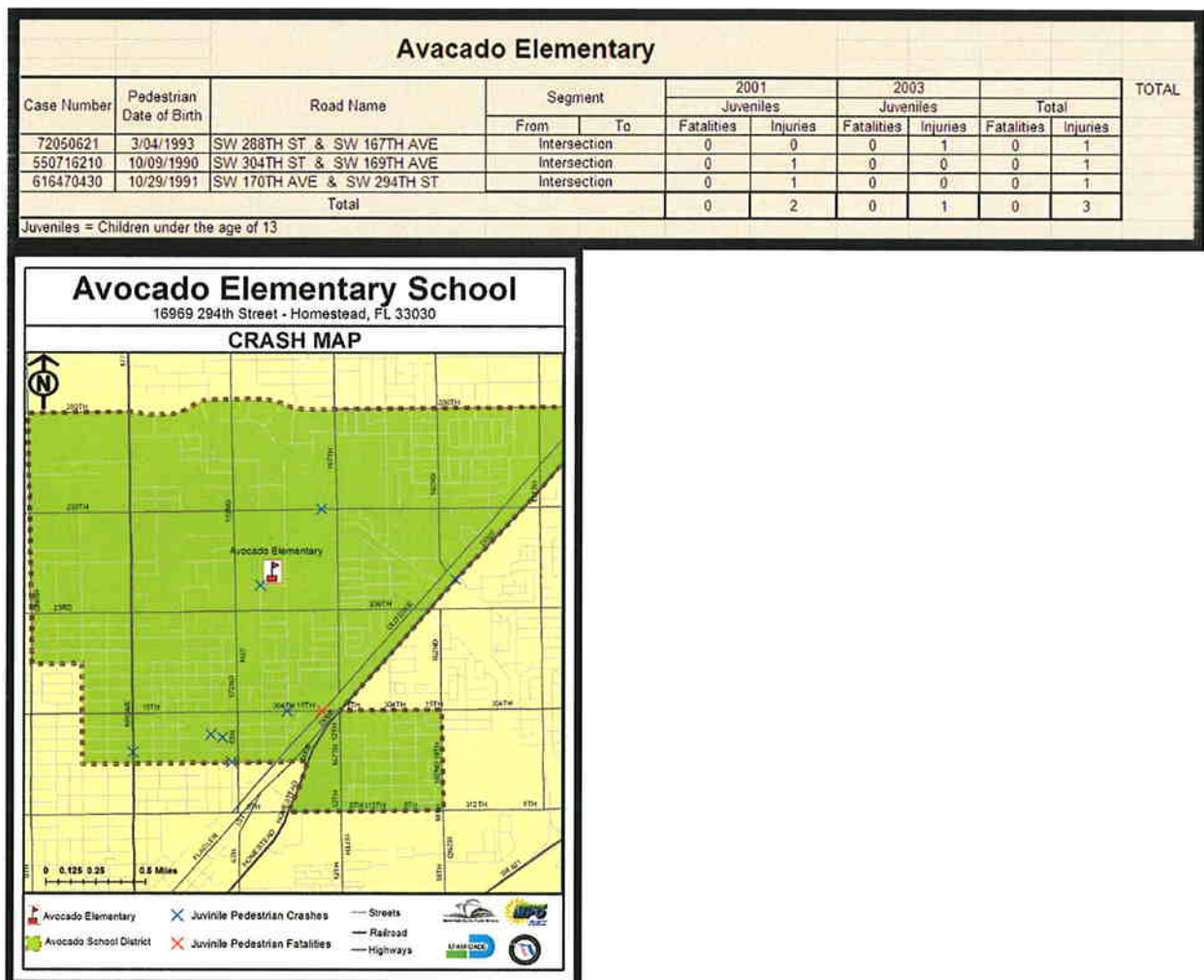


## CRASH HISTORY

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

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

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





### Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. They are generally rural in nature. Where the rural character of the road, meets the more urban or suburban character of the coming development, conflicts occur. This is seen in the predominance of crashes along West Dixie Highway and 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 Crashes** |
|--------------|----------------|----------------|---------------|-------------|-------|------------------------|
|              | From           | To             |               |             |       |                        |
| 294th Street | 167th Avenue   | 169th Avenue   | Local Street  | 30 mph      | low   | 0                      |
|              | 169th Avenue   | 170th Avenue   | Local Street  | 15 mph      | low   | 0                      |
| 169th Avenue | 296th Street   | 288th Street   | Local Street  | 15 mph      | low   | 0                      |
| 292nd Street | 169th Avenue   | 170th Avenue   | Local Street  | 15 mph      | low   | 0                      |
| 170th Avenue | 292nd Street   | 296th Street   | Local Street  | 15 mph      | low   | 1                      |
|              | 296th Street   | 305th Street   | Local Street  | 30 mph      | low   | 0                      |
| 288th Street | 172nd Avenue   | West Dixie Hwy | Local Street  | 30 mph      | mod   | 2                      |
| 172nd Avenue | 304th Street   | Canal          | Local Street  | 35 mph      | low   | 0                      |
| 284th Street | 172nd Avenue   | 173rd Avenue   | Local Street  | 30mph       | low   | 0                      |
| 296th Street | West Dixie Hwy | Krome Avenue   | Local Street  | 30 mph      | low   | 2                      |
| 167th Avenue | 280th Street   | 296th Street   | Local Street  | 30 mph      | mod   | 5                      |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004



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



**SAFE ROUTES TO SCHOOL – 2008**

# CAMPBELL DRIVE ELEMENTARY SCHOOL SAFE ROUTES REPORT

## Table of Contents

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### 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

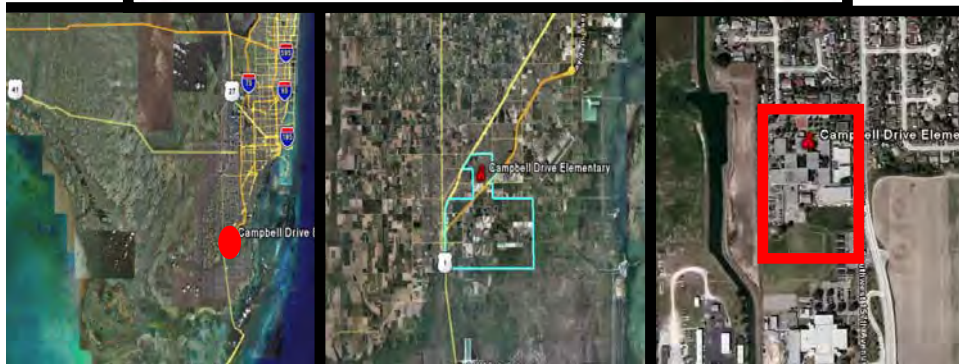
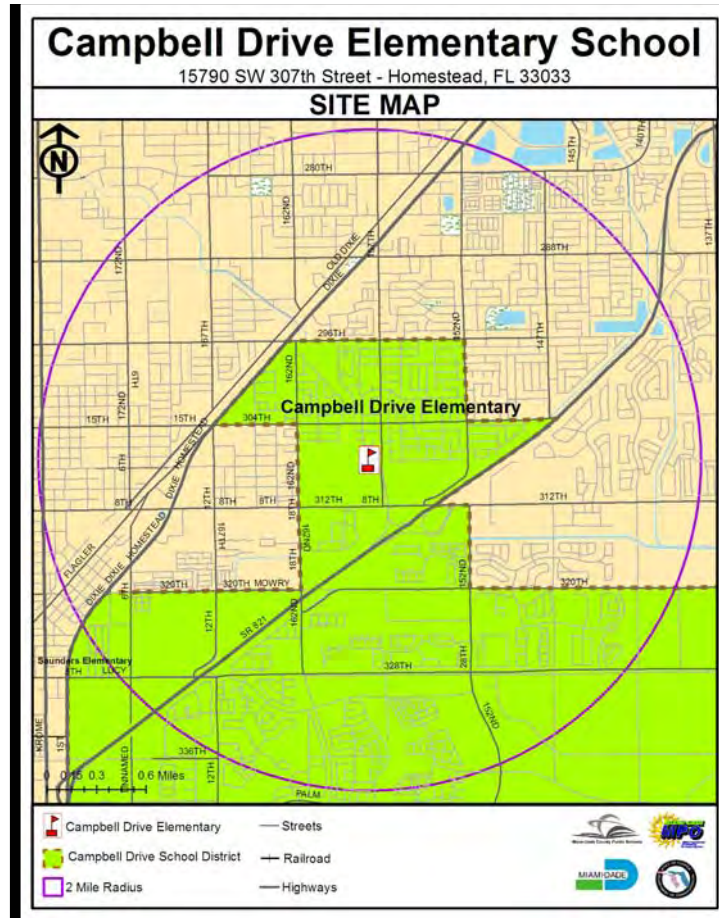
**Address:** 15790 SW 307<sup>th</sup> Street, Homestead, Florida 33033

**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

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## 5.0 CRASH HISTORY

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

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

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

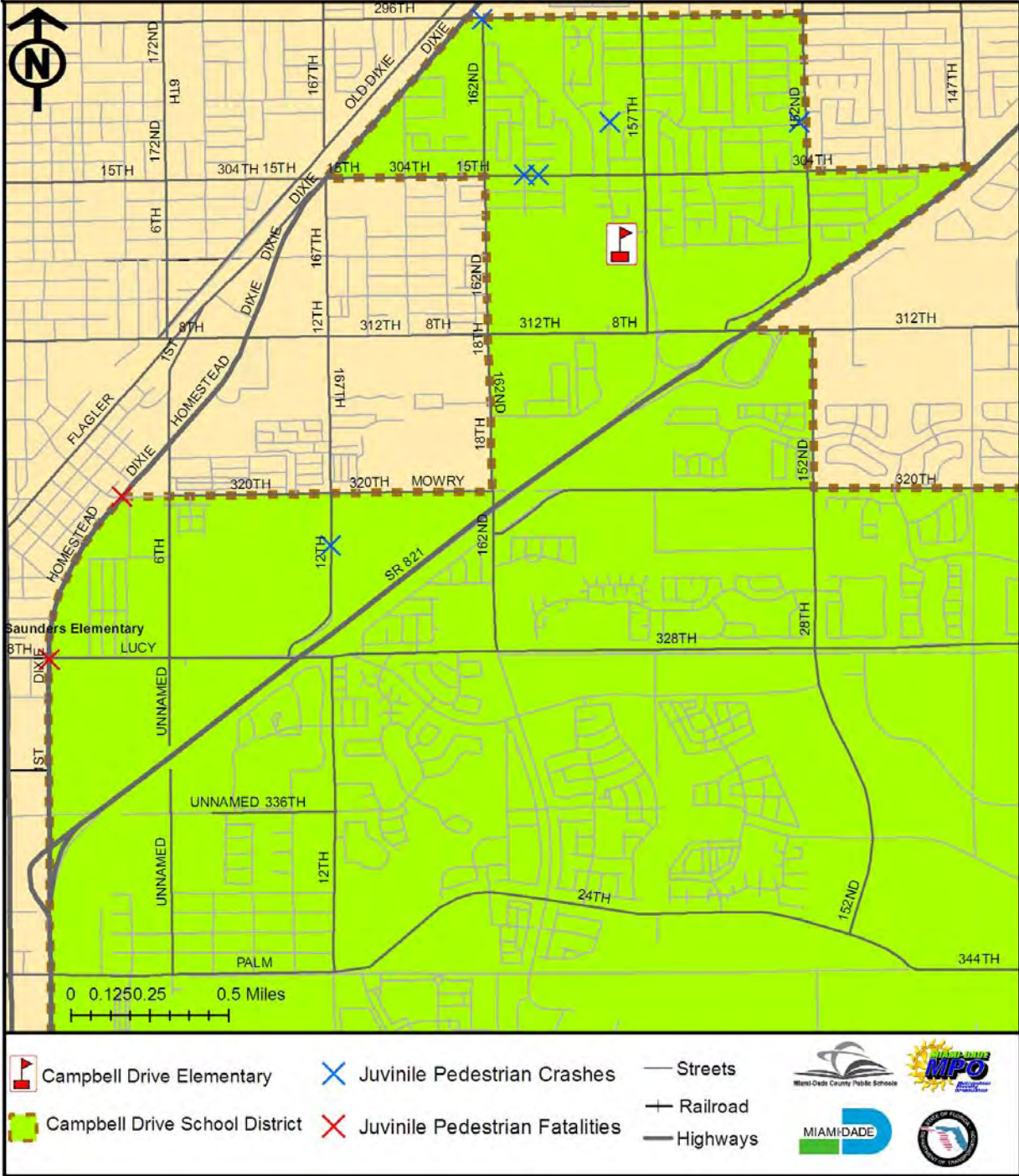
**Campbell Elementary**

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

# Campbell Drive Elementary School

15790 SW 307th Street - Homestead, FL 33033

## CRASH MAP





## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

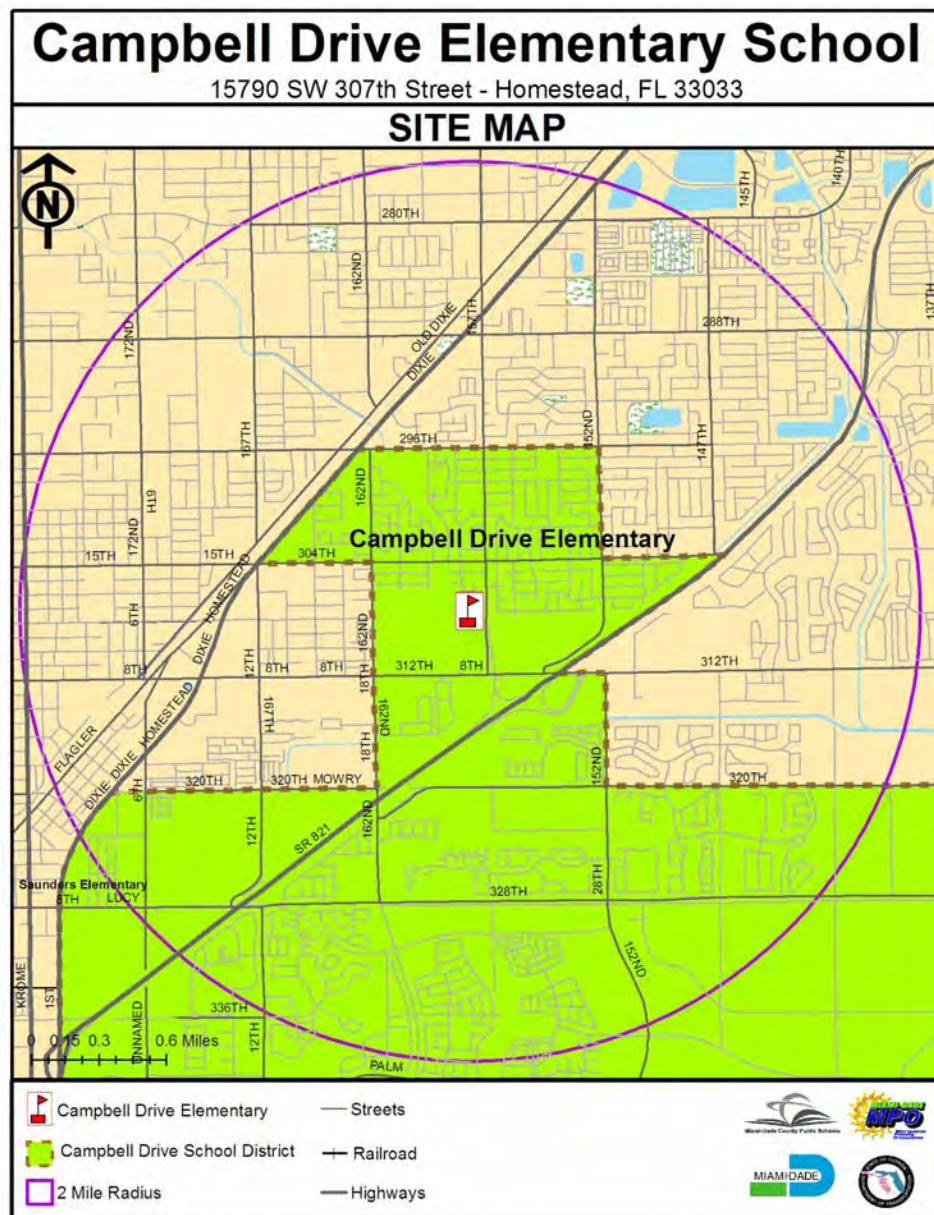
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

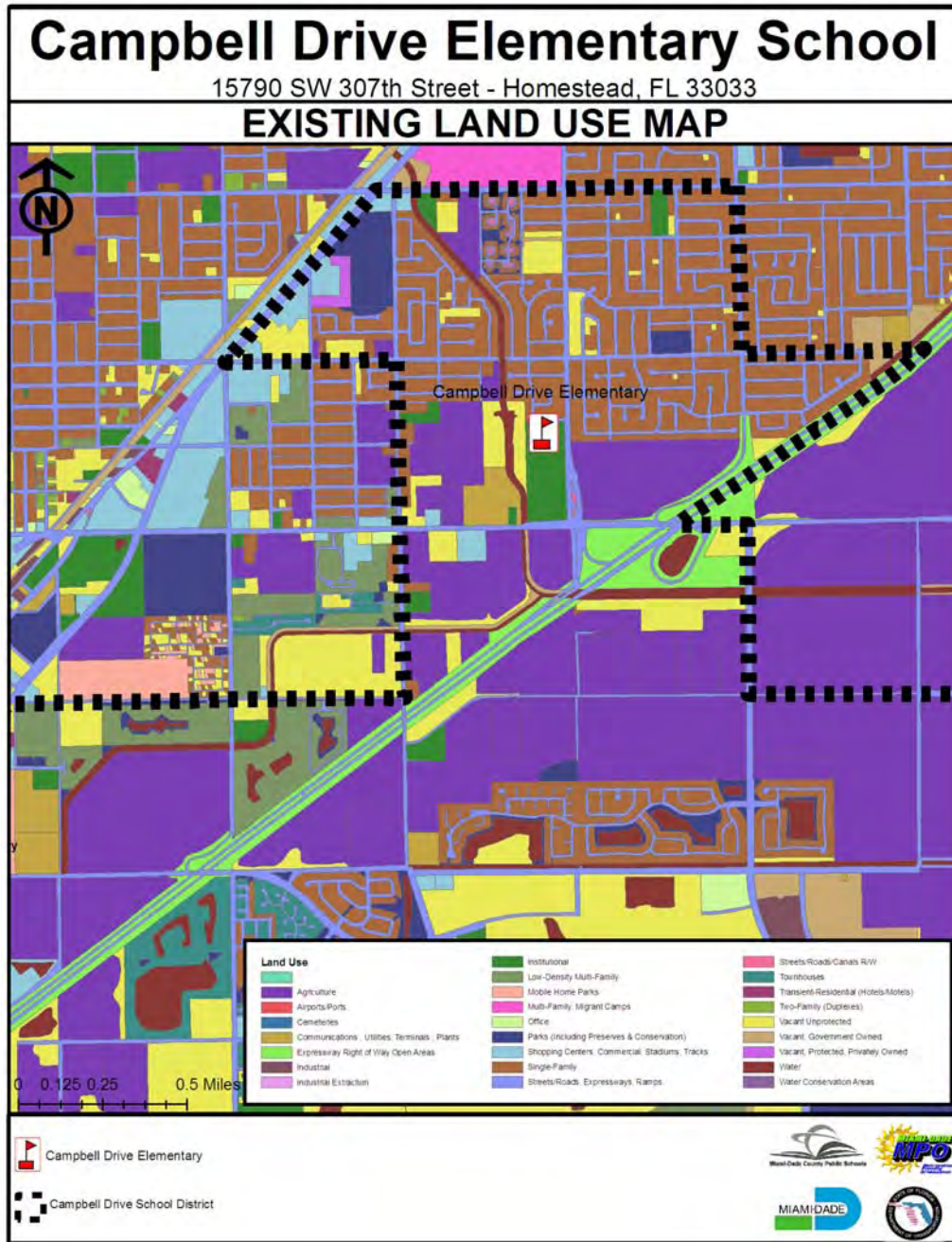
## 6.2 School Zone Boundary

The Campbell Drive Elementary School boundary is a sprawling boundary spilling well outside the 2-mile radius of the school, particularly to the south and east of the school where little or no development is or expected in coming years. The school sits in the center of an irregularly shaped attendance area bound on the north by 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 area of the attendance boundary the bounded by Card Sound and Biscayne Bay. About half of the area within the two mile radius extends east of Florida's Turnpike. No safe routes have been planned that cross the Turnpike. It is suggested that the bus service be implemented to that area, due to the dangers of suggesting children walk or bike on the facilities that cross the turnpike.



### 6.3 Land Use

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





## 6.4 Existing Roadway Characteristics

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

**Table 6.4**  
**Campbell Drive Elementary School**  
**Roadway Characteristics**

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

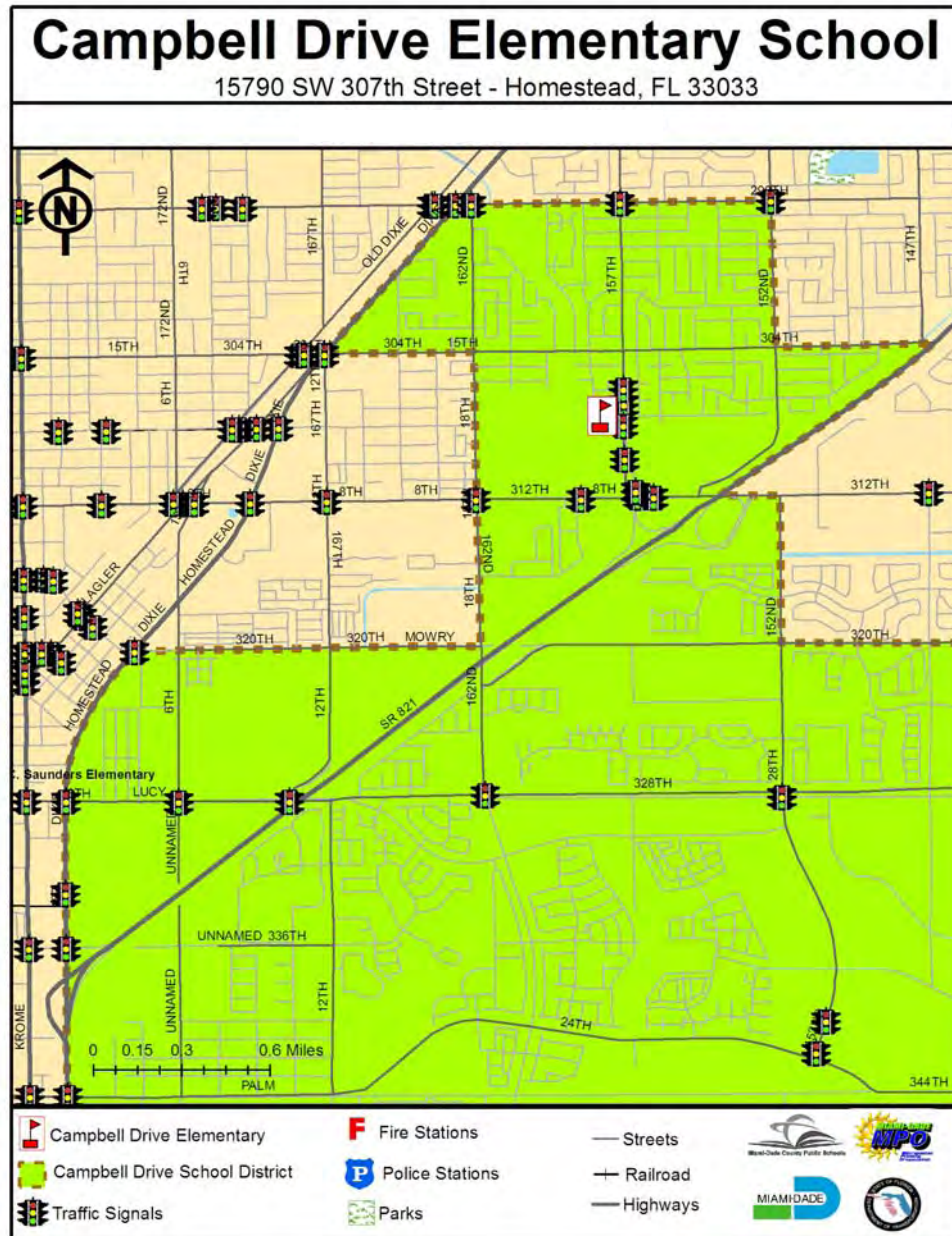
## 6.5 Site Assessment and Inventory of Existing Facilities

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



### 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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.

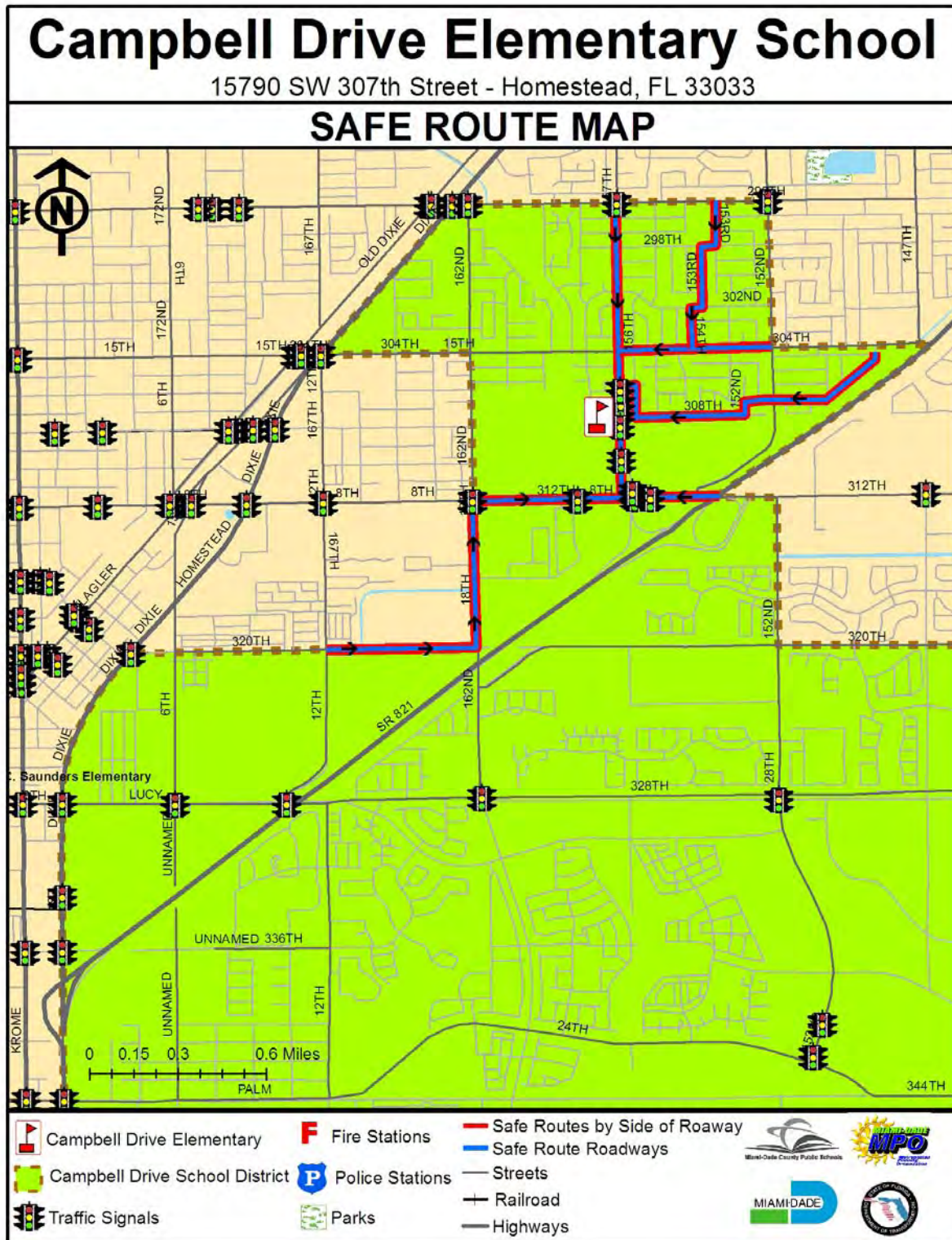
**Table 7:**  
**Campbell Drive Elementary School**  
**Opinion of Probable Costs**

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

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



## 8.0 SAFE ROUTE MAP







# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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

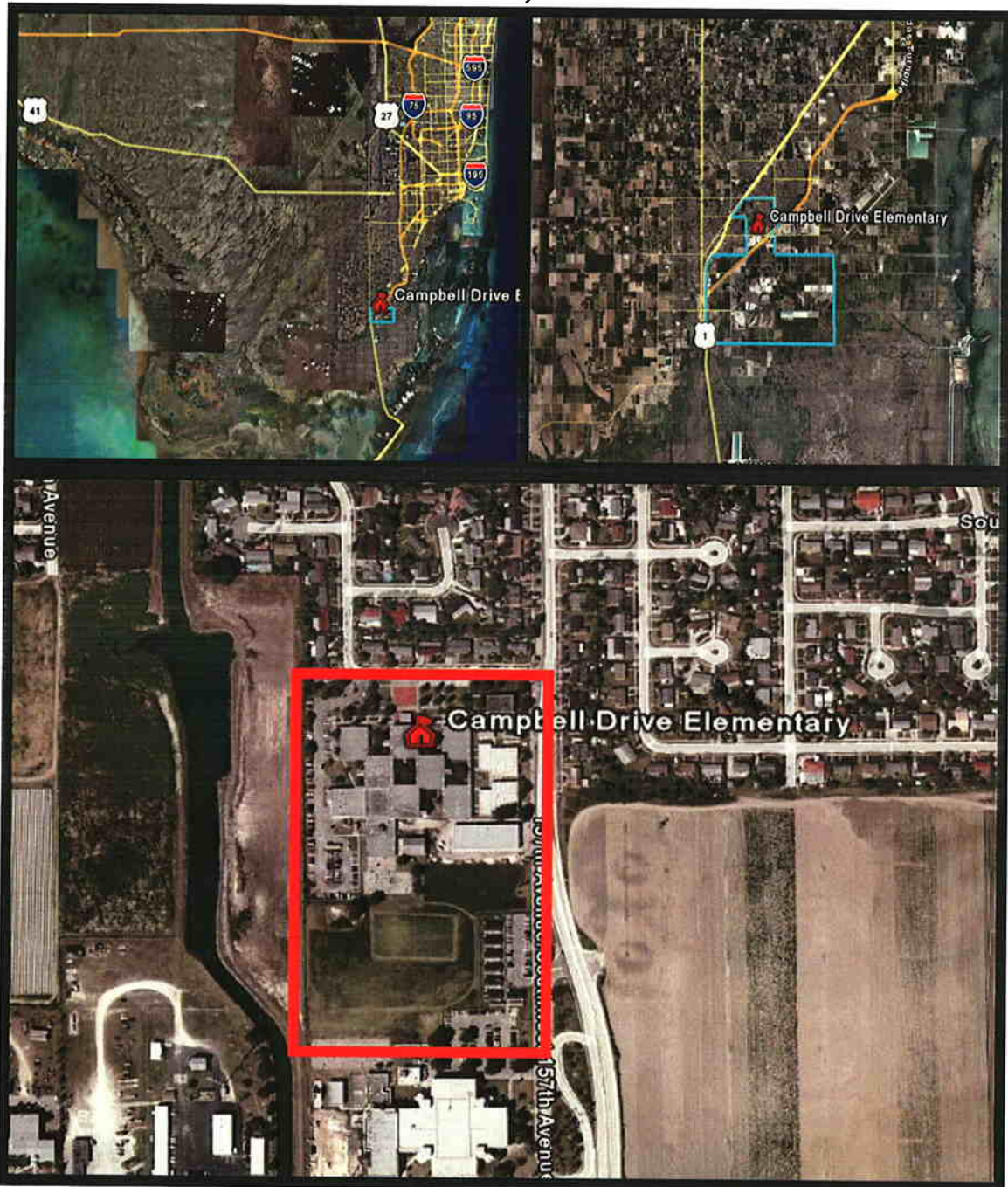
cc: Mr. Alberto Carvalho  
Mr. Jaime G. Torrents

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

*Facilities Planning*

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

**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, Applicant & Maintaining Agency Information

|                                                                                                                                                                               |  |                                                        |                                             |                                                               |  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|--------------------------------------------------------|---------------------------------------------|---------------------------------------------------------------|--|
| <b>Name of school:</b> Campbell Drive Elementary School                                                                                                                       |  |                                                        | <b>County:</b> Miami-Dade                   |                                                               |  |
| <b>The Applicant must be one of the agencies or organizations listed below:</b>                                                                                               |  |                                                        |                                             |                                                               |  |
| <input checked="" type="checkbox"/> School Board                                                                                                                              |  | <input type="checkbox"/> Private School                |                                             | <input type="checkbox"/> Community Traffic Safety Team        |  |
| <b>Agency/Organization Name:</b> Miami Dade County Public Schools                                                                                                             |  |                                                        |                                             |                                                               |  |
| <b>Contact Person:</b> Jiame Torrens                                                                                                                                          |  |                                                        | <b>Title:</b> Chief Facilities Officer      |                                                               |  |
| <b>Daytime Phone:</b> 305-995-7287                                                                                                                                            |  | <b>Fax:</b> 305-995-4660                               |                                             | <b>E-mail:</b> Jtorrens@dadeschool                            |  |
| <b>Mailing Address:</b> 111 NW 1 <sup>st</sup> Street Suite 1510                                                                                                              |  |                                                        |                                             |                                                               |  |
| <b>City:</b> Miami                                                                                                                                                            |  | <b>State:</b> Florida                                  |                                             | <b>Zip:</b> -331281970                                        |  |
| <b>Signature:</b>                                                                                                                                                             |  | <b>Typed name:</b> Jaime Torrens                       |                                             | <b>Date:</b> 4/29/08                                          |  |
| <b>Signature of School Board or school representative required when different from applicant:</b>                                                                             |  |                                                        |                                             |                                                               |  |
| <b>Signature:</b>                                                                                                                                                             |  | <b>Typed name:</b>                                     |                                             | <b>Date:</b>                                                  |  |
| <b>The Maintaining Agency must be one of the agencies listed below:</b>                                                                                                       |  |                                                        |                                             |                                                               |  |
| <input type="checkbox"/> City                                                                                                                                                 |  | <input checked="" type="checkbox"/> County             |                                             | <input type="checkbox"/> Florida Department of Transportation |  |
| <b>Agency/Organization Name:</b> Miami Dade County, Public Works                                                                                                              |  |                                                        |                                             |                                                               |  |
| <b>Contact Person:</b> Jeffrey L. Cohen, P.E.                                                                                                                                 |  |                                                        | <b>Title:</b> Assistant Chief               |                                                               |  |
| <b>Daytime Phone:</b> 305 375-2030                                                                                                                                            |  | <b>Fax:</b> 305-372-6064                               |                                             | <b>E-mail:</b> jcpe@miamidade.gov                             |  |
| <b>Mailing Address:</b> 111 NW First Street                                                                                                                                   |  |                                                        |                                             |                                                               |  |
| <b>City:</b> Miami                                                                                                                                                            |  | <b>State:</b> Florida                                  |                                             | <b>Zip:</b> 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.                                |  |                                                        |                                             |                                                               |  |
| <b>Signature:</b>                                                                                                                                                             |  | <b>Typed name:</b> Jeffrey L. Cohen, P. E.             |                                             | <b>Date:</b> 4/29/08                                          |  |
| <b>MPO Support:</b> 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. |  |                                                        |                                             |                                                               |  |
| <b>Agency/Organization Name:</b> Miami Dade Metropolitan Planning Organization                                                                                                |  |                                                        |                                             |                                                               |  |
| <b>Contact Person:</b> David Henderson                                                                                                                                        |  |                                                        | <b>Title:</b> Bicycle/Pedestrian Specialist |                                                               |  |
| <b>Daytime Phone:</b> 305-375-1647                                                                                                                                            |  | <b>Fax:</b> 3-5-375-4950                               |                                             | <b>E-mail:</b> davidh@miamidade.gov                           |  |
| <b>Mailing Address:</b> 111 NW 1 <sup>st</sup> Street, Suite 910                                                                                                              |  |                                                        |                                             |                                                               |  |
| <b>City:</b> Miami                                                                                                                                                            |  | <b>State:</b> Florida                                  |                                             | <b>Zip:</b> 33128                                             |  |
| <b>Signature:</b>                                                                                                                                                             |  | <b>Typed name:</b> David Henderson                     |                                             | <b>Date:</b> 4/29/08                                          |  |
| <b>Designated Contact:</b> Check below the primary contact (the one the District should coordinate with):                                                                     |  |                                                        |                                             |                                                               |  |
| <input type="checkbox"/> Applicant                                                                                                                                            |  | <input checked="" type="checkbox"/> Maintaining Agency |                                             | <input type="checkbox"/> MPO                                  |  |

## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If applicable, please explain these plans:*

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



### Section 3A – Background Information: Planning

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

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

## Section 4 – Problem Identification

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **307<sup>th</sup> Street** From: **157Ave** To: **156Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

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

Maintaining Agency: ☐ City ☒ County ☐ State

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

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

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

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

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☒ Grass ☐ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

**Paved walking surfaces are generally in good condition.**

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

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

#### Crash History in Study Area (all ages)

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

| Year         | 2002     | 2003     | 2004     | 2005      | 2006      |
|--------------|----------|----------|----------|-----------|-----------|
| Ped injuries | <b>1</b> | <b>1</b> | <b>1</b> | <b>na</b> | <b>na</b> |



|                 |   |   |   |    |    |
|-----------------|---|---|---|----|----|
| Ped fatalities  | 0 | 0 | 0 |    |    |
| Bike injuries   | 0 | 0 | 0 |    |    |
| Bike fatalities | 0 | 0 | 0 |    |    |
| <b>Totals</b>   | 0 | 1 | 1 | na | na |

## Section 6 – Specific Infrastructure Improvement(s) Requested

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

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

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 proposed route*

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

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

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

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

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

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

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

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

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

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

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

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

### Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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



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

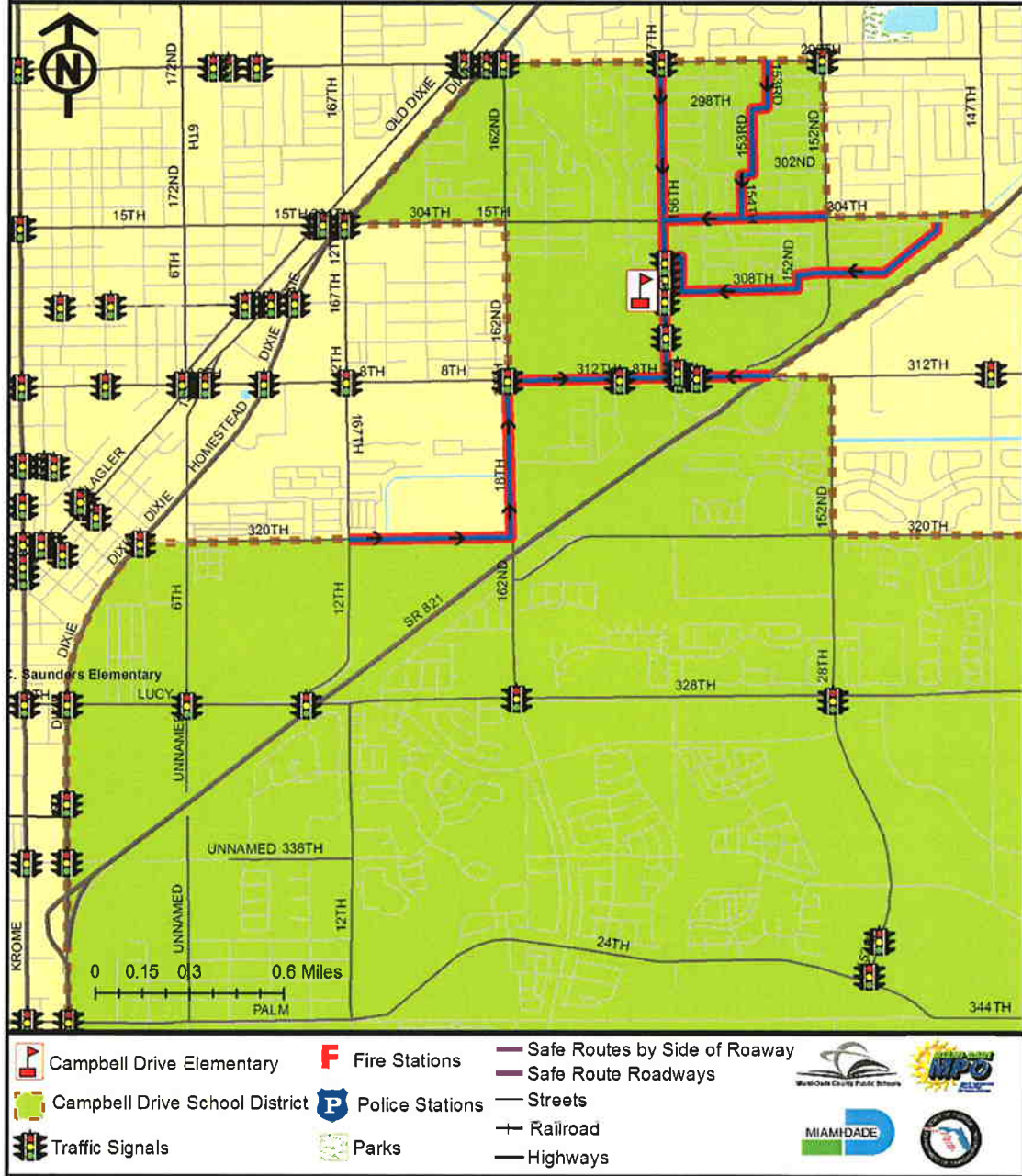
| Road                                      | Segment |            | Recommended Improvement                                                                                                                  | Qty | Unit | Cost      |
|-------------------------------------------|---------|------------|------------------------------------------------------------------------------------------------------------------------------------------|-----|------|-----------|
|                                           | From    | To         |                                                                                                                                          |     |      |           |
| 157th Avenue                              | 312 St  | 296 St     | Install Painted Crosswalk across the 157 Ave / 306 St Intersection (East side-86')                                                       | 66  | LF   | 300.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 304 Ter Intersection (West side-80')                                                      | 80  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 304 St Intersection (East Side - 80', West side-76')                                      | 156 | LF   | 500.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 303 Ter Intersection (West Side 40')                                                      | 40  | LF   | 150.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 302 Ter intersection ( West side-44')                                                     | 44  | LF   | 150.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 302 St intersection (East Side - 69', West side-68')                                      | 112 | LF   | 350.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 300 St Intersection (East side-58')                                                       | 58  | LF   | 200.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 299 St Intersection (East side-90')                                                       | 80  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 297 Ter intersection (East Side - 68', West side-68')                                     | 136 | LF   | 450.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 297 St Intersection (East Side - 60', West side-66')                                      | 126 | LF   | 400.00    |
|                                           |         |            | Install Painted Crosswalk across the 157 Ave / 296 St Intersection (East Side - 80', West side-92')                                      | 172 | LF   | 550.00    |
|                                           |         |            | Install Pedestrian Crossing Sign at Intersection of 299 Street and 157 Ave                                                               | 2   | AS   | 850.00    |
| 312th Street                              | Fla Tpk | 157 Ave    | No Improvements Necessary                                                                                                                | --  | --   | --        |
| 304th Street                              | 296 St  | 159 St     | No Improvements Necessary                                                                                                                | --  | --   | --        |
| 159th Avenue                              | 296 St  | 304 St     | Install Sidewalk Extensions @ 159 Ave / 297 St (NE -26', SE - 18',)                                                                      | 42  | LF   | 2,250.00  |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 297 St Intersection (East Side - 80')                                                     | 80  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 299 Ter Intersection (East Side - 44')                                                    | 44  | LF   | 150.00    |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 300 Ter Intersection (East Side - 70')                                                    | 70  | LF   | 250.00    |
| 158th Avenue                              | 304 St  | School Ent | Install Sidewalk Extensions @ 158 Ave / 304 Ter (NE - 10', NW - 10', SW -10', SE - 8',)                                                  | 38  | LF   | 2,050.00  |
|                                           |         |            | Install Sidewalk Extensions @ 158 Ave / 305 Ter (NW - 10', SW - 8',)                                                                     | 18  | LF   | 1,000.00  |
|                                           |         |            | Install Sidewalk Extensions @ 158 Ave / 306 Ter (NE - 10', SE - 10',)                                                                    | 20  | LF   | 1,100.00  |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 304 Ter intersection (East Side - 70', West side - 62')                                   | 132 | LF   | 400.00    |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 305 Ter intersection (West side - 82')                                                    | 82  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 159 Ave / 306 Ter intersection (East side - 80')                                                    | 80  | LF   | 250.00    |
| 306th Street                              | 157 Ave | 156 Ave    | Install Sidewalk Extensions @ 156 Ave / 306 St (NE - 10', NW - 9', SW - 9', SE - 6',)                                                    | 36  | LF   | 1,950.00  |
| 156th Avenue                              | 306 St  | 308 St     | Install Sidewalk Extensions @ 156 Ave / 307 St (NE - 9', SE - 11',)                                                                      | 20  | LF   | 1,100.00  |
| 308th Street                              | 156 Ave | 152 Pl     | Install Painted Crosswalk across the 308 St / 155 Ct Intersection (North side-92')                                                       | 92  | LF   | 300.00    |
|                                           |         |            | Install Sidewalk Extensions @ 308 St / 155 Ct (NE - 9', SE - 10', NW - 9', SW - 10')                                                     | 38  | LF   | 2,050.00  |
|                                           |         |            | Install Sidewalk Extensions @ 308 St / 154 Av (NE - 7', NW - 10')                                                                        | 17  | LF   | 950.00    |
|                                           |         |            | Install Sidewalk Extensions @ 308 St / 153 Ct (NE - 10')                                                                                 | 10  | LF   | 550.00    |
|                                           |         |            | Install Sidewalk Extensions @ 308 St / 152 Pl (NE - 9', NW - 6')                                                                         | 15  | LF   | 850.00    |
|                                           |         |            | Install Painted Crosswalk across the 308 St / 154 Av intersection (North side-114')                                                      | 114 | LF   | 350.00    |
|                                           |         |            | Install Painted Crosswalk across the 308 St / 153 Ct Intersection (North side-80')                                                       | 80  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 308 St / 152 Pl Intersection (North side-69')                                                       | 68  | LF   | 300.00    |
| 152nd Place                               | 308 St  | 307St      | Install Painted Crosswalk across the 152 Pl / 307 Av intersection (North Side - 84', South side - 70', East side - 76', West side - 76') | 306 | LF   | 950.00    |
|                                           |         |            | Install Sidewalk Extensions @ 152 Pl / 307 Av (NE - 6', SE - 10', SW - 10')                                                              | 28  | LF   | 1,500.00  |
| 307th Street                              | 152 Pl  | School Ent | Install Sidewalk Extensions @ 307 St / 152 Ct (NE - 7', NW - 9')                                                                         | 16  | LF   | 900.00    |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 152 Ct (North Side - 84')                                                                  | 84  | LF   | 250.00    |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 152 Av (NE - 16', NW - 7', SE - 12', SW - 33')                                                    | 68  | LF   | 3,650.00  |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 152 Av (North Side - 76', South side - 92', East side - 86', West side - 90')              | 344 | LF   | 1,050.00  |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 151 Ct (SE - 9', SW - 8')                                                                         | 17  | LF   | 950.00    |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 151 Ct (South Side - 84')                                                                  | 84  | LF   | 250.00    |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 150 Av (SE - 10', SW - 9')                                                                        | 19  | LF   | 1,050.00  |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 150 Av (South Side - 72')                                                                  | 72  | LF   | 250.00    |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 149 Pl (SE - 10', SW - 9')                                                                        | 19  | LF   | 1,050.00  |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 149 Pl (South Side - 50')                                                                  | 50  | LF   | 150.00    |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 149 Av (NE - 15', NW - 9')                                                                        | 24  | LF   | 1,300.00  |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 149 Ct (SE - 15', SW - 9')                                                                        | 24  | LF   | 1,300.00  |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 149 Ct (South Side - 44')                                                                  | 44  | LF   | 150.00    |
|                                           |         |            | Install Sidewalk Extensions @ 307 St / 148 Pl (SE - 14', SW - 11')                                                                       | 25  | LF   | 1,350.00  |
|                                           |         |            | Install Painted Crosswalk across the 307 St / 148 Pl (South Side - 78')                                                                  | 76  | LF   | 250.00    |
|                                           |         |            | Install Painted Crosswalk across the 307 Rd (148 Ct) / 305 Ter (South Side -80')                                                         | 80  | LF   | 250.00    |
| Preliminary Costs                         |         |            |                                                                                                                                          |     |      | 37,600.00 |
| Contingency (15%)                         |         |            |                                                                                                                                          |     | \$   | 5,640.00  |
| Professional Engineering Design (15%)     |         |            |                                                                                                                                          |     | \$   | 5,640.00  |
| Construction Engineering Inspection (15%) |         |            |                                                                                                                                          |     | \$   | 5,640.00  |
| Mobilization (10%)                        |         |            |                                                                                                                                          |     | \$   | 3,760.00  |
| Maintenance of Traffic (10%)              |         |            |                                                                                                                                          |     | \$   | 3,760.00  |
| Opinion of Total Costs                    |         |            |                                                                                                                                          |     | \$   | 62,040.00 |

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

# Campbell Drive Elementary School

15790 SW 307th Street - Homestead, FL 33033

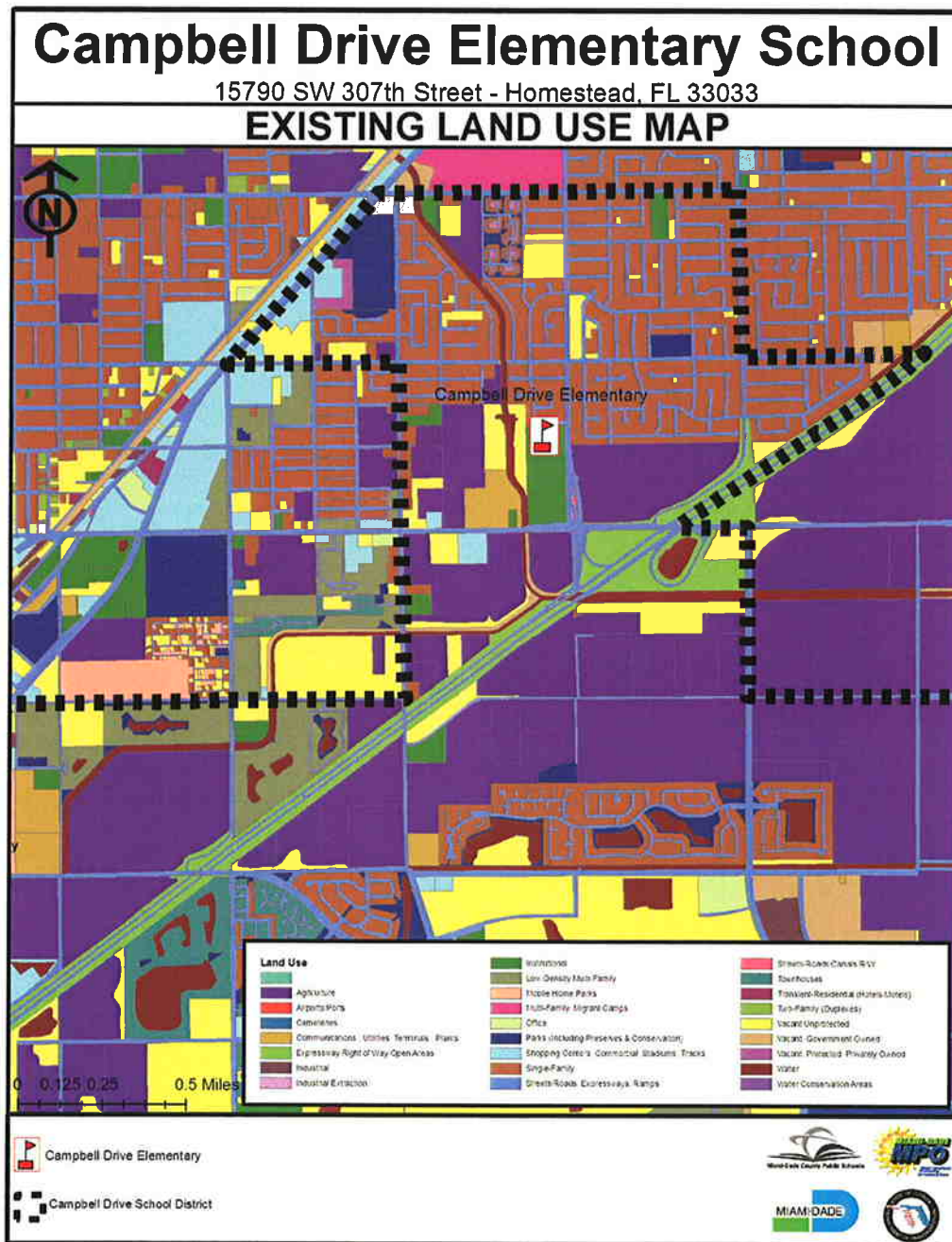
## SAFE ROUTE MAP





## Land Use

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



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

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

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

#### Campbell Elementary

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

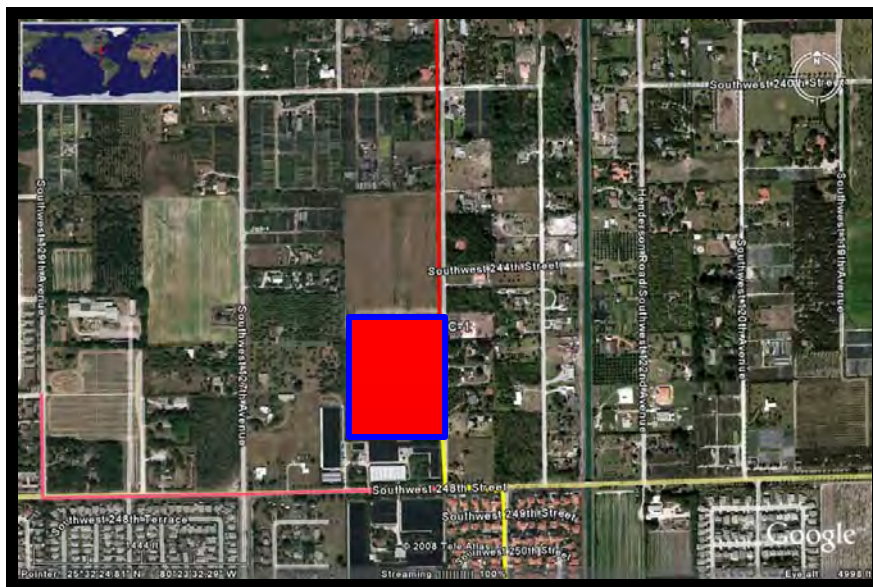
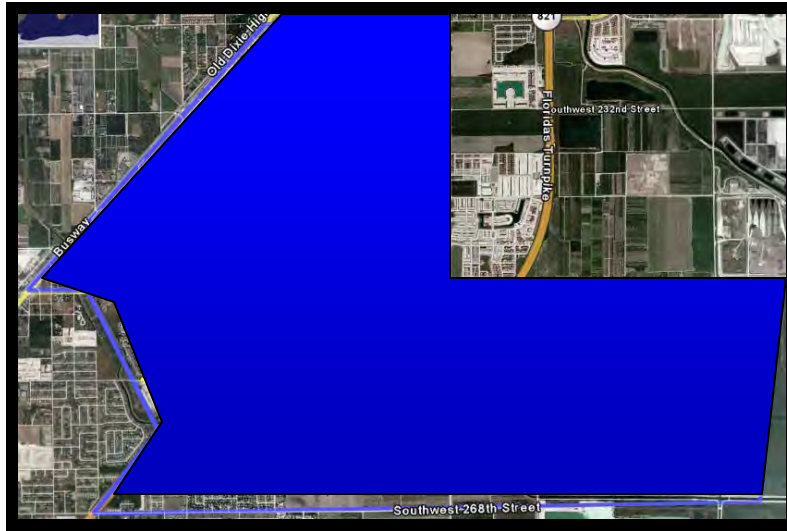
**Table 6.4**  
**Campbell Drive Elementary School**  
**Roadway Characteristics**

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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

# CC-1 ELEMENTARY 24400 SW 124 AVE



## 2008 SAFE ROUTES TO SCHOOL APPLICATION



# Miami-Dade County Public Schools

*giving our students the world*

## **Superintendent of Schools**

**Rudolph F. Crew, Ed.D.**

April 29, 2008

## **Miami-Dade County School Board**

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**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. Torrents

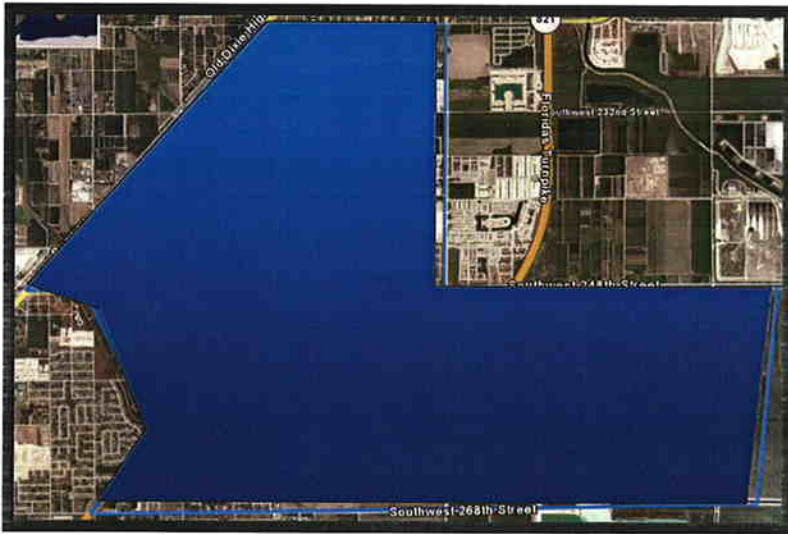
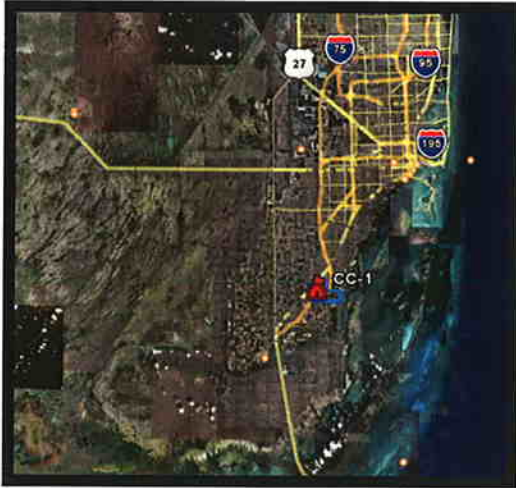
Ms. Ana Rijo-Conde, AICP  
Mr. Fernando Albuérne

*Facilities Planning*

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132  
305-995-7285 • FAX 305-995-4760 • [arijo@dadeschools.net](mailto: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: <b>CC-1 Elementary School</b>                                                                                                                                 |                                     | County: <b>Miami-Dade</b>                   |
| <b>The Applicant must be one of the agencies or organizations listed below:</b>                                                                                               |                                     |                                             |
| <input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team                               |                                     |                                             |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                             |                                     |                                             |
| Contact Person: <b>Jiame Torrens</b>                                                                                                                                          |                                     | Title: <b>Chief Facilities Officer</b>      |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                            | Fax: <b>305-995-4660</b>            | E-mail: <b>jtorrens@dadeschools</b>         |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                               |                                     |                                             |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>               | Zip: <b>-331281970</b>                      |
| Signature:                                                                                                                                                                    | Typed name: <b>Jiame Torrens</b>    | Date: <b>4/29/08</b>                        |
| <b>Signature of School Board or school representative required when different from applicant:</b>                                                                             |                                     |                                             |
| Signature: _____                                                                                                                                                              | Typed name: _____                   | Date: _____                                 |
| <b>The Maintaining Agency must be one of the agencies listed below:</b>                                                                                                       |                                     |                                             |
| <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation                                        |                                     |                                             |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                              |                                     |                                             |
| Contact Person: <b>Jeffery L. Cohen, P.E.</b>                                                                                                                                 |                                     | Title: <b>Assistant Chief</b>               |
| Daytime Phone: <b>305 375-2030</b>                                                                                                                                            | Fax: <b>305-372-6064</b>            | E-mail: <b>jcpe@miamidade.gov</b>           |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                                   |                                     |                                             |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>               | Zip: <b>33128-1970</b>                      |
| 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: <b>Jeffery L. Cohen</b> | Date: <b>4/29/08</b>                        |
| <b>MPO Support:</b> 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                                |                                     |                                             |
| Contact Person: <b>David Henderson</b>                                                                                                                                        |                                     | Title: <b>Bicycle/Pedestrian Specialist</b> |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                            | Fax: <b>3-5-375-4950</b>            | E-mail: <b>davidh@miamidade.gov</b>         |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                               |                                     |                                             |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>               | Zip: <b>33128</b>                           |
| Signature:                                                                                                                                                                    | Typed name: <b>David Henderson</b>  | Date: <b>4/29/08</b>                        |
| <b>Designated Contact:</b> Check below the primary contact (the one the District should coordinate with):                                                                     |                                     |                                             |
| <input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO                                                        |                                     |                                             |

## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

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



## Section 4 – Problem Identification

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

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

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

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

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

|                 |   |   |   |      |      |
|-----------------|---|---|---|------|------|
| Ped fatalities  | 0 | 0 | 0 | 0 NA | 0 NA |
| Bike injuries   | 0 | 0 | 0 | NA   | NA   |
| Bike fatalities | 0 | 0 | 0 | 0    | 0    |
| <b>Totals</b>   | 0 |   | 0 | 0 NA | 0    |



## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

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

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

Request #2 Street Name: -

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

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

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

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

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

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

☒ Within school zone or school area

☐ Outside of school zone or school area

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

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

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

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

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

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

### Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

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

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

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

Note:

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

2. Abbreviations:

Qty = Quantity

AS = Assembly

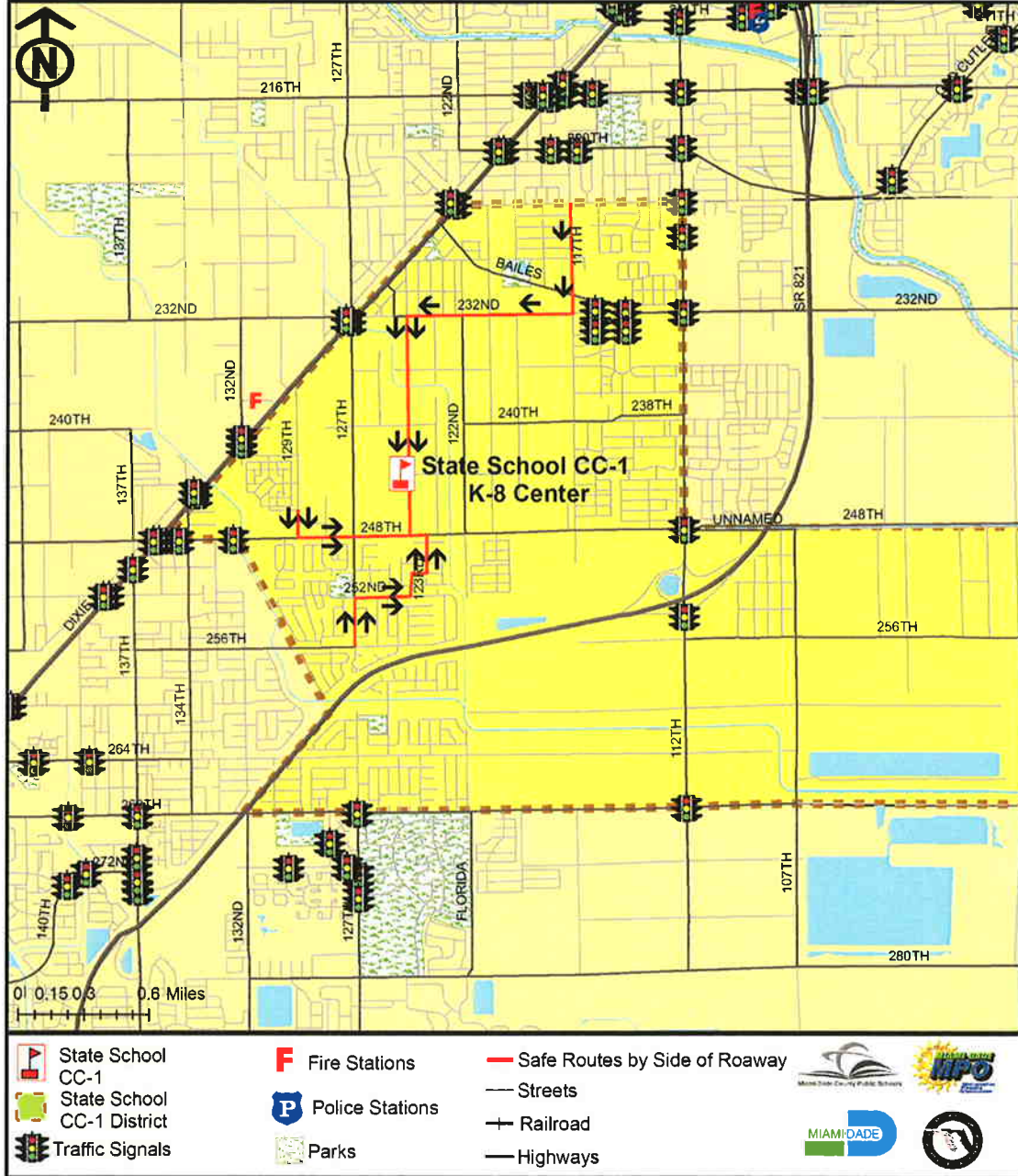
LF = Linear Feet



# State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

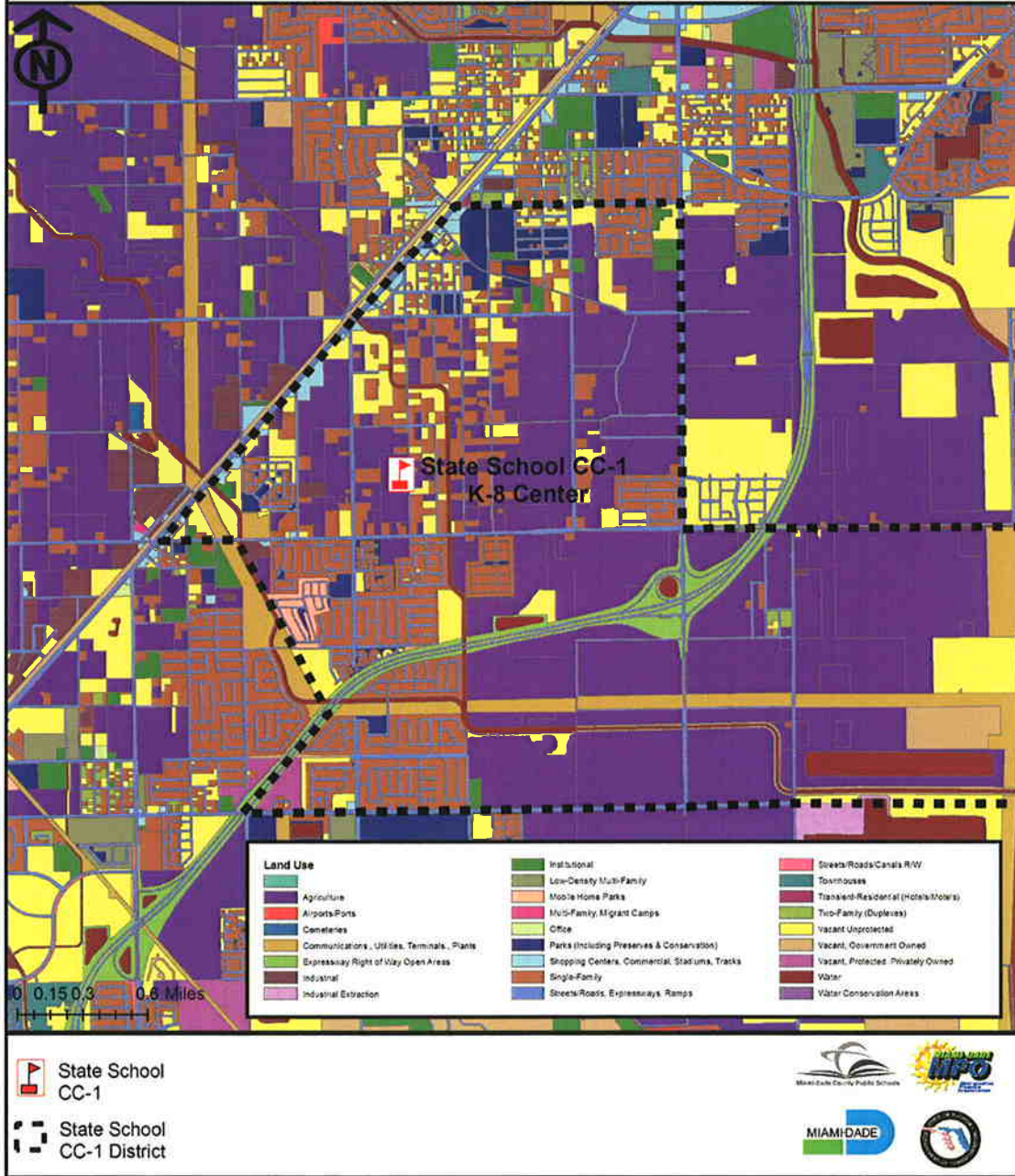
## SAFE ROUTE MAP



# State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

## EXISTING LAND USE MAP

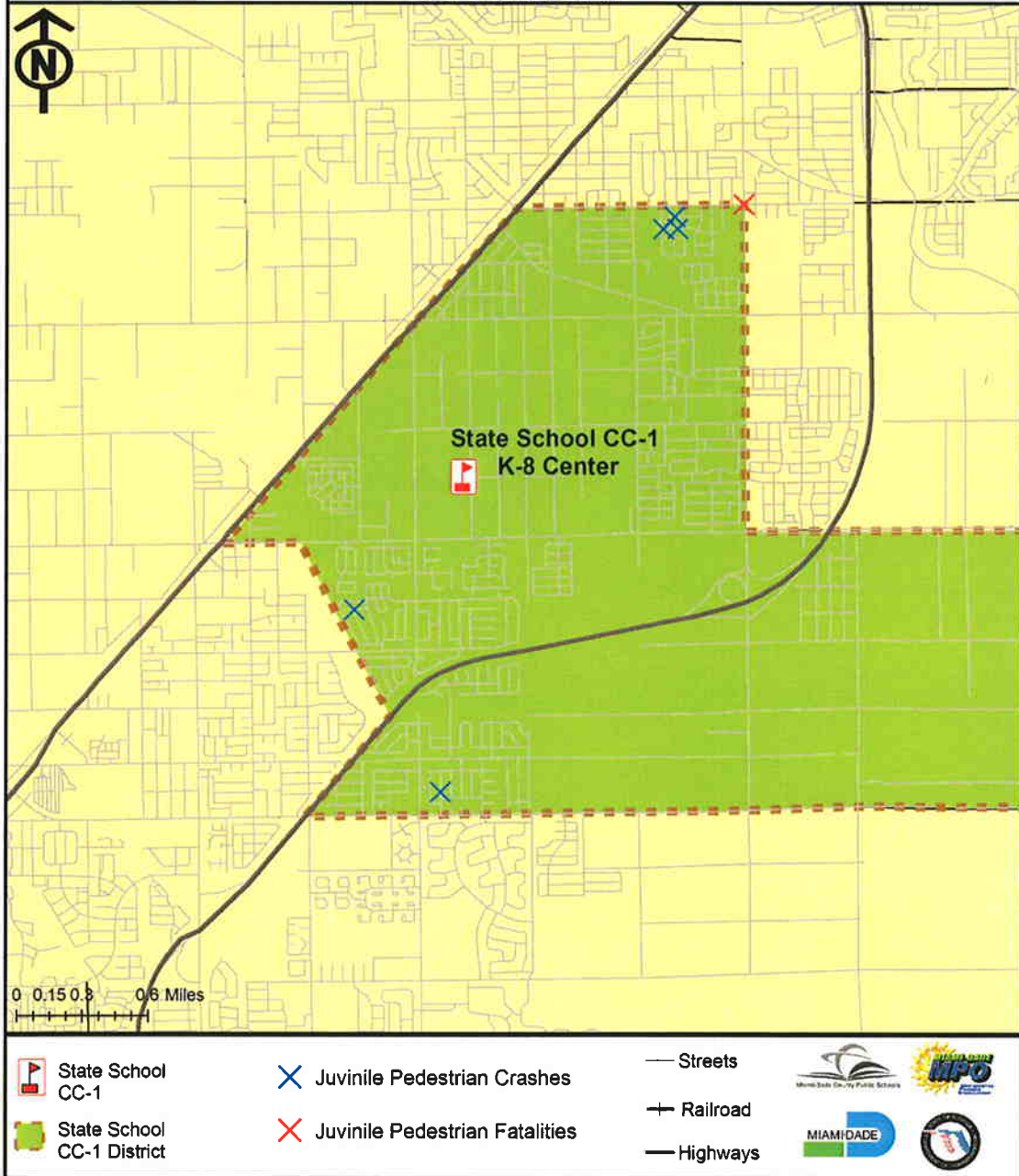




# State School CC-1 K-8 Center

24400 SW 124 Ave - Miami, FL 33170

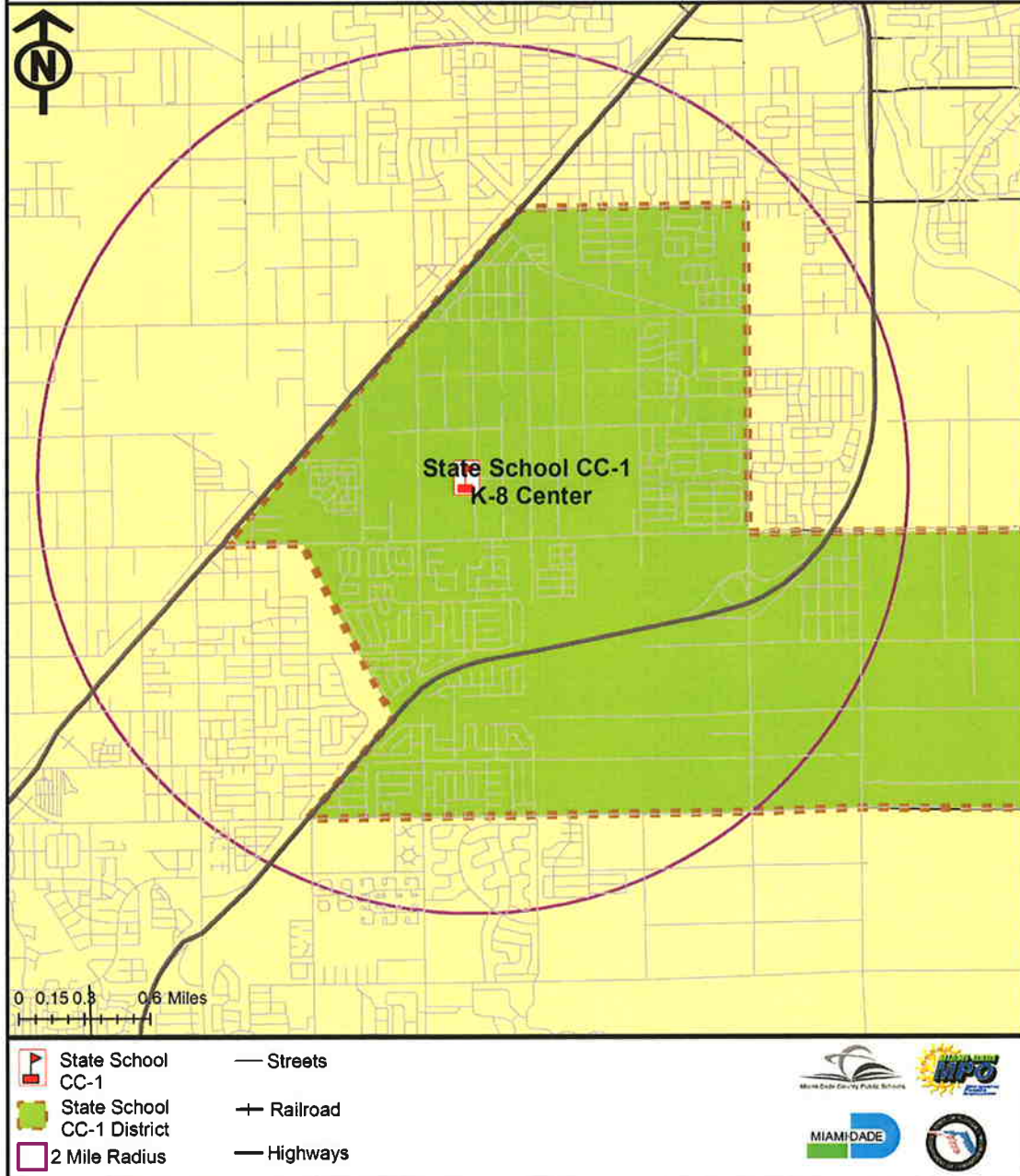
## CRASH MAP



# State School CC-1 K-8 Center

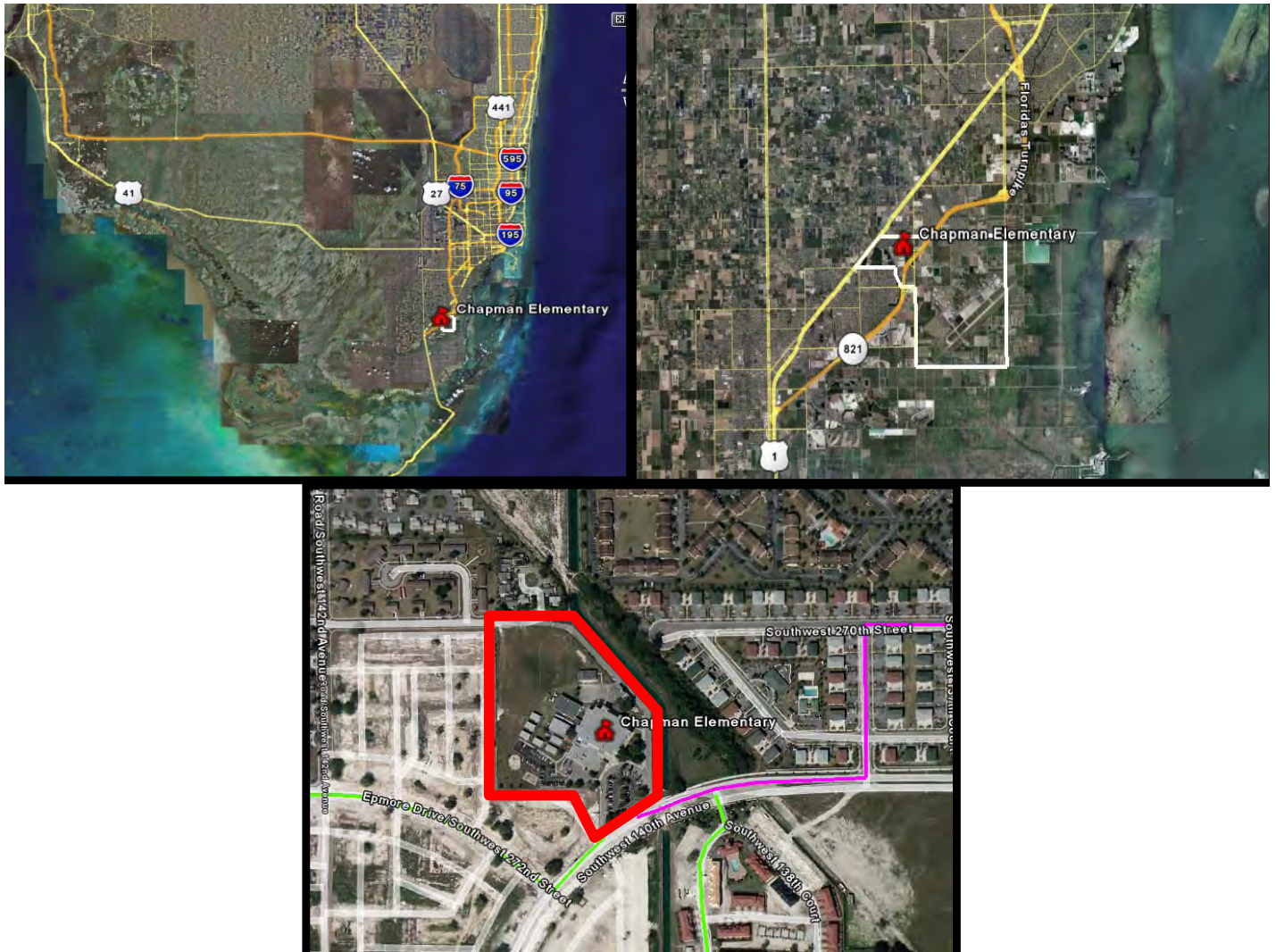
24400 SW 124 Ave - Miami, FL 33170

## SITE MAP





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



**SAFE ROUTES TO SCHOOL – 2008**

CHAPMAN ELEMENTARY SCHOOL  
SAFE ROUTES REPORT

Table of Contents

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

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

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

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

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

### 3.0 SCHOOL DATA

**Name:** Chapman Elementary School

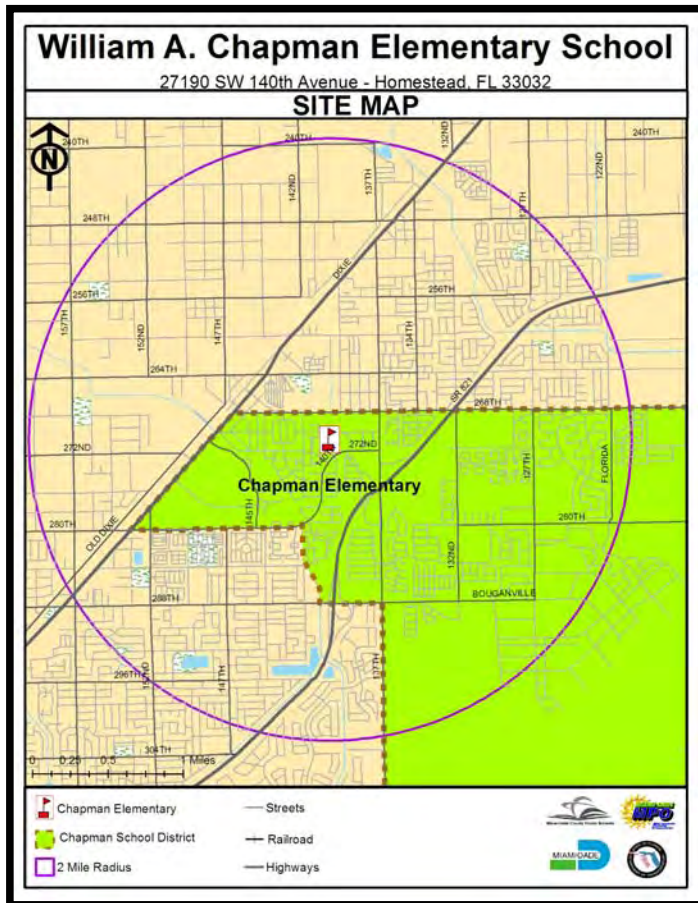
**Address:** 27190 SW 140th Avenue, Homestead, Florida 33032

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

**School Attendance Boundary:** Shown in Site Map

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

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



Chapman Elementary School, Site and Location Maps



## **4.0 AGENCY COORDINATION**

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

### **4.1 Technical Review**

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

### **4.2 Distribution Mailing List**

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

## SAMPLE LETTER:

---

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

### **RE: Safe Routes to School Program in District 9**

Principal Morris,

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

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

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

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

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

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

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

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

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

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

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

Sincerely,

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

---

## 5.0 CRASH HISTORY

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

Crash data for this study was collected for the years 2000 through 2004. Eight crashes involving juveniles have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred along major corridors, including US-1, 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.

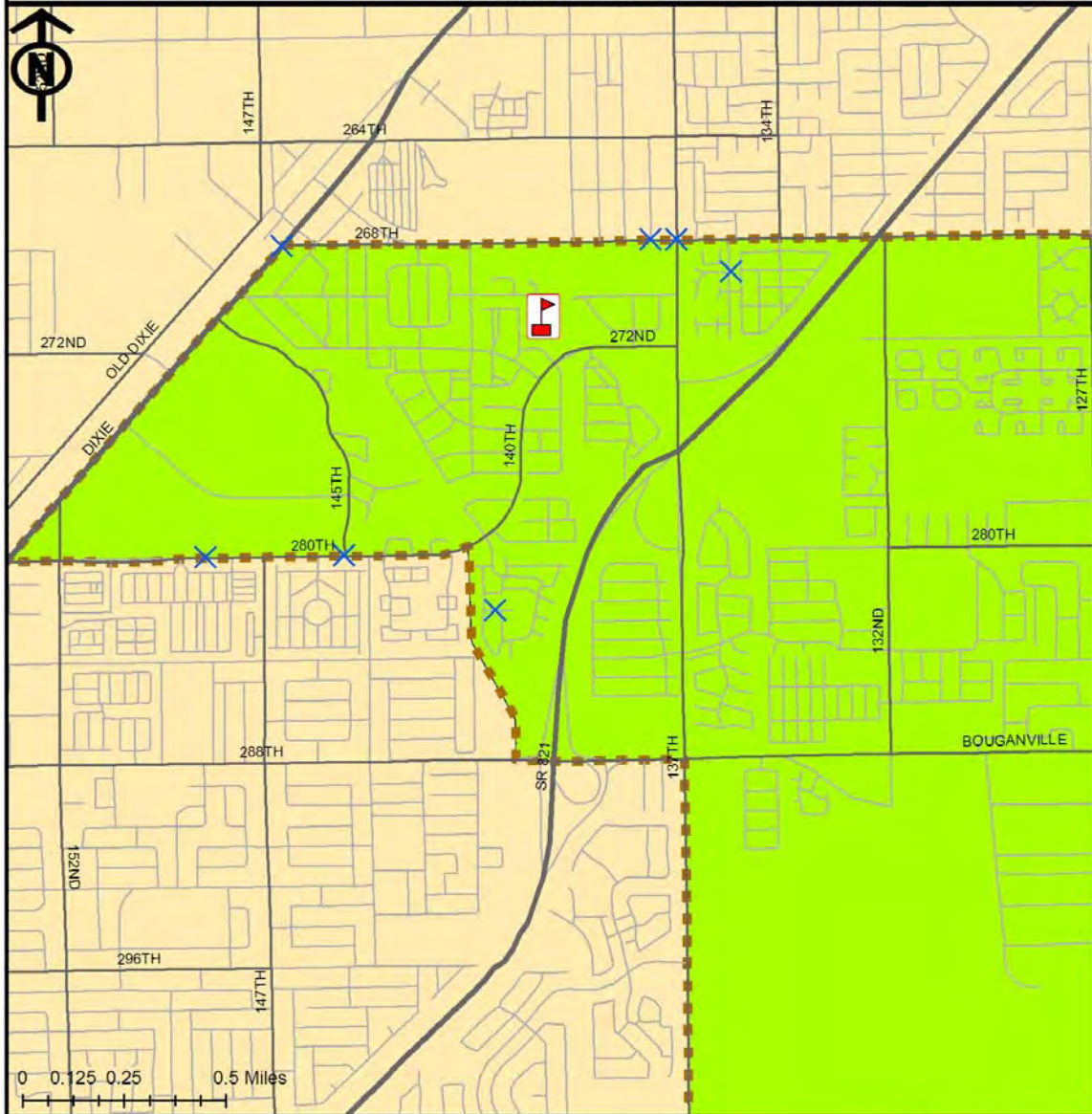
**Chapman Elementary**

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

# William A. Chapman Elementary School

27190 SW 140th Avenue - Homestead, FL 33032

## CRASH MAP



Chapman Elementary



Juvenile Pedestrian Crashes

Streets



Chapman School District



Juvenile Pedestrian Fatalities

Railroad

Highways





## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. *What grade is your child in? \_\_\_*

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

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

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

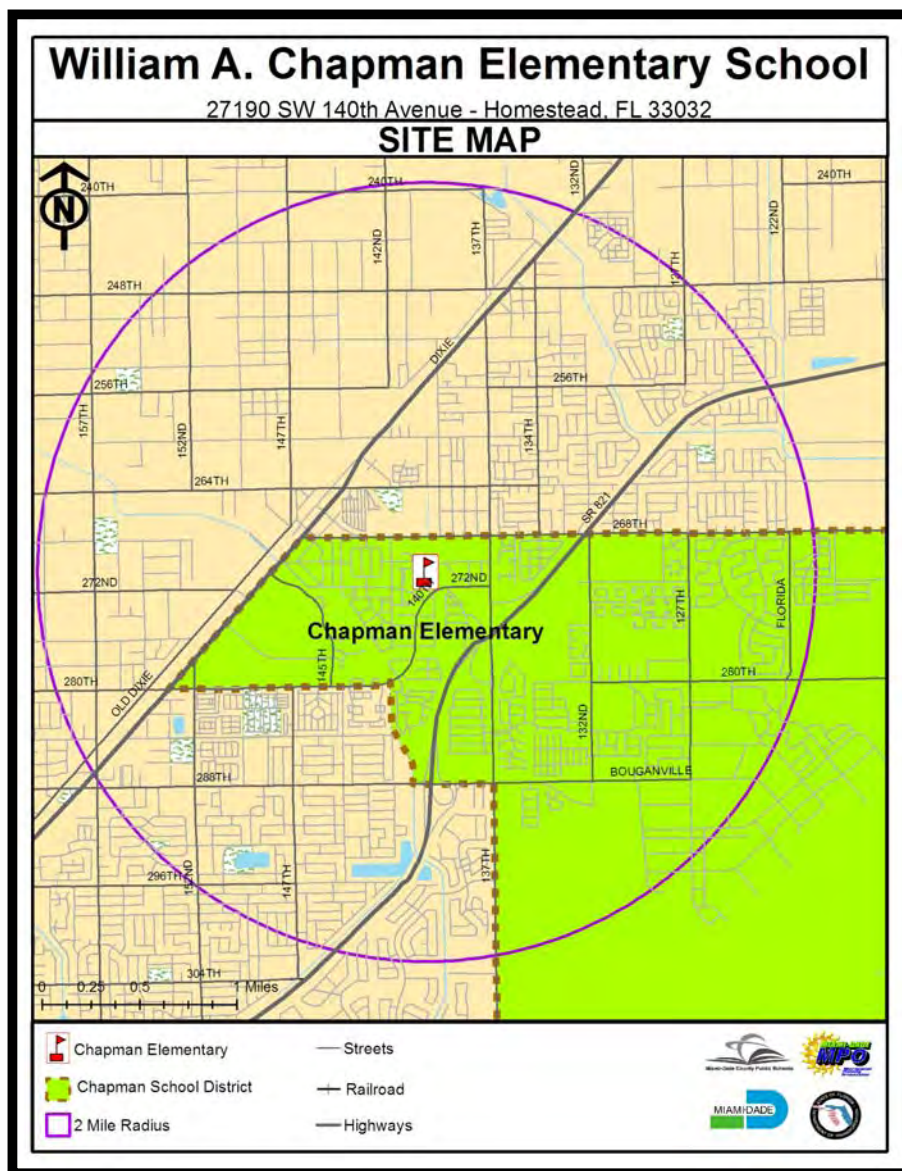
5. *Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.*  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

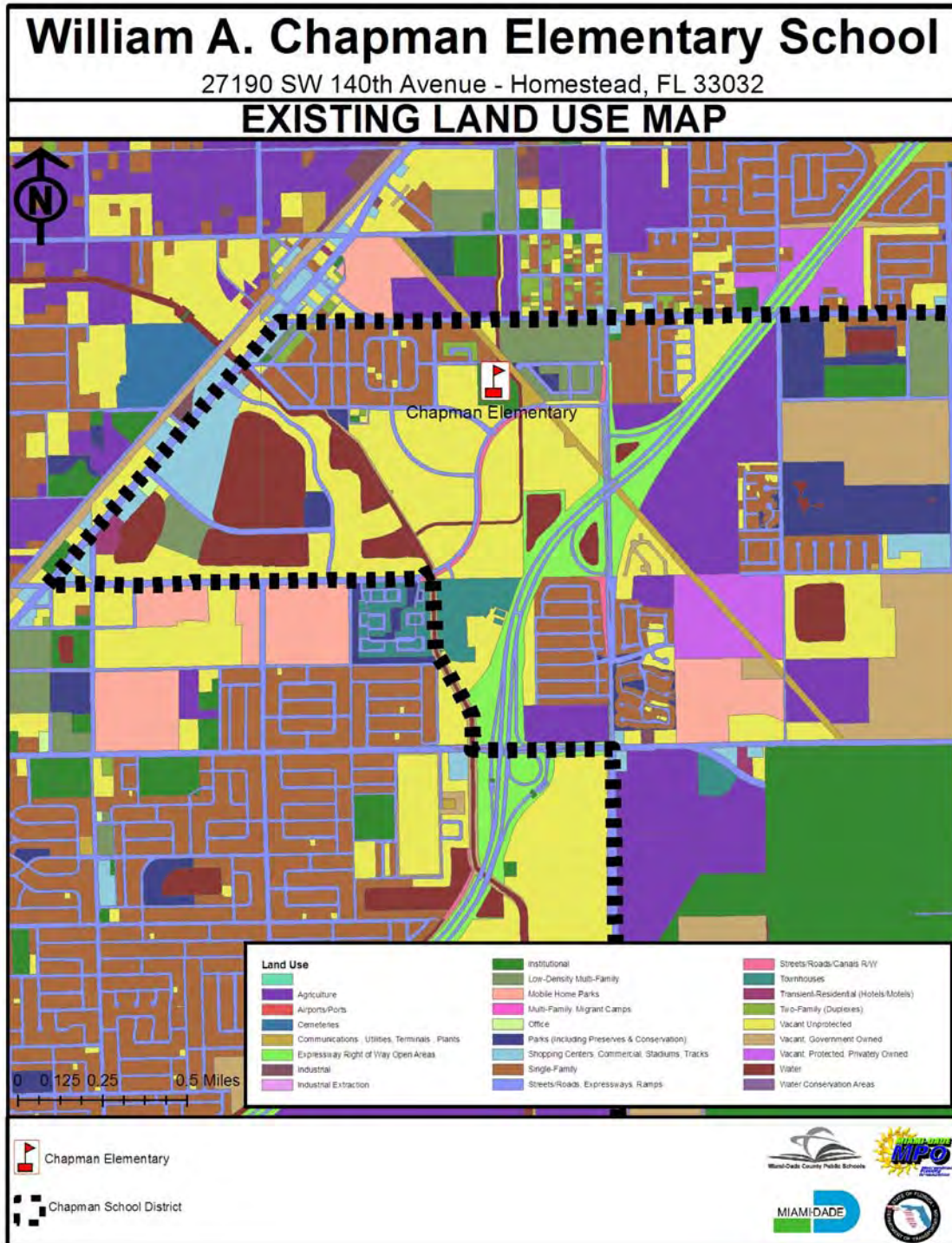
## 6.2 School Zone Boundary

The 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**

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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

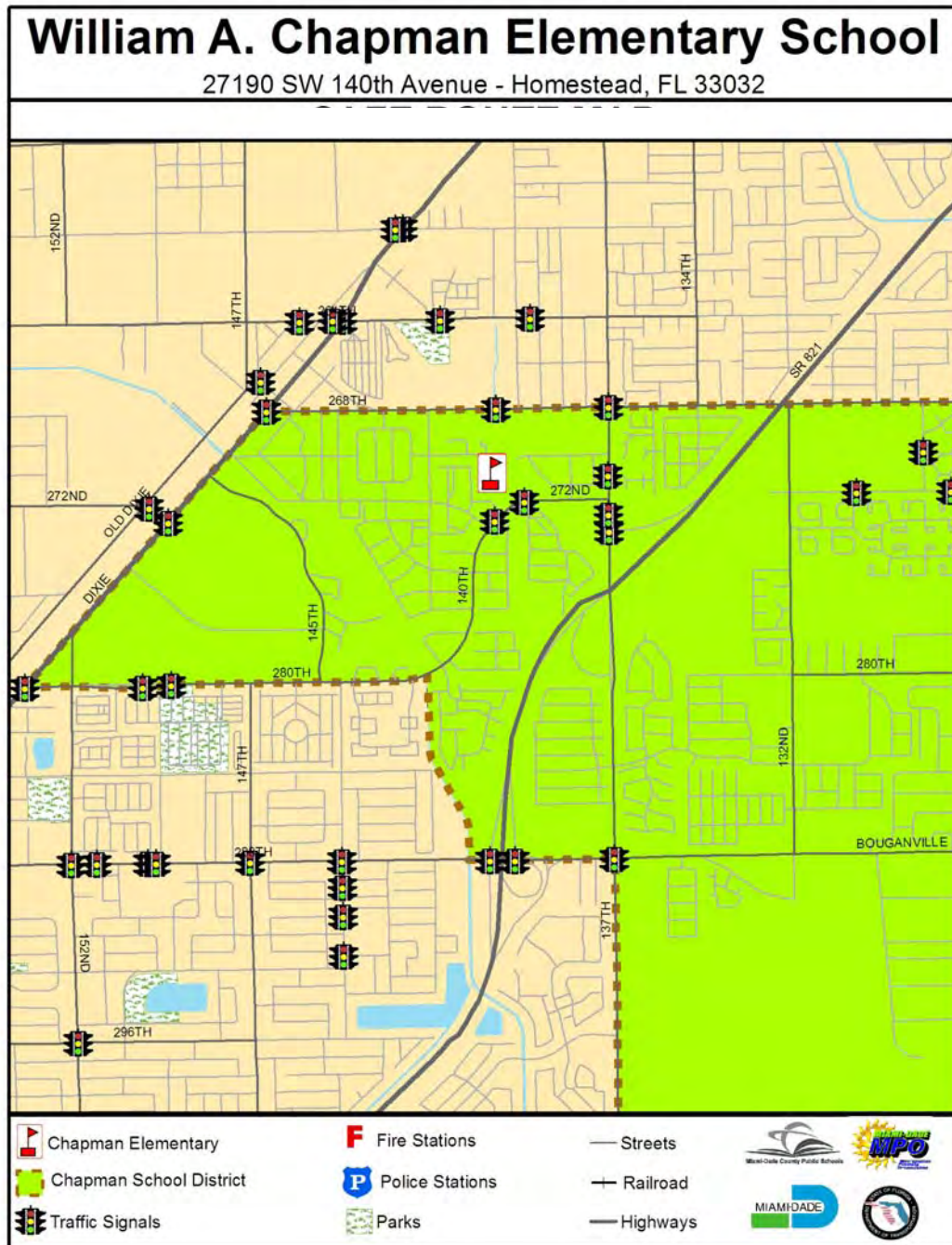
#### 6.5 Site Assessment and Inventory of Existing Facilities

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



### 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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.



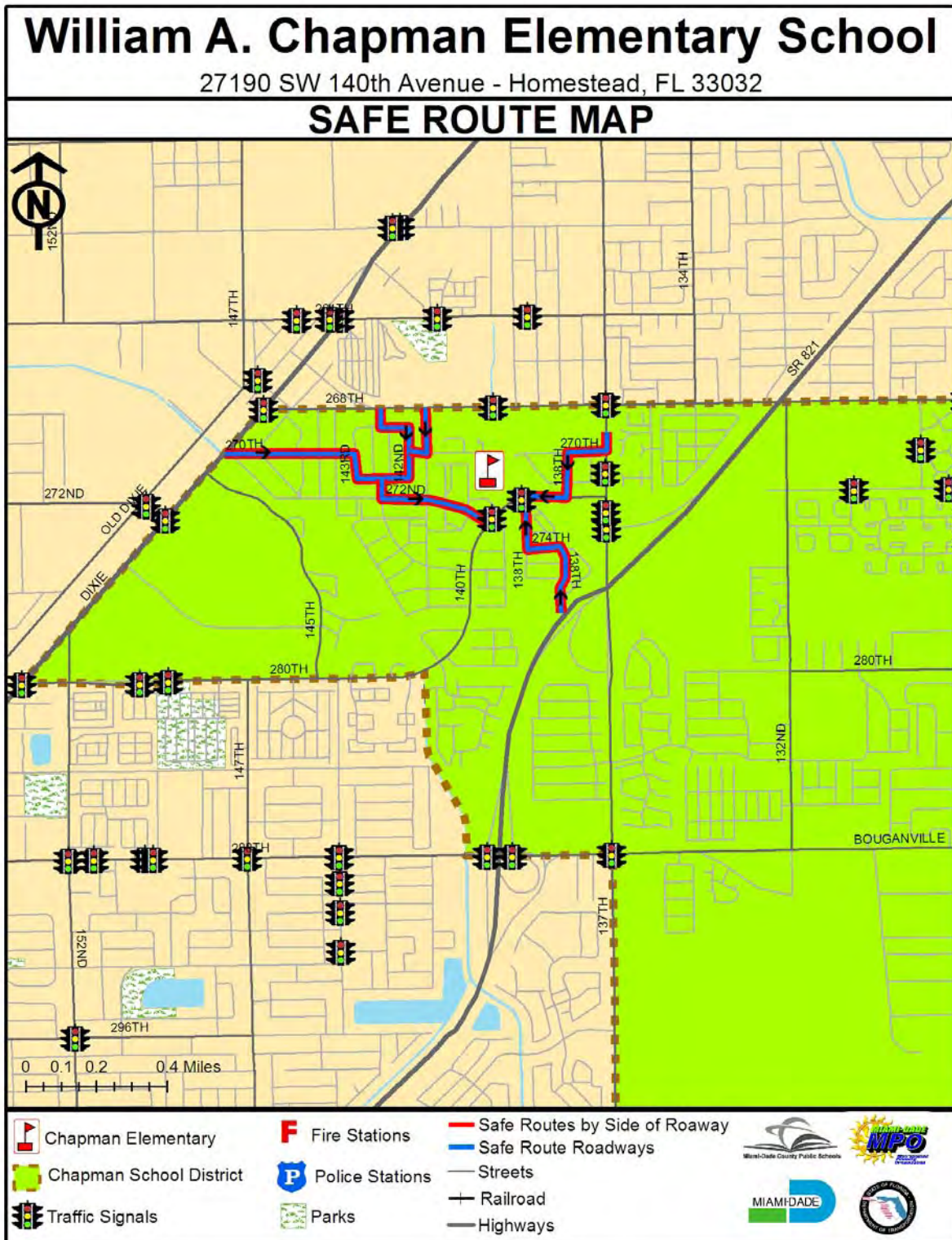
## 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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.

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

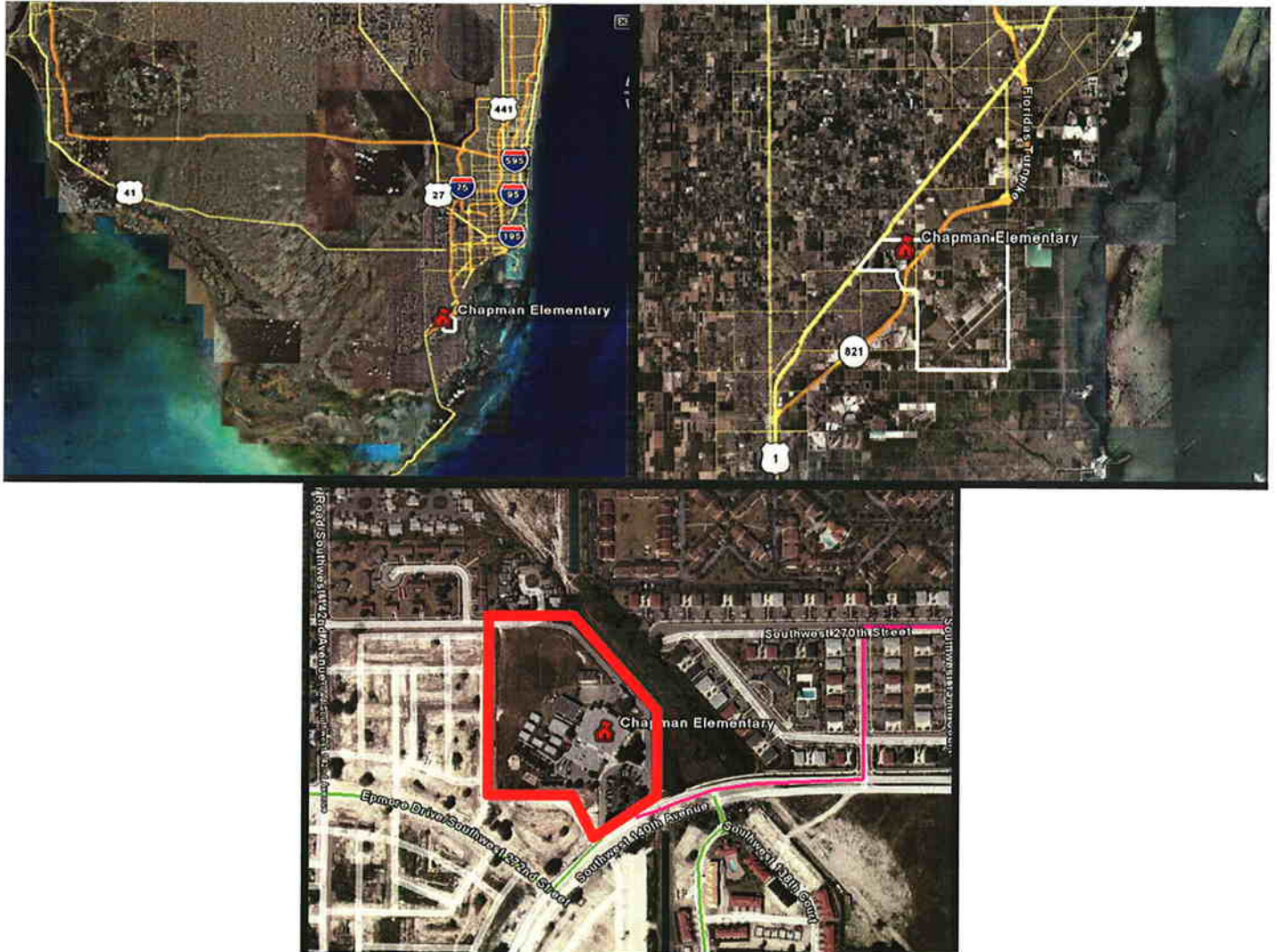
Ms. Ana Rijo-Conde, AICP  
Mr. Fernando Albuerno

*Facilities Planning*

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132  
305-995-7285 • FAX 305-995-4760 • [arijo@dadeschools.net](mailto: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: <b>Chapman Elementary School</b>                                                                                                                       |                          | County: <b>Miami-Dade</b>                                |
| The Applicant must be one of the agencies or organizations listed below:                                                                                               |                          |                                                          |
| <input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team                        |                          |                                                          |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                      |                          |                                                          |
| Contact Person: <b>Jaime Torrens</b>                                                                                                                                   |                          | Title: <b>Chief Facilities Officer</b>                   |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                     | Fax: <b>305-995-4660</b> | E-mail: <b>jtorrens@dadeschools</b>                      |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                        |                          |                                                          |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>    | Zip: <b>-331281970</b>                                   |
| Signature:                                                                                                                                                             |                          | Typed name: <b>Jaime Torrens</b> Date: <b>4/29/08</b>    |
| Signature of School Board or school representative required when different from applicant:                                                                             |                          |                                                          |
| Signature: _____                                                                                                                                                       |                          | Typed name: _____      Date: _____                       |
| The Maintaining Agency must be one of the agencies listed below:                                                                                                       |                          |                                                          |
| <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation                                 |                          |                                                          |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                       |                          |                                                          |
| Contact Person: <b>Jeffrey L. Cohen, P.E.</b>                                                                                                                          |                          | Title: <b>Assistant Chief</b>                            |
| Daytime Phone: <b>305-375-203-</b>                                                                                                                                     | Fax: <b>305-372-6064</b> | E-mail: <b>jcpe@miamidade.gov</b>                        |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                            |                          |                                                          |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>    | Zip: <b>33128-1970</b>                                   |
| 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: <b>Jeffrey L. Cohen</b> Date: <b>4/29/08</b> |
| 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                         |                          |                                                          |
| Contact Person: <b>David Henderson</b>                                                                                                                                 |                          | Title: <b>Bicycle/Pedestrian Specialist</b>              |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                     | Fax: <b>3-5-375-4950</b> | E-mail: <b>davidh@miamidade.gov</b>                      |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                        |                          |                                                          |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>    | Zip: <b>33128</b>                                        |
| Signature:                                                                                                                                                             |                          | Typed name: <b>David Henderson</b> Date: <b>4/29/08</b>  |
| Designated Contact: Check below the primary contact (the one the District should coordinate with):                                                                     |                          |                                                          |
| <input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO                                                 |                          |                                                          |



## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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



### Section 3B – Background Information: Five E's

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

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

## Section 4 – Problem Identification

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

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

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

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

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

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

## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **271<sup>st</sup> Street** From: **140 Ave** To: **141 Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

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

Maintaining Agency: ☐ City ☒ County ☐ State

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

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

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

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

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☒ Grass ☐ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

**Paved walking surfaces are generally in good condition.**

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

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

#### Crash History in Study Area (all ages)

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

| Year           | 2002     | 2003     | 2004     | 2005 | 2006 |
|----------------|----------|----------|----------|------|------|
| Ped injuries   | <b>3</b> | <b>1</b> | <b>0</b> |      |      |
| Ped fatalities | <b>0</b> | <b>0</b> | <b>0</b> |      |      |



|                 |          |          |          |  |  |
|-----------------|----------|----------|----------|--|--|
| Bike injuries   | 0        | 0        | 0        |  |  |
| Bike fatalities | 0        | 0        | 0        |  |  |
| <b>Totals</b>   | <b>3</b> | <b>1</b> | <b>0</b> |  |  |

## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current: **While pedestrian counts were not taken, few children walk through the nearby neighborhoods**

Potential\*: **There are 906 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Most of the students within that boundary on the north side of the turnpike will have the infrastructure that allows them to walk safely to school should they choose to do so.**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

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

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

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

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

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

☒ Within school zone or school area

☐ Outside of school zone or school area

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

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

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

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

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

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

### Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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



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

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

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

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

Note:

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

2. Abbreviations:

Qty = Quantity

AS = Assembly

LF = Linear Feet

27190 SW 140th Avenue - Homestead, FL 33032

The map displays the Chapman Elementary School District, which is highlighted in green. The district is bounded by 147th St to the north, 134th St to the east, 280th St to the south, and 152nd St to the west. Major roads shown include 147th St, 134th St, 280th St, 272nd St, 270th St, 268th St, 267th St, 266th St, 265th St, 264th St, 263rd St, 262nd St, 261st St, 260th St, 259th St, 258th St, 257th St, 256th St, 255th St, 254th St, 253rd St, 252nd St, 251st St, 250th St, 249th St, 248th St, 247th St, 246th St, 245th St, 244th St, 243rd St, 242nd St, 241st St, 240th St, 239th St, 238th St, 237th St, 236th St, 235th St, 234th St, 233rd St, 232nd St, 231st St, 230th St, 229th St, 228th St, 227th St, 226th St, 225th St, 224th St, 223rd St, 222nd St, 221st St, 220th St, 219th St, 218th St, 217th St, 216th St, 215th St, 214th St, 213rd St, 212nd St, 211th St, 210th St, 209th St, 208th St, 207th St, 206th St, 205th St, 204th St, 203rd St, 202nd St, 201st St, 200th St, 199th St, 198th St, 197th St, 196th St, 195th St, 194th St, 193rd St, 192nd St, 191st St, 190th St, 189th St, 188th St, 187th St, 186th St, 185th St, 184th St, 183rd St, 182nd St, 181st St, 180th St, 179th St, 178th St, 177th St, 176th St, 175th St, 174th St, 173rd St, 172nd St, 171st St, 170th St, 169th St, 168th St, 167th St, 166th St, 165th St, 164th St, 163rd St, 162nd St, 161st St, 160th St, 159th St, 158th St, 157th St, 156th St, 155th St, 154th St, 153rd St, 152nd St, 151st St, 150th St, 149th St, 148th St, 147th St, 146th St, 145th St, 144th St, 143rd St, 142nd St, 141st St, 140th St, 139th St, 138th St, 137th St, 136th St, 135th St, 134th St, 133rd St, 132nd St, 131st St, 130th St, 129th St, 128th St, 127th St, 126th St, 125th St, 124th St, 123rd St, 122nd St, 121st St, 120th St, 119th St, 118th St, 117th St, 116th St, 115th St, 114th St, 113rd St, 112nd St, 111th St, 110th St, 109th St, 108th St, 107th St, 106th St, 105th St, 104th St, 103rd St, 102nd St, 101st St, 100th St, 99th St, 98th St, 97th St, 96th St, 95th St, 94th St, 93rd St, 92nd St, 91st St, 90th St, 89th St, 88th St, 87th St, 86th St, 85th St, 84th St, 83rd St, 82nd St, 81st St, 80th St, 79th St, 78th St, 77th St, 76th St, 75th St, 74th St, 73rd St, 72nd St, 71st St, 70th St, 69th St, 68th St, 67th St, 66th St, 65th St, 64th St, 63rd St, 62nd St, 61st St, 60th St, 59th St, 58th St, 57th St, 56th St, 55th St, 54th St, 53rd St, 52nd St, 51st St, 50th St, 49th St, 48th St, 47th St, 46th St, 45th St, 44th St, 43rd St, 42nd St, 41st St, 40th St, 39th St, 38th St, 37th St, 36th St, 35th St, 34th St, 33rd St, 32nd St, 31st St, 30th St, 29th St, 28th St, 27th St, 26th St, 25th St, 24th St, 23rd St, 22nd St, 21st St, 20th St, 19th St, 18th St, 17th St, 16th St, 15th St, 14th St, 13th St, 12th St, 11th St, 10th St, 9th St, 8th St, 7th St, 6th St, 5th St, 4th St, 3rd St, 2nd St, 1st St.

**Legend:**

- Chapman Elementary
- Chapman School District
- Traffic Signals
- Fire Stations
- Police Stations
- Parks
- Safe Routes by Side of Roadway
- Safe Route Roadways
- Streets
- Railroad
- Highways

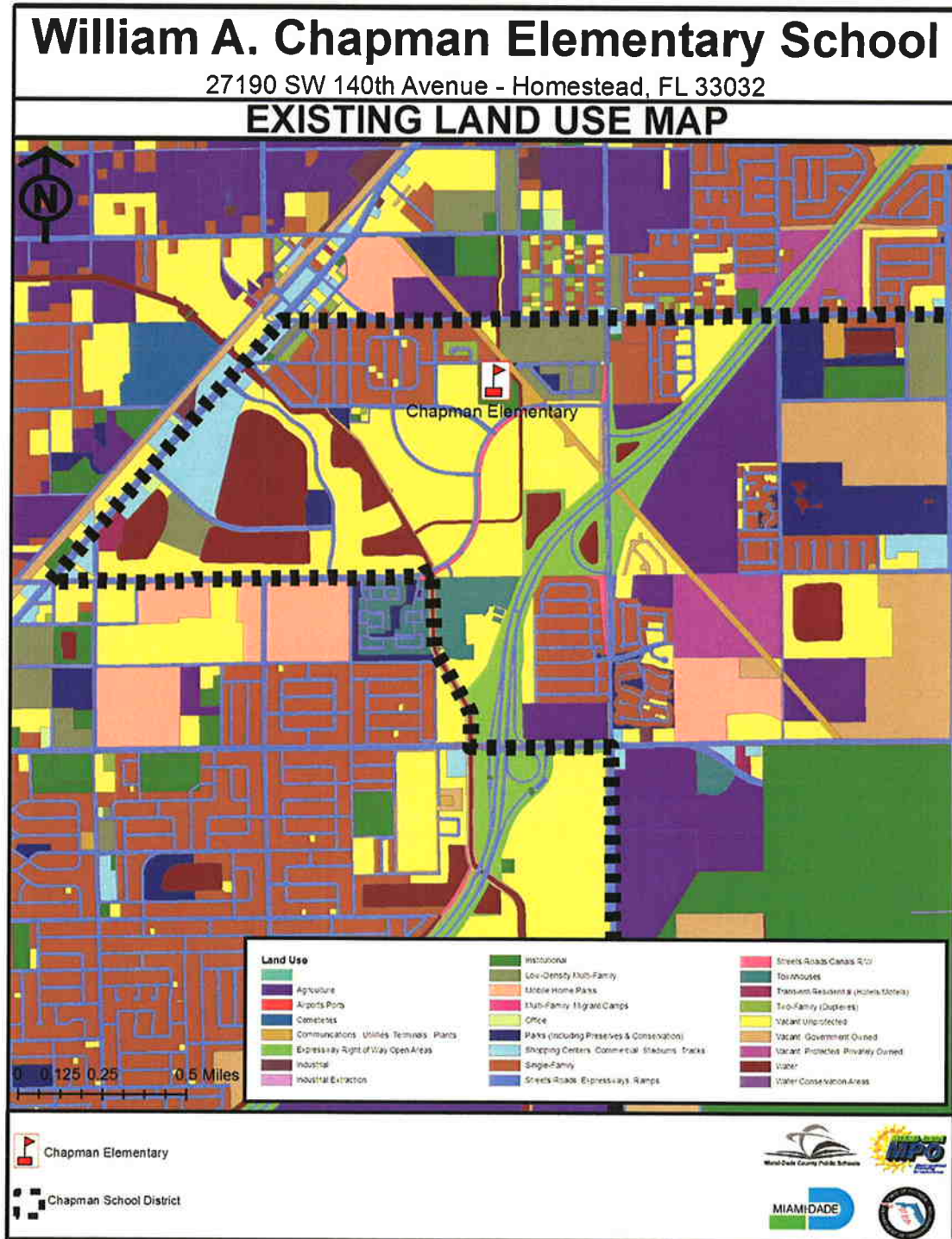
**Scale:** 0 0.1 0.2 0.4 Miles

**Map Labels:** 152ND, 147TH, 272ND, 270TH, 268TH, 267TH, 266TH, 265TH, 264TH, 263RD, 262ND, 261ST, 260TH, 259TH, 258TH, 257TH, 256TH, 255TH, 254TH, 253RD, 252ND, 251ST, 250TH, 249TH, 248TH, 247TH, 246TH, 245TH, 244TH, 243RD, 242ND, 241ST, 240TH, 239TH, 238TH, 237TH, 236TH, 235TH, 234TH, 233RD, 232ND, 231ST, 230TH, 229TH, 228TH, 227TH, 226TH, 225TH, 224TH, 223RD, 222ND, 221ST, 220TH, 219TH, 218TH, 217TH, 216TH, 215TH, 214TH, 213RD, 212ND, 211ST, 210TH, 209TH, 208TH, 207TH, 206TH, 205TH, 204TH, 203RD, 202ND, 201ST, 200TH, 199TH, 198TH, 197TH, 196TH, 195TH, 194TH, 193RD, 192ND, 191ST, 190TH, 189TH, 188TH, 187TH, 186TH, 185TH, 184TH, 183RD, 182ND, 181ST, 180TH, 179TH, 178TH, 177TH, 176TH, 175TH, 174TH, 173RD, 172ND, 171ST, 170TH, 169TH, 168TH, 167TH, 166TH, 165TH, 164TH, 163RD, 162ND, 161ST, 160TH, 159TH, 158TH, 157TH, 156TH, 155TH, 154TH, 153RD, 152ND, 151ST, 150TH, 149TH, 148TH, 147TH, 146TH, 145TH, 144TH, 143RD, 142ND, 141ST, 140TH, 139TH, 138TH, 137TH, 136TH, 135TH, 134TH, 133RD, 132ND, 131ST, 130TH, 129TH, 128TH, 127TH, 126TH, 125TH, 124TH, 123RD, 122ND, 121ST, 120TH, 119TH, 118TH, 117TH, 116TH, 115TH, 114TH, 113RD, 112ND, 111ST, 110TH, 109TH, 108TH, 107TH, 106TH, 105TH, 104TH, 103RD, 102ND, 101ST, 100TH, 99TH, 98TH, 97TH, 96TH, 95TH, 94TH, 93RD, 92ND, 91ST, 90TH, 89TH, 88TH, 87TH, 86TH, 85TH, 84TH, 83RD, 82ND, 81ST, 80TH, 79TH, 78TH, 77TH, 76TH, 75TH, 74TH, 73RD, 72ND, 71ST, 70TH, 69TH, 68TH, 67TH, 66TH, 65TH, 64TH, 63RD, 62ND, 61ST, 60TH, 59TH, 58TH, 57TH, 56TH, 55TH, 54TH, 53RD, 52ND, 51ST, 50TH, 49TH, 48TH, 47TH, 46TH, 45TH, 44TH, 43RD, 42ND, 41ST, 40TH, 39TH, 38TH, 37TH, 36TH, 35TH, 34TH, 33RD, 32ND, 31ST, 30TH, 29TH, 28TH, 27TH, 26TH, 25TH, 24TH, 23RD, 22ND, 21ST, 20TH, 19TH, 18TH, 17TH, 16TH, 15TH, 14TH, 13TH, 12TH, 11TH, 10TH, 9TH, 8TH, 7TH, 6TH, 5TH, 4TH, 3RD, 2ND, 1ST.



## 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**

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

### Existing Roadway Characteristics

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

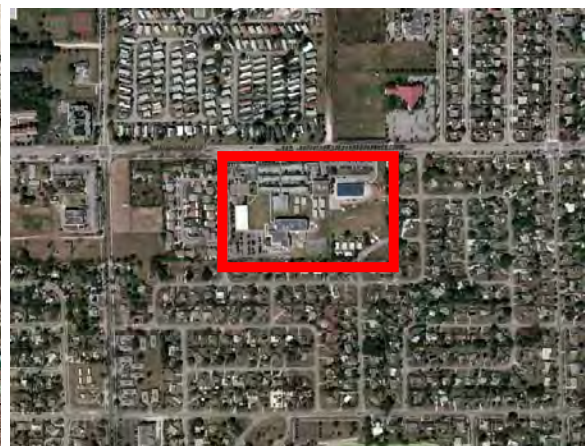
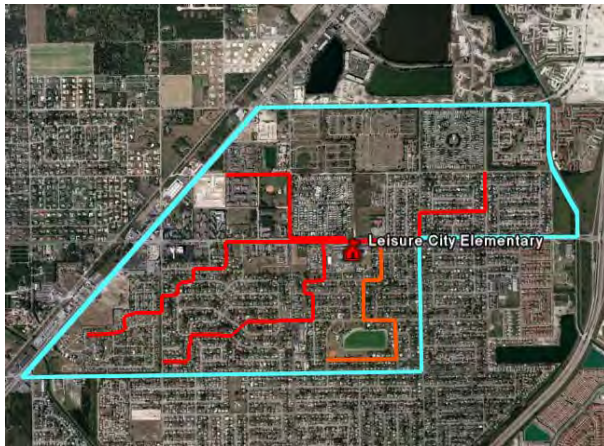
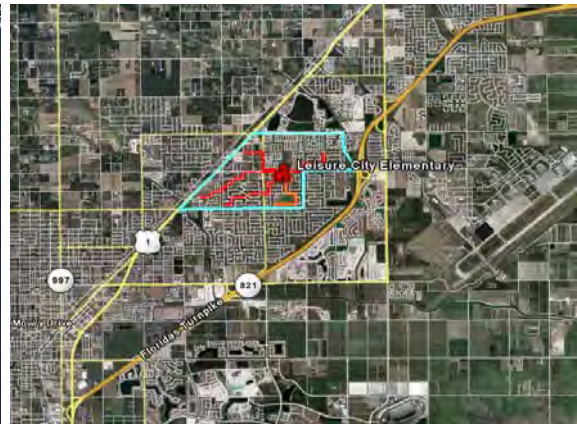
### Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

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

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

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



**SAFE ROUTES TO SCHOOL – 2008**

LEISURE CITY 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 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

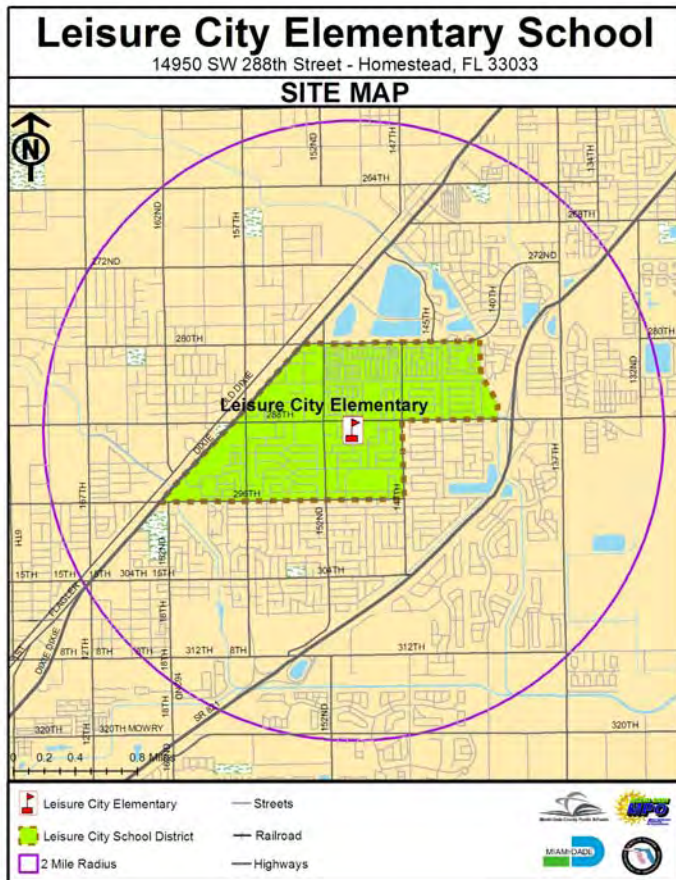
**Address:** 14950 SW 288<sup>th</sup> Street, Homestead, Florida 33033

**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

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## 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.

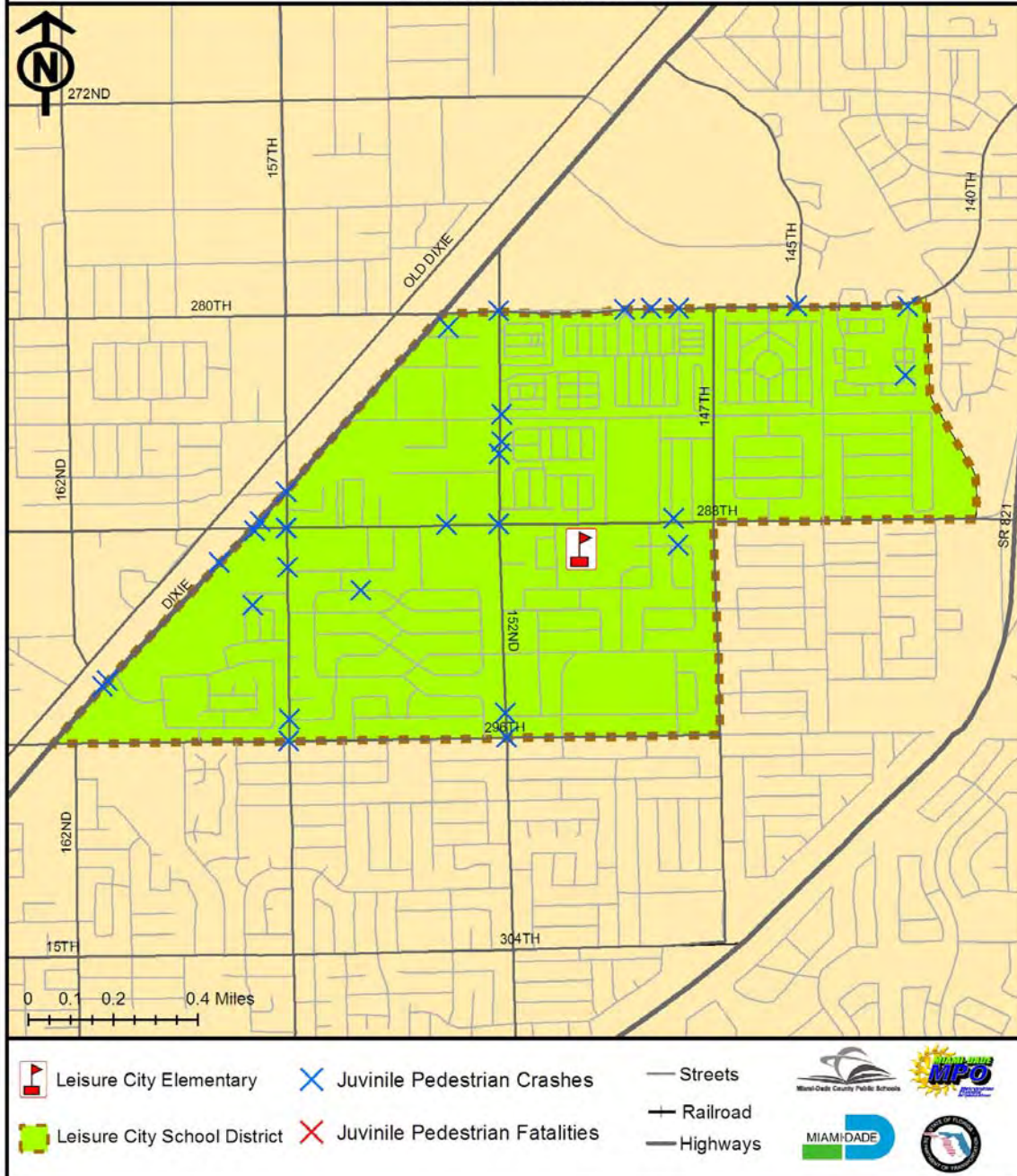
**Leisure City Elementary**

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

# Leisure City Elementary School

14950 SW 288th Street - Homestead, FL 33033

## CRASH MAP



## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

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

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

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

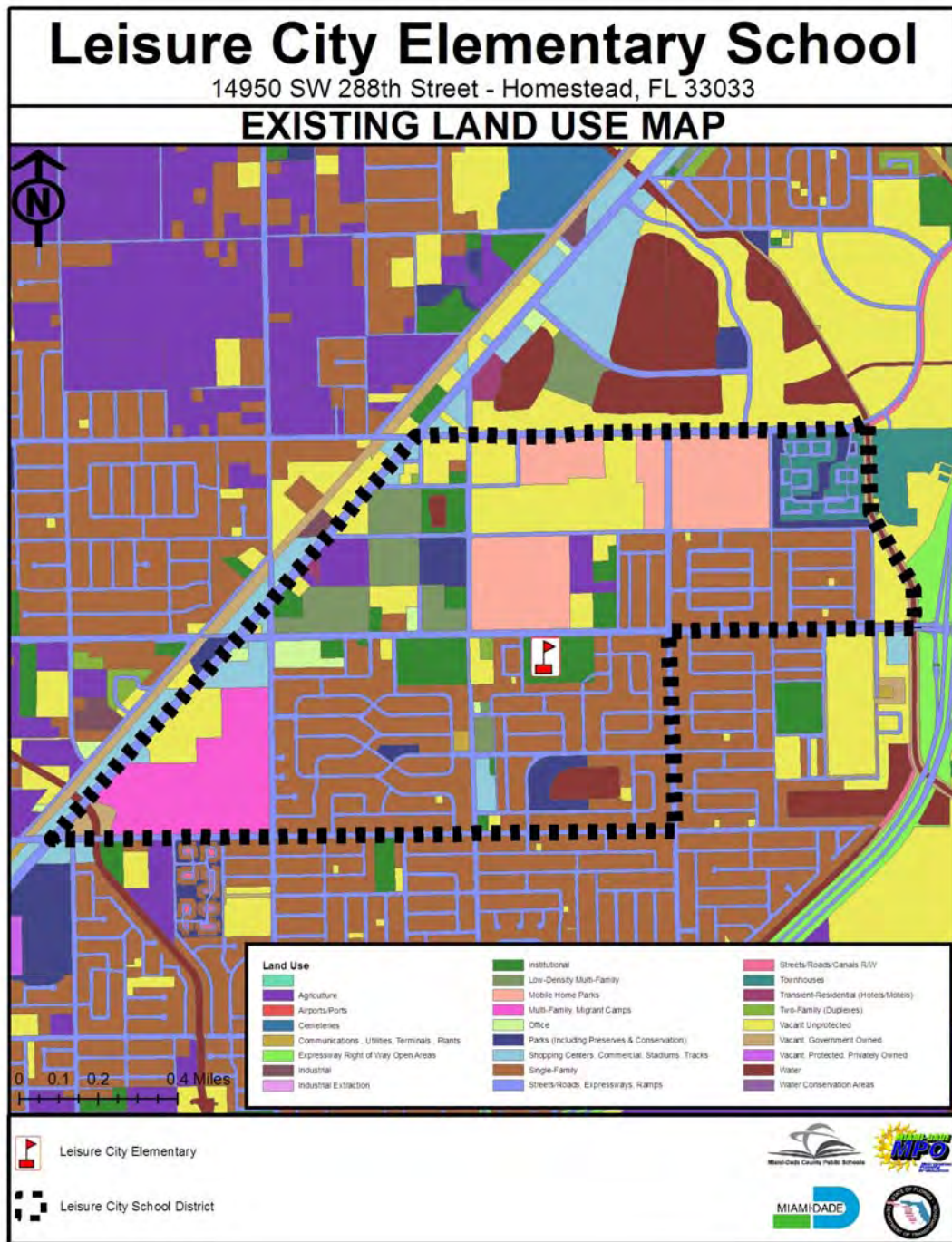
The Leisure City Elementary School boundary is a compact boundary contained totally within the 2-mile radius of the school. The school sits in the center of an attendance area bound on the north by 280<sup>th</sup> Street. The western boundary is US-1. The southern boundary is 296<sup>th</sup> Street. The western boundary jogs north from 296<sup>th</sup> Street along 147<sup>th</sup> 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**

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

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

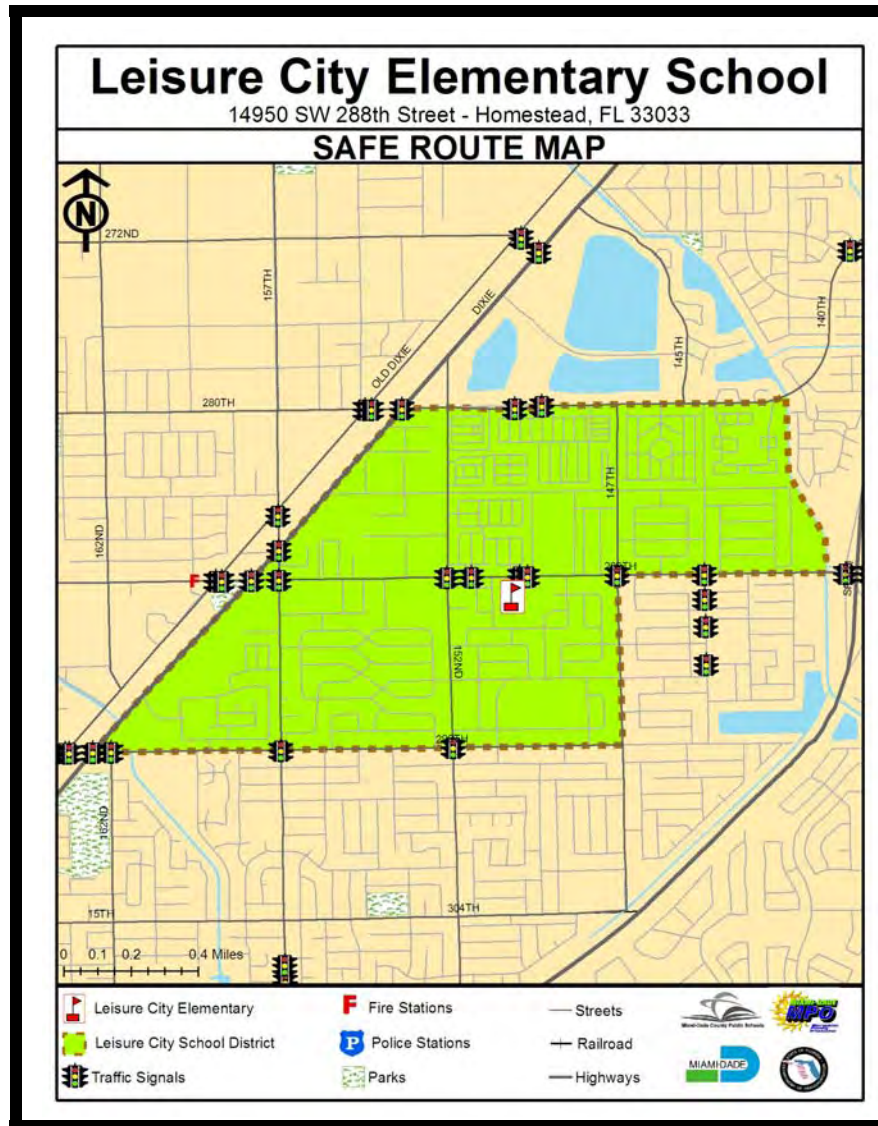
\*\* Total pedestrian and bicycle crashes, 2000 - 2004

## 6.5 Site Assessment and Inventory of Existing Facilities

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

### 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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 community will be developed in their place. Until then there are gaps in the pedestrian network, along side vacant often shielded areas, which can create a hazard. As with nearly all newly developed areas in Miami-Dade County, it can be expected that all pedestrian facilities will be mandatory as part of the development permit process. The signage, lighting and crossings in proximity of the school are in good condition.



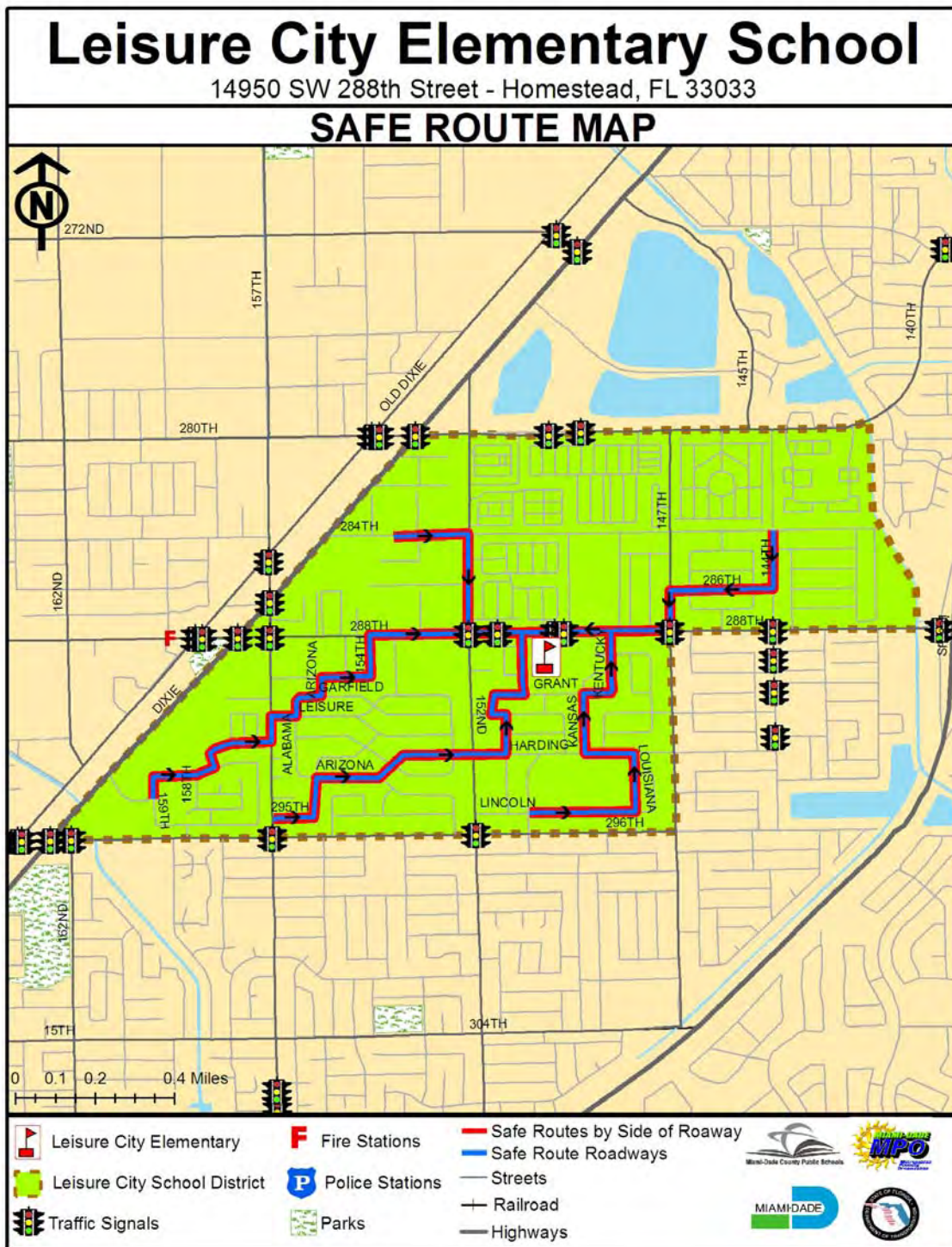
## **7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS**

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



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

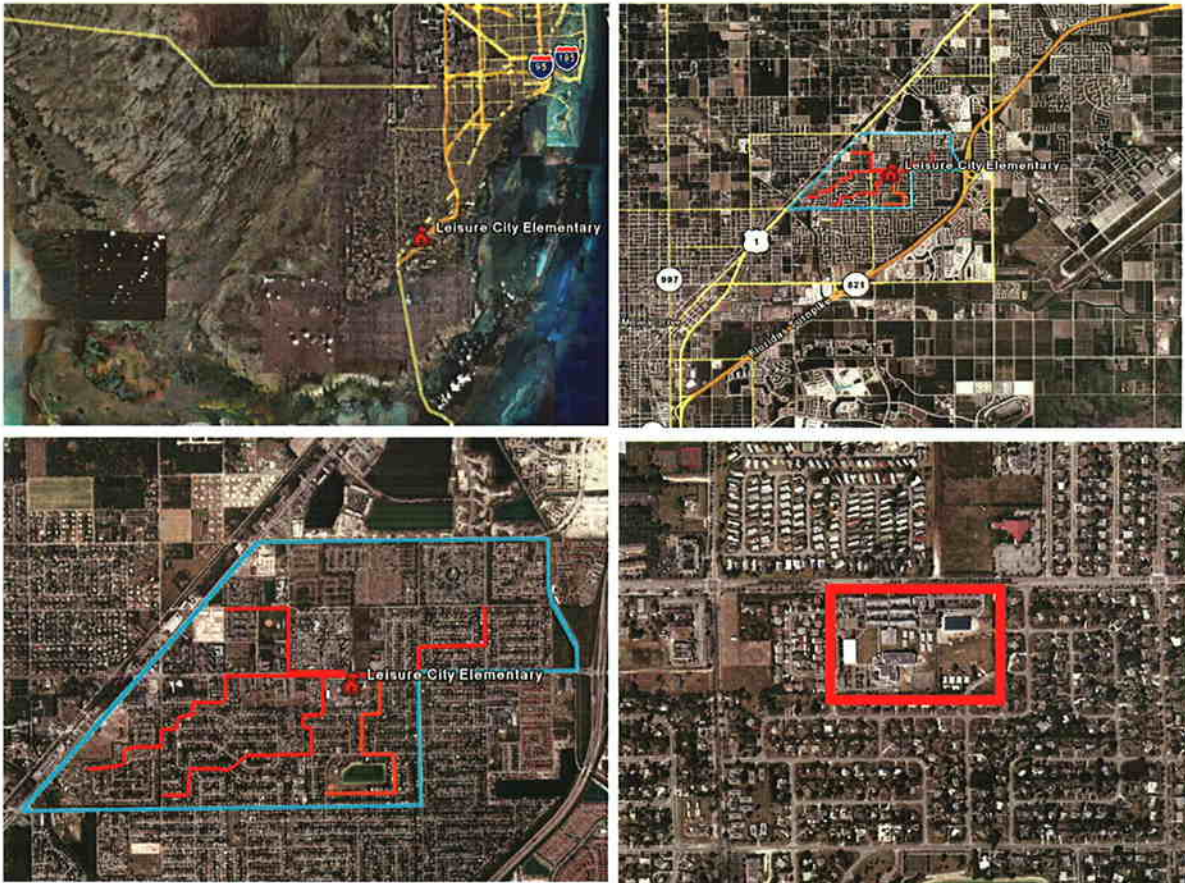
cc: Mr. Alberto Carvalho  
Mr. Jaime G. Torrents

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

*Facilities Planning*

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132  
305-995-7285 • FAX 305-995-4760 • [arijo@dadeschools.net](mailto: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 ☐ 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** E-mail: **jtorrens@dadeschools**

Mailing Address: **111 NW 1<sup>st</sup> Street Suite 1510**

City: **Miami** State: **Florida** Zip: **33128 -1970**

Signature:  Typed name: **Jaime Torrens** Date: **4/29/08**

**Signature of School Board or school representative required when different from applicant:**

Signature: \_\_\_\_\_ Typed name: \_\_\_\_\_ Date: \_\_\_\_\_

**The Maintaining Agency must be one of the agencies listed below:**

☐ City ☒ County ☐ Florida Department of Transportation

Agency/Organization Name: **Miami Dade County, Public Works**

Contact Person: **Jeffrey L. Cohen, P.E.** Title: **Assistant Chief**

Daytime Phone: **305-375-2030** Fax: **305-372-6064** E-mail: **jcpe@miamidade.gov**

Mailing Address: **111 NW First Street**

City: **Miami** State: **Florida** Zip: **33128-1970**

Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.

Signature:  Typed name: **Jeffrey L Cohen** Date: **4/29/08**

**MPO Support:** If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.

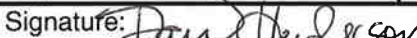
Agency/Organization Name: **Miami Dade Metropolitan Planning Organization**

Contact Person: **David Henderson** Title: **Bicycle/Pedestrian Specialist**

Daytime Phone: **305-375-1647** Fax: **3-5-375-4950** E-mail: **davidh@miamidade.gov**

Mailing Address: **111 NW 1<sup>st</sup> Street, Suite 910**

City: **Miami** State: **Florida** Zip: **33128**

Signature:  Typed name: **David Henderson** Date: **4/29/08**

**Designated Contact:** Check below the primary contact (the one the District should coordinate with):

☐ Applicant ☒ Maintaining Agency ☐ MPO

## Section 2 – Eligibility Criteria

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

1. Does the project have public support?

☒ Yes ☐ No

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

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

☒ Yes ☐ No

*If no, are they willing to become LAP Certified?*

☐ Yes ☐ No

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

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

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

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

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

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

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

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

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

☒ Yes ☐ No

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

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

☐ Yes ☐ No

*If applicable, please explain these plans:*

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

☒ Yes

☐ No

### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

| Past                                                                                                                                                                                                                                                                                                                                  | Future                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineering:</b> Implementation of crosswalks and signage immediately adjacent to the school                                                                                                                                                                                                                                       | <b>Engineering:</b> 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> |                                                                                                                                                                                   |
| <b>Education:</b> PE Coaches talk about SRTS Willie Whistle Program                                                                                                                                                                                                                                                                   | <b>Education:</b> PE Coaches talk about SRTS Walk Safe Program<br>Safe Ways to School Tool Kit<br>Florida Traffic and Bicycle Safety Educations Program                           |
| <b>Encouragement:</b> Walk to School Day                                                                                                                                                                                                                                                                                              | <b>Encouragement:</b> Walk to School Day<br>Safe Routes to School Program                                                                                                         |
| <b>Enforcement:</b><br>Sporadic local police law enforcement, crossing guards, speed zones and flashing signals                                                                                                                                                                                                                       | <b>Enforcement:</b> Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.                                        |
| <b>Evaluation:</b> None                                                                                                                                                                                                                                                                                                               | <b>Evaluation:</b> SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation. |



## Section 4 – Problem Identification

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

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

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

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

## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **288<sup>th</sup> Street** From: **150 Ave** To: **Kentucky Rd**

Maintaining Agency: ☐ City ☒ County ☐ State

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

Maintaining Agency: ☐ City ☒ County ☐ State

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

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

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

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

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☒ Grass ☒ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

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

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

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

#### Crash History in Study Area (all ages)

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

| Year           | 2002     | 2003     | 2004     | 2005 | 2006 |
|----------------|----------|----------|----------|------|------|
| Ped injuries   | <b>4</b> | <b>1</b> | <b>0</b> |      |      |
| Ped fatalities | <b>0</b> | <b>0</b> | <b>0</b> |      |      |
| Bike injuries  | <b>0</b> | <b>0</b> | <b>0</b> |      |      |

|                 |   |   |   |  |  |
|-----------------|---|---|---|--|--|
| Bike fatalities | 0 | 0 | 0 |  |  |
| <b>Totals</b>   | 4 | 1 | 0 |  |  |



## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current: **While pedestrian counts were not taken, it is estimated that nearly 60% children, walk or bike to school through the near by neighborhoods**

Potential\*: **There are 1308 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. All residents that live in the boundary live within a two mile radius. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.**

Request #2 Street Name: -

From: --

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

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

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

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

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

☒ Within school zone or school area ☐ Outside of school zone or school area

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

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

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

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

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

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

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



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

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

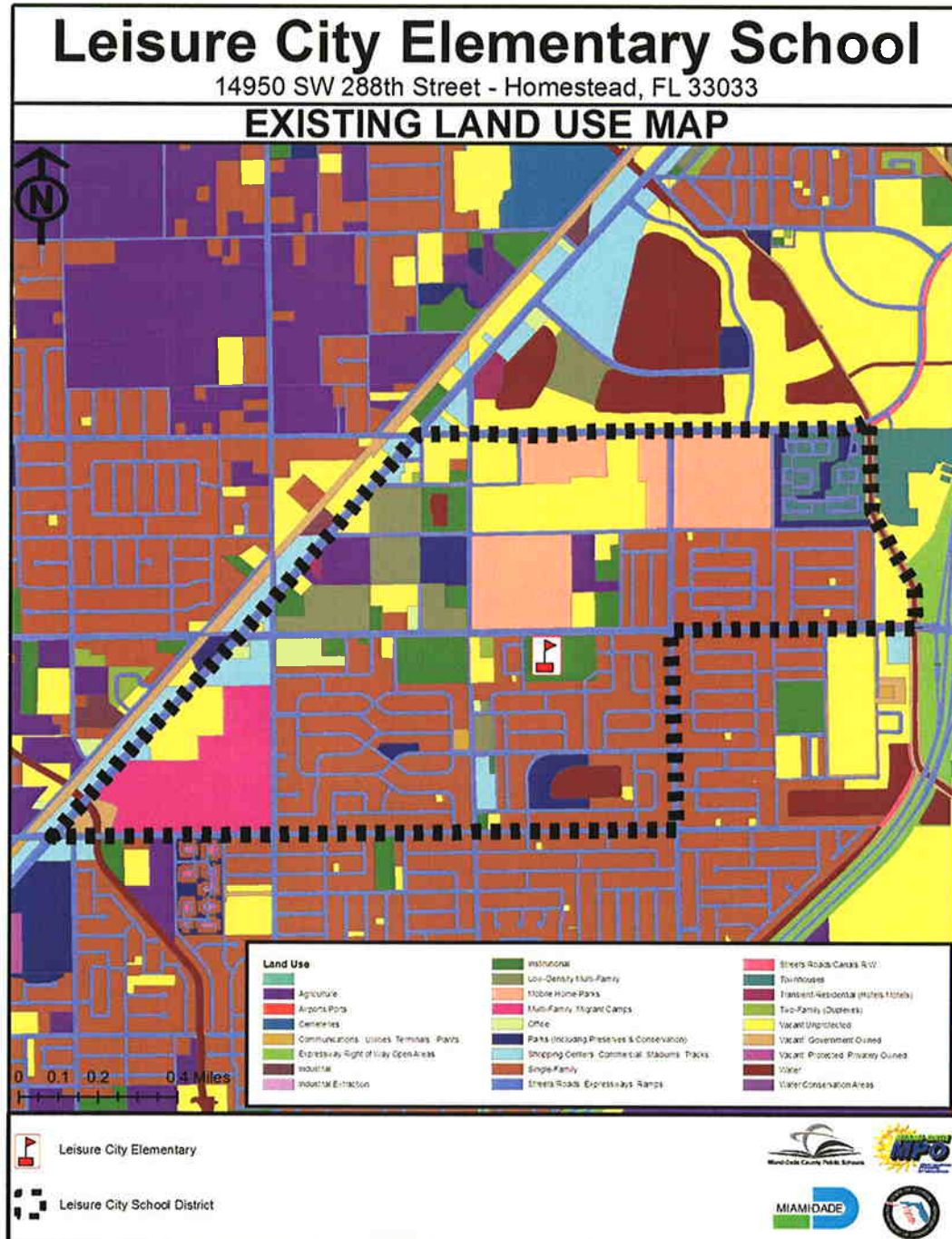
Note  
1 All sidewalk widths are 5 feet wide unless stated otherwise  
2 Abbreviations  
Qty = Quantity  
AS = Assembly  
LF = Linear Feet

14950 SW 288th Street - Homestead, FL 33033



## 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 Date of Birth | Road Name                   | 2000 Ped & Bike Crashes |          | 2001 Ped & Bike Crashes |          | 2002 Ped & Bike Crashes |          | 2003 Ped & Bike Crashes |          | 2004 Ped & Bike Crashes |          | TOTAL      |          |
|-------------|--------------------------|-----------------------------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|------------|----------|
|             |                          |                             | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Fatalities | Injuries |
|             |                          |                             | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries |            |          |
| 70708461    | 10/30/1982               | 28913 S DIXIE HWY           | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 0        |
| 72019068    | 0                        | 28801 SW 157TH AVE          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 0        |
| 72054414    | 11/11/1996               | SW 288TH ST & SW 153RD AVE  | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0          | 1        |
| 70251998    | 5081994                  | SW 288TH ST & SW 152ND AVE  | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 70500784    | 6121926                  | 28501 SW 152ND AVE          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 0        |
| 70705323    | 12/11/1992               | 28501 SW 152ND AVE          | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 70705386    | 5151990                  | SW 295TH TER & SW 157TH AVE | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 72051854    | 0                        | 14500 SW 280TH ST           | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 581443130   | 5101999                  | 14755 COOLIDGE LN           | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 0        |
| 585584960   | 12/11/1992               | 14500 SW 280TH ST           | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 594522390   | 0                        | 29330 S DIXIE HWY           | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 612995820   | 6241994                  | 14850 SW 280TH ST           | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 515501560   | 3131991                  | SW 284th ST & SW 152nd AVE  | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 549364500   | 7291998                  | SW 288th ST & SW 147th PL   | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 556003700   | 11/11/1998               | 15/83 SW 291st ST           | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 580238570   | 11/01/1990               | SW 283rd ST & SW 142nd CT   | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 585594310   | 11/14/1996               | 28152 SW 153RD AVE          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
|             |                          |                             | 0                       | 5        | 0                       | 3        | 0                       | 4        | 0                       | 1        | 0                       | 0        | 0          | 13       |



## Existing Roadway Characteristics

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

### 6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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 community will be developed in their place. Until then there are gaps in the pedestrian network, along side vacant often shielded areas, which can create a hazard. As with nearly all newly developed areas in Miami-Dade County, it can be expected that all pedestrian facilities will be mandatory as part of the development permit process. The signage, lighting and crossings in proximity of the school are in good condition.

**Table 6.4**

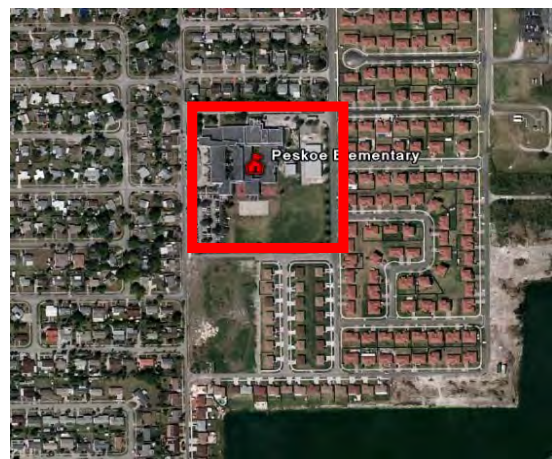
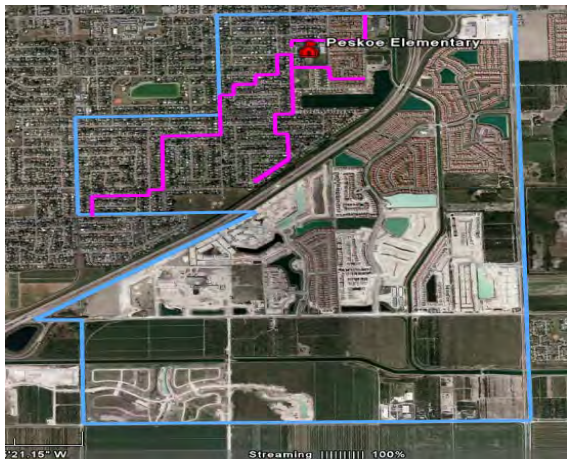
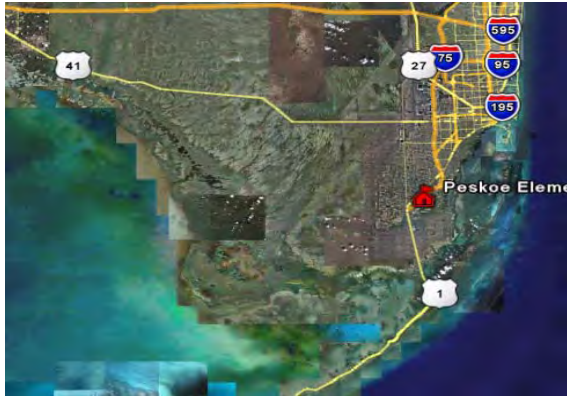
#### Leisure City Elementary School Roadway Characteristics

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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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



**SAFE ROUTES TO SCHOOL – 2008**

PESKOE ELEMENTARY SCHOOL  
SAFE ROUTES REPORT

Table of Contents

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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  
Pescoe 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

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## 5.0 CRASH HISTORY

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

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

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

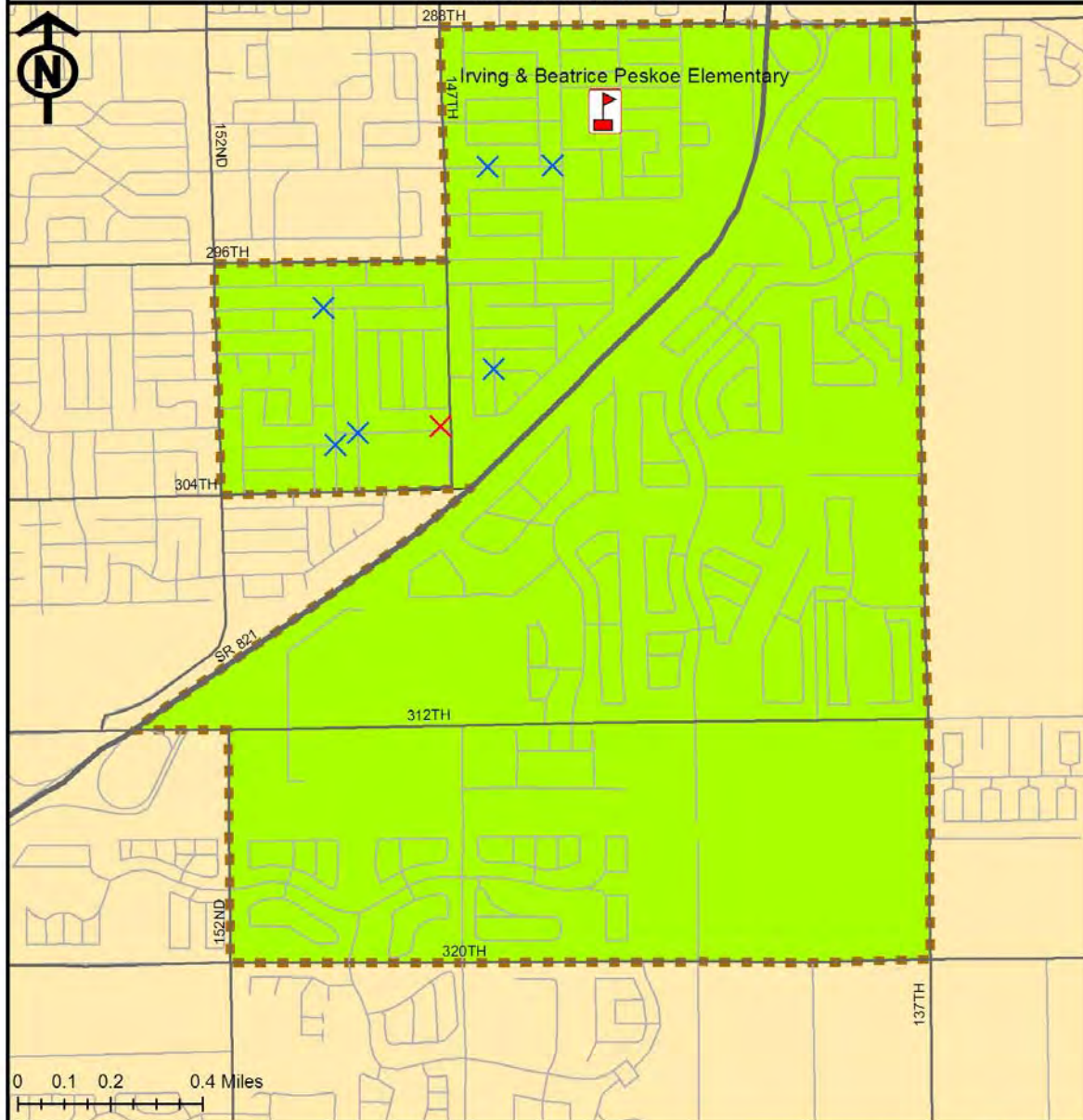
| ving & Beatrice Peskoe Elementar |                             |                             |                            |          |                            |          |                            |          |                            |          |                            |          |    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



# Irving & Beatrice Peskoe Elementary School

29035 SW 144th Avenue - Miami, FL 33033

## CRASH MAP



Irving & Beatrice  
Peskoe Elementary

Irving & Beatrice  
Peskoe School District

X Juvenile Pedestrian Crashes

X Juvenile Pedestrian Fatalities

— Streets

— Railroad

— Highways



## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

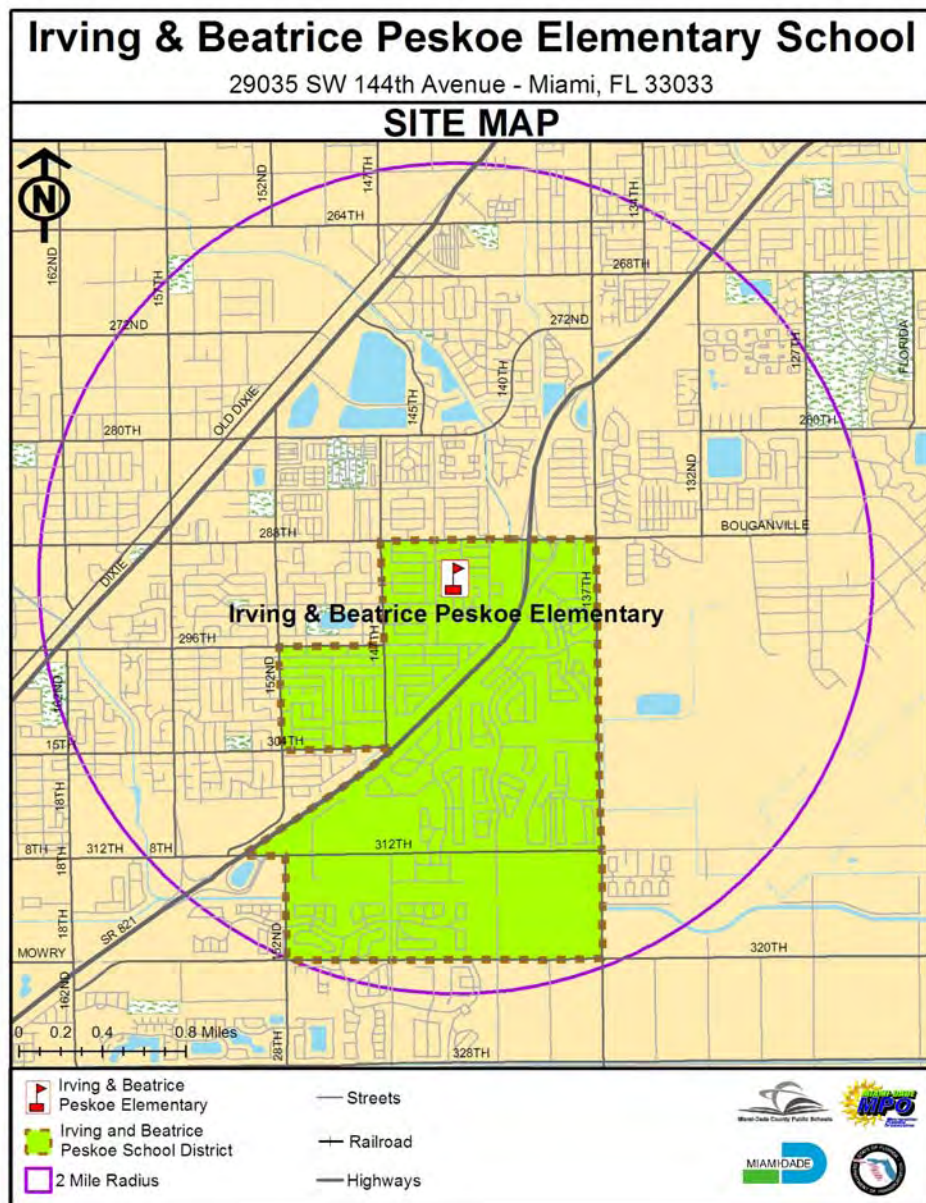
5. Please identify specific safety problems of concern to you in your neighborhood or around your child's school (i.e. broken sidewalks, dangerous street crossings, crime areas, railroad crossing, high-speed vehicles) and indicate their locations.  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

## 6.2 School Zone Boundary

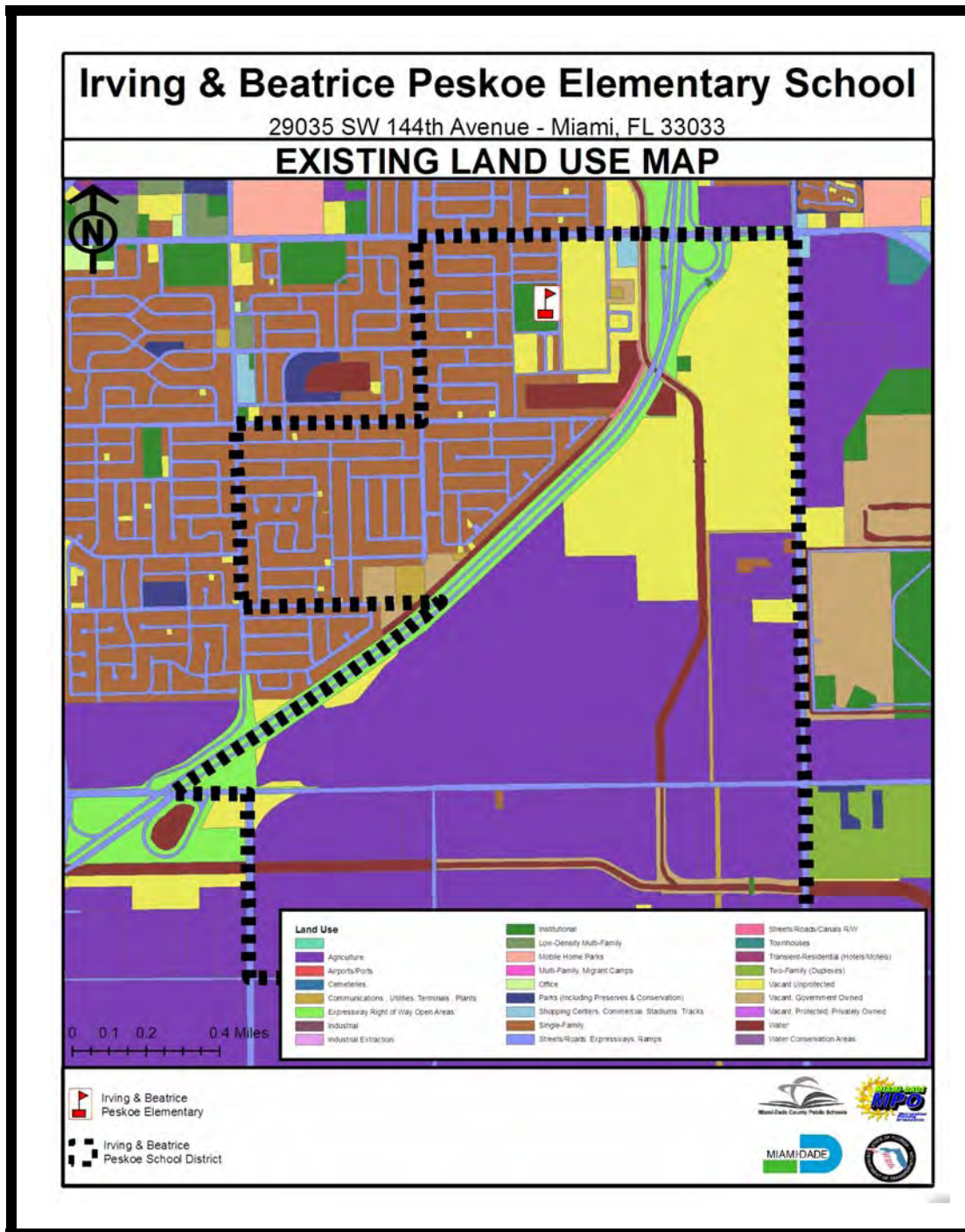
The Peskoe Elementary School boundary is a compact boundary contained totally within the 2-mile radius of the school. The school sits in the northern quadrant of an attendance area bound on the north by 288<sup>th</sup> Street. The western boundary is a stair step configuration moving south from 288<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.

**Table 6.4**  
**Peskoe Elementary School**  
**Roadway Characteristics**

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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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

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

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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.

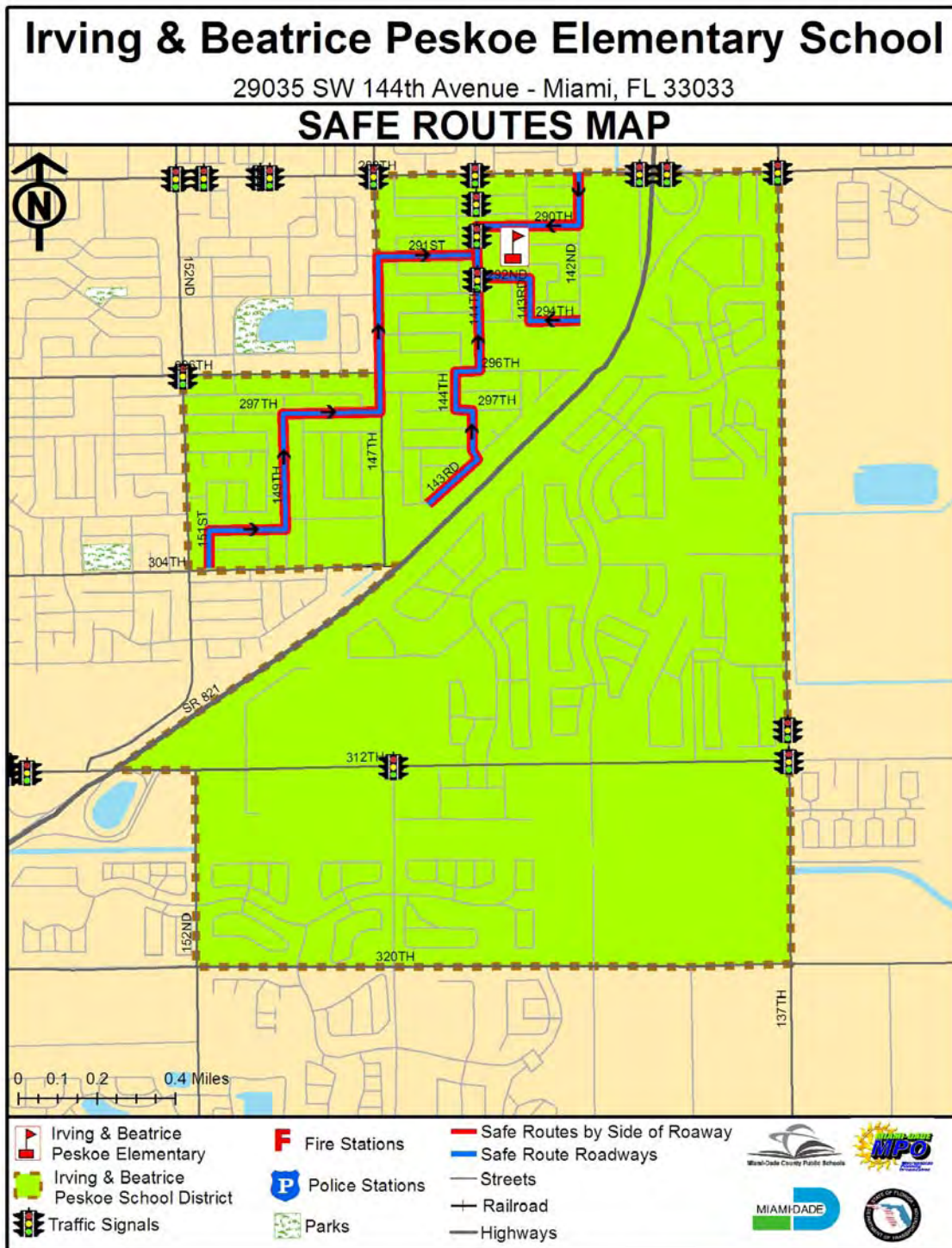
**Table 7:  
Peskie Elementary School  
Opinion of Probable Costs**

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

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



## 8.0 SAFE ROUTE MAP





# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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. Torrents

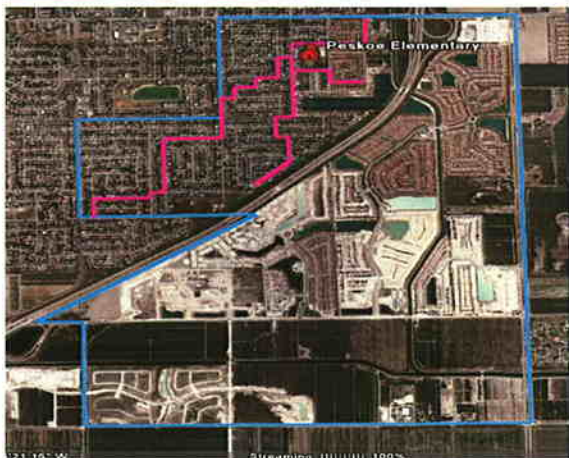
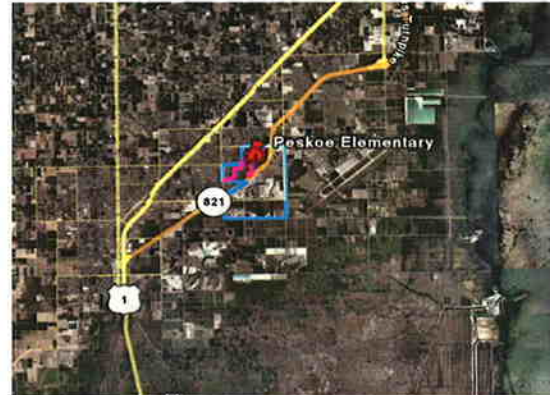
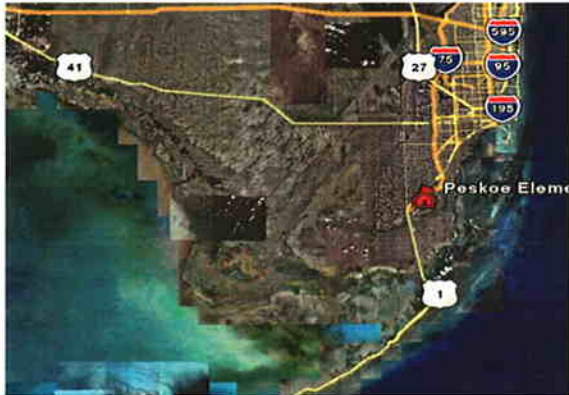
Ms. Ana Rijo-Conde, AICP  
Mr. Fernando Albuérne

*Facilities Planning*

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



**PESKOE ELEMENTARY SCHOOL  
29035 SW 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, Applicant & Maintaining Agency Information                                                                                                                |  |                                                                                                          |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|----------------------------------------------------------------------------------------------------------|-------------------------------------|
| Name of school: <b>Peskoe Elementary School</b>                                                                                                                               |  | County: <b>Miami-Dade</b>                                                                                |                                     |
| <b>The Applicant must be one of the agencies or organizations listed below:</b>                                                                                               |  |                                                                                                          |                                     |
| <input checked="" type="checkbox"/> School Board                                                                                                                              |  | <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team           |                                     |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                             |  |                                                                                                          |                                     |
| Contact Person: <b>Jaime Torrens</b>                                                                                                                                          |  | Title: <b>Chief Facilities Officer</b>                                                                   |                                     |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                            |  | Fax: <b>305-995-4660</b>                                                                                 | E-mail: <b>jtorrens@dadeschools</b> |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                               |  |                                                                                                          |                                     |
| City: <b>Miami</b>                                                                                                                                                            |  | State: <b>Florida</b>                                                                                    | Zip: <b>-331281970</b>              |
| Signature:                                                                                                                                                                    |  | Typed name: <b>Jaime Torrens</b> Date: <b>4/29/08</b>                                                    |                                     |
| <b>Signature of School Board or school representative required when different from applicant:</b>                                                                             |  |                                                                                                          |                                     |
| Signature: _____                                                                                                                                                              |  | Typed name: _____ Date: _____                                                                            |                                     |
| <b>The Maintaining Agency must be one of the agencies listed below:</b>                                                                                                       |  |                                                                                                          |                                     |
| <input type="checkbox"/> City                                                                                                                                                 |  | <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation |                                     |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                              |  |                                                                                                          |                                     |
| Contact Person: <b>Jeffrey L. Cohen, P.E.</b>                                                                                                                                 |  | Title: <b>Assistant Chief</b>                                                                            |                                     |
| Daytime Phone: <b>305 375-2030</b>                                                                                                                                            |  | Fax: <b>305-372-6064</b>                                                                                 | E-mail: <b>jcpe@miamidade.gov</b>   |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                                   |  |                                                                                                          |                                     |
| City: <b>Miami</b>                                                                                                                                                            |  | State: <b>Florida</b>                                                                                    | Zip: <b>33128-1970</b>              |
| 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: <b>Jeffrey L. Cohen, P.E.</b> Date: <b>4/29/08</b>                                           |                                     |
| <b>MPO Support:</b> 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                                |  |                                                                                                          |                                     |
| Contact Person: <b>David Henderson</b>                                                                                                                                        |  | Title: <b>Bicycle/Pedestrian Specialist</b>                                                              |                                     |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                            |  | Fax: <b>3-5-375-4950</b>                                                                                 | E-mail: <b>davidh@miamidade.gov</b> |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                               |  |                                                                                                          |                                     |
| City: <b>Miami</b>                                                                                                                                                            |  | State: <b>Florida</b>                                                                                    | Zip: <b>33128</b>                   |
| Signature:                                                                                                                                                                    |  | Typed name: <b>David Henderson</b> Date: <b>4/29/08</b>                                                  |                                     |
| <b>Designated Contact:</b> Check below the primary contact (the one the District should coordinate with):                                                                     |  |                                                                                                          |                                     |
| <input type="checkbox"/> Applicant                                                                                                                                            |  | <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO                      |                                     |



## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

| Past                                                                                                                                                                                                                                                                                                                                  | Future                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineering:</b> Implementation of crosswalks and signage immediately adjacent to the school                                                                                                                                                                                                                                       | <b>Engineering:</b> 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> |                                                                                                                                                                                   |
| <b>Education:</b> PE Coaches talk about SRTS Willie Whistle Program                                                                                                                                                                                                                                                                   | <b>Education:</b> PE Coaches talk about SRTS Walk Safe Program<br>Safe Ways to School Tool Kit<br>Florida Traffic and Bicycle Safety Educations Program                           |
| <b>Encouragement:</b> Walk to School Day                                                                                                                                                                                                                                                                                              | <b>Encouragement:</b> Walk to School Day<br>Safe Routes to School Program                                                                                                         |
| <b>Enforcement:</b><br>Sporadic local police law enforcement, crossing guards, speed zones and flashing signals                                                                                                                                                                                                                       | <b>Enforcement:</b> Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.                                        |
| <b>Evaluation:</b> None                                                                                                                                                                                                                                                                                                               | <b>Evaluation:</b> SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation. |

## Section 4 – Problem Identification

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

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

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

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

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

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

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

Provide any additional information that helps describe the problem.

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

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

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



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

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

## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **291<sup>st</sup> Street** From: **144 Ave** To: **143Ave**  
 Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **144 Ave** From: **291 St** To: **292 St**  
 Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)  
☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

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

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

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☒ Grass ☐ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

**Paved walking surfaces are generally in good condition.**

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

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

#### Crash History in Study Area (all ages)

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

| Year         | 2002     | 2003     | 2004     | 2005 | 2006 |
|--------------|----------|----------|----------|------|------|
| Ped injuries | <b>1</b> | <b>0</b> | <b>2</b> |      |      |

|                 |          |          |          |  |  |
|-----------------|----------|----------|----------|--|--|
| Ped fatalities  | 0        | 0        | 0        |  |  |
| Bike injuries   | 0        | 0        | 0        |  |  |
| Bike fatalities | 0        | 0        | 0        |  |  |
| <b>Totals</b>   | <b>1</b> | <b>0</b> | <b>2</b> |  |  |

## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

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

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

Request #2 Street Name: -

From: --

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

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

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

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

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

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

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

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



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

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

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

No other requests are made

**Other Information**

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

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

## Section 7 A– Cost Estimate

### Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

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

| Road                                      | Segment     |             | Recommended Improvement                                                                                                       | Qty | Unit | Cost                 |
|-------------------------------------------|-------------|-------------|-------------------------------------------------------------------------------------------------------------------------------|-----|------|----------------------|
|                                           | From        | To          |                                                                                                                               |     |      |                      |
| 142nd Avenue                              | 288 St      | 290 Ter     | No Improvements Necessary                                                                                                     | --  | --   | --                   |
| 290th Terrace                             | 142 Ave     | 144 Ave     | Install Painted Crosswalk across the 143 Ave intersection (North side - 70' South side 50')                                   | 150 | LF   | 450.00               |
|                                           |             |             | Install Sidewalk Extensions @ 142 Ave intersection (NW - 10' SW - 10')                                                        | 20  | LF   | 1,100.00             |
|                                           |             |             | Install Sidewalk between 143 Ave and 144 Ave, North side                                                                      | 630 | LF   | 33,700.00            |
|                                           |             |             | Install "Do Not Enter" sign @ 144 Ave facing west on both North and South sides                                               | 2   | AS   | 850.00               |
| 143rd Avenue                              | 293 St      | 292 St      | Install Painted Crosswalk across the 292 St intersection (North side - 80' South side 60')                                    | 120 | LF   | 400.00               |
|                                           |             |             | Install Sidewalk Extensions @ 292 St intersection (NE - 10' SE - 10')                                                         | 20  | LF   | 1,100.00             |
|                                           |             |             | Install Painted Crosswalk across 143 Ct ( 292St intersection (South side - 80')                                               | 80  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk between 143 Ave and 144 Ave, North side                                                                      | 816 | LF   | 32,900.00            |
| 292nd Street                              | 143 Ave     | 142 Ave     | Install Sidewalk between 143 Ave and 142 Ave, South side                                                                      | 530 | LF   | 17,850.00            |
| 143rd Court                               | 145 Ct      | 144 Ct      | Install Painted Crosswalk across the 144 Ct intersection (South side - 44')                                                   | 44  | LF   | 150.00               |
| 144th Court                               | 143 Ct      | 297 Ter     | Install Painted Crosswalk across the 299 Ter intersection (West side - 100')                                                  | 100 | LF   | 300.00               |
|                                           |             |             | Install Painted Crosswalk across the 298 Ter intersection (West side - 85')                                                   | 86  | LF   | 300.00               |
| 297th Terrace                             | 144 Ct      | 144 Pl      | Install Painted Crosswalk across the 144 Pl intersection (North side - 72' East side - 48' West side - 48' South side 50')    | 218 | LF   | 650.00               |
|                                           |             |             | Install Sidewalk Extensions @ 144 Pl intersection (NE - 4' NW - 8' SE - 10' SW - 10')                                         | 32  | LF   | 1,750.00             |
|                                           |             |             | Install Painted Crosswalk across the 298 St intersection (East side - 72' West side - 92')                                    | 164 | LF   | 500.00               |
| 144th Place                               | 297 Ter     | 298 St      | Install Painted Crosswalk across the 297 St intersection (East side - 76' West side - 84')                                    | 180 | LF   | 500.00               |
|                                           |             |             | Install Sidewalk Extensions @ 297 St intersection (NE - 10' NW - 8' SE - 10' SW - 6')                                         | 36  | LF   | 1,950.00             |
|                                           |             |             | Install Painted Crosswalk across the 144 Ave intersection (East side - 70' West side - 89' North Side 80')                    | 248 | LF   | 750.00               |
| 298th Street                              | 144 Pl      | 144 Ave     | Install Sidewalk Extensions @ 144 Ave intersection (NW - 12' SW - 12')                                                        | 24  | LF   | 1,300.00             |
|                                           |             |             | Install Painted Crosswalk across the 294 St intersection (East side - 88')                                                    | 88  | LF   | 250.00               |
| 144th Avenue                              | 298 St      | 291 St      | Install Painted Crosswalk across the 293 Ter intersection (West side - 82')                                                   | 82  | LF   | 250.00               |
|                                           |             |             | Install Painted Crosswalk across the 303 St intersection (East side - 84')                                                    | 84  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk Extensions @ 303 St intersection (NE - 10' SE - 10')                                                         | 20  | LF   | 1,100.00             |
| 151st Avenue                              | 304 St      | 302 Ter     | Install Painted Crosswalk across the 302 Ter intersection (East side - 100' South side 100' North side 80')                   | 280 | LF   | 800.00               |
|                                           |             |             | Install Painted Crosswalk across the 149 Ct intersection (South side - 82')                                                   | 82  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk Extensions @ 149 Ct intersection (SW - 8' SE - 4')                                                           | 10  | LF   | 550.00               |
| 302nd Terrace                             | 151 Ave     | 149 Ave     | Install Painted Crosswalk across the 149 Ave intersection (West side - 72' South side - 48')                                  | 120 | LF   | 400.00               |
|                                           |             |             | Install Sidewalk Extensions @ 149 Ave intersection (SW - 9')                                                                  | 9   | LF   | 500.00               |
|                                           |             |             | Install Painted Crosswalk across the 302 St intersection (North side - 88' South side - 88' East side 76')                    | 252 | LF   | 750.00               |
| 149th Avenue                              | 302 Ter     | 302 St      | Install Sidewalk Extensions @ 302 St intersection (NW - 10' SE - 6')                                                          | 15  | LF   | 850.00               |
|                                           |             |             | Install Painted Crosswalk across the 148 Pl intersection (North side 78' South side - 84' East side - 72' West side 86')      | 318 | LF   | 950.00               |
|                                           |             |             | Install Sidewalk Extensions @ 148 Pl intersection (NE - 10' NW - 10' SW - 10')                                                | 30  | LF   | 1,650.00             |
| 148th Place                               | 302 St      | 297 Ter     | Install Painted Crosswalk across the 298 Ter intersection (East side - 84')                                                   | 84  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk Extensions @ 298 Ter intersection (NE - 8' SE - 8')                                                          | 16  | LF   | 900.00               |
|                                           |             |             | Install Painted Crosswalk across the 297 Ter intersection (East side - 88' West side - 80' South side - 80')                  | 196 | LF   | 600.00               |
|                                           |             |             | Install Sidewalk Extensions @ 297 Ter intersection (SE - 9' SW - 6')                                                          | 15  | LF   | 850.00               |
| 297th Terrace                             | 148 Pl      | 147 Ave     | Install Painted Crosswalk across the 147 Ct intersection (North side - 90')                                                   | 90  | LF   | 300.00               |
|                                           |             |             | Install Sidewalk Extensions @ 147 Ct intersection (NE - 9' NW - 8')                                                           | 17  | LF   | 950.00               |
|                                           |             |             | Install Painted Crosswalk across the 147 Ave intersection (West side - 90')                                                   | 80  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk Extensions @ 147 Ave intersection (NW - 9' SW - 22')                                                         | 31  | LF   | 1,700.00             |
|                                           |             |             | Replace Street Sign to read 147 Ave - (Wrong Suffix, currently says 147 St not 147 Ave)                                       | 1   | AS   | 450.00               |
| 147th Avenue                              | 297 Ter     | 294 St      | Install Painted Crosswalk across the 297 St intersection (East side - 94')                                                    | 94  | LF   | 300.00               |
|                                           |             |             | Install Sidewalk Extensions @ 147 Ct intersection (NE - 12' SE - 12')                                                         | 24  | LF   | 1,300.00             |
| 294th Street                              | 147 Ave     | 145 Ave     | Install Painted Crosswalk across the 147 Ave intersection (North side - 80' South side - 70' East side - 100')                | 258 | LF   | 800.00               |
|                                           |             |             | Install Sidewalk Extensions @ 147 Ave intersection (NE - 12' NE - 10')                                                        | 22  | LF   | 1,200.00             |
|                                           |             |             | Install Painted Crosswalk across the 145 Ave intersection (North side - 80' South side - 82' East side - 80' West side - 80') | 328 | LF   | 1,000.00             |
|                                           |             |             | Install Sidewalk Extensions @ 147 Ave intersection (NE - 10' NW - 10' SE - 8' SW - 10')                                       | 38  | LF   | 2,050.00             |
| 145th Avenue                              | 294 St      | Harrison St | No Improvements Necessary                                                                                                     | --  | --   | --                   |
| Harrison St                               | 148 Ave     | 145 Ave     | Install Painted Crosswalk across the 145 Ave intersection (North side 78' West side 84' East side 84')                        | 204 | LF   | 650.00               |
|                                           |             |             | Install Sidewalk Extensions @ 145 Ave intersection (NE - 10' NW - 10')                                                        | 20  | LF   | 1,100.00             |
| 145th Avenue                              | Harrison St | Harding St  | Install Painted Crosswalk across the Harding St intersection (South side - 90' West side - 54' East side - 54')               | 188 | LF   | 600.00               |
|                                           |             |             | Install Sidewalk Extensions @ Harding St intersection (NE - 10' NW - 10' SE - 10' SW - 6')                                    | 38  | LF   | 2,050.00             |
| Harding Street                            | 145 Ave     | 144 Ct      | Install Painted Crosswalk across the 144 Ct intersection (North side - 80' West side - 80' East side - 52')                   | 192 | LF   | 600.00               |
|                                           |             |             | Install Sidewalk Extensions @ 144 Ct intersection (NE - 6' NW - 5' SE - 10' SW - 10')                                         | 30  | LF   | 1,650.00             |
| 144th Court                               | Harding Ave | 291 St      | Install Painted Crosswalk across the 292 St intersection (West side 72')                                                      | 72  | LF   | 250.00               |
|                                           |             |             | Install Sidewalk Extensions @ 292 St intersection ( NW - 10' SW - 10')                                                        | 20  | LF   | 1,100.00             |
|                                           |             |             | Install Painted Crosswalk across the 291 St intersection ( North side - 84' South side - 74' East side - 86' West side 74')   | 316 | LF   | 950.00               |
|                                           |             |             | Install Sidewalk Extensions @ 292 St intersection ( NW - 6' NE - 12' SE - 10' SW - 10')                                       | 38  | LF   | 2,050.00             |
| 291st Street                              | 141 Ct      | 144 Ave     | No Improvements Necessary                                                                                                     | --  | --   | --                   |
| <b>Preliminary Costs</b>                  |             |             |                                                                                                                               |     |      | <b>129,000.00</b>    |
| Contingency (15%)                         |             |             |                                                                                                                               |     |      | \$ 19,350.00         |
| Professional Engineering Design (15%)     |             |             |                                                                                                                               |     |      | \$ 19,350.00         |
| Construction Engineering Inspection (15%) |             |             |                                                                                                                               |     |      | \$ 19,350.00         |
| Mobilization (10%)                        |             |             |                                                                                                                               |     |      | \$ 12,900.00         |
| Maintenance of Traffic (10%)              |             |             |                                                                                                                               |     |      | \$ 12,900.00         |
| <b>Opinion of Total Costs</b>             |             |             |                                                                                                                               |     |      | <b>\$ 212,850.00</b> |

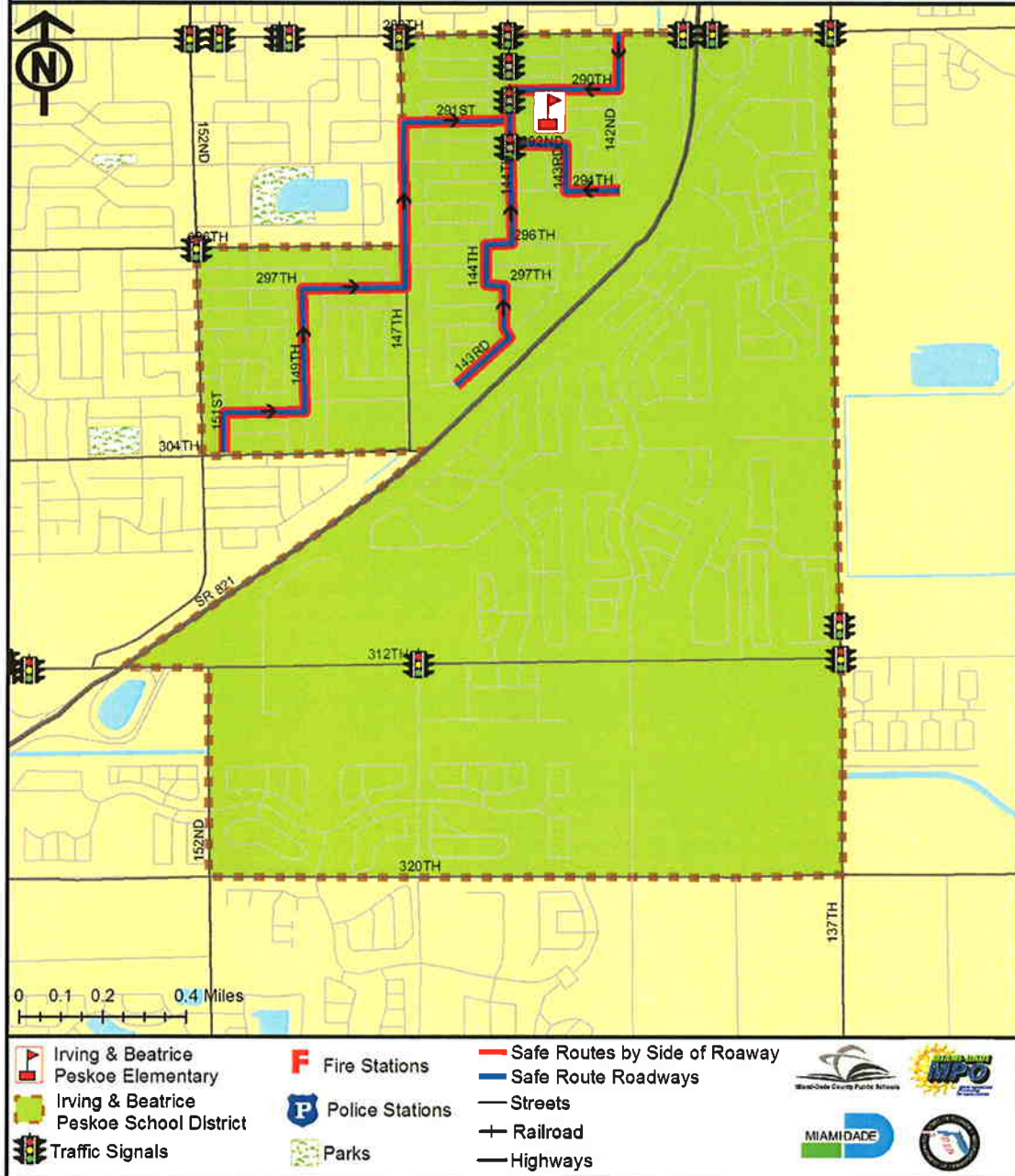
Note  
1 All sidewalk widths are 5 feet wide unless stated otherwise  
2 Abbreviations  
Qty = Quantity  
AS = Assembly  
LF = Linear Feet



# Irving & Beatrice Peskoe Elementary School

29035 SW 144th Avenue - Miami, FL 33033

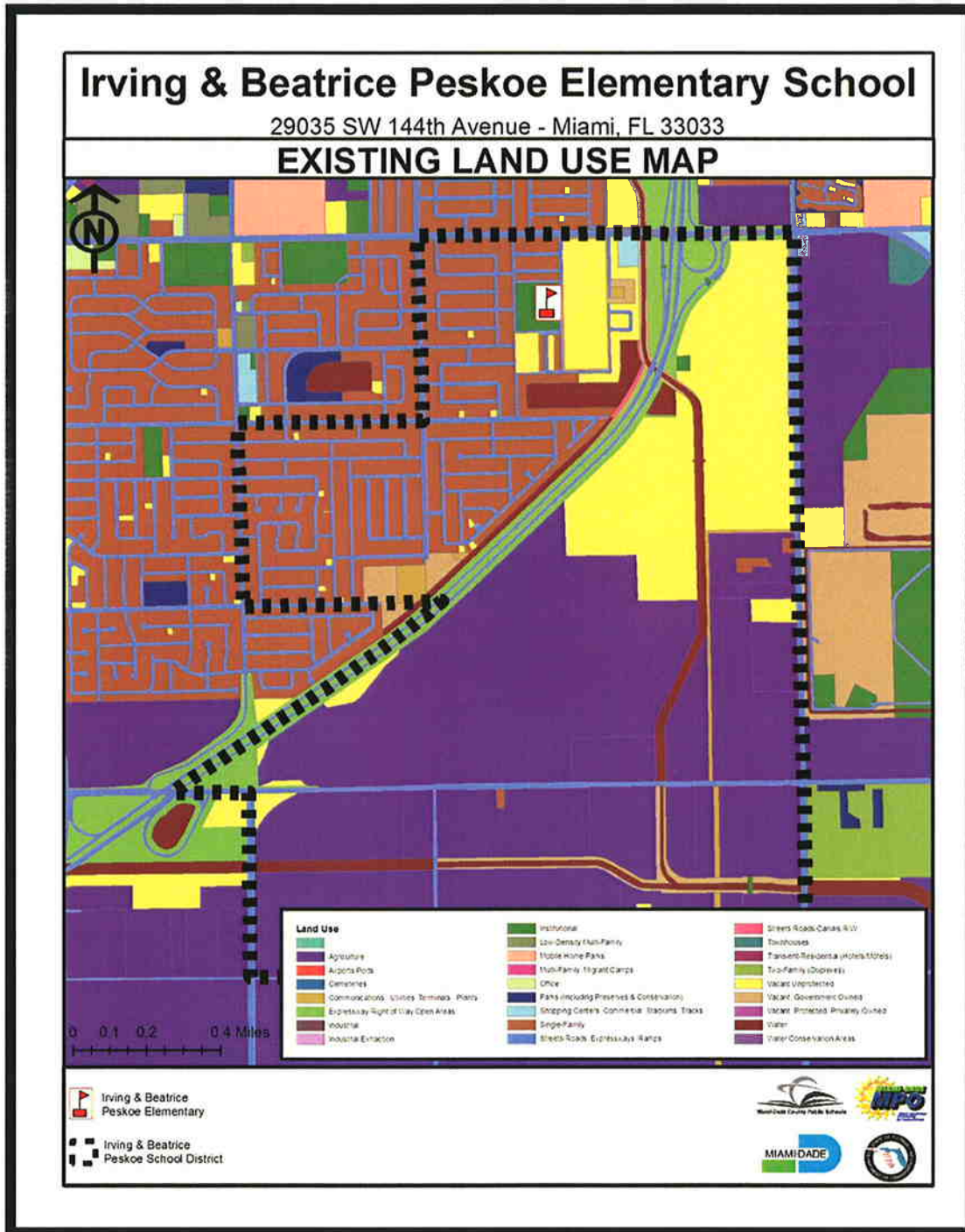
## SAFE ROUTES MAP





## Land Use

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



## CRASH HISTORY

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

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

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

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

## Existing Roadway Characteristics

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

## Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are about multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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

**Table 6.4**

**Peskoe Elementary School  
Roadway Characteristics**

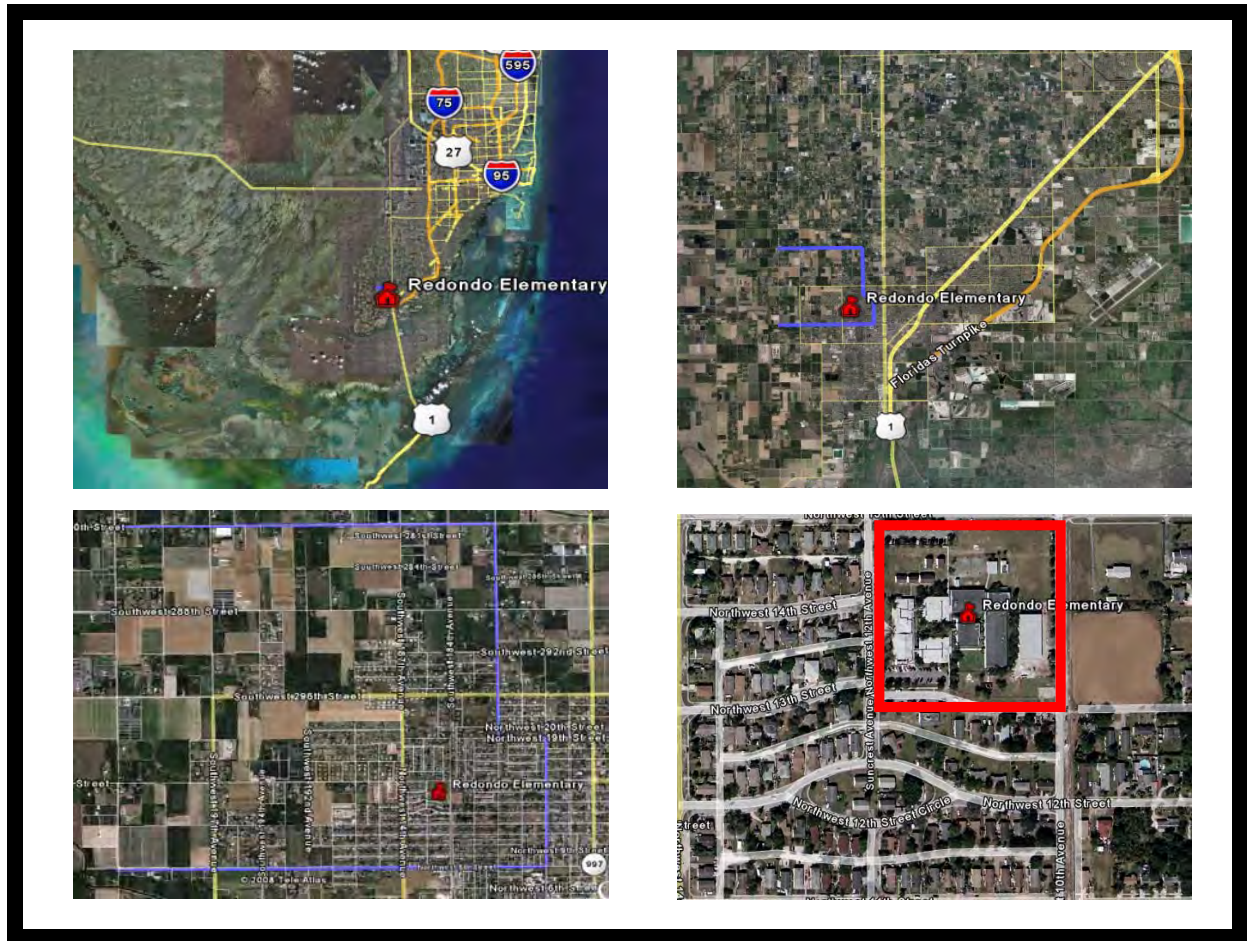
| Road           | Segment     |             | Facility Type    | Speed Limit | AADT * | Bike and Ped Crashes ** |
|----------------|-------------|-------------|------------------|-------------|--------|-------------------------|
|                | From        | To          |                  |     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

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004



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



**SAFE ROUTES TO SCHOOL – 2008**



REDONDO ELEMENTARY SCHOOL  
SAFE ROUTES REPORT

Table of Contents

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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 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

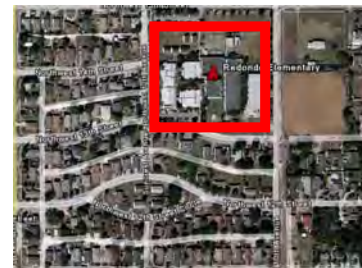
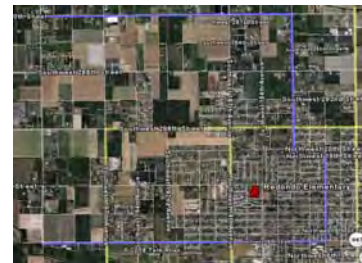
**Address:** 18480 SW 304<sup>th</sup> Street, Homestead, FL 33030

**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

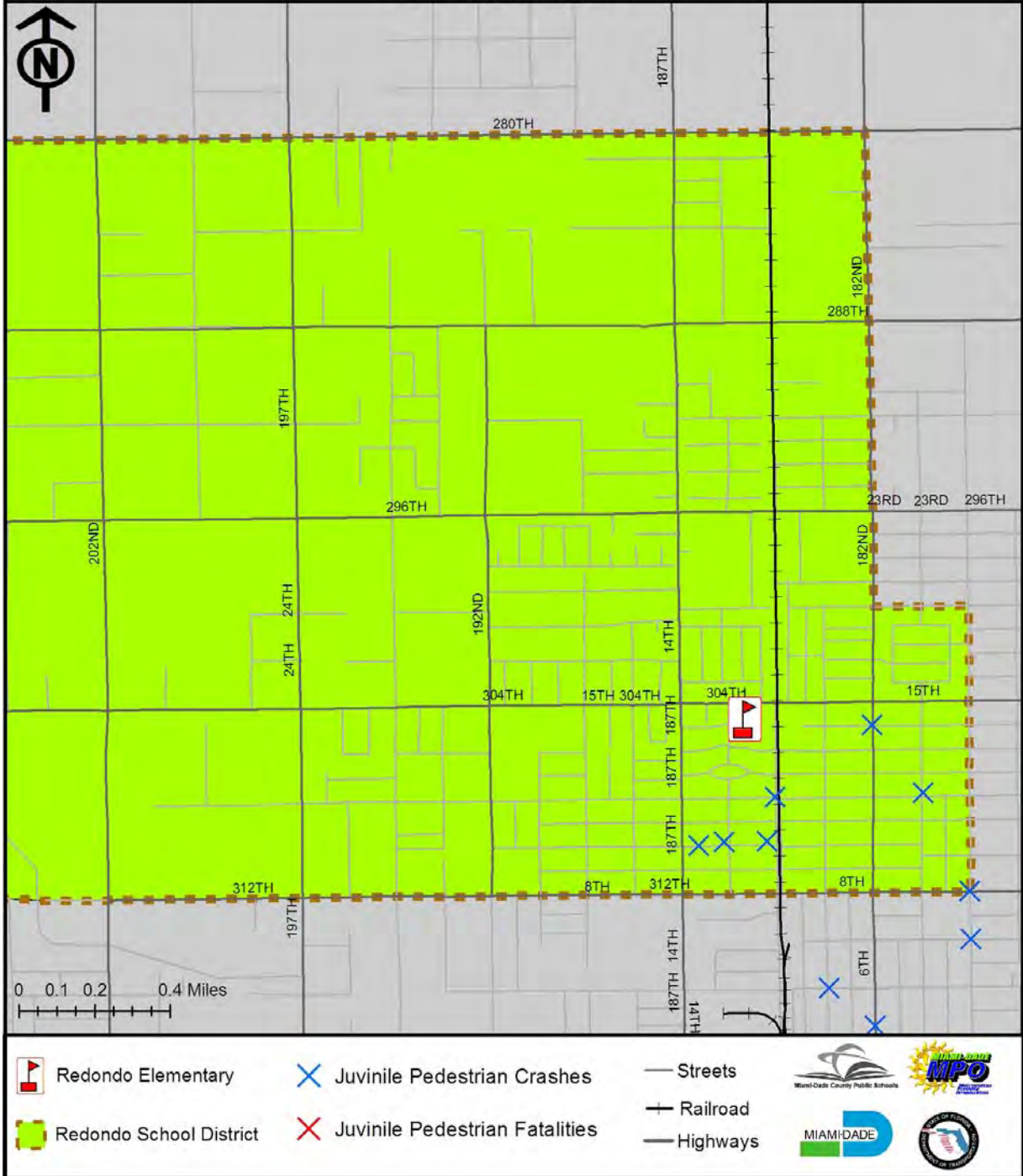
| Case Number | Pedestrian Date of Birth | Road Name                | Segment      |          | 2000 Ped & Bike Crashes |          | 2001 Ped & Bike Crashes |          | 2002 Ped & Bike Crashes |          | 2003 Ped & Bike Crashes |          | 2004 Ped & Bike Crashes |          | Total      |          |
|-------------|--------------------------|--------------------------|--------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|------------|----------|
|             |                          |                          |              |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          |            |          |
|             |                          |                          | From         | To       | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities | Injuries |
| 72432414    | 7/04/1997                | NW 14TH ST & NW 6TH AVE  | Intersection |          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0          | 1        |
| 72434062    | 9/19/1997                | NW 11TH ST & NW 10TH AVE | Intersection |          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0          | 1        |
| 72134677    | 2/12/2001                | 1330 NW 9TH CT           | 12th Ave     | 14th Ave | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562872210   | 1/09/1997                | NW 9TH CT & NW 12TH AVE  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562875040   | 12/31/1994               | NW 4TH AVE & NW 11TH ST  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562893280   | 4/21/1993                | NW 9TH CT & NW 10TH AVE  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| Total       |                          |                          |              |          | 0                       | 3        | 0                       | 0        | 0                       | 1        | 0                       | 2        | 0                       | 0        | 0          | 6        |

Juveniles = Children under the age of 13

# Redondo Elementary School

18480 SW 304th Street - Homestead, FL 33030

## CRASH MAP



## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

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

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

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



## 6.2 School Zone Boundary

The Redondo Elementary School boundary is a nearly rectangular boundary spilling out to the west beyond the 2-mile radius of the school. The school sits in the southeastern quadrant of an attendance area bound on the north by 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         | Segment         |                 | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|--------------|-----------------|-----------------|------------------|-------------|-------|------------------------|
|              | From            | To              |                  |             |       |                        |
| 10th Avenue  | 304th St        | 18 St           | Local            | 30          | Low   | No                     |
| 18th Street  | 10 Ave          | 12 Ave          | Local            | 30          | Low   | Yes                    |
| 12th Avenue  | 18 St           | 19 St           | Local            | 30          | Low   | No                     |
| 19th Street  | 12 Ave          | 184 Ct          | Local            | 30          | Low   | No                     |
| 184th Court  | 19 St           | 296 St          | Local            | 30          | Low   | No                     |
| 296th Street | 19 Ave          | 182 Ave         | County Collector | 30          | Mod   | No                     |
| 17th Street  | 6 Ave           | 8 Ave           | Local            | 30          | Low   | No                     |
| 8th Avenue   | 19 St           | 304 St          | Local            | 30          | Low   | No                     |
| 304th Street | 8 Ave           | School Entrance | County Collector | 45          | Mod   | No                     |
| 304th Street | School Entrance | 187 Ave         | County Collector | 45          | Mod   | No                     |
| 187th Ave    | 304 St          | 288 St          | County Collector | 30          | Mod   | Yes                    |
| 19th Street  | 187 Ave         | 192 Ave         | Local            | 30          | Low   | No                     |
| 304th Street | 187 Ave         | 197 Ave         | County Collector | 30          | Low   | No                     |
| 12th Avenue  | 304 St          | 312 St          | Local            | 30          | Low   | Yes                    |
| 308th Street | 192 Ave         | 12 Ave          | Local            | 30          | Low   | No                     |
| 10th Avenue  | 13 St           | 11 St           | Local            | 30          | Low   | Yes                    |
| 11th Street  | 10 Ave          | 6 Ave           | Local            | 30          | Low   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

## 6.5 Site Assessment and Inventory of Existing Facilities

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

**Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices**

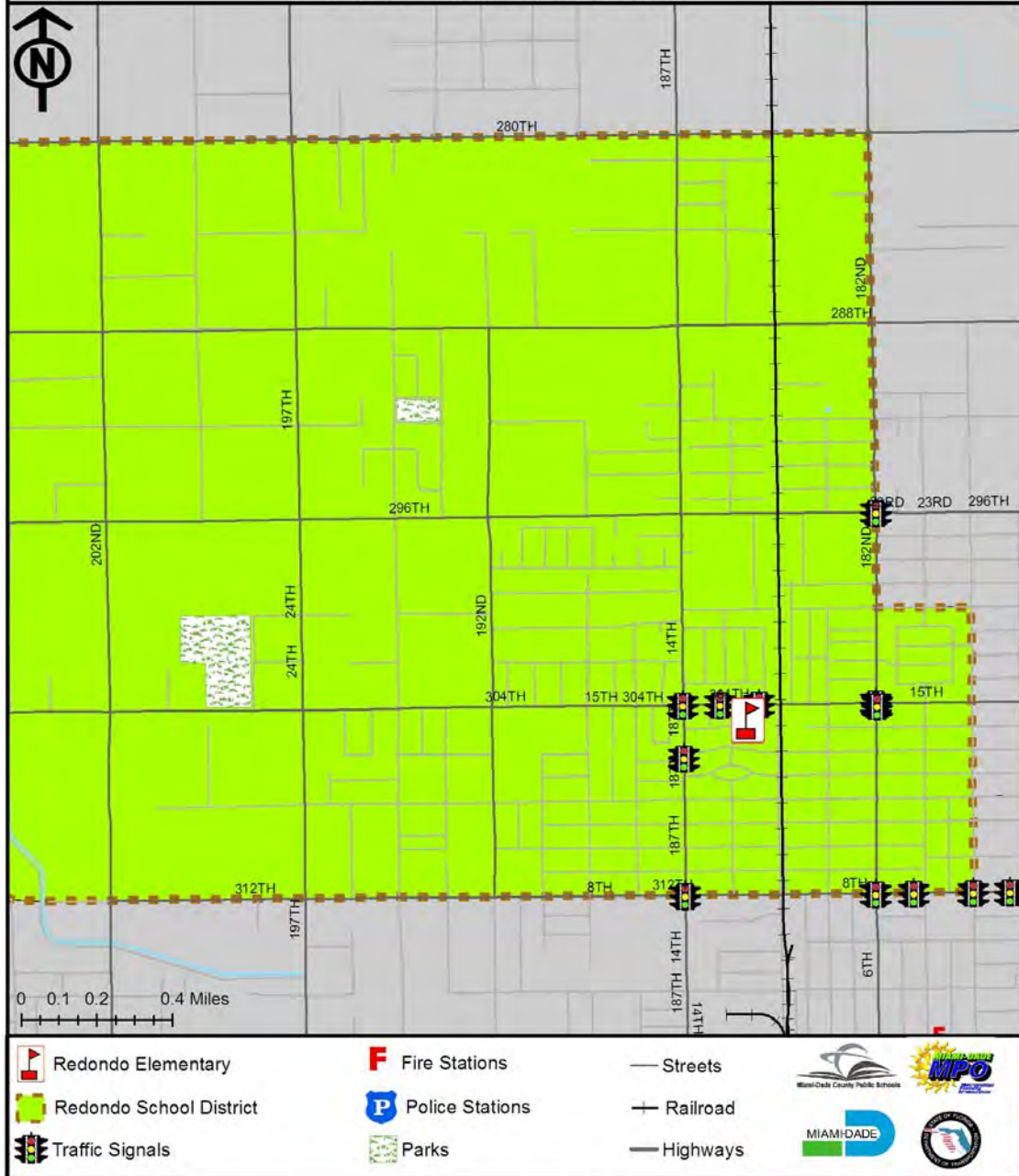
There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 304<sup>th</sup> Street. All other signals are on the section-line and half-section line roads particularly along 312<sup>th</sup> Street. About 10 signals are currently located 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.



# Redondo Elementary School

18480 SW 304th Street - Homestead, FL 33030

## SAFE ROUTE MAP



## **7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS**

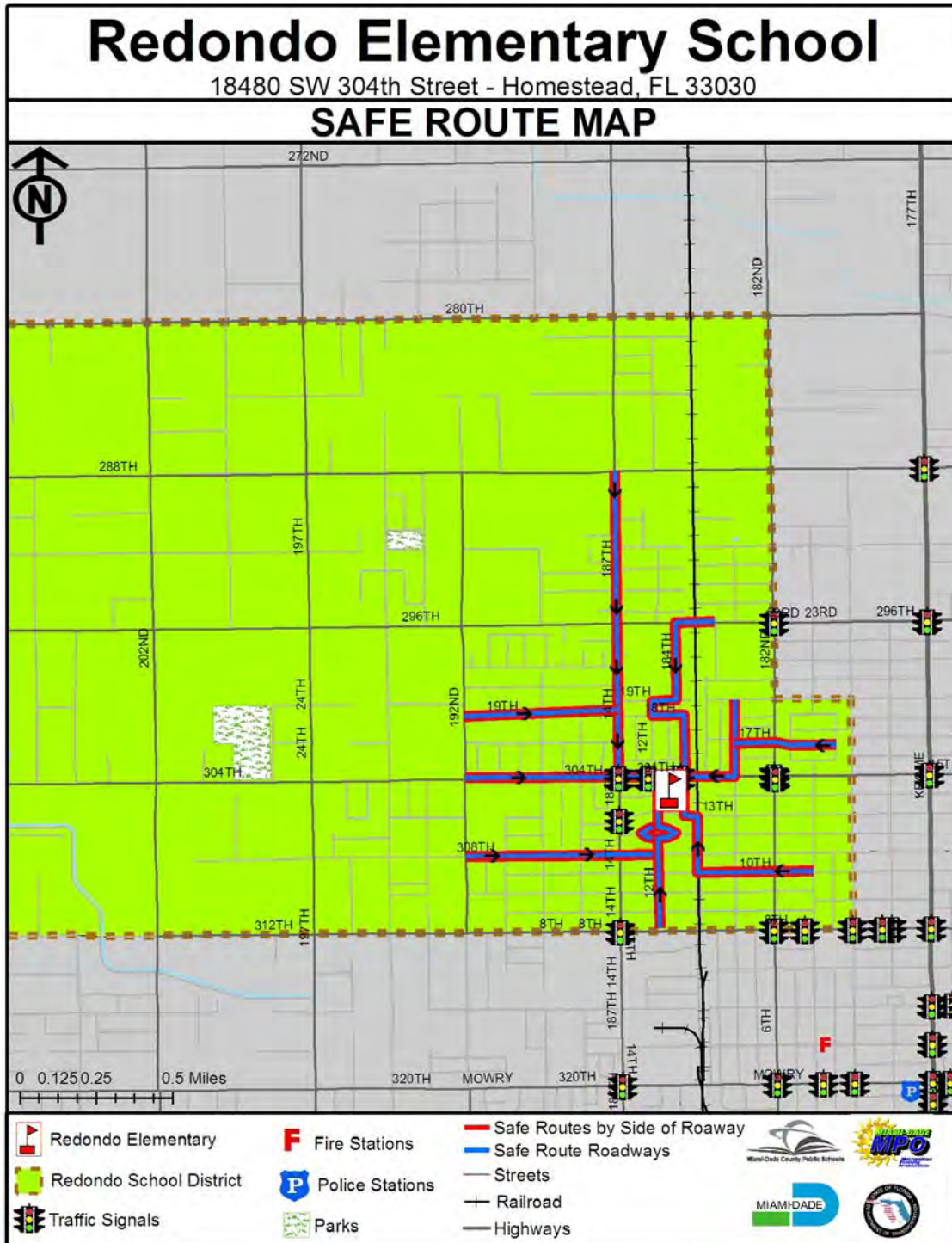
Following the process described in Section 2, “Development of Safe Routes”, the recommended SRTS were developed for Redondo Elementary School. The map in the next section shows the recommended SRTS. The table below shows pertinent roadway and traffic improvements for the road segments along the recommended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

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

| Road                          | Segment    |            | Recommended Improvement                                                                                                                                                      | Qty  | Unit | Cost                |
|-------------------------------|------------|------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|---------------------|
|                               | From       | To         |                                                                                                                                                                              |      |      |                     |
| 10th Avenue                   | 304th St   | 18 St      | No Improvement                                                                                                                                                               |      |      |                     |
| 18th Street                   | 10 Ave     | 12 Ave     | No Improvement                                                                                                                                                               |      |      |                     |
| 12th Avenue                   | 18 St      | 19 St      | No Improvement                                                                                                                                                               |      |      |                     |
| 19th Street                   | 12 Ave     | 184 Ct     | Install Sidewalk Extensions @ SE and SW corners of 12th Ave/19th St Intersection                                                                                             | 14   | LF   | 1,150.00            |
|                               |            |            | Install Sidewalk Extension @ NE Leg of 19 St/184 Ct Intersection                                                                                                             | 11   | LF   | 900.00              |
| 184th Court                   | 19 St      | 296 St     | Install Sidewalk from 19th St to 296th Street (east side)                                                                                                                    | 1290 | LF   | 102,300.00          |
|                               |            |            | Install Sidewalk from just north of southern most house on 19th St to 296th Street (west side)                                                                               | 965  | LF   | 76,500.00           |
| 296th Street                  | 19 Ave     | 182 Ave    | Install Sidewalk and Sidewalk Extensions at Intersections, (north side)                                                                                                      | 1640 | LF   | 130,000.00          |
|                               |            |            | Install Sidewalk and Sidewalk Extensions at Intersections, (south side)                                                                                                      | 1640 | LF   | 130,000.00          |
|                               |            |            | Install Sidewalk across RR Track on both north and south side (50') each                                                                                                     | 100  | LF   | 7,950.00            |
| 17th Street                   | 6 Ave      | 8 Ave      | Install Crosswalks intersection of 17th St / 6th Ave (north side 70' / south side, 63')                                                                                      | 133  | LF   | 400.00              |
|                               |            |            | Install Sidewalks Extensions All Legs of 17th St / 6th Ave intersection NE-10', SE-11', SW-18', SE-18'                                                                       | 57   | LF   | 4,550.00            |
|                               |            |            | Install Sidewalk, from 6th Ave to 7th Ave on the south side                                                                                                                  | 75   | LF   | 5,950.00            |
| 8th Avenue                    | 19 St      | 304 St     | Install Sidewalk Extension @ 19 St (SE-10', SW-20')                                                                                                                          | 30   | LF   | 2,400.00            |
|                               |            |            | Install Sidewalk Extension @ 18 St (NE-11', SE-10')                                                                                                                          | 21   | LF   | 1,700.00            |
|                               |            |            | Install Sidewalk Extension @ 17 ct (NE-15', SE-8')                                                                                                                           | 23   | LF   | 1,850.00            |
|                               |            |            | Install Sidewalk Extension @ 17 St (NE-11', SE-11' / NW-13', SW-14')                                                                                                         | 49   | LF   | 3,900.00            |
|                               |            |            | Install Sidewalk Extension @ 16St (NE-16', SE-14')                                                                                                                           | 30   | LF   | 2,400.00            |
|                               |            |            | Install Crosswalk at all four sides of 8th Ave / 15St intersection                                                                                                           | 312  | LF   | 950.00              |
| 304th Street                  | 8 Ave      | School Ent | Install Painted Crosswalk across 8th Terr, north side                                                                                                                        | 86   | LF   | 300.00              |
|                               |            |            | Install Painted Crosswalk across 9th Ave, north side                                                                                                                         | 100  | LF   | 300.00              |
|                               |            |            | Install Painted Crosswalk across 10th Ave, north side (112') and south side (90')                                                                                            | 202  | LF   | 600.00              |
| 304th Street                  | School Ent | 187 Ave    | No Improvement                                                                                                                                                               |      |      |                     |
| 187th Ave                     | 304 St     | 288 St     | Install Sidewalk between 304th St and 16th St                                                                                                                                | 203  | LF   | 16,100.00           |
|                               |            |            | Install Painted Crosswalk across 187Ave/16thSt intersection, east side                                                                                                       | 78   | LF   | 250.00              |
|                               |            |            | Install Painted Crosswalk across 187Ave/17thSt intersection, west side                                                                                                       | 68   | LF   | 250.00              |
|                               |            |            | Install Painted Crosswalk across 187Ave/18thSt intersection, east side                                                                                                       | 46   | LF   | 150.00              |
|                               |            |            | Install Painted Crosswalk across 187Ave/19thSt intersection, west side                                                                                                       | 62   | LF   | 200.00              |
|                               |            |            | Install Sidewalk Extensions @ 187Ave/19thSt intersection, north west (16'), south west (14')                                                                                 | 30   | LF   | 2,400.00            |
|                               |            |            | Install Sidewalk between 19thSt and 291 St, east side                                                                                                                        | 2970 | LF   | 235,450.00          |
|                               |            |            | Install Sidewalk Extensions @ 187Ave/20thSt intersection, south west                                                                                                         | 20   | LF   | 1,600.00            |
|                               |            |            | Install Sidewalk between 297st and 21St, west side                                                                                                                           | 500  | LF   | 39,650.00           |
|                               |            |            | Install Painted Crosswalks, across 187Ave/296St intersection, east side (70'), west side (74')                                                                               | 144  | LF   | 450.00              |
|                               |            |            | Install Sidewalk Extensions @ 187Ave/296St intersection, north east (17'), south east (15')                                                                                  | 32   | LF   | 2,550.00            |
|                               |            |            | Install Sidewalk between 293 St and 291 St except for northern most lot corner, west side                                                                                    | 342  | LF   | 27,150.00           |
|                               |            |            | Install sidewalk between 291St and 288 St, west side                                                                                                                         | 870  | LF   | 69,000.00           |
|                               |            |            | Install Crosswalks west side of 187 Ave at 294St(50'), 295St (50'), 296St (50'), 297St (50'), 21St (50'), 20St (50'), 19St (50') (and east side 50'), 17St (50'), 16St (50') | 1000 | LF   | 3,000.00            |
| 19th Street                   | 187 Ave    | 192 Ave    | Install Sidewalks total length, both sides (north side - 2590') (south side 2590')                                                                                           | 5180 | LF   | 410,600.00          |
|                               |            |            | Install Painted Crosswalks across 19St/16Ave intersection, (south side 60') (north side 60')                                                                                 | 120  | LF   | 400.00              |
|                               |            |            | Install Painted Crosswalks across 19St/15 Ave intersection south side                                                                                                        | 46   | LF   | 150.00              |
|                               |            |            | Install Sidewalk Extensions @ 19St/16Ave intersection All corners (15' each)                                                                                                 | 60   | LF   | 4,800.00            |
|                               |            |            | Install Sidewalk Extensions @ 19St/15 Ave intersection (SE-15', SW-15')                                                                                                      | 30   | LF   | 2,400.00            |
| 304th Street                  | 187 Ave    | 197 Ave    | Install Sidewalk, between 187 Ave and 14th Ct                                                                                                                                | 204  | LF   | 16,200.00           |
|                               |            |            | Install Crosswalks north side across 14Ave (76'), 15Ave (66'), 15 Ter (76') 16Ave (70'), 16 Ter (72'), 17Ave (72'), 17Ter (56')                                              | 488  | LF   | 1,450.00            |
|                               |            |            | Install Painted Crosswalks south side across 187ct (80'), 187Pl (68'), 16Ave (90'), 193Ave(50'), 193Ct (66'), 194Ave (120')                                                  | 474  | LF   | 1,400.00            |
|                               |            |            | Install Sidewalk Extensions @ 15 Ter (NE-15', NW-15'), 18Ave, NE-18', NW-18')                                                                                                | 62   | LF   | 4,950.00            |
|                               |            |            | Install Sidewalk, on north side between 192 Ave and 197 Ave                                                                                                                  | 2600 | LF   | 206,100.00          |
| 12th Avenue                   | 304 St     | 312 St     | Install Painted Crosswalks at all 4 legs across 12St Ellipse (56' per leg)                                                                                                   | 224  | LF   | 700.00              |
|                               |            |            | Install Painted Crosswalks across east side of 11St (56'), 10St (62'), 9Ct (64'), 9St (72')                                                                                  | 254  | LF   | 750.00              |
|                               |            |            | Install Painted Crosswalks across west side of 11St (80'), 10St (62'), 9Ct (56'), 9St (60')                                                                                  | 258  | LF   | 800.00              |
| 308th Street                  | 192 Ave    | 12 Ave     | Install Sidewalk between 192 Ave and 190 Ave, north side                                                                                                                     | 630  | LF   | 49,950.00           |
|                               |            |            | Install Sidewalk Extensions, north side @ 190Ave (NE-12', NW-12'), 189Ave (NE-10'), 188Ct (NE-9', NW-9')                                                                     | 52   | LF   | 4,150.00            |
|                               |            |            | Install Sidewalk Extensions, south side @ 191Ave (SE-10', SW-5'), 190Ave (NE-12', NW-10'), 189Ave (NE-10', NW-15'), 188Av (NE-14', NW-9')                                    | 85   | LF   | 6,750.00            |
|                               |            |            | Install Painted Crosswalks, north side @ 190Ave (56'), 189Ave (86'), 188Ct (70'), 188Ave, (80'), 187Ave (82')                                                                | 375  | LF   | 1,150.00            |
|                               |            |            | Install Painted Crosswalks, southside @ 191Ave (64'), 190Ave (64'), 189Ave (80'), 188Ave, (60'), 187Ave (92')                                                                | 360  | LF   | 1,100.00            |
|                               |            |            | Install Sidewalk between 189Ave and 188Ct, south side                                                                                                                        | 309  | LF   | 24,500.00           |
| 10th Avenue                   | 13 St      | 11 St      | Install Painted Crosswalk, west sided at 12St (44') and 11St (50')                                                                                                           | 95   | LF   | 300.00              |
| 11th Street                   | 10 Ave     | 4 Ave      | Install Painted Crosswalks @ 8 Ave (N side -50' / S side -58') and 6Ave (N side -70' / S side -80')                                                                          | 258  | LF   | 800.00              |
|                               |            |            | Install Sidewalk Extensions @ 8Ave (NW 10', SW 10', SE 10'), and 6 Ave (NE 10', NW 10', SE 10', SW 10')                                                                      | 70   | LF   | 5,550.00            |
|                               |            |            | Install Sidewalk between 9Ave and 5Ave, north side                                                                                                                           | 957  | LF   | 75,900.00           |
|                               |            |            | Install Sidewalk between 8 Ave and 5 Ave south side                                                                                                                          | 1306 | LF   | 103,550.00          |
| Preliminary Costs             |            |            |                                                                                                                                                                              |      |      | 1,355,850.00        |
| Contingency (20%)             |            |            |                                                                                                                                                                              |      |      | 271,170.00          |
| Mobilization (10%)            |            |            |                                                                                                                                                                              |      |      | 135,585.00          |
| Maintenance of Traffic (10%)  |            |            |                                                                                                                                                                              |      |      | 135,585.00          |
| <b>Opinion of Total Costs</b> |            |            |                                                                                                                                                                              |      |      | <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

## 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. Torrents

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

*Facilities Planning*

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

**REDONDO ELEMENTARY SCHOOL  
18480 SW 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, Applicant & Maintaining Agency Information

Name of school: **Redondo Elementary School** County: **Miami-Dade**

The Applicant must be one of the agencies or organizations listed below:

☒ 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** E-mail: **jtorrens@dadeschools**

Mailing Address: **111 NW 1<sup>st</sup> Street Suite 1510**

City: **Miami** State: **Florida** Zip: **33128 - 1970**

Signature:  Typed name: **Jaime Torrens** Date: **4/29/08**

Signature of School Board or school representative required when different from applicant:

Signature: \_\_\_\_\_ Typed name: \_\_\_\_\_ Date: \_\_\_\_\_

The Maintaining Agency must be one of the agencies listed below:

☐ City ☒ County ☐ Florida Department of Transportation

Agency/Organization Name: **Miami Dade County, Public Works**

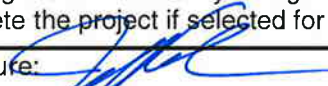
Contact Person: **Jeffrey L. Cohen, P.E.** Title: **Assistant Chief**

Daytime Phone: **203-375-2030** Fax: **305-372-6064** E-mail: **jcpe@miamidade.gov**

Mailing Address: **111 NW First Street**

City: **Miami** State: **Florida** Zip: **33128-1970**

Your signature indicates your agency's willingness to enter into a formal agreement with FDOT to complete the project if selected for funding.

Signature:  Typed name: **Jeffrey L. Cohen, P.E.** Date: **4/29/08**

**MPO Support:** If the city or county is located within an MPO urban area boundary, the MPO must also sign this application to indicate support for the proposed project.

Agency/Organization Name: **Miami Dade Metropolitan Planning Organization**

Contact Person: **David Henderson** Title: **Bicycle/Pedestrian Specialist**

Daytime Phone: **305-375-1647** Fax: **3-5-375-4950** E-mail: **davidh@miamidade.gov**

Mailing Address: **111 NW 1<sup>st</sup> Street, Suite 910**

City: **Miami** State: **Florida** Zip: **33128**

Signature:  Typed name: **David Henderson** Date: **4/29/08**

**Designated Contact:** Check below the primary contact (the one the District should coordinate with):

☐ Applicant ☒ Maintaining Agency ☐ MPO

## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If yes, describe its width and condition: **The right of way generally greated that 50' It contains sidewalk with few if any gaps.***

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

*If applicable, please explain these plans:*

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



### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

| Past                                                                                                                                                                                                                                                                                                                                  | Future                                                                                                                                                                            |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineering:</b> Implmentation of crosswalks and signage immediately adjacent to the school                                                                                                                                                                                                                                        | <b>Engineering:</b> 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> |                                                                                                                                                                                   |
| <b>Education:</b> PE Coaches talk about SRTS Willie Whistle Program                                                                                                                                                                                                                                                                   | <b>Education:</b> PE Coaches talk about SRTS Walk Safe Program<br>Safe Ways to School Tool Kit<br>Florida Traffic and Bicycle Safety Educations Program                           |
| <b>Encouragement:</b> Walk to School Day                                                                                                                                                                                                                                                                                              | <b>Encouragement:</b> Walk to School Day Safe Routes to School Program                                                                                                            |
| <b>Enforcement:</b> Sporadic local police law enforcement, crossing guards, speed zones and flashing signals                                                                                                                                                                                                                          | <b>Enforcement:</b> Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.                                        |
| <b>Evaluation:</b> None                                                                                                                                                                                                                                                                                                               | <b>Evaluation:</b> SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after imlementation. |

## Section 4 – Problem Identification

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

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban/suburban, typified by a residential local streets on a larger grid system. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. Issues to the north west of the school include a rural or agricultural land use pattern typified by little development and totally lacking facilities on which to walk or bike.

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

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

Field reviews for Redondo Elementary School were conducted in January, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. To the north and west of the school sidewalks were completely missing, as there is currently no development.

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

For Redondo Elementary School, the population is 7% white, 11% black, 80% hispanic and 2% asian. Nearly 90% of the population is eligible for the Free Lunch Program. Generally in the area about 65% of the households have children. The unemployment rate is about 6%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 304th Street. All other signals are on the section-line and half-section line roads particularly along 312th Street. About 10 signals are currently located within the attendance boundary. The southeastern portion of the attendance area has many sidewalks and could be considered urban in nature. These sidewalks are generally not connected across streets by painted crosswalks or connected to streets by ADA sidewalk connections. The area immediately around the school has the proper signing, lighting and striping for pedestrians. The further from the school, to the west the worse the pedestrian facilities get. Often streets adjacent to farm fields have no sidewalks at all. The ground adjacent to the street is often uneven and difficult to walk on. It can be a foreboding area for pedestrians.

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous

several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis identified fatal crashes, injury crashes and juvenile crashes.

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity to the school, which points to poor pedestrian conditions in the area. This is mainly because the area to the north and west of the school is agricultural land. This land could soon be expected to develop, creating severe pedestrian / vehicular conflicts as these disparate land uses clash. In 2000 there was a high of 3 injuries and no fatalities in the area. The following tables and map detail the data

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



| Section 5 – Current Conditions                                                                                                                                                                                                                                                                                                                                                                                                                   |      |                        |                                                                                                                                                      |                     |                                      |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|--------------------------------------|
| LOCATION                                                                                                                                                                                                                                                                                                                                                                                                                                         |      |                        |                                                                                                                                                      |                     |                                      |
| #1 Street Name: NW 15 <sup>th</sup> Street                                                                                                                                                                                                                                                                                                                                                                                                       |      | From: 12 Ave           |                                                                                                                                                      | To: 11 Ave          |                                      |
| Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State                                                                                                                                                                                                                                                                                                                      |      |                        |                                                                                                                                                      |                     |                                      |
| #2 Street Name: 12 Ave                                                                                                                                                                                                                                                                                                                                                                                                                           |      | From: 13 St            |                                                                                                                                                      | To: 15 Terr         |                                      |
| Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State                                                                                                                                                                                                                                                                                                                      |      |                        |                                                                                                                                                      |                     |                                      |
| Project begins how far from the school? (attach a map illustrating the area)                                                                                                                                                                                                                                                                                                                                                                     |      |                        |                                                                                                                                                      |                     |                                      |
| <input type="checkbox"/> 0 to ½ mile <input type="checkbox"/> ½ to 1 mile <input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles                                                                                                                                                                                                                                                                             |      |                        |                                                                                                                                                      |                     |                                      |
| Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.                                                                                                                                                                                                                             |      |                        |                                                                                                                                                      |                     |                                      |
| Land use in the study area is almost totally single family residential around the school. Yet west of the school the area becomes predominantly agricultural, which has started to develop into single family residential. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash. |      |                        |                                                                                                                                                      |                     |                                      |
| ROADWAY CHARACTERISTICS                                                                                                                                                                                                                                                                                                                                                                                                                          |      |                        |                                                                                                                                                      |                     |                                      |
| Roadway Type: <input type="checkbox"/> Urban (curb & gutter)                                                                                                                                                                                                                                                                                                                                                                                     |      |                        | <input checked="" type="checkbox"/> Rural (check shoulder type): <input checked="" type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass |                     |                                      |
| Shoulder Type: <input checked="" type="checkbox"/> Grass                                                                                                                                                                                                                                                                                                                                                                                         |      |                        | <input type="checkbox"/> Paved                                                                                                                       |                     | <input type="checkbox"/> Curb        |
| Shoulder Grade: <input checked="" type="checkbox"/> Flat                                                                                                                                                                                                                                                                                                                                                                                         |      |                        | <input type="checkbox"/> Steep-Up                                                                                                                    |                     | <input type="checkbox"/> Steep-Down  |
| Drainage: <input checked="" type="checkbox"/> Swale                                                                                                                                                                                                                                                                                                                                                                                              |      |                        | <input type="checkbox"/> Concrete Ditch                                                                                                              |                     | <input type="checkbox"/> Curb/Gutter |
| Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved                                                                                                                                                                                                                                                                                                                                                         |      |                        | <input type="checkbox"/> Unpaved surface                                                                                                             |                     |                                      |
| <input type="checkbox"/> Paved surface with gaps                                                                                                                                                                                                                                                                                                                                                                                                 |      |                        | <input checked="" type="checkbox"/> Continuous paved sidewalks                                                                                       |                     |                                      |
| Write below your comments on status of the current walking surface:                                                                                                                                                                                                                                                                                                                                                                              |      |                        |                                                                                                                                                      |                     |                                      |
| Paved walking surfaces are generally in good condition, where they exist. In agricultural areas walking surfaces are on unpaved areas, which are relatively level but far from optimum for walking and not appropriate for biking. The cost of this project may go down if the unpaved surfaces are deemed appropriate by Miami Dade County Public Works, as the implementing agency.                                                            |      |                        |                                                                                                                                                      |                     |                                      |
| Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):                                                                                                                                                                                                                                                                                        |      |                        |                                                                                                                                                      |                     |                                      |
| Roads closest to the school in the area are mainly local streets separated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessible sidewalk extensions are also rare. Roads in the agricultural area have no sidewalks or bike paths. Signage around the school is adequate, and there are bike racks that exist at the school.                           |      |                        |                                                                                                                                                      |                     |                                      |
| TRAFFIC CONTROLS                                                                                                                                                                                                                                                                                                                                                                                                                                 |      |                        |                                                                                                                                                      |                     |                                      |
| Mark all that apply in regard to traffic control devices:                                                                                                                                                                                                                                                                                                                                                                                        |      |                        |                                                                                                                                                      |                     |                                      |
| <input checked="" type="checkbox"/> We need pedestrian features                                                                                                                                                                                                                                                                                                                                                                                  |      |                        | <input type="checkbox"/> We need other school-related signals                                                                                        |                     |                                      |
| <input type="checkbox"/> We need traffic signs                                                                                                                                                                                                                                                                                                                                                                                                   |      |                        | <input checked="" type="checkbox"/> We need marked crosswalks                                                                                        |                     |                                      |
| <input checked="" type="checkbox"/> We need other roadway markings                                                                                                                                                                                                                                                                                                                                                                               |      |                        | <input type="checkbox"/> We have what we need                                                                                                        |                     |                                      |
| DATA                                                                                                                                                                                                                                                                                                                                                                                                                                             |      |                        |                                                                                                                                                      |                     |                                      |
| Traffic Conditions                                                                                                                                                                                                                                                                                                                                                                                                                               |      |                        |                                                                                                                                                      |                     |                                      |
| Average Annual Daily Traffic (AADT): 5832                                                                                                                                                                                                                                                                                                                                                                                                        |      | Posted Speed Limit: 30 |                                                                                                                                                      | Operating Speed: 30 |                                      |
| Crash History in Study Area (all ages)                                                                                                                                                                                                                                                                                                                                                                                                           |      |                        |                                                                                                                                                      |                     |                                      |
| Provide as much crash data history as you can. Your FDOT District Safety Engineer and/or local law enforcement agency should be able to help you get this data.                                                                                                                                                                                                                                                                                  |      |                        |                                                                                                                                                      |                     |                                      |
| Year                                                                                                                                                                                                                                                                                                                                                                                                                                             | 2002 | 2003                   | 2004                                                                                                                                                 | 2005                | 2006                                 |
| Ped injuries                                                                                                                                                                                                                                                                                                                                                                                                                                     | 1    | 2                      | 0                                                                                                                                                    |                     |                                      |
| Ped fatalities                                                                                                                                                                                                                                                                                                                                                                                                                                   | 0    | 0                      | 0                                                                                                                                                    |                     |                                      |

|                 |          |          |          |  |  |
|-----------------|----------|----------|----------|--|--|
| Bike injuries   | 0        | 0        | 0        |  |  |
| Bike fatalities | 0        | 0        | 0        |  |  |
| <b>Totals</b>   | <b>1</b> | <b>2</b> | <b>0</b> |  |  |



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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:**Current: The principal estimates that about 10% children walk through the near by neighborhoods****Potential\*: There are 728 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Nearly all residents that live in the boundary live within a two mile radius, even though the boundary spills west of the two mile radius. These areas contain few houses and are largely farmland. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

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

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

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



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

No other requests are made.

### Other Information

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

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

## Section 7 A– Cost Estimate

Notes:

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

|                                                                 |         |
|-----------------------------------------------------------------|---------|
| Construction Cost                                               | 1217700 |
| Maintenance of Traffic (MOT)                                    | 121770  |
| Mobilization                                                    | 121770  |
| Subtotal                                                        | 1461240 |
| Contingency (15% of Subtotal)                                   | 182655  |
| Total Construction Cost                                         | 1643895 |
| Professional Engineering Design (15% of Total)                  | 182655  |
| Construction Engineering and Inspection (CEI)<br>(15% of Total) | 182655  |
| Grand Total                                                     | 2009205 |

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

In areas where agricultural land exists, it may be appropriate to allow walking on unpaved surfaces depending on if these surfaces are adequate level and separated from the travel lanes, as determined by Miami Dade County Public Works. The area in the attendance boundary are rapidly developing, and may soon have these amenities implemented by developers.

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

| Road                                      | Segment    |            | Recommended Improvement                                                                                                                                                                | Qty  | Unit | Cost                   |
|-------------------------------------------|------------|------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|------|------------------------|
|                                           | From       | To         |                                                                                                                                                                                        |      |      |                        |
| 10th Avenue                               | 304th St   | 16 St      | No Improvement                                                                                                                                                                         | --   | --   | --                     |
| 18th Street                               | 10 Ave     | 12 Ave     | No Improvement                                                                                                                                                                         | --   | --   | --                     |
| 12th Avenue                               | 19 St      | 19 St      | No Improvement                                                                                                                                                                         | --   | --   | --                     |
| 19th Street                               | 12 Ave     | 184 Ct     | Install Sidewalk Extensions @ SE and SW corners of 12th Ave/19th St Intersection                                                                                                       | 14   | LF   | 750.00                 |
|                                           |            |            | Install Sidewalk Extension @ NE Leg of 19 St/184 Ct Intersection                                                                                                                       | 11   | LF   | 600.00                 |
| 184th Court                               | 19 St      | 296 St     | Install Sidewalk from 19th St to 296th Street (east side)                                                                                                                              | 1290 | LF   | 69,000.00              |
|                                           |            |            | Install Sidewalk from just north of southern most house on 19th St to 296th Street (west side)                                                                                         | 965  | LF   | 51,650.00              |
| 296th Street                              | 19 Ave     | 182 Ave    | Install Sidewalk and Sidewalk Extensions at Intersections, (north side)                                                                                                                | 1640 | LF   | 87,750.00              |
|                                           |            |            | Install Sidewalk and Sidewalk Extensions at Intersections, (south side)                                                                                                                | 1640 | LF   | 87,750.00              |
|                                           |            |            | Install Sidewalk across RR Track on both north and south side (50') each                                                                                                               | 100  | LF   | 5,350.00               |
| 17th Street                               | 6 Ave      | 8 Ave      | Installed Painted Crosswalks intersection of 17th St / 6th Ave (north side 70' / south side, 63')                                                                                      | 193  | LF   | 400.00                 |
|                                           |            |            | Install Sidewalk Extensions All Legs of 17th St / 6th Ave intersection NE-10', SE-11', SW-18', SE-18'                                                                                  | 57   | LF   | 3,050.00               |
|                                           |            |            | Install Sidewalk, from 6th Ave to 7th Ave on the south side                                                                                                                            | 75   | LF   | 4,050.00               |
| 8th Avenue                                | 19 St      | 304 St     | Install Sidewalk Extension @ 19 St (SE-10', SW-20')                                                                                                                                    | 30   | LF   | 1,650.00               |
|                                           |            |            | Install Sidewalk Extension @ 18 St (NE-11', SE-10')                                                                                                                                    | 21   | LF   | 1,150.00               |
|                                           |            |            | Install Sidewalk Extension @ 17 St (NE-15', SE-8')                                                                                                                                     | 23   | LF   | 1,250.00               |
|                                           |            |            | Install Sidewalk Extension @ 17 St (NE-11', SE-11' / NW-13', SW-14')                                                                                                                   | 49   | LF   | 2,650.00               |
|                                           |            |            | Install Sidewalk Extension @ 16St (NE-16', SE-14')                                                                                                                                     | 30   | LF   | 1,650.00               |
|                                           |            |            | Install Painted Crosswalk at all four sides of 8th Ave / 15St intersection                                                                                                             | 312  | LF   | 950.00                 |
| 304th Street                              | 8 Ave      | School Ent | Install Painted Crosswalk across 8th Terr, north side                                                                                                                                  | 86   | LF   | 300.00                 |
|                                           |            |            | Install Painted Crosswalk across 9th Ave, north side                                                                                                                                   | 100  | LF   | 300.00                 |
|                                           |            |            | Install Painted Crosswalk across 10th Ave, north side (112') and south side (90')                                                                                                      | 202  | LF   | 600.00                 |
| 304th Street                              | School Ent | 167 Ave    | No Improvement                                                                                                                                                                         | --   | --   | --                     |
| 187th Ave                                 | 304 St     | 288 St     | Install Sidewalk between 304th St and 16th St                                                                                                                                          | 203  | LF   | 10,900.00              |
|                                           |            |            | Install Painted Crosswalk across 187Ave/16thSt intersection, east side                                                                                                                 | 78   | LF   | 250.00                 |
|                                           |            |            | Install Painted Crosswalk across 187Ave/17thSt intersection, west side                                                                                                                 | 68   | LF   | 250.00                 |
|                                           |            |            | Install Painted Crosswalk across 187Ave/18thSt intersection, east side                                                                                                                 | 46   | LF   | 150.00                 |
|                                           |            |            | Install Painted Crosswalk across 187Ave/19thSt intersection, west side                                                                                                                 | 62   | LF   | 200.00                 |
|                                           |            |            | Install Sidewalk Extensions @ 187Ave/19thSt intersection, north west (16'), south west (14')                                                                                           | 30   | LF   | 1,650.00               |
|                                           |            |            | Install Sidewalk between 19thSt and 291 St, east side                                                                                                                                  | 2970 | LF   | 158,850.00             |
|                                           |            |            | Install Sidewalk Extensions @ 187Ave/20thSt intersection, south west                                                                                                                   | 20   | LF   | 1,100.00               |
|                                           |            |            | Install Sidewalk between 297st and 21St, west side                                                                                                                                     | 509  | LF   | 26,750.00              |
|                                           |            |            | Install Painted Crosswalks, across 187Ave/296St intersection, east side (70'), west side (74')                                                                                         | 144  | LF   | 450.00                 |
|                                           |            |            | Install Sidewalk Extensions @ 187Ave/296St intersection, north east (17'), south east (15')                                                                                            | 32   | LF   | 1,750.00               |
|                                           |            |            | Install Sidewalk between 293 St and 291 St except for northern most lot corner, west side                                                                                              | 342  | LF   | 18,300.00              |
|                                           |            |            | Install sidewalk between 291St and 288 St, west side                                                                                                                                   | 870  | LF   | 46,550.00              |
|                                           |            |            | Installed Painted Crosswalks west side of 187 Ave at 294St(50'), 295St (50'), 296St (50'), 297St (50'), 21St (50'), 20St (50'), 19St (50') (and east side 50'), 17St (50'), 16St (50') | 1000 | LF   | 3,000.00               |
| 19th Street                               | 187 Ave    | 192 Ave    | Install Sidewalks total length, both sides (north side - 2590') (south side 2590')                                                                                                     | 5180 | LF   | 277,050.00             |
|                                           |            |            | Install Painted Crosswalks across 19St/16Ave intersection, (south side 60') (north side 60')                                                                                           | 120  | LF   | 400.00                 |
|                                           |            |            | Install Painted Crosswalks across 19St/15 Ave intersection south side                                                                                                                  | 46   | LF   | 150.00                 |
|                                           |            |            | Install Sidewalk Extensions @ 19St/16Ave intersection All corners (15' each)                                                                                                           | 60   | LF   | 3,250.00               |
|                                           |            |            | Install Sidewalk Extensions @ 19St/15 Ave intersection (SE-15', SW-15')                                                                                                                | 30   | LF   | 1,650.00               |
| 304th Street                              | 187 Ave    | 197 Ave    | Install Sidewalk, between 187 Ave and 14th Ct                                                                                                                                          | 204  | LF   | 10,950.00              |
|                                           |            |            | Installed Painted Crosswalks north side across 14Ave (76'), 15Ave (66'), 15 Ter (76') 16Ave (70'), 16 Ter (72'), 17Ave (72'), 17Ter (66')                                              | 488  | LF   | 1,450.00               |
|                                           |            |            | Install Painted Crosswalks south side across 187Ct (80'), 187Pl (68'), 16Ave (90'), 193Ave(50'), 193Ct (66'), 194Ave (120')                                                            | 474  | LF   | 1,400.00               |
|                                           |            |            | Install Sidewalk Extensions @ 15 Ter (NE-15', NW-15'), 18Ave, NE 18', NW-18')                                                                                                          | 62   | LF   | 3,350.00               |
|                                           |            |            | Install Sidewalk, on north side between 192 Ave and 197 Ave                                                                                                                            | 2600 | LF   | 139,050.00             |
| 12th Avenue                               | 304 St     | 312 St     | Install Painted Crosswalks at all 4 legs across 12St Ellipse (56' per leg)                                                                                                             | 224  | LF   | 700.00                 |
|                                           |            |            | Install Painted Crosswalks across east side of 11St (56'), 10St (62'), 9Ct (64'), 9St (72')                                                                                            | 254  | LF   | 750.00                 |
|                                           |            |            | Install Painted Crosswalks across west side of 11St (80'), 10St (62'), 9Ct (56'), 9St (60')                                                                                            | 258  | LF   | 800.00                 |
| 308th Street                              | 192 Ave    | 12 Ave     | Install Sidewalk between 192 Ave and 190 Ave, north side                                                                                                                               | 630  | LF   | 33,700.00              |
|                                           |            |            | Install Sidewalk Extensions, north side @ 190Ave (NE-12', NW-12'), 189Ave (NE-10'), 189Ct (NE-9', NW-9')                                                                               | 52   | LF   | 2,800.00               |
|                                           |            |            | Install Sidewalk Extensions, south side @ 191Ave (SE-10', SW-5'), 190Ave (NE-12', NW-10'), 189Ave (NE-10', NW-15'), 188Av (NE-14', NW-9')                                              | 85   | LF   | 4,550.00               |
|                                           |            |            | Install Painted Crosswalks, north side @ 190Ave (56'), 189Ave (88'), 189Ct (70'), 188Ave, (80'), 187Ave (82')                                                                          | 375  | LF   | 1,150.00               |
|                                           |            |            | Install Painted Crosswalks, southside @ 191Ave (64'), 190Ave (64'), 189Ave (80'), 188Ave, (60'), 187Ave (92')                                                                          | 360  | LF   | 1,100.00               |
|                                           |            |            | Install Sidewalk between 189Ave and 188Ct, south side                                                                                                                                  | 309  | LF   | 16,550.00              |
| 10th Avenue                               | 13 St      | 11 St      | Install Painted Crosswalk, west sided at 12St (44') and 11St (50')                                                                                                                     | 95   | LF   | 300.00                 |
| 11th Street                               | 10 Ave     | 4 Ave      | Install Painted Crosswalks @ 8 Ave (N side -50' / S side -58') and 8Ave (N side -70' / S side -80')                                                                                    | 258  | LF   | 800.00                 |
|                                           |            |            | Install Sidewalk Extensions @ 8Ave (NW 10', SW 10', SE 10'), and 8 Ave (NE 10', NW 10', SE 10', SW 10')                                                                                | 70   | LF   | 3,750.00               |
|                                           |            |            | Install Sidewalk between 9Ave and 5Ave, north side                                                                                                                                     | 957  | LF   | 51,200.00              |
|                                           |            |            | Install Sidewalk between 8 Ave and 5 Ave south side                                                                                                                                    | 1306 | LF   | 69,850.00              |
| <b>Preliminary Costs</b>                  |            |            |                                                                                                                                                                                        |      |      | <b>1,217,700.00</b>    |
| Contingency (15%)                         |            |            |                                                                                                                                                                                        |      |      | \$ 182,655.00          |
| Professional Engineering Design (15%)     |            |            |                                                                                                                                                                                        |      |      | \$ 182,655.00          |
| Construction Engineering Inspection (15%) |            |            |                                                                                                                                                                                        |      |      | \$ 182,655.00          |
| Mobilization (10%)                        |            |            |                                                                                                                                                                                        |      |      | \$ 121,770.00          |
| Maintenance of Traffic (10%)              |            |            |                                                                                                                                                                                        |      |      | \$ 121,770.00          |
| <b>Opinion of Total Costs</b>             |            |            |                                                                                                                                                                                        |      |      | <b>\$ 2,009,205.00</b> |

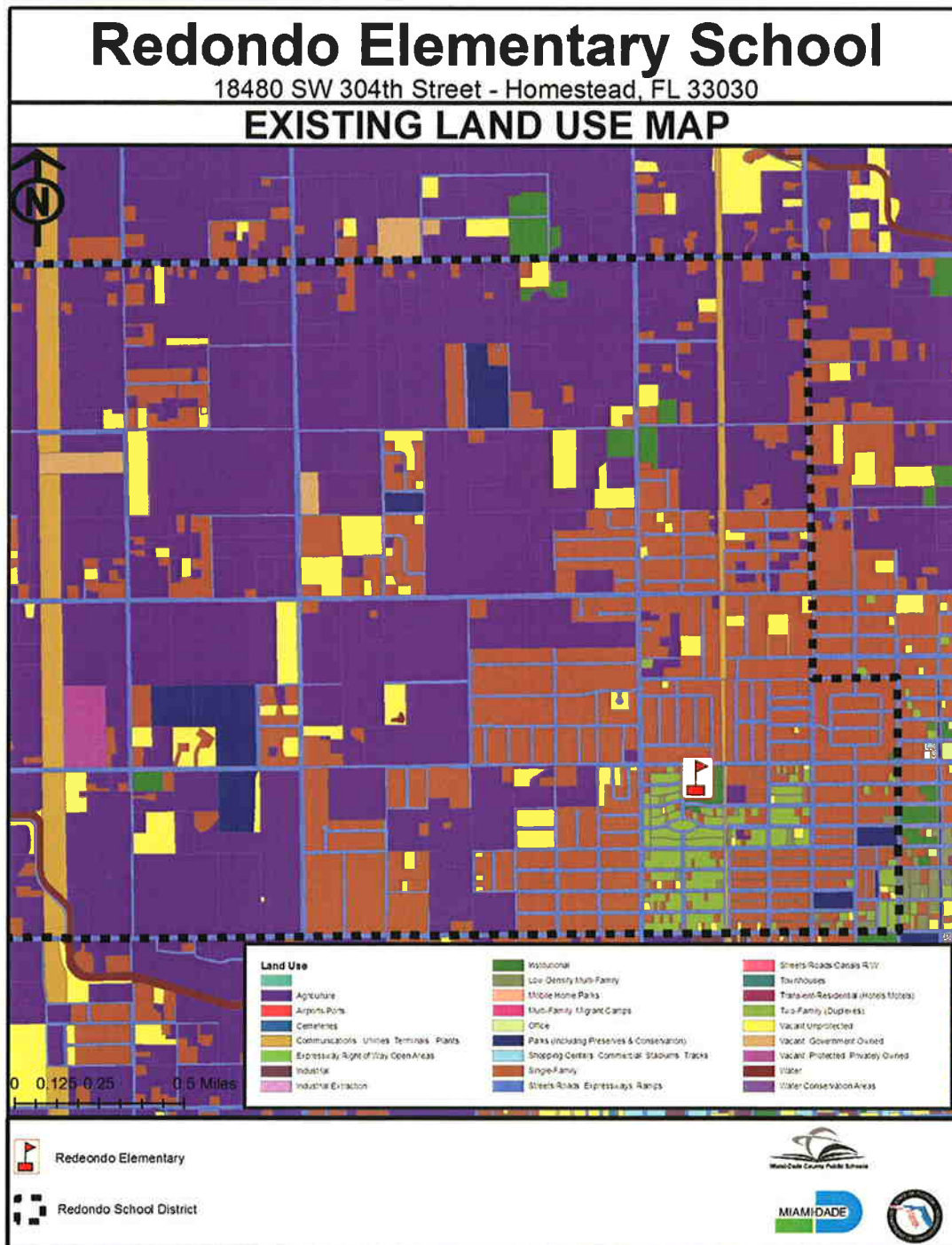
Note:  
1. All sidewalk widths are 6 feet wide unless stated otherwise.  
2. Abbreviations:  
Qty = Quantity  
AS = Assembly  
LF = Linear Feet



18480 SW 304th Street - Homestead, FL 33030

## Land Use

Land use in the study area is almost totally single family residential around the school. Yet west of the school the area becomes predominantly agricultural, which has started to develop into single family residential. As the area grows at a rapid pace inevitable conflicts occur between pedestrians and vehicles. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.



## CRASH HISTORY

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

Crash data for this study was collected for the years 2000 through 2004. Six crashes involving juveniles have occurred in the attendance boundary of the past several years. None of these were fatalities. The bulk of these crashes occurred interior to the neighborhoods, on local streets, in close proximity to the school, which points to poor pedestrian conditions in the area. This is mainly because the area to the north and west of the school is agricultural land. This land could soon be expected to develop, creating sever pedestrian / vehicular conflicts as these disparate land uses clash. In 2000 there was a high of 3 injuries and no fatalities in the area. The following tables and map detail the data.

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

### Redondo Elementary

| Case Number | Pedestrian Date of Birth | Road Name                | Segment      |          | 2000 Ped & Bike Crashes |          | 2001 Ped & Bike Crashes |          | 2002 Ped & Bike Crashes |          | 2003 Ped & Bike Crashes |          | 2004 Ped & Bike Crashes |          | Total      |          |
|-------------|--------------------------|--------------------------|--------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|-------------------------|----------|------------|----------|
|             |                          |                          |              |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          | Juveniles               |          |            |          |
|             |                          |                          | From         | To       | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities              | Injuries | Fatalities | Injuries |
| 72432414    | 7/04/1997                | NW 14TH ST & NW 6TH AVE  | Intersection |          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0          | 1        |
| 72434062    | 9/19/1997                | NW 11TH ST & NW 10TH AVE | Intersection |          | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0          | 1        |
| 72134677    | 2/12/2001                | 1330 NW 9TH CT           | 12th Ave     | 14th Ave | 0                       | 0        | 0                       | 0        | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562872210   | 1/09/1997                | NW 9TH CT & NW 12TH AVE  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562875040   | 12/31/1994               | NW 4TH AVE & NW 11TH ST  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| 562893280   | 4/21/1993                | NW 9TH CT & NW 10TH AVE  | Intersection |          | 0                       | 1        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0                       | 0        | 0          | 1        |
| Total       |                          |                          |              |          | 0                       | 3        | 0                       | 0        | 0                       | 1        | 0                       | 2        | 0                       | 0        | 0          | 6        |

Juveniles = Children under the age of 13

## 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**  
**Redondo Elementary School**  
**Roadway Characteristics**

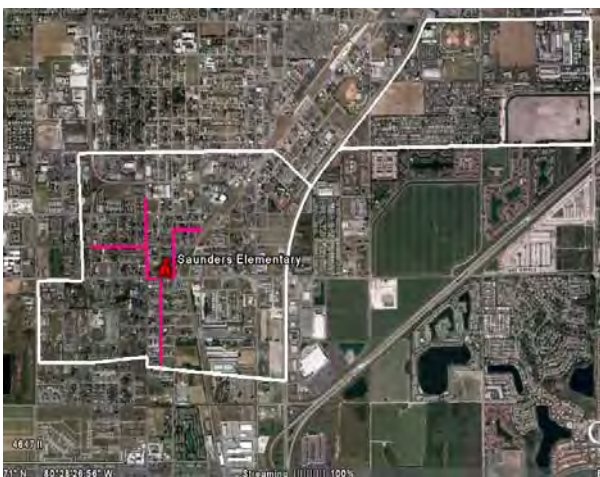
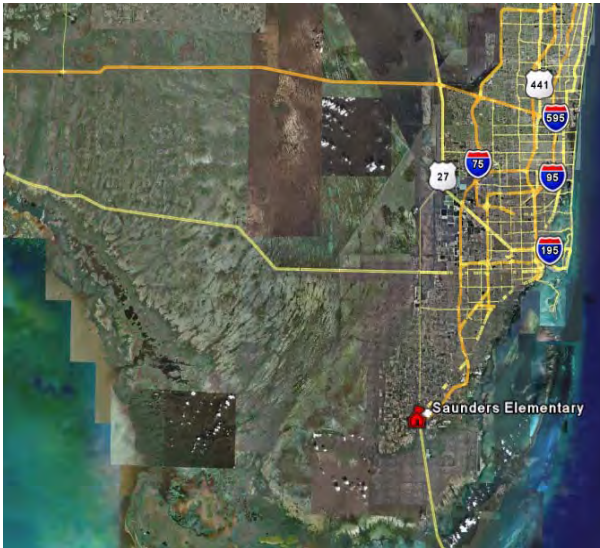
| Road         | Segment         |                 | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|--------------|-----------------|-----------------|------------------|-------------|-------|------------------------|
|              | From            | To              |                  |             |       |                        |
| 10th Avenue  | 304th St        | 18 St           | Local            | 30          | Low   | No                     |
| 18th Street  | 10 Ave          | 12 Ave          | Local            | 30          | Low   | Yes                    |
| 12th Avenue  | 18 St           | 19 St           | Local            | 30          | Low   | No                     |
| 19th Street  | 12 Ave          | 184 Ct          | Local            | 30          | Low   | No                     |
| 184th Court  | 19 St           | 296 St          | Local            | 30          | Low   | No                     |
| 296th Street | 19 Ave          | 182 Ave         | County Collector | 30          | Mod   | No                     |
| 17th Street  | 6 Ave           | 8 Ave           | Local            | 30          | Low   | No                     |
| 8th Avenue   | 19 St           | 304 St          | Local            | 30          | Low   | No                     |
| 304th Street | 8 Ave           | School Entrance | County Collector | 45          | Mod   | No                     |
| 304th Street | School Entrance | 187 Ave         | County Collector | 45          | Mod   | No                     |
| 187th Ave    | 304 St          | 288 St          | County Collector | 30          | Mod   | Yes                    |
| 19th Street  | 187 Ave         | 192 Ave         | Local            | 30          | Low   | No                     |
| 304th Street | 187 Ave         | 197 Ave         | County Collector | 30          | Low   | No                     |
| 12th Avenue  | 304 St          | 312 St          | Local            | 30          | Low   | Yes                    |
| 308th Street | 192 Ave         | 12 Ave          | Local            | 30          | Low   | No                     |
| 10th Avenue  | 13 St           | 11 St           | Local            | 30          | Low   | Yes                    |
| 11th Street  | 10 Ave          | 6 Ave           | Local            | 30          | Low   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004



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



**SAFE ROUTES TO SCHOOL – 2008**

SAUNDERS 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 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

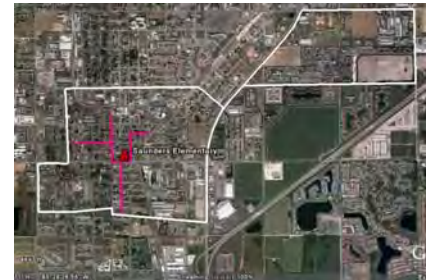
**Address:** 505 SW 8th Street, Homestead, FL 33030

**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

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## 5.0 CRASH HISTORY

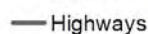
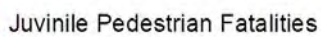
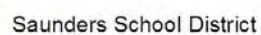
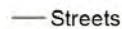
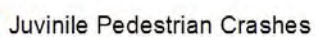
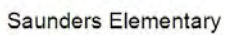
Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the schools attendance boundary for the previous several years. This data was collected through the MPO as reported to Miami-Dade County during the time frame. The analysis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

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.

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

| Saunders Elementary |                             |                               |         |    |            |          |            |          |            |          |            |          |            |          |            |          |
|---------------------|-----------------------------|-------------------------------|---------|----|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| Case Number         | Pedestrian<br>Date of Birth | Road Name                     | Segment |    | 2000       |          | 2001       |          | 2002       |          | 2003       |          | 2004       |          | TOTAL      |          |
|                     |                             |                               |         |    | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          |            |          |
|                     |                             |                               | From    | To | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 72133182            | 12/20/1998                  | SW 8TH ST & SW 6TH AVE        |         |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72333595            | 12/29/1994                  | 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            | 6/26/1999                   | NW 12TH ST & NW 6TH AVE       |         |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72433823            | 407/1995                    | S KROME AVE & SW 4TH ST       |         |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 2        | 0          | 0        | 0          | 2        |
| 72434862            | 11/22/1991                  | 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           | 925/1992                    | 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           | 109/1993                    | SW 8TH ST & SW 10TH AVE       |         |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 596531870           | 724/1990                    | 653 SW 8TH ST                 |         |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 545516610           | 809/1988                    | NE 12th AVE & NE 8th ST       |         |    | 0          | 2        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 562869410           | 330/1998                    | 1120 E Mowry DR               |         |    | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 562874790           | 313/1990                    | 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        |
|                     |                             |                               |         |    |            |          |            |          |            |          |            |          |            |          |            |          |

505 SW 8th Street - Homestead, FL 33030





## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

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

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

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

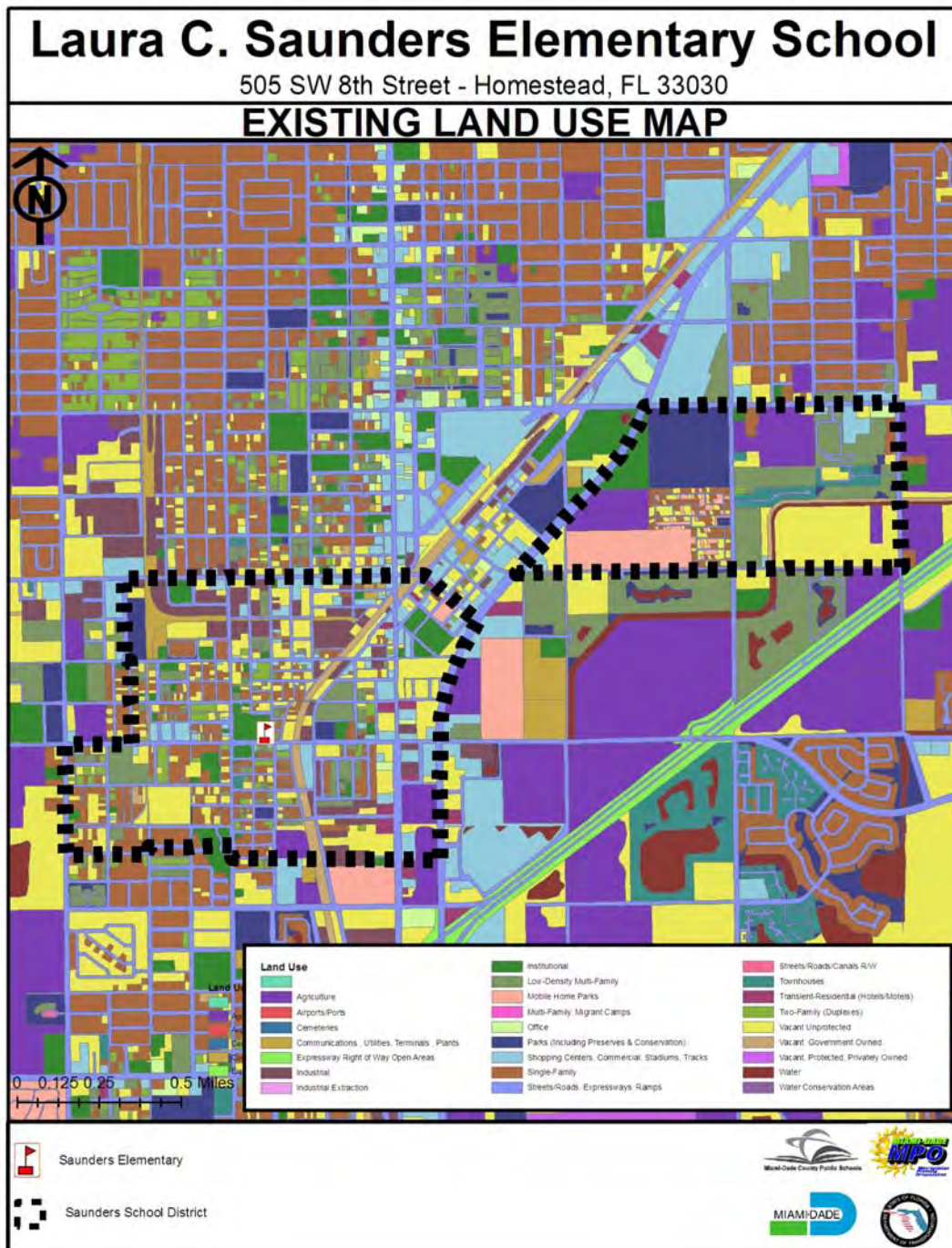
## 6.2 School Zone Boundary

The Saunders Elementary School boundary is a compact but split boundary, almost completely within a two mile radius of the school. The southwestern component houses the school, while the northeastern component is totally separated, and linked only by US-1. The southwest area is bound roughly by 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**

| Road        | Segment |            | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|-------------|---------|------------|------------------|-------------|-------|------------------------|
|             | From    | To         |                  |             |       |                        |
| 6th Street  | 10 Ave  | 6 Ave      | Local            | 30          | Low   | No                     |
| 12th Street | 9 Ave   | 7 Ct       | Local            | 30          | Low   | No                     |
| 7th Court   | 12 St   | 14 St      | Local            | 30          | Low   | No                     |
| 14th Street | 7 Ct    | 6 Ave      | Local            | 30          | Low   | No                     |
| 6th Street  | 14 St   | Lucy St    | County Collector | 30          | Mod   | Yes                    |
| 5th Street  | 2 Ave   | 4 Ave      | Local            | 30          | Low   | No                     |
| 4th Avenue  | 5 St    | Lucy St    | Local            | 30          | Mod   | Yes                    |
| 6th Avenue  | 3 St    | 8 St       | Local            | 30          | Low   | Yes                    |
| 8th Street  | 6 Ave   | School Ent | Arterial         | 25          | High  | Yes                    |
| 5th Court   | 9 St    | Lucy St    | Local            | 30          | Low   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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

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



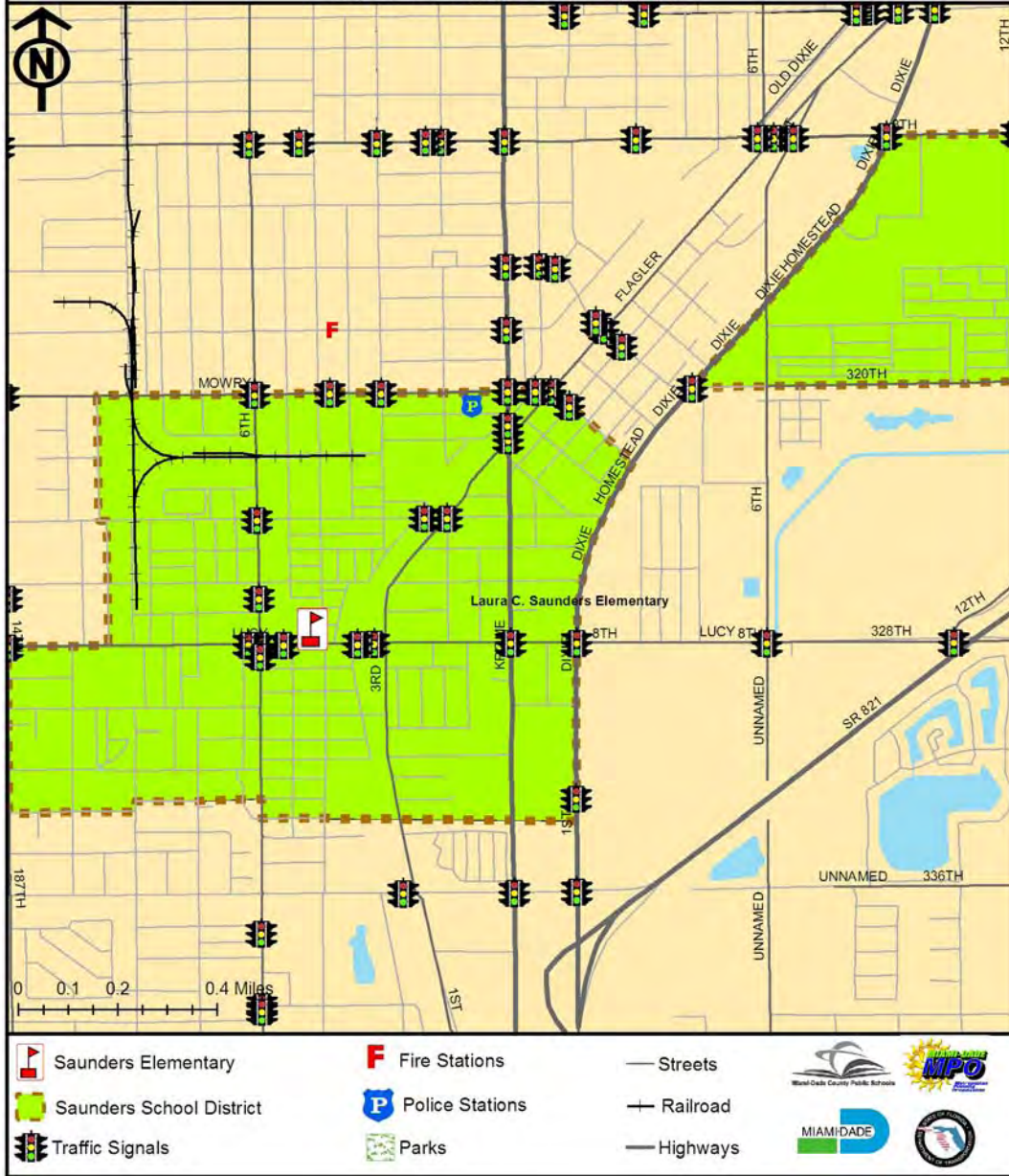
**Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices**

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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.

# Laura C. Saunders Elementary School

505 SW 8th Street - Homestead, FL 33030

## SAFE ROUTE MAP



## 7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS

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

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

| Road                         | Segment |            | Recommended Improvement                                                                                                             | Qty  | Unit | Cost       |
|------------------------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------|------|------|------------|
|                              | From    | To         |                                                                                                                                     |      |      |            |
| 6th Street                   | 10 Ave  | 6 Ave      | Install Sidewalk along entire block 1157' , North side                                                                              | 1157 | LF   | 91,750.00  |
|                              |         |            | Install Sidewalk between 10 Ave and 8 Ave, 645' , South side                                                                        | 645  | LF   | 51,150.00  |
|                              |         |            | Install Painted Crosswalk across the 9 Ave intersection (North side - 80')                                                          | 80   | LF   | 250.00     |
|                              |         |            | Install Painted Crosswalk across the 8 Ave intersection (North side - 74')                                                          | 74   | LF   | 250.00     |
|                              |         |            | Install Painted Crosswalk across the 7 Ave intersection (North side - 60')                                                          | 60   | LF   | 200.00     |
|                              |         |            | Install Painted Crosswalk across the 6 Terr intersection (North side - 70')                                                         | 70   | LF   | 250.00     |
| 12th Street                  | 9 Ave   | 7 Ct       | Install Sidewalk between 8 Ave and 9 Ave, 599', South side                                                                          | 599  | LF   | 47,500.00  |
|                              |         |            | Install Painted Crosswalk across the 8 Ave intersection (South side-80')                                                            | 80   | LF   | 250.00     |
|                              |         |            | Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10')                                                                 | 10   | LF   | 800.00     |
|                              |         |            | Install Painted Crosswalk across the 7 Ct intersection (East side-60', West side - 60', North side - 60')                           | 180  | LF   | 550.00     |
|                              |         |            | Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10')                                                          | 27   | LF   | 2,150.00   |
| 7th Court                    | 12 St   | 14 St      | No Improvements Needed                                                                                                              | 61   | LF   | 4,850.00   |
| 14th Street                  | 7 Ct    | 6 Ave      | Install Sidewalk between 7 Ave and 6 Ct, 450', South side                                                                           | 450  | LF   | 35,700.00  |
|                              |         |            | Install Painted Crosswalk across the 6 Ct intersection (South side-34', North side 46', East side - 44', West side - 40')           | 164  | LF   | 13,000.00  |
|                              |         |            | Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10')                                                                  | 10   | LF   | 800.00     |
|                              |         |            | Install Painted Crosswalk across the 6 Ave intersection (South side-74',North side - 74')                                           | 148  | LF   | 450.00     |
| 6th Street                   | 14 St   | Lucy St    | Install Painted Crosswalk across the 15 St intersection ( West side - 60')                                                          | 60   | LF   | 200.00     |
|                              |         |            | Install Painted Crosswalk across the 16 St intersection ( West side - 60')                                                          | 60   | LF   | 200.00     |
| 5th Street                   | 2 Ave   | 4 Ave      | Install Painted Crosswalk across the 2 Terr intersection ( South side-60')                                                          | 60   | LF   | 200.00     |
|                              |         |            | Install Painted Crosswalk across the 3 Ave intersection ( South side-50')                                                           | 50   | LF   | 150.00     |
|                              |         |            | Install Painted Crosswalk across the 3Terr intersection ( South side-60')                                                           | 60   | LF   | 200.00     |
|                              |         |            | Install Painted Crosswalk across the 4 Ave intersection (North side - 62', South side-50', East side - 60', West side - 64')        | 236  | LF   | 700.00     |
| 4th Avenue                   | 5 St    | Lucy St    | Install Painted Crosswalk across the 6th Ave intersection ( East side - 72', West side-68')                                         | 140  | LF   | 450.00     |
|                              |         |            | Install Sidewalk between 6 St and 6 Ct, 105', West side                                                                             | 105  | LF   | 8,350.00   |
|                              |         |            | Install Sidewalk between 6 St and 6 Ct, 72', East side                                                                              | 72   | LF   | 5,750.00   |
|                              |         |            | Install Painted Crosswalk across the 6th Ct intersection (West side-56')                                                            | 56   | LF   | 200.00     |
|                              |         |            | Install Sidewalk between 7 St and 7 Ct, 247', East side                                                                             | 247  | LF   | 19,600.00  |
| 6th Avenue                   | 3 St    | 8 St       | Install High Visibility Crosswalk across 6th St intersection (North side - 35')                                                     | 35   | LF   | 700.00     |
|                              |         |            | Install High Visibility Crosswalk across 8th St intersection (North side - 54', South side - 44', East side - 35', West side - 38') | 171  | LF   | 3,400.00   |
| 8th Street                   | 6 Ave   | School Ent | No Improvements Needed                                                                                                              |      | LF   | 0.00       |
| 5th Court                    | 9 St    | Lucy St    | Install Painted Crosswalk across the 9 St intersection (West side - 72', East side - 80')                                           | 152  | LF   | 450.00     |
|                              |         |            | Install Painted Crosswalk across the 10 St intersection (West side - 70', East side - 72')                                          | 142  | LF   | 450.00     |
|                              |         |            | Install Painted Crosswalk across the 11 St intersection (West side - 68', East side - 72')                                          | 140  | LF   | 450.00     |
|                              |         |            | Install Painted Crosswalk across the 12 St intersection (West side - 61', East side - 72', North side 72', South side - 68')        | 273  | LF   | 850.00     |
|                              |         |            | Sidewalk, West side                                                                                                                 | 1210 | LF   | 95,950.00  |
|                              |         |            | Sidewalk, East side                                                                                                                 | 1612 | LF   | 127,800.00 |
|                              |         |            | Install Painted Crosswalk across the 13 St intersection (West side - 54', East side - 54')                                          | 108  | LF   | 350.00     |
|                              |         |            | Install Painted Crosswalk across the 14 St intersection (West side - 70', East side - 76')                                          | 146  | LF   | 450.00     |
|                              |         |            | Install Painted Crosswalk across the 15 St intersection (West side - 90', East side - 82')                                          | 172  | LF   | 550.00     |
|                              |         |            | Install Painted Crosswalk across the 16 St intersection (West side - 80', East side - 82')                                          | 162  | LF   | 500.00     |
|                              |         |            | Install High Visibility Crosswalk across the Lucy St intersection (South side - 46')                                                | 46   | LF   | 950.00     |
| Preliminary Costs            |         |            |                                                                                                                                     |      |      | 518,750.00 |
| Contingency (20%)            |         |            |                                                                                                                                     |      |      | 103,750.00 |
| Mobilization (10%)           |         |            |                                                                                                                                     |      |      | 51,875.00  |
| Maintenance of Traffic (10%) |         |            |                                                                                                                                     |      |      | 51,875.00  |
| Opinion of Total Costs       |         |            |                                                                                                                                     |      |      | 726,250.00 |

Note:

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

2. Abbreviations:

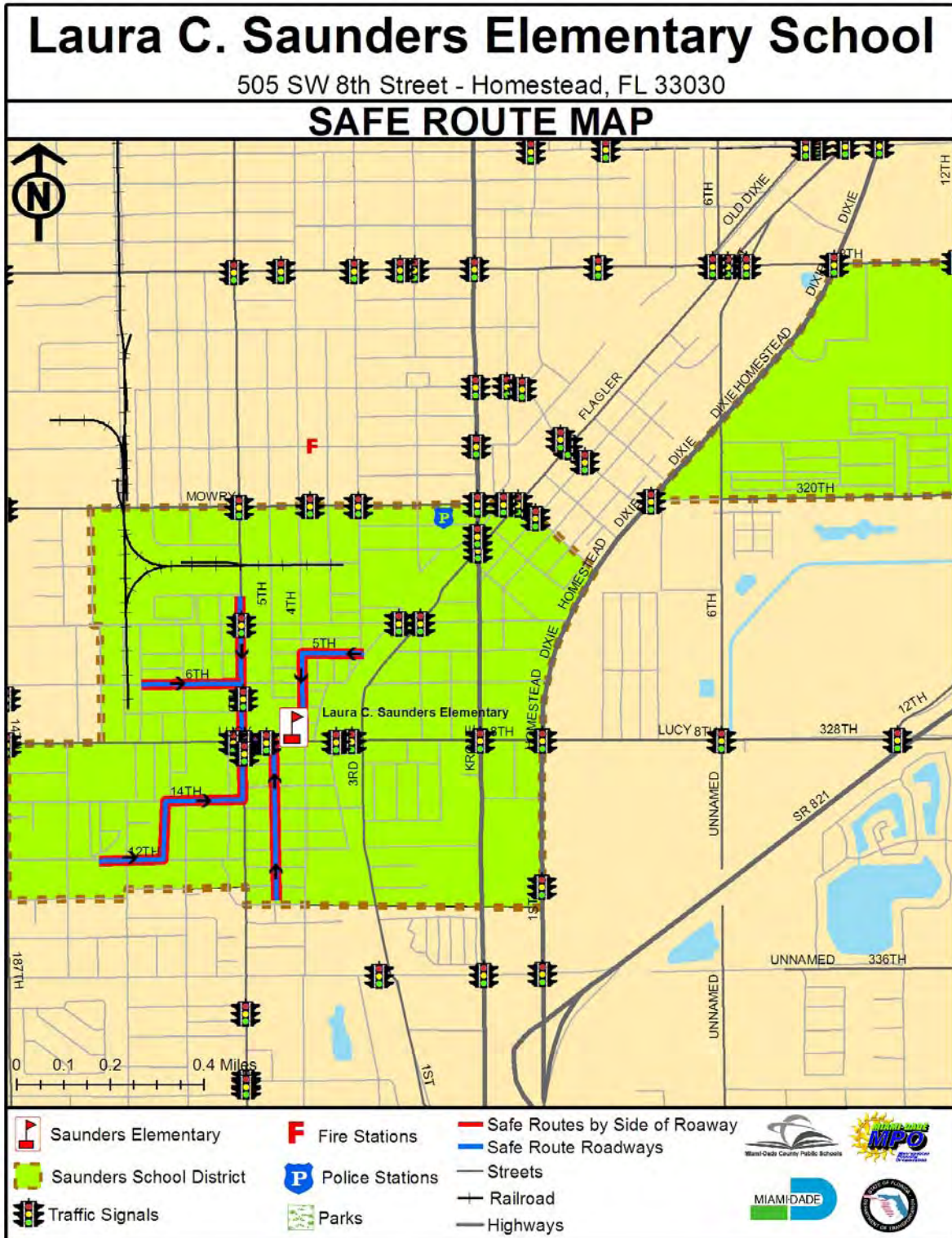
Qty = Quantity

AS = Assembly

LF = Linear Feet



## 8.0 SAFE ROUTE MAP







# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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

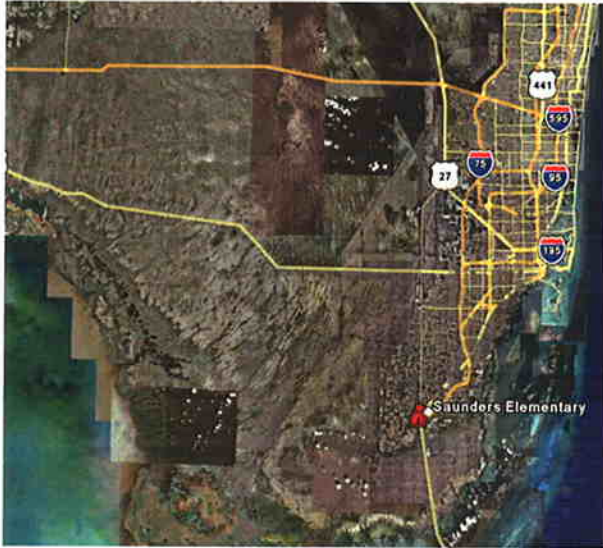
cc: Mr. Alberto Carvalho  
Mr. Jaime G. Torrents

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

*Facilities Planning*

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

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



**SAFE ROUTES TO SCHOOL – 2008  
APPLICATION**



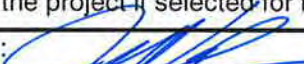
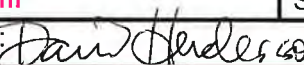


## Florida's Safe Routes to School Infrastructure Application



### 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, Applicant & Maintaining Agency Information                                                                                                                |                                                        |                                                               |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------|
| Name of school: <b>Saunders Elementary School</b>                                                                                                                             |                                                        | County: <b>Miami-Dade</b>                                     |
| <b>The Applicant must be one of the agencies or organizations listed below:</b>                                                                                               |                                                        |                                                               |
| <input checked="" type="checkbox"/> School Board                                                                                                                              | <input type="checkbox"/> Private School                | <input type="checkbox"/> Community Traffic Safety Team        |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                             |                                                        |                                                               |
| Contact Person: <b>Jaime Torrens</b>                                                                                                                                          | Title: <b>Chief Facilities Officer</b>                 |                                                               |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                            | Fax: <b>305-995-4660</b>                               | E-mail: <b>jtorrens@dadeschools</b>                           |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                               |                                                        |                                                               |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>                                  | Zip: <b>-331281970</b>                                        |
| Signature:                                                                                  | Typed name: <b>Jaime Torrens</b>                       | Date: <b>4/29/08</b>                                          |
| <b>Signature of School Board or school representative required when different from applicant:</b>                                                                             |                                                        |                                                               |
| Signature:                                                                                                                                                                    | Typed name:                                            | Date:                                                         |
| <b>The Maintaining Agency must be one of the agencies listed below:</b>                                                                                                       |                                                        |                                                               |
| <input type="checkbox"/> City                                                                                                                                                 | <input checked="" type="checkbox"/> County             | <input type="checkbox"/> Florida Department of Transportation |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                              |                                                        |                                                               |
| Contact Person: <b>Jeffrey L. Cohen, P.E.</b>                                                                                                                                 | Title: <b>Assistant Chief</b>                          |                                                               |
| Daytime Phone: <b>305 375-2030</b>                                                                                                                                            | Fax: <b>305-372-6064</b>                               | E-mail: <b>jcpe@miamidade.gov</b>                             |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                                   |                                                        |                                                               |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>                                  | Zip: <b>33128-1970</b>                                        |
| 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: <b>Jeffrey L. Cohen, P.E.</b>              | Date: <b>4/29/08</b>                                          |
| <b>MPO Support:</b> 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                                |                                                        |                                                               |
| Contact Person: <b>David Henderson</b>                                                                                                                                        | Title: <b>Bicycle/Pedestrian Specialist</b>            |                                                               |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                            | Fax: <b>3-5-375-4950</b>                               | E-mail: <b>davidh@miamidade.gov</b>                           |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                               |                                                        |                                                               |
| City: <b>Miami</b>                                                                                                                                                            | State: <b>Florida</b>                                  | Zip: <b>33128</b>                                             |
| Signature:                                                                                 | Typed name: <b>David Henderson</b>                     | Date: <b>4/29/08</b>                                          |
| <b>Designated Contact:</b> Check below the primary contact (the one the District should coordinate with):                                                                     |                                                        |                                                               |
| <input type="checkbox"/> Applicant                                                                                                                                            | <input checked="" type="checkbox"/> Maintaining Agency | <input type="checkbox"/> MPO                                  |

## Section 2 – Eligibility Criteria

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

1. Does the project have public support?

☒ Yes ☐ No

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

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

☒ Yes ☐ No

*If no, are they willing to become LAP Certified?*

☐ Yes ☐ No

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

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

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

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

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

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

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

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

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

☒ Yes ☐ No

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

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

☐ Yes ☐ No

*If applicable, please explain these plans:*

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

☒ Yes

☐ No



### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

| Past                                                                                                                                                                                                                                                                                                                                  | Future                                                                                                                                                                             |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Engineering:</b> Implementation of crosswalks and signage immediately adjacent to the school                                                                                                                                                                                                                                       | <b>Engineering:</b> 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> |                                                                                                                                                                                    |
| <b>Education:</b> PE Coaches talk about SRTS Willie Whistle Program                                                                                                                                                                                                                                                                   | <b>Education:</b> PE Coaches talk about SRTS Walk Safe Program<br>Safe Ways to School Tool Kit<br>Florida Traffic and Bicycle Safety Educations Program                            |
| <b>Encouragement:</b> Walk to School Day                                                                                                                                                                                                                                                                                              | <b>Encouragement:</b> Walk to School Day<br>Safe Routes to School Program                                                                                                          |
| <b>Enforcement:</b> Sporadic local police law enforcement, crossing guards, speed zones and flashing signals                                                                                                                                                                                                                          | <b>Enforcement:</b> Coordinate with local police department to enforce school zone speed limits, etc. Pilot program driver feedback signs.                                         |
| <b>Evaluation:</b> None                                                                                                                                                                                                                                                                                                               | <b>Evaluation:</b> SRTS analysis and surveys. Surveys will be performed before and after improvements are installed. Crash data will be evaluated before and after implementation. |

## Section 4 – Problem Identification

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

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban low density residential typified by a residential local streets on a larger grid system. Many sidewalks are missing. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. More specifically, the crosswalk which crosses Lucy Street is located west of the school entrance. This is because the school was recently reconstructed and the crosswalk was not moved. Additionally speeding is an issue in front of the school. More enforcement is needed. Much of the land around the school is developed but the surrounding uses are developing or are subject to infill development, creating conflicts as both pedestrian and vehicular traffic increases. The need for safe routes to school is heightened because of this situation.

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

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

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

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

For Saunders Elementary School, the population is 2% white, 51% black, 47% hispanic and 0% asian. Nearly 92% of the population is eligible for the Free Lunch Program. Generally in the area about 61% of the households have children. The unemployment rate is about 5.8%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. The study area is supported by a grid of collector roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 8th Street and 6th Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 20 signals are currently located within the attendance boundary. Some sidewalks exist in the area, but there are many gaps. Those that do exist, generally not connected across streets by painted crosswalks, or connected to streets by ADA sidewalk extensions. Signage, lighting and striping does exist directly surrounding the school.

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

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.



## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **8<sup>th</sup> Street** From: **4 Ave** To: **6 Ave**

Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **4<sup>th</sup> Ave** From: **8 St** To: **6 St**

Maintaining Agency: ☐ City ☒ County ☐ State

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

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

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

**Land use in the study area is almost totally residential typified by single family homes, interspersed with low density multi-family and vacant unprotected land. The vacant land can be expected to be subject to infill development in the near future creating more pedestrian and vehicular conflicts if adequate pedestrian amenities are not implemented. The area is tightly spaced and resembles a very urban environment. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.**

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☒ Grass ☒ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

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

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

Average Annual Daily Traffic (AADT): **11840** Posted Speed Limit: **30** Operating Speed: **30**

#### Crash History in Study Area (all ages)

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

| Year           | 2002     | 2003     | 2004     | 2005 | 2006 |
|----------------|----------|----------|----------|------|------|
| Ped injuries   | <b>1</b> | <b>4</b> | <b>3</b> |      |      |
| Ped fatalities | <b>0</b> | <b>0</b> | <b>0</b> |      |      |

|                 |          |          |          |  |  |
|-----------------|----------|----------|----------|--|--|
| Bike injuries   | 0        | 0        | 0        |  |  |
| Bike fatalities | 0        | 0        | 0        |  |  |
| <b>Totals</b>   | <b>1</b> | <b>4</b> | <b>3</b> |  |  |

## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current: **It is estimated by the Assistant Principal that many children, (about 50%) walk or bike to school through the near by neighborhoods**

Potential\*: **There are 886 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Many residents that live in the boundary live within a two mile radius. There is a substantial portion of the population that is located across US-1. It is recommended that these students be taken by bus even though they are within the two mile radius. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.**

Request #2 Street Name: -

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

☒ Continuation of Existing Sidewalk

☒ New Sidewalk

☐ Continuation of Existing Bike Lane

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

☐ Continuation of Paved Shoulder

☐ New Paved Shoulder

☐ Continuation of Shared Use Path

☐ New Shared Use Path

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

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

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

☒ Within school zone or school area

☐ Outside of school zone or school area

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

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

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

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

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

No other requests are made

### Other Information

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

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



## Section 7 A– Cost Estimate

Notes:

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

|                                                              |        |
|--------------------------------------------------------------|--------|
| Construction Cost                                            | 342850 |
| Maintenance of Traffic (MOT)                                 | 34285  |
| Mobilization                                                 | 34285  |
| Subtotal                                                     | 411420 |
| Contingency (15% of Subtotal)                                | 51427  |
| Total Construction Cost                                      | 462847 |
| Professional Engineering Design (15% of Total)               | 51427  |
| Construction Engineering and Inspection (CEI) (15% of Total) | 51427  |
| Grand Total                                                  | 565701 |

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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

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

| Road                                      | Segment |            | Recommended Improvement                                                                                                             | Qty  | Unit | Cost       |
|-------------------------------------------|---------|------------|-------------------------------------------------------------------------------------------------------------------------------------|------|------|------------|
|                                           | From    | To         |                                                                                                                                     |      |      |            |
| 6th Street                                | 10 Ave  | 6 Ave      | Install Sidewalk along entire block 1157' , North side                                                                              | 1157 | LF   | 61,900.00  |
|                                           |         |            | Install Sidewalk between 10 Ave and 8 Ave, 645' , South side                                                                        | 645  | LF   | 34,500.00  |
|                                           |         |            | Install Painted Crosswalk across the 9 Ave intersection (North side - 80')                                                          | 80   | LF   | 250.00     |
|                                           |         |            | Install Painted Crosswalk across the 8 Ave intersection (North side - 74')                                                          | 74   | LF   | 250.00     |
|                                           |         |            | Install Painted Crosswalk across the 7 Ave intersection (North side - 60')                                                          | 60   | LF   | 200.00     |
|                                           |         |            | Install Painted Crosswalk across the 6 Terr intersection (North side - 70')                                                         | 70   | LF   | 250.00     |
| 12th Street                               | 9 Ave   | 7 Ct       | Install Sidewalk between 8 Ave and 9 Ave, 599' , South side                                                                         | 599  | LF   | 32,050.00  |
|                                           |         |            | Install Painted Crosswalk across the 8 Ave intersection (South side- 80')                                                           | 80   | LF   | 250.00     |
|                                           |         |            | Install Sidewalk Extensions @ 12 St / 8 Ave intersection (SE - 10')                                                                 | 10   | LF   | 550.00     |
|                                           |         |            | Install Painted Crosswalk across the 7 Ct intersection (East side- 60', West side - 60', North side - 60')                          | 180  | LF   | 550.00     |
|                                           |         |            | Install Sidewalk Extensions @ 12 St / 7 Ct intersection (NE - 17', NW 10')                                                          | 27   | LF   | 1,450.00   |
| 7th Court                                 | 12 St   | 14 St      | No Improvements Needed                                                                                                              | --   | --   | --         |
| 14th Street                               | 7 Ct    | 6 Ave      | Install Sidewalk between 7 Ave and 6 Ct, 450', South side                                                                           | 450  | LF   | 24,100.00  |
|                                           |         |            | Install Painted Crosswalk across the 6 Ct intersection (South side- 34', North side 46', East side - 44', West side - 40')          | 164  | LF   | 350.00     |
|                                           |         |            | Install Sidewalk Extensions @ 16 St / 6 Ct intersection (NW - 10')                                                                  | 10   | LF   | 550.00     |
|                                           |         |            | Install Painted Crosswalk across the 6 Ave intersection (South side- 74', North side - 74')                                         | 148  | LF   | 450.00     |
| 6th Street                                | 14 St   | Lucy St    | Install Painted Crosswalk across the 15 St intersection ( West side - 60')                                                          | 60   | LF   | 200.00     |
|                                           |         |            | Install Painted Crosswalk across the 16 St intersection ( West side - 60')                                                          | 60   | LF   | 200.00     |
| 5th Street                                | 2 Ave   | 4 Ave      | Install Painted Crosswalk across the 2 Terr intersection ( South side 60')                                                          | 60   | LF   | 200.00     |
|                                           |         |            | Install Painted Crosswalk across the 3 Ave intersection ( South side 50')                                                           | 50   | LF   | 150.00     |
|                                           |         |            | Install Painted Crosswalk across the 3Terr intersection ( South side- 60')                                                          | 60   | LF   | 200.00     |
|                                           |         |            | Install Painted Crosswalk across the 4 Ave intersection (North side - 62', South side-50', East side - 60', West side - 64')        | 236  | LF   | 700.00     |
| 4th Avenue                                | 5 St    | Lucy St    | Install Painted Crosswalk across the 6th Ave intersection ( East side - 72', West side-68')                                         | 140  | LF   | 450.00     |
|                                           |         |            | Install Sidewalk between 6 St and 6 Ct, 105', West side                                                                             | 105  | LF   | 5,650.00   |
|                                           |         |            | Install Sidewalk between 6 St and 6 Ct, 72', East side                                                                              | 72   | LF   | 3,900.00   |
|                                           |         |            | Install Painted Crosswalk across the 6th Ct intersection (West side- 56')                                                           | 56   | LF   | 200.00     |
|                                           |         |            | Install Sidewalk between 7 St and 7 Ct, 247', East side                                                                             | 247  | LF   | 13,250.00  |
| 6th Avenue                                | 3 St    | 8 St       | Install High Visiblility Crosswalk across 6th St intersection (North side - 35')                                                    | 35   | LF   | 700.00     |
|                                           |         |            | Install High Visibility Crosswalk across 8th St intersection (North side - 54', South side - 44', East side - 35', West side - 38') | 171  | LF   | 3,400.00   |
| 8th Street                                | 6 Ave   | School Ent | No Improverments Needed                                                                                                             | --   | --   | --         |
| 5th Court                                 | 9 St    | Lucy St    | Install Painted Crosswalk across the 9 St intersection (West side - 72', East side - 80')                                           | 152  | LF   | 450.00     |
|                                           |         |            | Install Painted Crosswalk across the 10 St intersection (West side - 70', East side - 72')                                          | 142  | LF   | 450.00     |
|                                           |         |            | Install Painted Crosswalk across the 11 St intersection (West side - 68', East side - 72')                                          | 140  | LF   | 450.00     |
|                                           |         |            | Install Painted Crosswalk across the 12 St intersection (West side - 61', East side - 72', North side 72', South side - 68')        | 273  | LF   | 850.00     |
|                                           |         |            | Sidewalk, West side                                                                                                                 | 1210 | LF   | 64,750.00  |
|                                           |         |            | Sidewalk, East side                                                                                                                 | 1612 | LF   | 86,250.00  |
|                                           |         |            | Install Painted Crosswalk across the 13 St intersection (West side - 54', East side - 54')                                          | 108  | LF   | 350.00     |
|                                           |         |            | Install Painted Crosswalk across the 14 St intersection (West side - 70', East side - 76')                                          | 146  | LF   | 450.00     |
|                                           |         |            | Install Painted Crosswalk across the 15 St intersection (West side - 90', East side - 82')                                          | 172  | LF   | 550.00     |
|                                           |         |            | Install Painted Crosswalk across the 16 St intersection (West side - 80', East side - 82')                                          | 162  | LF   | 500.00     |
|                                           |         |            | Install High Visibility Crosswalk across the Lucy St intersection (South side - 46')                                                | 46   | LF   | 950.00     |
| Preliminary Costs                         |         |            |                                                                                                                                     |      |      | 342,850.00 |
| Contingency (15%)                         |         |            |                                                                                                                                     |      | \$   | 51,427.50  |
| Professional Engineering Design (15%)     |         |            |                                                                                                                                     |      | \$   | 51,427.50  |
| Construction Engineering Inspection (15%) |         |            |                                                                                                                                     |      | \$   | 51,427.50  |
| Mobilization (10%)                        |         |            |                                                                                                                                     |      | \$   | 34,285.00  |
| Maintenance of Traffic (10%)              |         |            |                                                                                                                                     |      | \$   | 34,285.00  |
| Opinion of Total Costs                    |         |            |                                                                                                                                     |      | \$   | 585,702.50 |

Note:

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

2. Abbreviations:

Qty = Quantity

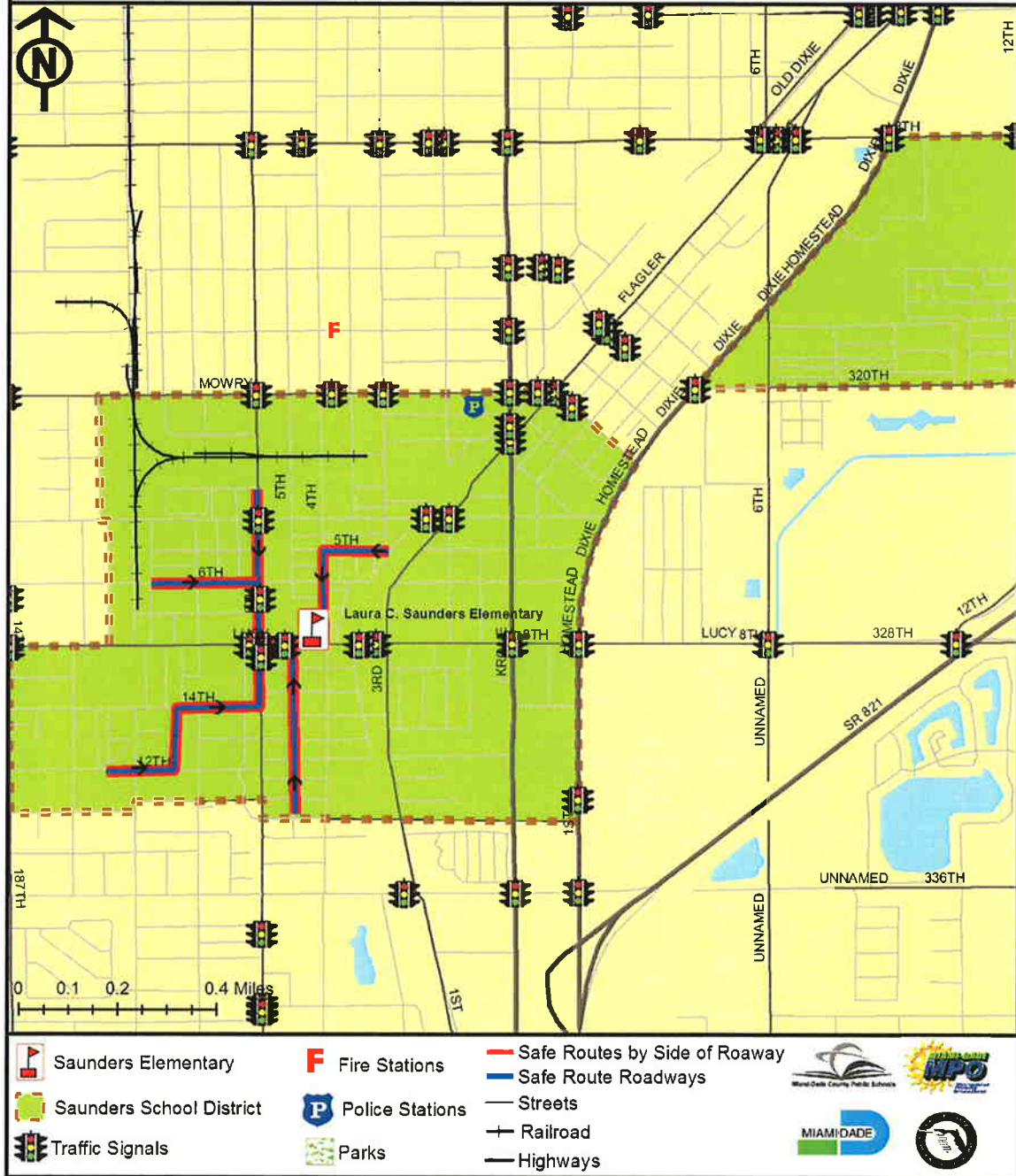
AS = Assembly

LF = Linear Feet

# Laura C. Saunders Elementary School

505 SW 8th Street - Homestead, FL 33030

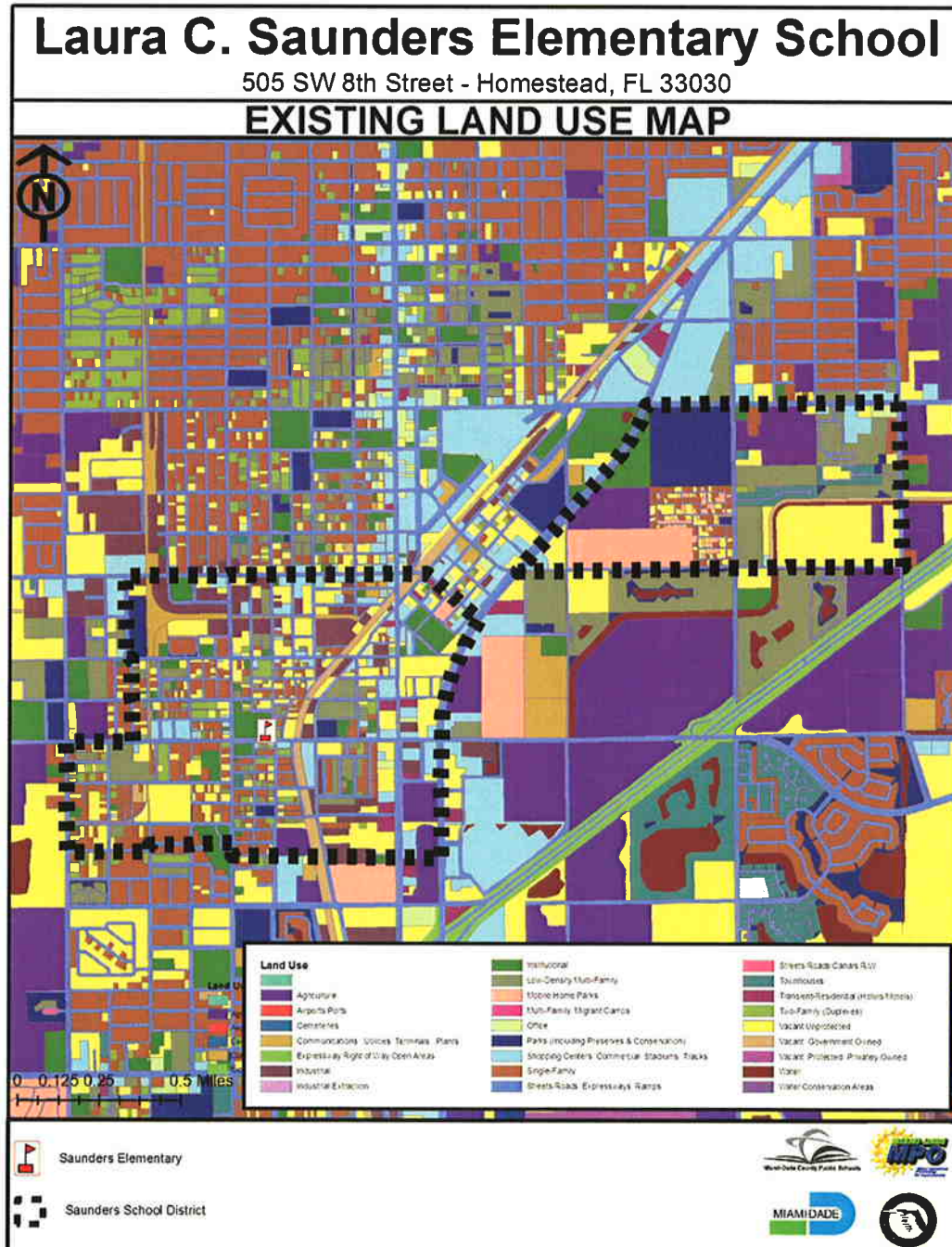
## SAFE ROUTE MAP





## Land Use

Land use in the study area is almost totally residential typified by single family homes, interspersed with low density multi family and vacant unprotected land. The vacant land can be expected to be subject to infill development in the near future creating more pedestrian and vehicular conflicts if adequate pedestrian amenities are not implemented. The area is relatively tightly packed and resembles a very urban environment. Traffic accidents between pedestrians and vehicles can be expected to grow in number particularly as these uses clash.





## CRASH HISTORY

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

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, one of which was a fatality have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred on county section line or half section line roads, which points to poor pedestrian conditions in the area. Six crashes have occurred internal to the neighborhoods. The crashes are well distributed throughout the area pointing to the need for improved pedestrian amenities. There is significant vacant land in the main attendance boundary. This land can be expected to redevelop creating more pedestrians and more traffic, and the increased conflict between the two. In 2002, there was a low of one injury and no fatalities in the area. In 2003 there was a high of 4 injuries and no fatalities in the area. The following tables and map detail the data.

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

| Saunders Elementary |                             |                               |            |          |            |          |            |          |            |          |            |          |            |          |            |          |
|---------------------|-----------------------------|-------------------------------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| Case Number         | Pedestrian<br>Date of Birth | Road Name                     | Segment    |          | 2000       |          | 2001       |          | 2002       |          | 2003       |          | 2004       |          | TOTAL      |          |
|                     |                             |                               |            |          | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          | TOTAL      |          |
|                     |                             |                               | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 72133182            | 12/20/1998                  | SW 8TH ST & SW 6TH AVE        |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72333595            | 12291994                    | NW 12TH ST & NW 8TH AVE       |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72434198            | 0                           | S FLAGLER AVE & SW 7TH ST     |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72434208            | 0                           | SW 6TH AVE & SW 2ND ST        |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72333931            | 6261999                     | NW 12TH ST & NW 6TH AVE       |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72433823            | 4071995                     | S KROME AVE & SW 4TH ST       |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 2          | 0        | 0          | 0        | 0          | 2        |
| 72434862            | 11221991                    | KIA DR & NE 12TH AVE          |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72132146            | 0                           | SW 8TH ST & SW 4TH AVE        |            |          | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 520504830           | 0                           | 88 SW 6TH ST                  |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 583255900           | 9251992                     | NW 12TH ST & NW 7TH AVE       |            |          | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 596520930           | 0                           | S HOMESTEAD BLVD & E MOWRY DR |            |          | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 1          | 0        |
| 596530820           | 1091993                     | SW 8TH ST & SW 10TH AVE       |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 596531870           | 7241990                     | 653 SW 8TH ST                 |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 545516610           | 8091988                     | NE 12th AVE & NE 8th ST       |            |          | 0          | 2        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 562869410           | 3301998                     | 1120 E Mowry DR               |            |          | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 562874790           | 3131990                     | SW 10th AVE & SW 4th ST       |            |          | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| TOTAL               |                             |                               |            |          | 0          | 3        | 1          | 1        | 0          | 1        | 0          | 4        | 0          | 3        | 1          | 9        |

### Existing Roadway Characteristics

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

### Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are multiple traffic lights in the immediate area, particularly along the major roads and at the entrance of the school on 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.

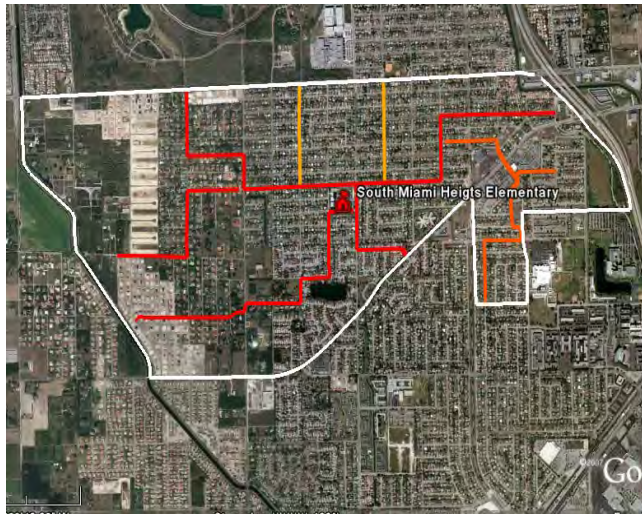
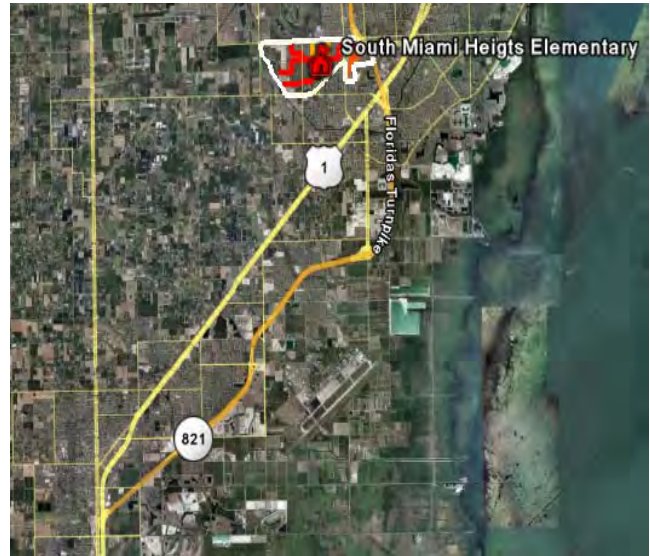
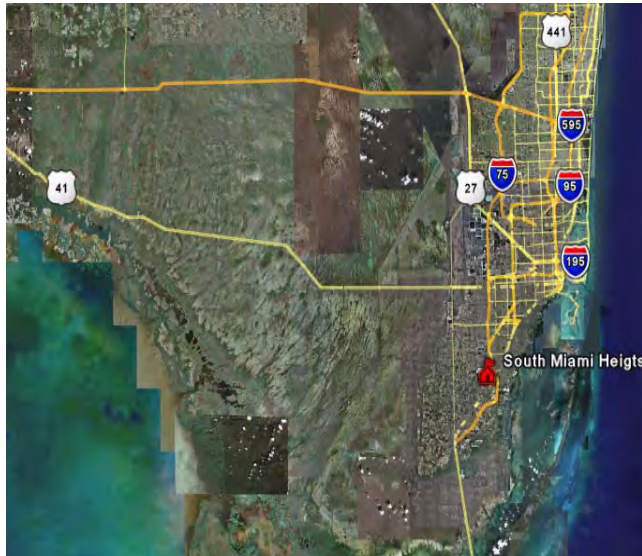
**Table 6.4**  
**Saunders Elementary School**  
**Roadway Characteristics**

| Road        | Segment |            | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|-------------|---------|------------|------------------|-------------|-------|------------------------|
|             | From    | To         |                  |             |       |                        |
| 6th Street  | 10 Ave  | 6 Ave      | Local            | 30          | Low   | No                     |
| 12th Street | 9 Ave   | 7 Ct       | Local            | 30          | Low   | No                     |
| 7th Court   | 12 St   | 14 St      | Local            | 30          | Low   | No                     |
| 14th Street | 7 Ct    | 6 Ave      | Local            | 30          | Low   | No                     |
| 6th Street  | 14 St   | Lucy St    | County Collector | 30          | Mod   | Yes                    |
| 5th Street  | 2 Ave   | 4 Ave      | Local            | 30          | Low   | No                     |
| 4th Avenue  | 5 St    | Lucy St    | Local            | 30          | Mod   | Yes                    |
| 6th Avenue  | 3 St    | 8 St       | Local            | 30          | Low   | Yes                    |
| 8th Street  | 6 Ave   | School Ent | Arterial         | 25          | High  | Yes                    |
| 5th Court   | 9 St    | Lucy St    | Local            | 30          | Low   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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



**SAFE ROUTES TO SCHOOL – 2008**

# SOUTH MIAMI HEIGHTS 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 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

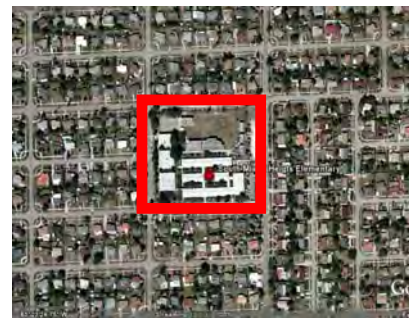
**Address:** 12231 SW 190<sup>th</sup> Terrace, Miami, FL 33177

**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:

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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

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## 5.0 CRASH HISTORY

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

Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections. The following tables and map detail the data.

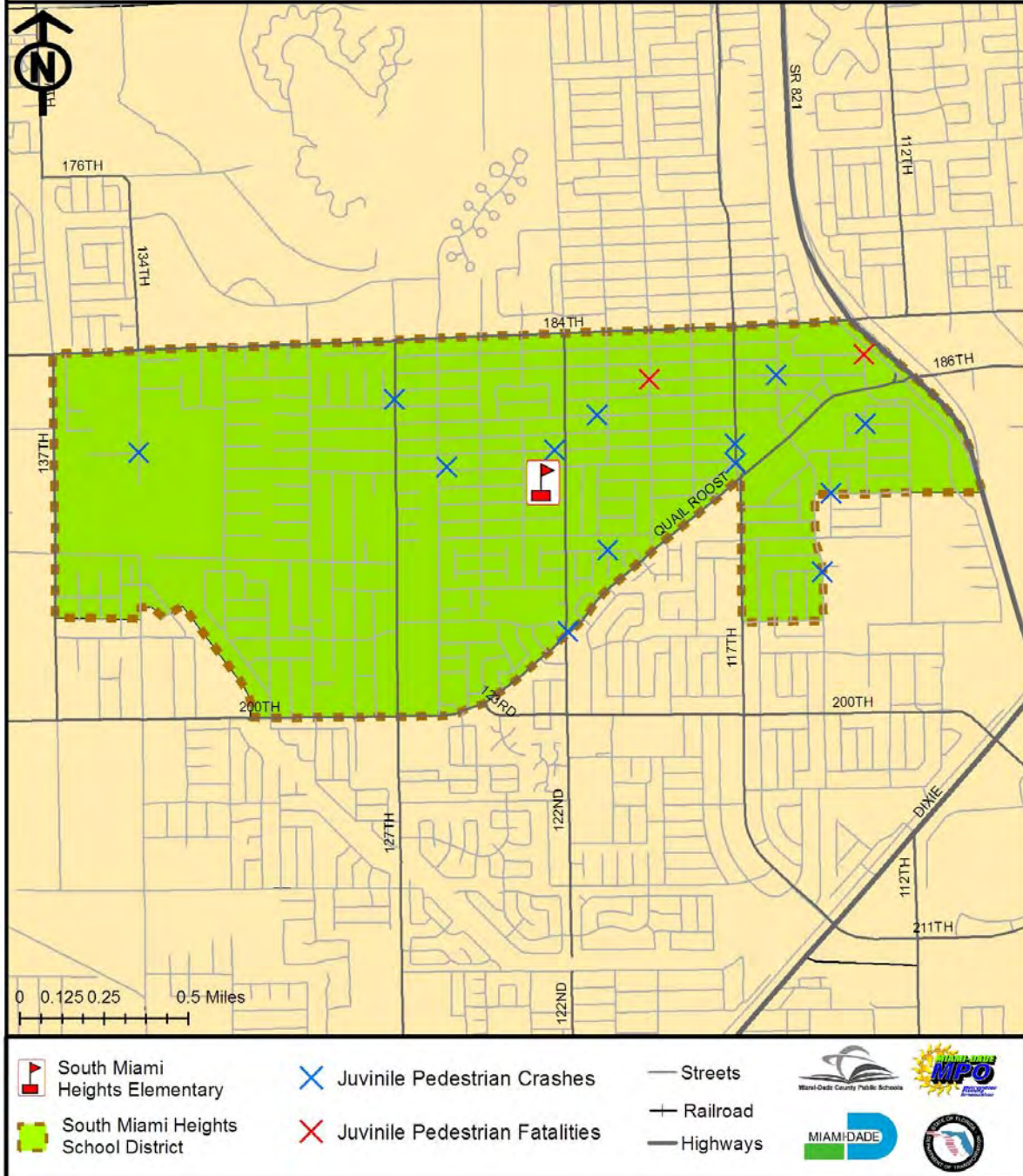
Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

| South Miami Heights Elementary |                             |                               |         |    |            |          |            |          |            |          |            |          |            |          |
|--------------------------------|-----------------------------|-------------------------------|---------|----|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| Case Number                    | Pedestrian<br>Date of Birth | Road Name                     | Segment |    | 2000       |          | 2001       |          | 2003       |          | 2004       |          | TOTAL      |          |
|                                |                             |                               |         |    | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          |            |          |
|                                |                             |                               | From    | To | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 70709172                       | 5/29/2000                   | 12045 SW 187TH TER            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72393406                       | 0                           | 19355 SW 114TH AVE            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 73288505                       | 1041992                     | SW 127TH AVE & SW 187TH ST    | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 73957949                       | 5231996                     | SW 192ND TER & SW 120TH AVE   | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 75640401                       | 1012003                     | 18852 SW 117TH AVE            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 2        | 0          | 2        |
| 70848457                       | 0                           | 11501 SW 186TH ST             |         |    | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 555432820                      | 1031998                     | SW 113TH AVE & SW 188TH ST    | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 571361540                      | 9091990                     | SW 190TH ST & SW 113TH PL     | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592146330                      | 5091996                     | SW 133RD CT & SW 187TH ST     | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592159960                      | 11241994                    | SW 188TH TER & SW 123RD AVE   | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 593331240                      | 0                           | SW 117TH AVE & SW 189TH ST    | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 612038330                      | 0                           | SW 186TH ST & SW 119TH AVE    | int     |    | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 1          | 0        |
| 612654810                      | 0                           | SW 184TH ST & SW 113RD AVE    | int     |    | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 1          | 0        |
| 585655720                      | 5311991                     | SW 189TH ST & SW 125TH AVE    | int     |    | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592611990                      | 0                           | Quail Roost DR & NW 122nd AVE | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| TOTAL                          |                             |                               |         |    | 0          | 1        | 2          | 5        | 0          | 1        | 0          | 6        | 2          | 13       |

# South Miami Heights Elementary School

12231 SW 190th Terrace - Miami, FL 33177

## CRASH MAP



## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

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

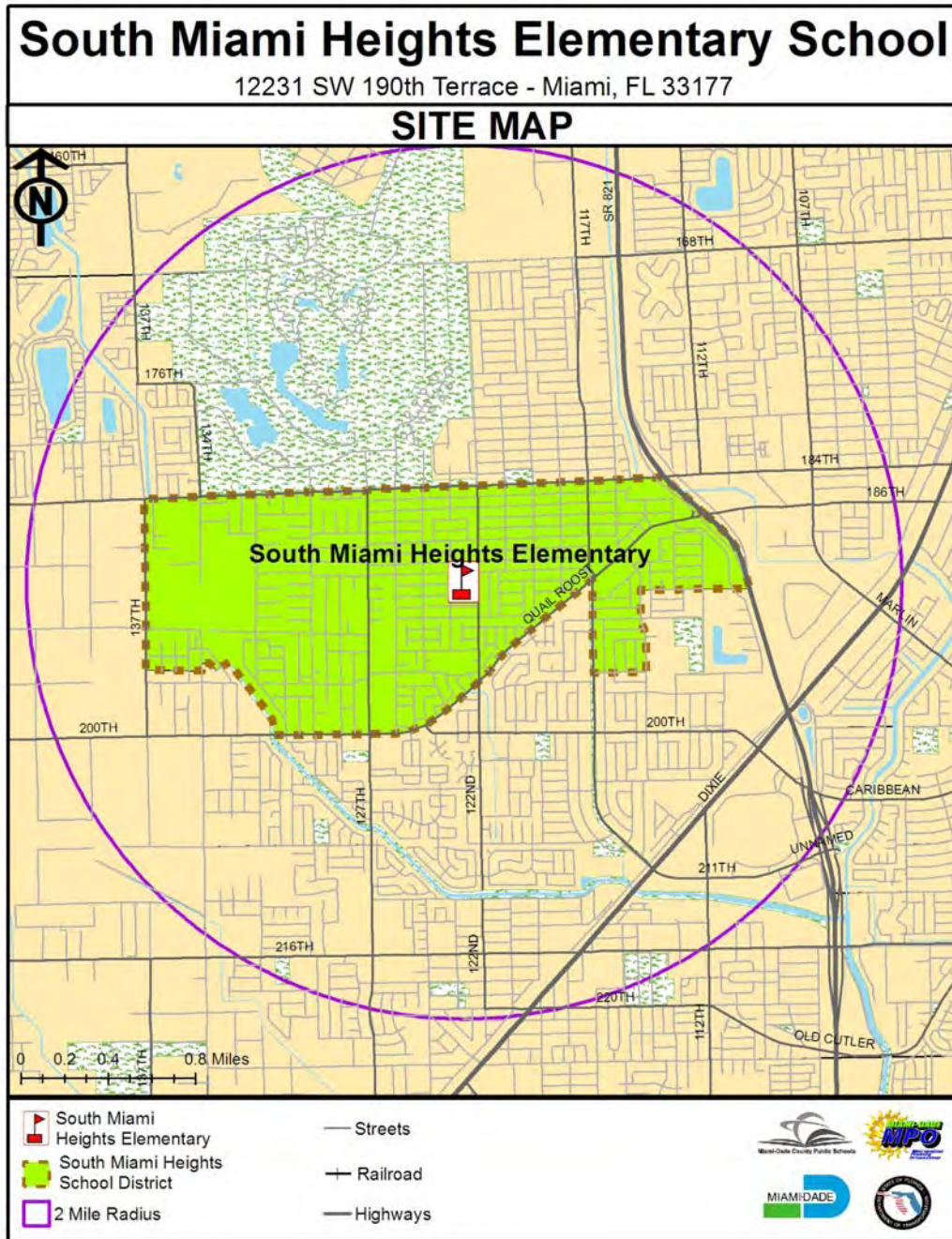
6. Please write down any additional factors that might influence your decision to let your child walk or bicycle to school:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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



## 6.2 School Zone Boundary

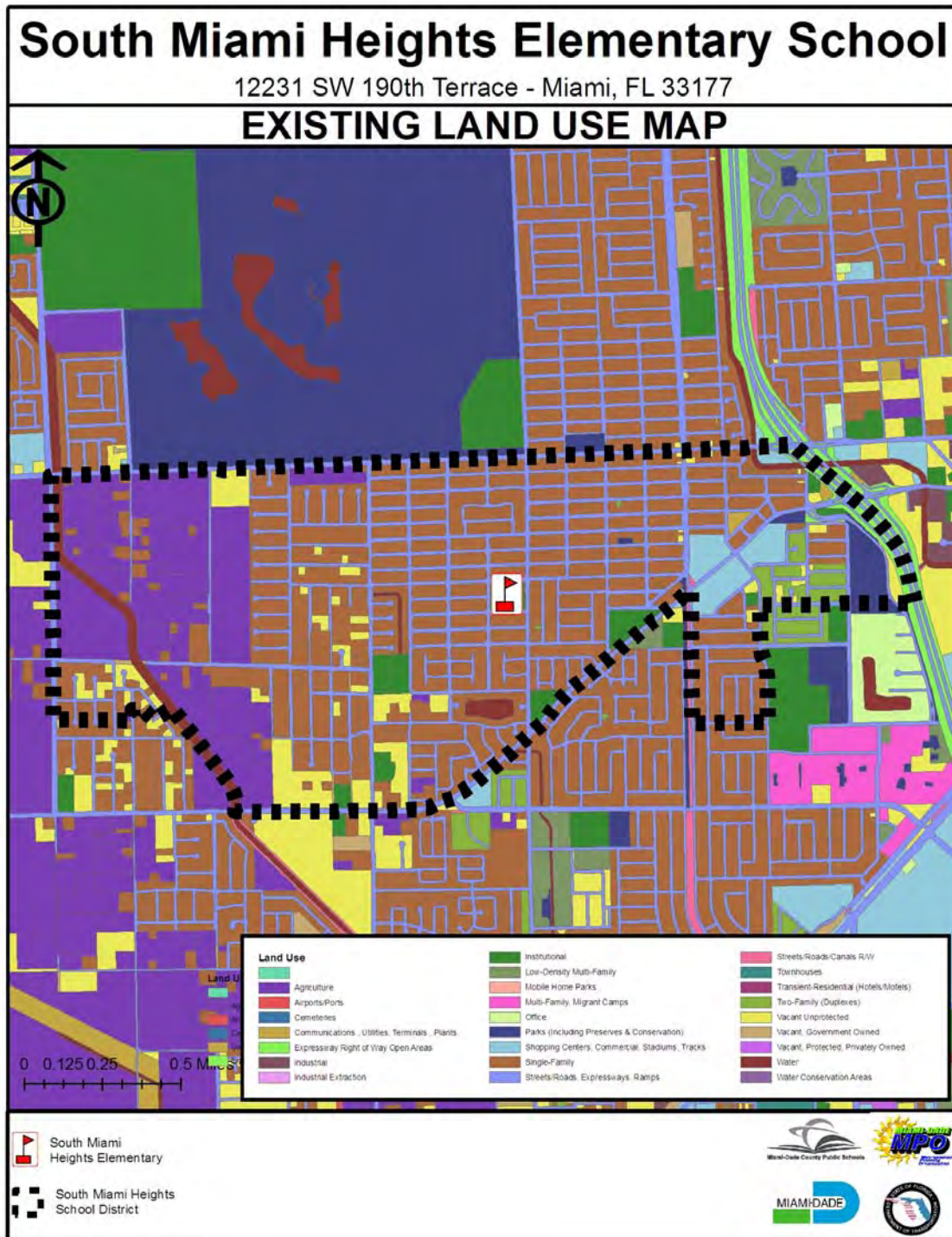
The South Miami Heights Elementary School boundary is an irregularly shaped area bound on the north by 184<sup>th</sup> Street, on the west by 137<sup>th</sup> Avenue on the south by the canal and then 200<sup>th</sup> Street. The south eastern boundary is Quail Roost Road which moves northeast and meets 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**

| Road          | Segment        |            | Facility Type | Speed Limit | AADT* | Bike and Ped Crashes** |
|---------------|----------------|------------|---------------|-------------|-------|------------------------|
|               | From           | To         |               |             |       |                        |
| 186th Street  | 113 Ave        | 118 Ave    | Local         | 30          | Low   | Yes                    |
| 118th Avenue  | 186 St         | 189 St     | Local         | 30          | Low   | No                     |
| 189th Street  | 118 Ave        | 122 Ave    | Local         | 30          | Low   | No                     |
| 122nd Avenue  | 189 St         | School Ent | Arterial      | 30          | Mod   | No                     |
| 120th Avenue  | 184 St         | 189 St     | Local         | 30          | Low   | No                     |
| 124th Avenue  | 184 St         | 189 St     | Local         | 30          | Low   | No                     |
| 129th Avenue  | 184 St         | 187 Terr   | Local         | 30          | Low   | No                     |
| 187th Terrace | 129 Ave        | 127 Ave    | Local         | 30          | Low   | No                     |
| 127th Avenue  | 187 Terr       | 189 St     | Arterial      | 45          | Low   | No                     |
| 189th Street  | 127 Ave        | School Ent | Local         | 30          | Low   | No                     |
| 192nd Terrace | Quail Roost Rd | 122 Ave    | Local         | 30          | Low   | Yes                    |
| 122nd Avenue  | 192 Terr       | School Ent | Arterial      | 30          | Mod   | Yes                    |
| 196th Street  | 130 Ave Rd     | 127 Ave    | Local         | 30          | Low   | No                     |
| 127th Avenue  | 196 St         | 195 Terr   | Arterial      | 45          | Mod   | No                     |
| 195th Terrace | 127 Ave        | 124 Ave    | Local         | 30          | Low   | No                     |
| 124th Avenue  | 195 Terr       | 194 St     | Local         | 30          | Low   | No                     |
| 194th Street  | 124 Ave        | 123 Ave    | Local         | 30          | Low   | No                     |
| 123rd Avenue  | 194 St         | 190 Terr   | Local         | 30          | Low   | Yes                    |
| 190th Terrace | 123 Ave        | 122 Ave    | Local         | 30          | Low   | No                     |

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

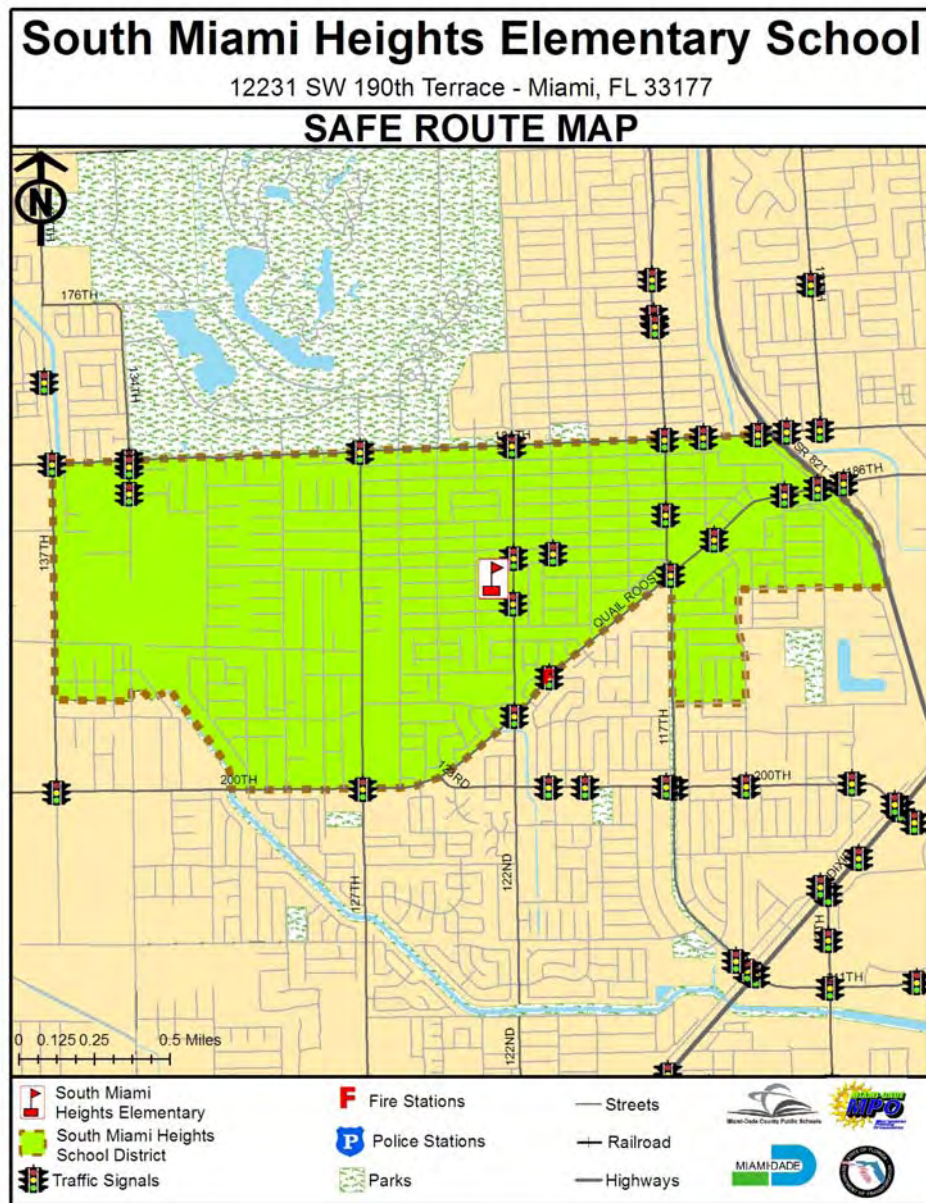
\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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

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

### Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 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.

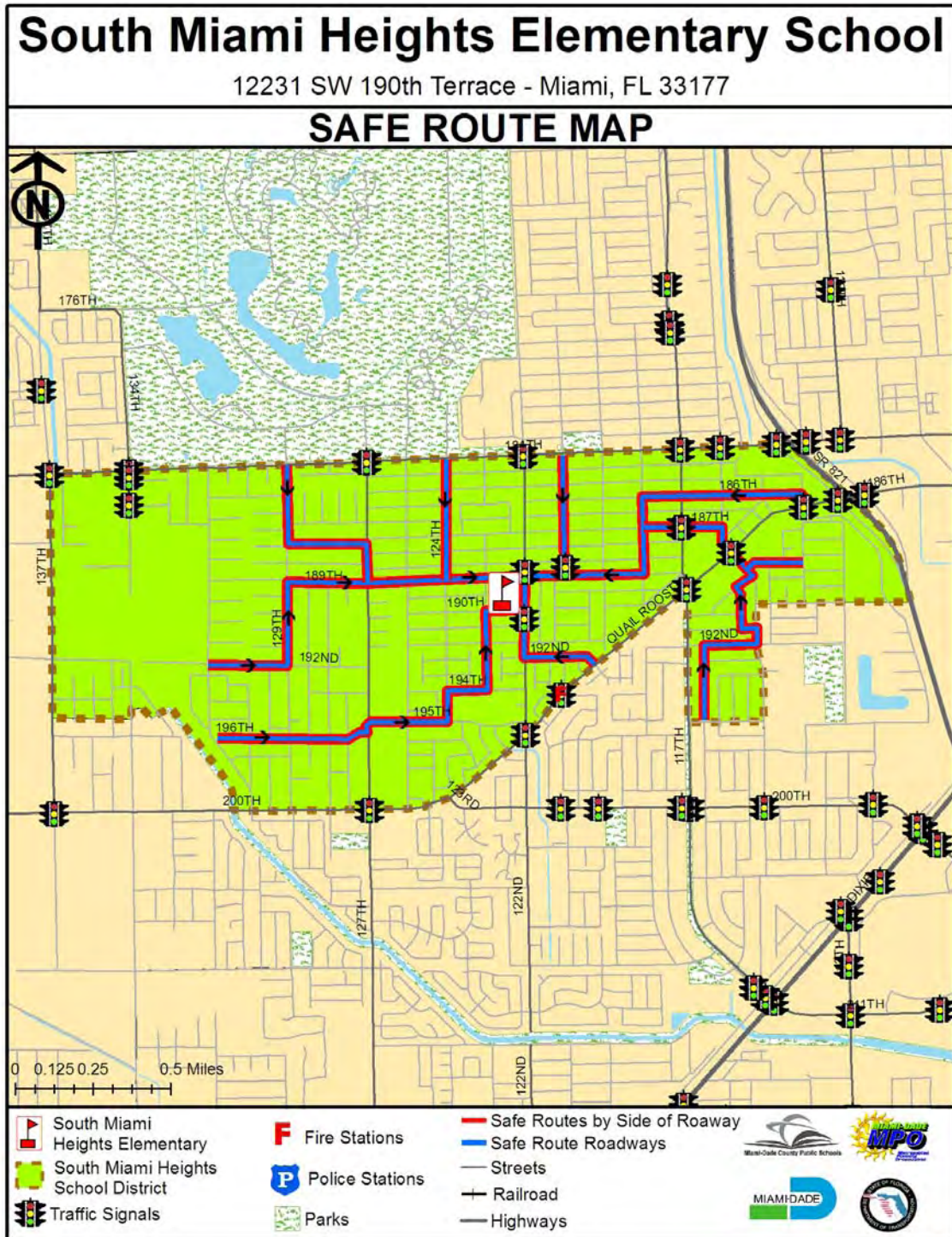


**Table 7:  
South Miami Heights Elementary School  
Opinion of Probable Costs**

| Road         | Segment |            | Recommended Improvement                                                                                                              | Qty  | Unit | Cost              |
|--------------|---------|------------|--------------------------------------------------------------------------------------------------------------------------------------|------|------|-------------------|
|              | From    | To         |                                                                                                                                      |      |      |                   |
| 186th Street | 113 Ave | 118 Ave    | Install Painted Crosswalk across the 113 Ave intersection (North side - 80', South side - 80')                                       | 160  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 186 St / 113 Ave intersection (NE - 18', NW - 18', SE - 10', SW - 17')                                 | 63   | LF   | 5,000.00          |
|              |         |            | Install Painted Crosswalk across the 115 Ave intersection (North side - 74', South side - 80')                                       | 154  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 186 St / 115 Ave intersection (NE - 13', NW - 11', SE - 13', SW - 13')                                 | 50   | LF   | 4,000.00          |
|              |         |            | Install Painted Crosswalk across the 117 Ave intersection (North side - 76', South side - 94')                                       | 170  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 186 St / 117 Ave intersection (NW - 42', SW - 16')                                                     | 58   | LF   | 4,600.00          |
|              |         |            | Install Sidewalk, East of 117 Ave to corner, North Side                                                                              | 34   | LF   | 2,700.00          |
|              |         |            | Install Sidewalk, East of 117 Ave to corner, South Side                                                                              | 34   | LF   | 2,700.00          |
|              |         |            | Install Painted Crosswalk across the 118 Ave intersection (North side - 80', South side - 80', East side - 90', West side - 80')     | 320  | LF   | 950.00            |
|              |         |            | Install Sidewalk Extensions @ 186 St / 118 Ave intersection (NE - 14', NW - 15', SE - 17', SW - 17')                                 | 63   | LF   | 200.00            |
|              |         |            | Install Painted Crosswalk across the 187 St intersection (East side - 84', West side - 90')                                          | 174  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 118 Ave / 187 St intersection (NE - 15', NW - 16', SE - 17', SW - 16')                                 | 64   | LF   | 5,100.00          |
| 118th Avenue | 186 St  | 189 St     | Install Painted Crosswalk across the 187 Terr intersection (East side - 88', West side - 90')                                        | 178  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 118 Ave / 187 Terr intersection (NE - 15', NW - 16', SE - 17', SW - 16')                               | 64   | LF   | 5,100.00          |
|              |         |            | Install Painted Crosswalk across the 188 St intersection (East side - 88', West side - 90')                                          | 178  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 118 Ave / 188 St intersection (NE - 13', NW - 13', SE - 13', SW - 15')                                 | 54   | LF   | 4,300.00          |
|              |         |            | Install Painted Crosswalk across the 189 Terr intersection (East side - 80', West side - 82')                                        | 162  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 118 Ave / 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            |
|              |         |            | Install Painted Crosswalk across the 119 Ave intersection (North side - 72', South side - 76')                                       | 146  | LF   | 450.00            |
|              |         |            | Install Painted Crosswalk across the 120 Ave intersection (North side - 52')                                                         | 52   | LF   | 200.00            |
|              |         |            | Install Painted Crosswalk across the 120 Ct intersection (South side - 58')                                                          | 58   | LF   | 200.00            |
|              |         |            | Install Painted Crosswalk across the 121 Ave intersection (South side - 88')                                                         | 88   | LF   | 300.00            |
|              |         |            | No Improvements Needed                                                                                                               | 74   | LF   | 250.00            |
| 122nd Avenue | 189 St  | School Ent | Install Painted Crosswalk across the 185 St intersection (East side - 76', West side - 90')                                          | 186  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 185 St intersection (NE - 9', NW - 10', SE - 17', SW - 17')                                  | 53   | LF   | 4,250.00          |
|              |         |            | Install Painted Crosswalk across the 185 Terr intersection (East side - 80', West side - 70')                                        | 150  | LF   | 450.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 185 Terr intersection (NE - 17', NW - 17', SE - 17', SW - 18')                               | 69   | LF   | 5,500.00          |
|              |         |            | Install Painted Crosswalk across the 186 St intersection (East side - 82', West side - 84')                                          | 166  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 186 St intersection (NE - 16', NW - 17', SE - 16', SW - 17')                                 | 66   | LF   | 5,250.00          |
|              |         |            | Install Painted Crosswalk across the 187 St intersection (East side - 80', West side - 80')                                          | 160  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 187 St intersection (NE - 17', NW - 17', SE - 16', SW - 18')                                 | 68   | LF   | 5,400.00          |
|              |         |            | Install Painted Crosswalk across the 187 Terr intersection (East side - 80', West side - 84')                                        | 164  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 187 Terr intersection (NE - 16', NW - 16', SE - 16', SW - 18')                               | 66   | LF   | 5,250.00          |
|              |         |            | Install Painted Crosswalk across the 188 St intersection (East side - 80', West side - 82')                                          | 162  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 188 St intersection (NE - 13', NW - 13', SE - 14', SW - 12')                                 | 51   | LF   | 4,150.00          |
| 120th Avenue | 184 St  | 189 St     | Install Painted Crosswalk across the 188 Terr intersection (East side - 90', West side - 90')                                        | 189  | LF   | 600.00            |
|              |         |            | Install Sidewalk Extensions @ 120 Ave / 188 Terr intersection (NE - 12', NW - 13', SE - 14', SW - 13')                               | 52   | LF   | 4,150.00          |
|              |         |            | Install Painted Crosswalk across the 185 St intersection (East side - 86', West side - 86')                                          | 172  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 185 St intersection (NE - 15', NW - 16', SE - 15', SW - 18')                                 | 63   | LF   | 5,000.00          |
|              |         |            | Install Painted Crosswalk across the 185 Terr intersection (East side - 92', West side - 94')                                        | 186  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 185 Terr intersection (NE - 17', NW - 14', SE - 14', SW - 10')                               | 55   | LF   | 4,400.00          |
|              |         |            | Install Painted Crosswalk across the 186 St intersection (East side - 86', West side - 86')                                          | 92   | LF   | 300.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 186 St intersection (NW - 8', SW - 9')                                                       | 17   | LF   | 1,350.00          |
|              |         |            | Install Painted Crosswalk across the 187 St intersection (West side - 94')                                                           | 94   | LF   | 300.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 187 St intersection (NW - 6', SW - 9')                                                       | 15   | LF   | 1,200.00          |
|              |         |            | Install Painted Crosswalk across the 187 Terr intersection (East side - 80', West side - 84')                                        | 164  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 187 Terr intersection (NE - 12', NW - 11', SE - 15')                                         | 38   | LF   | 3,050.00          |
| 124th Avenue | 184 St  | 189 St     | Install Painted Crosswalk across the 188 St intersection (East side - 72', West side - 94')                                          | 166  | LF   | 500.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 188 St intersection (NE - 13', NW - 13', SE - 14', SW - 15')                                 | 51   | LF   | 4,150.00          |
|              |         |            | Install Painted Crosswalk across the 188 Terr intersection (East side - 84', West side - 84')                                        | 178  | LF   | 550.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave / 188 Terr intersection (NE - 13', NW - 13', SE - 13', SW - 13')                               | 52   | LF   | 4,150.00          |
|              |         |            | Install Sidewalk, whole length of segment, East side                                                                                 | 1310 | LF   | 103,850.00        |
|              |         |            | Install Sidewalk, whole length of segment, West side                                                                                 | 1310 | LF   | 103,850.00        |
|              |         |            | Install Painted Crosswalk across the 185 Terr intersection (West side - 100')                                                        | 100  | LF   | 300.00            |
|              |         |            | Install Painted Crosswalk across the 186 Terr intersection (West side - 90')                                                         | 90   | LF   | 300.00            |
|              |         |            | Install Painted Crosswalk across the 187 St intersection (East side - 90', West side - 74')                                          | 164  | LF   | 500.00            |
|              |         |            | Install Painted Crosswalk across the 187 Terr intersection (East side - 84', North side - 64')                                       | 149  | LF   | 450.00            |
|              |         |            | Install Sidewalk, whole length of segment, North side                                                                                | 1287 | LF   | 102,050.00        |
|              |         |            | Install Sidewalk, whole length of segment, South side                                                                                | 1236 | LF   | 98,000.00         |
| 129th Avenue | 184 St  | 187 Terr   | Install Painted Crosswalk across the 187 Terr intersection (West side - 82')                                                         | 82   | LF   | 250.00            |
|              |         |            | Install Sidewalk, between 187 Terr and 188 St, West side                                                                             | 340  | LF   | 26,950.00         |
|              |         |            | Install Painted Crosswalk across the 188 St intersection (East side - 102', West side - 46')                                         | 148  | LF   | 450.00            |
|              |         |            | Install Painted Crosswalk across the 188 Terr intersection (East side - 60')                                                         | 60   | LF   | 200.00            |
|              |         |            | Install Painted Crosswalk across the 189 St intersection (East side - 56', West side - 82', North side - 112', South side - 44')     | 294  | LF   | 900.00            |
|              |         |            | Install Sidewalk Extensions @ 127 Ave / 188 St intersection (NW - 14', SW - 18')                                                     | 32   | LF   | 2,550.00          |
|              |         |            | Install Painted Crosswalk across the 125 Ave intersection (North side - 90', South side - 90')                                       | 180  | LF   | 550.00            |
|              |         |            | Install Painted Crosswalk across the 124 Ave intersection (North side - 96', South side - 110')                                      | 206  | LF   | 650.00            |
|              |         |            | Install Painted Crosswalk across the 122 Ave intersection (South side - 122', East side - 62', West side - 66', North side - 130')   | 380  | LF   | 1,150.00          |
|              |         |            | Install Sidewalk Extensions @ 192 Terr / 120 Ave intersection (SE - 10', SW 10')                                                     | 20   | LF   | 1,600.00          |
|              |         |            | Install Painted Crosswalk across the 120 Ave intersection (South side - 70')                                                         | 70   | LF   | 250.00            |
|              |         |            | Install Sidewalk Extensions @ 192 Terr / 121 Ave intersection (SE - 10', SW 10')                                                     | 20   | LF   | 1,600.00          |
| 189th Street | 127 Ave | School Ent | Install Painted Crosswalk across the 121 Ave intersection (South side - 76')                                                         | 76   | LF   | 250.00            |
|              |         |            | Install Painted Crosswalk across the 191 Terr intersection (South side - 100', East side - 100', West side - 108', North side - 72') | 380  | LF   | 1,150.00          |
|              |         |            | Install Painted Crosswalk across the 191 St intersection (West side - 88')                                                           | 88   | LF   | 300.00            |
|              |         |            | Install Sidewalk between 129 Ct and 127 Ave, North side                                                                              | 1475 | LF   | 116,950.00        |
|              |         |            | Install Sidewalk between 129 Ct and 127 Ave, South side                                                                              | 1219 | LF   | 96,650.00         |
|              |         |            | Install Painted Crosswalk across the 130 Ave intersection (North side - 50', South side - 50', East side - 50', West side - 50')     | 200  | LF   | 600.00            |
|              |         |            | Install Painted Crosswalk across the 129 Ct intersection (North side - 80')                                                          | 50   | LF   | 150.00            |
|              |         |            | Install Painted Crosswalk across the 129 Ave intersection (North side - 70', South side - 60')                                       | 130  | LF   | 400.00            |
|              |         |            | Install Painted Crosswalk across the 128 Ct intersection (North side - 74', South side - 62')                                        | 136  | LF   | 450.00            |
|              |         |            | Install Painted Crosswalk across the 128 Ave intersection (North side - 74', South side - 74')                                       | 148  | LF   | 450.00            |
|              |         |            | Install Painted Crosswalk across the 127 Ct intersection (North side - 92', South side - 80')                                        | 172  | LF   | 550.00            |
|              |         |            | Install Painted Crosswalk across the 127 Ave intersection (North side - 62', West side - 64')                                        | 126  | LF   | 400.00            |
| 127th Avenue | 196 St  | 195 Terr   | Install Sidewalk Extensions @ 196 St / 127 Ave intersection (NE - 25')                                                               | 25   | LF   | 2,000.00          |
|              |         |            | Install Painted Crosswalk across the 195 Terr intersection (East side - 100')                                                        | 100  | LF   | 300.00            |
|              |         |            | Install Sidewalk, whole length of segment, North side                                                                                | 1195 | LF   | 94,750.00         |
|              |         |            | Install Sidewalk, whole length of segment, South side                                                                                | 1262 | LF   | 100,050.00        |
|              |         |            | Install Painted Crosswalk across the 124 Ave intersection (East side - 54')                                                          | 54   | LF   | 200.00            |
|              |         |            | Install Sidewalk Extensions @ 195 Terr / 124 Ave intersection (NE - 7')                                                              | 7    | LF   | 600.00            |
|              |         |            | Install Painted Crosswalk across the 194 Terr intersection (East side - 64')                                                         | 64   | LF   | 200.00            |
|              |         |            | Install Sidewalk Extensions @ 124 Ave - 194 Terr intersection (NE - 20', SE - 23')                                                   | 43   | LF   | 3,450.00          |
|              |         |            | Install Painted Crosswalk across the 124 Ave intersection (North side - 72', East side - 64')                                        | 136  | LF   | 450.00            |
|              |         |            | Install Sidewalk Extensions @ 194 Terr / 124 Ave intersection (NE - 10', NW - 17', SE - 8')                                          | 35   | LF   | 2,800.00          |
|              |         |            | Install Painted Crosswalk across the 123 Ave intersection (North side - 72', East side - 60', West side - 60')                       | 196  | LF   | 600.00            |
|              |         |            | Install Sidewalk Extensions @ 194 Terr / 123 Ave intersection (NE - 10', NW - 11')                                                   | 21   | LF   | 100.00            |
| 194th Street | 124 Ave | 123 Ave    | Install Painted Crosswalk across the 191 Terr intersection (North side - 72', South side - 72', East side - 101', West side - 80')   | 325  | LF   | 1,000.00          |
|              |         |            | Install Sidewalk Extensions @ 123 Ave / 191 Terr intersection (NE - 16', NW - 15', SE - 15', SW - 15')                               | 61   | LF   | 4,850.00          |
|              |         |            | Install Painted Crosswalk across the 191 St intersection (North side - 78', South side - 81', East side - 84', West side - 90')      | 343  | LF   | 1,050.00          |
|              |         |            | Install Sidewalk Extensions @ 123 Ave / 191 St intersection (NE - 16', NW - 15', SE - 15', SW - 16')                                 | 62   | LF   | 4,950.00          |
|              |         |            | No Improvements Needed                                                                                                               | -    | -    | -                 |
|              |         |            | Preliminary Costs                                                                                                                    |      |      | 447,400.00        |
|              |         |            | Contingency (20%)                                                                                                                    |      |      | 89,480.00         |
|              |         |            | Mobilization (10%)                                                                                                                   |      |      | 44,740.00         |
|              |         |            | Maintenance of Traffic (10%)                                                                                                         |      |      | 44,740.00         |
|              |         |            | <b>Opinion of Total Costs</b>                                                                                                        |      |      | <b>626,360.00</b> |
|              |         |            |                                                                                                                                      |      |      |                   |
|              |         |            |                                                                                                                                      |      |      |                   |
|              |         |            |                                                                                                                                      |      |      |                   |

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

## 8.0 SAFE ROUTE MAP







# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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. Torrents

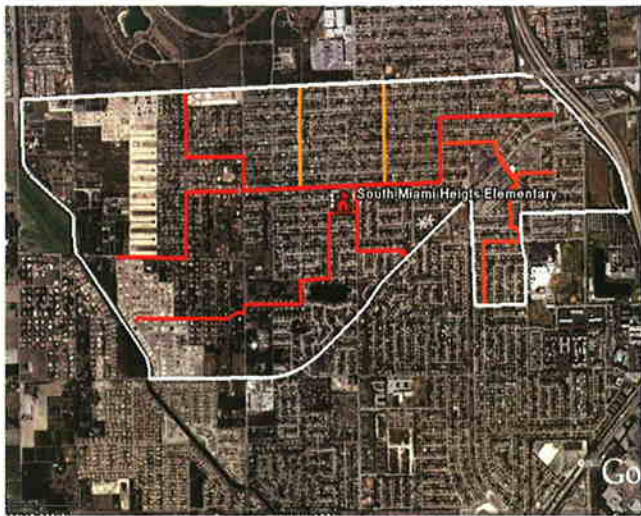
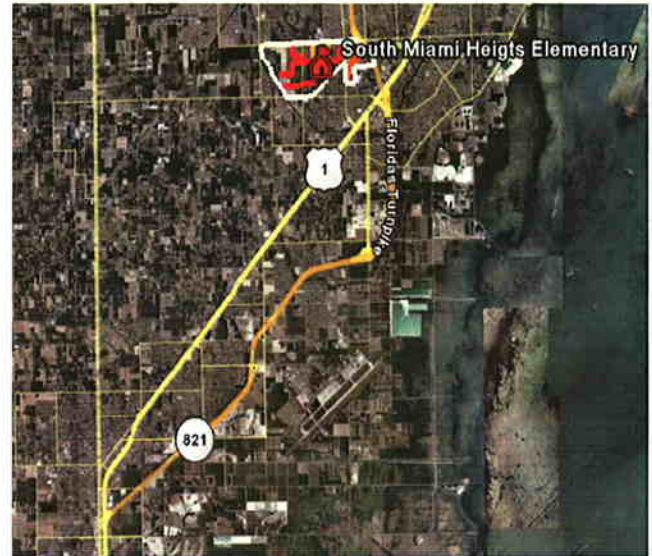
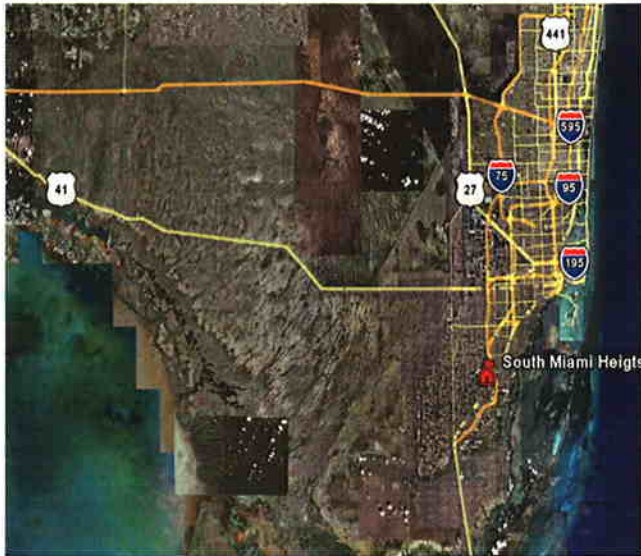
Ms. Ana Rijo-Conde, AICP  
Mr. Fernando Albuérne

*Facilities Planning*

*Ana Rijo-Conde, AICP, Planning Officer • 1450 N.E. 2nd Avenue, Suite 525 • Miami, Florida 33132  
305-995-7285 • FAX 305-995-4760 • [arijo@dadeschools.net](mailto: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, Applicant & Maintaining Agency Information                                                                                                         |                                         |                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|---------------------------------------------|
| Name of school: <b>South Miami Heights Elementary</b> County: <b>Miami-Dade</b>                                                                                        |                                         |                                             |
| The Applicant must be one of the agencies or organizations listed below:                                                                                               |                                         |                                             |
| <input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team                        |                                         |                                             |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                      |                                         |                                             |
| Contact Person: <b>Jaime Torrens</b>                                                                                                                                   |                                         | Title: <b>Chief Facilities Officer</b>      |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                     | Fax: <b>305-995-4660</b>                | E-mail: <b>jtorrens@dadeschools</b>         |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                        |                                         |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                   | Zip: <b>33128 - 1970</b>                    |
| Signature:                                                                                                                                                             | Typed name: <b>Jaime Torrens</b>        | Date: <b>4/29/08</b>                        |
| Signature of School Board or school representative required when different from applicant:                                                                             |                                         |                                             |
| Signature:                                                                                                                                                             | Typed name:                             | Date:                                       |
| The Maintaining Agency must be one of the agencies listed below:                                                                                                       |                                         |                                             |
| <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation                                 |                                         |                                             |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                       |                                         |                                             |
| Contact Person: <b>Jeffrey L. Cohen, P.E.</b>                                                                                                                          |                                         | Title: <b>Assistant Chief</b>               |
| Daytime Phone: <b>305-375-203-</b>                                                                                                                                     | Fax: <b>305-372-6064</b>                | E-mail: <b>jcpe@miamidade.gov</b>           |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                            |                                         |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                   | Zip: <b>33128-1970</b>                      |
| 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: <b>Jeffrey L. Cohen, PE</b> | Date: <b>4/29/08</b>                        |
| 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                         |                                         |                                             |
| Contact Person: <b>David Henderson</b>                                                                                                                                 |                                         | Title: <b>Bicycle/Pedestrian Specialist</b> |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                     | Fax: <b>3-5-375-4950</b>                | E-mail: <b>davidh@miamidade.gov</b>         |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                        |                                         |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                   | Zip: <b>33128</b>                           |
| Signature:                                                                                                                                                             | Typed name: <b>David Henderson</b>      | Date: <b>4/29/08</b>                        |
| Designated Contact: Check below the primary contact (the one the District should coordinate with):                                                                     |                                         |                                             |
| <input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO                                                 |                                         |                                             |

## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If yes, describe its width and condition: **The right of way is greater than 50'. It contains sidewalks, with if any gaps.***

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

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



## Section 4 – Problem Identification

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

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by a residential local streets on a larger grid system. There are few issues other than crosswalks and sidewalks extensions that prevent walking or biking.

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

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

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

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

For South Miami Heights Elementary School, the population is 7% white, 21% black, 70% hispanic and 3% asian. Nearly 83% of the population is eligible for the Free Lunch Program. Generally in the area about 65% of the households have children. The unemployment rate is about 5%. Nearly 33% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 184th Avenue, Quail Roost Road and at the entrance of the school on 122nd Avenue. All other signals are on the section-line and half-section line roads particularly along US-1, and 320th Street. About 22 signals are currently located within the attendance boundary. The area is typified by an ample pedestrian network. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations.

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

Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections.

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

## Section 5 – Current Conditions

### LOCATION

#1 Street Name: **190<sup>th</sup> Terrace** From: **122 Ave** To: **123 Ave**  
 Maintaining Agency: ☐ City ☒ County ☐ State

#2 Street Name: **122 Ave** From: **189 St** To: **190 Terr**  
 Maintaining Agency: ☐ City ☒ County ☐ State

Project begins how far from the school? (attach a map illustrating the area)  
☐ 0 to ½ mile ☐ ½ to 1 mile ☐ 1 to 1 ½ miles ☒ 1 ½ to 2 miles

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

**Land use in the study area is almost totally single family residential. Little new development is expected in the area. The area is relatively urban and an excellent opportunity to entice students to walk to school.**

### ROADWAY CHARACTERISTICS

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

Shoulder Type: ☐ Grass ☐ Paved ☐ Curb

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

Drainage: ☒ Swale ☐ Concrete Ditch ☐ Curb/Gutter

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

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

**Paved walking surfaces are generally in good condition.**

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

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

### TRAFFIC CONTROLS

Mark all that apply in regard to traffic control devices:

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

### DATA

#### Traffic Conditions

Average Annual Daily Traffic (AADT): **9405** Posted Speed Limit: **30** Operating Speed: **30**

#### Crash History in Study Area (all ages)

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

| Year            | 2002 | 2003 | 2004 | 2005 | 2006 |
|-----------------|------|------|------|------|------|
| Ped injuries    | 0    | 1    | 6    |      |      |
| Ped fatalities  | 0    | 0    | 0    |      |      |
| Bike injuries   | 0    | 0    | 0    |      |      |
| Bike fatalities | 0    | 0    | 0    |      |      |

|               |          |          |          |  |  |
|---------------|----------|----------|----------|--|--|
| <b>Totals</b> | <b>0</b> | <b>1</b> | <b>6</b> |  |  |
|---------------|----------|----------|----------|--|--|



| Section 6 – Specific Infrastructure Improvement(s) Requested                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Request #1 Street Name: <b>Please see attached spread sheet for Route information</b>                                                                                                                                                                                                                                                                                                                            |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| From: -                                                                                                                                                                                                                                                                                                                                                                                                          | To: -                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                         |
| Number of K to 8 <sup>th</sup> grade children using route or facility:                                                                                                                                                                                                                                                                                                                                           | Current: <b>It is estimated by the principal that about 50% of the children walk through the near by neighborhoods</b> | Potential*: <b>There are 1959 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. The entire boundary is within a two mile radius. The grid network facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility.</b> |
| Request #2 Street Name: -                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| From: - -                                                                                                                                                                                                                                                                                                                                                                                                        | To: -                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                         |
| Number of K to 8 <sup>th</sup> grade children using route or facility:                                                                                                                                                                                                                                                                                                                                           | Current:                                                                                                               | Potential*: -                                                                                                                                                                                                                                                                                                                                           |
| <i>*Potential applies only to those along or within ¼ mile of proposed route</i>                                                                                                                                                                                                                                                                                                                                 |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| Sidewalk, Bike Lane, Paved Shoulder, or Shared Use Path                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| <input checked="" type="checkbox"/> Continuation of Existing Sidewalk                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> New Sidewalk                                                                                  |                                                                                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Continuation of Existing Bike Lane                                                                                                                                                                                                                                                                                                                                                      | <input type="checkbox"/> New Bike Lane (includes re-striping or reconstruction)                                        |                                                                                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Continuation of Paved Shoulder                                                                                                                                                                                                                                                                                                                                                          | <input type="checkbox"/> New Paved Shoulder                                                                            |                                                                                                                                                                                                                                                                                                                                                         |
| <input type="checkbox"/> Continuation of Shared Use Path                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> New Shared Use Path                                                                           |                                                                                                                                                                                                                                                                                                                                                         |
| Comments: describe below your requests in detail, including location, length, side of road, etc.                                                                                                                                                                                                                                                                                                                 |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>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.</b></p>                       |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)                                                                                                                                                                                                                                                                                                                          |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| <input checked="" type="checkbox"/> Within school zone or school area                                                                                                                                                                                                                                                                                                                                            | <input type="checkbox"/> Outside of school zone or school area                                                         |                                                                                                                                                                                                                                                                                                                                                         |
| Is your Traffic Control request based on a Traffic or Engineering Study? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No                                                                                                                                                                                                                                                                     |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)                                                                                                                                                                                                                                                                               |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>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.</b></p>                                                                                                                                                |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| Other Requests (includes bike parking, traffic calming, or other improvements not listed above)                                                                                                                                                                                                                                                                                                                  |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |
| Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems. |                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                         |

No other requests are made

### Other Information

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

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

## Section 7 A– Cost Estimate

Notes:

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

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

## Section 7 B– Cost Estimate Narrative

Explain below :

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

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

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



**Table 7:  
South Miami Heights Elementary School  
Opinion of Probable Costs**

| Road          | Segment       | From       | To                                                                                                                            | Recommended Improvement | Qty | Unit       | Cost |  |              |
|---------------|---------------|------------|-------------------------------------------------------------------------------------------------------------------------------|-------------------------|-----|------------|------|--|--------------|
| 180th Street  | 112 Ave       | 118 Ave    | Install Parallel Curbwork across the 112 Ave intersection (North side - SW - South side - SW)                                 | 190                     | LF  | \$600.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 112 Ave intersection (NE - SW - SW - SW)                                               | 93                      | LF  | \$3,400.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 112 Ave intersection (South side - SW - South side - SW)                                 | 154                     | LF  | \$600.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 112 Ave intersection (NE - SW - SW - SW)                                               | 80                      | LF  | \$2,700.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 117 Ave intersection (North side - SW - South side - SW)                                 | 170                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 117 Ave intersection (SW - SW - SW)                                                    | 98                      | LF  | \$1,500.00 |      |  |              |
|               |               |            | Install Sidewalk - East of 117 Ave to corner - South side                                                                     | 34                      | LF  | \$1,250.00 |      |  |              |
|               |               |            | Install Sidewalk - East of 117 Ave to corner - South side                                                                     | 34                      | LF  | \$1,500.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 118 Ave intersection (North side - SW - South side - SW) East side - SW - West side - SW | 320                     | LF  | \$950.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 118 Ave intersection (NE - SW - SW - SW)                                               | 63                      | LF  | \$1,100.00 |      |  |              |
| 118th Avenue  | 188 St        | 189 St     | Install Parallel Curbwork across the 187 St intersection (East side - SW - West side - SW)                                    | 174                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 118 Ave / 187 St intersection (NE - SW - SW - SW)                                               | 64                      | LF  | \$3,450.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 St intersection (East side - SW - West side - SW)                                    | 178                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 118 Ave / 187 St intersection (NE - SW - SW - SW)                                               | 64                      | LF  | \$3,450.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 188 St intersection (East side - SW - West side - SW)                                    | 178                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 118 Ave / 188 St intersection (NE - SW - SW - SW)                                               | 54                      | LF  | \$2,900.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 188 St intersection (East side - SW - West side - SW)                                    | 182                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 118 Ave / 188 St intersection (NE - SW - SW - SW)                                               | 55                      | LF  | \$2,950.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW) South side - SW - South side - SW  | 202                     | LF  | \$900.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 118 Ave intersection (North side - SW - South side - SW)                                 | 148                     | LF  | \$450.00   |      |  |              |
| 180th Street  | 118 Ave       | 122 Ave    | Install Parallel Curbwork across the 120 Ave intersection (North side - SW - South side - SW)                                 | 82                      | LF  | \$200.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 120 Ave intersection (South side - SW - South side - SW)                                 | 98                      | LF  | \$200.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 121 Ave intersection (South side - SW - South side - SW)                                 | 88                      | LF  | \$300.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 122 Ave intersection (NE - SW - SW - SW)                                               | 186                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 180 St / 122 Ave intersection (NE - SW - SW - SW)                                               | 53                      | LF  | \$2,850.00 |      |  |              |
| 112nd Avenue  | 184 St        | School End | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 190                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 120 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 99                      | LF  | \$3,700.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 168                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 120 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 66                      | LF  | \$3,550.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 St intersection (East side - SW - West side - SW)                                    | 160                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 120 Ave / 187 St intersection (NE - SW - SW - SW)                                               | 68                      | LF  | \$3,550.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 St intersection (East side - SW - West side - SW)                                    | 164                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 120 Ave / 187 St intersection (NE - SW - SW - SW)                                               | 68                      | LF  | \$3,550.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 188 St intersection (East side - SW - West side - SW)                                    | 162                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 120 Ave / 188 St intersection (NE - SW - SW - SW)                                               | 52                      | LF  | \$2,800.00 |      |  |              |
| 124th Avenue  | 184 St        | 189 St     | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 189                     | LF  | \$600.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 52                      | LF  | \$2,800.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 172                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 63                      | LF  | \$3,400.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 166                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 55                      | LF  | \$2,850.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 85                      | LF  | \$300.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 17                      | LF  | \$550.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 St intersection (East side - SW - West side - SW)                                    | 94                      | LF  | \$300.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 187 St intersection (NE - SW - SW - SW)                                               | 15                      | LF  | \$550.00   |      |  |              |
| 126th Avenue  | 184 St        | 187 Ter    | Install Parallel Curbwork across the 187 Ter intersection (East side - SW - West side - SW)                                   | 184                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 126 Ave / 187 Ter intersection (NE - SW - SW - SW)                                              | 38                      | LF  | \$2,050.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 188 St intersection (East side - SW - West side - SW)                                    | 168                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 126 Ave / 188 St intersection (NE - SW - SW - SW)                                               | 51                      | LF  | \$3,750.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 188 St intersection (East side - SW - West side - SW)                                    | 178                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 126 Ave / 188 St intersection (NE - SW - SW - SW)                                               | 62                      | LF  | \$2,600.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 1310                    | LF  | \$5,100.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 126 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 1310                    | LF  | \$5,100.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 100                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 126 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 80                      | LF  | \$300.00   |      |  |              |
| 187th Terrace | 129 Ave       | 127 Ave    | Install Parallel Curbwork across the 187 Ter intersection (East side - SW - West side - SW)                                   | 184                     | LF  | \$500.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 129 Ave / 187 Ter intersection (NE - SW - SW - SW)                                              | 148                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 Ter intersection (East side - SW - West side - SW)                                   | 1287                    | LF  | \$5,850.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 129 Ave / 187 Ter intersection (NE - SW - SW - SW)                                              | 1287                    | LF  | \$5,850.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 187 Ter intersection (East side - SW - West side - SW)                                   | 82                      | LF  | \$250.00   |      |  |              |
| 127th Avenue  | 187 Ter       | 189 St     | Install Parallel Curbwork across the 187 Ter intersection (East side - SW - West side - SW)                                   | 320                     | LF  | \$1,200.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 148                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 189 St intersection (East side - SW - West side - SW)                                    | 90                      | LF  | \$300.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 127 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 294                     | LF  | \$900.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 127 Ave / 189 St intersection (NE - SW - SW - SW)                                               | 33                      | LF  | \$1,750.00 |      |  |              |
| 189th Street  | 127 Ave       | School End | Install Parallel Curbwork across the 127 Ave intersection (North side - SW - South side - SW)                                 | 180                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 127 Ave intersection (South side - SW - South side - SW)                                 | 208                     | LF  | \$550.00   |      |  |              |
| 192nd Terrace | Quail Road Rd | 122 Ave    | Install Parallel Curbwork across the 122 Ave intersection (South side - SW - East side - SW) West side - SW - North side - SW | 380                     | LF  | \$1,150.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 192 Ter / 122 Ave intersection (NE - SW - SW - SW)                                              | 20                      | LF  | \$1,100.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (South side - SW - East side - SW) West side - SW - North side - SW | 70                      | LF  | \$250.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 192 Ter / 122 Ave intersection (NE - SW - SW - SW)                                              | 20                      | LF  | \$1,100.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (South side - SW - East side - SW) West side - SW - North side - SW | 73                      | LF  | \$250.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 192 Ter / 122 Ave intersection (NE - SW - SW - SW)                                              | 20                      | LF  | \$1,100.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (South side - SW - East side - SW) West side - SW - North side - SW | 76                      | LF  | \$250.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 192 Ter / 122 Ave intersection (NE - SW - SW - SW)                                              | 380                     | LF  | \$1,150.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (South side - SW - East side - SW) West side - SW - North side - SW | 88                      | LF  | \$300.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 192 Ter / 122 Ave intersection (NE - SW - SW - SW)                                              | 1479                    | LF  | \$5,800.00 |      |  |              |
| 156th Street  | 130 Ave Rd    | 127 Ave    | Install Sidewalk Extensions @ 130 Ave / 127 Ave intersection (NE - SW - SW - SW)                                              | 1479                    | LF  | \$5,800.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW) East side - SW - West side - SW | 200                     | LF  | \$600.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW)                                 | 30                      | LF  | \$150.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW)                                 | 130                     | LF  | \$400.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW)                                 | 130                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW)                                 | 148                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW)                                 | 172                     | LF  | \$550.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 130 Ave / 127 Ave intersection (NE - SW - SW - SW)                                              | 139                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 130 Ave / 127 Ave intersection (NE - SW - SW - SW)                                              | 25                      | LF  | \$1,550.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 130 Ave intersection (North side - SW - South side - SW) East side - SW - West side - SW | 100                     | LF  | \$300.00   |      |  |              |
| 127th Avenue  | 195 St        | 124 Ave    | Install Sidewalk Extensions @ 127 Ave / 124 Ave intersection (NE - SW - SW - SW)                                              | 1195                    | LF  | \$3,950.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 124 Ave intersection (East side - SW - West side - SW)                                   | 1092                    | LF  | \$5,500.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 127 Ave / 124 Ave intersection (NE - SW - SW - SW)                                              | 54                      | LF  | \$200.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 124 Ave intersection (East side - SW - West side - SW)                                   | 7                       | LF  | \$400.00   |      |  |              |
|               |               |            | Install Parallel Curbwork across the 124 Ave intersection (East side - SW - West side - SW)                                   | 64                      | LF  | \$200.00   |      |  |              |
| 184th Street  | 124 Ave       | 123 Ave    | Install Sidewalk Extensions @ 124 Ave / 123 Ave intersection (NE - SW - SW - SW)                                              | 43                      | LF  | \$2,300.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 124 Ave intersection (North side - SW - South side - SW)                                 | 138                     | LF  | \$450.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 123 Ave intersection (NE - SW - SW - SW)                                              | 55                      | LF  | \$1,800.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 123 Ave intersection (North side - SW - South side - SW) East side - SW - West side - SW | 196                     | LF  | \$600.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 124 Ave / 123 Ave intersection (NE - SW - SW - SW)                                              | 21                      | LF  | \$100.00   |      |  |              |
| 123rd Avenue  | 184 St        | 100 Ter    | Install Parallel Curbwork across the 101 Ter intersection (North side - SW - South side - SW) East side - SW - West side - SW | 325                     | LF  | \$1,000.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 123 Ave / 101 Ter intersection (NE - SW - SW - SW)                                              | 61                      | LF  | \$3,300.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 101 St intersection (North side - SW - South side - SW) East side - SW - West side - SW  | 343                     | LF  | \$1,050.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 123 Ave / 101 St intersection (NE - SW - SW - SW)                                               | 62                      | LF  | \$3,350.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 101 Ter intersection (North side - SW - South side - SW)                                 | 21                      | LF  | \$100.00   |      |  |              |
| 180th Terrace | 123 Ave       | 122 Ave    | Install Parallel Curbwork across the 122 Ave intersection (North side - SW - South side - SW)                                 | 21                      | LF  | \$100.00   |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 123 Ave / 122 Ave intersection (NE - SW - SW - SW)                                              | 61                      | LF  | \$3,300.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (North side - SW - South side - SW)                                 | 343                     | LF  | \$1,050.00 |      |  |              |
|               |               |            | Install Sidewalk Extensions @ 123 Ave / 122 Ave intersection (NE - SW - SW - SW)                                              | 62                      | LF  | \$3,350.00 |      |  |              |
|               |               |            | Install Parallel Curbwork across the 122 Ave intersection (North side - SW - South side - SW)                                 | 21                      | LF  | \$100.00   |      |  |              |
|               |               |            | Subtotal                                                                                                                      |                         |     |            |      |  | \$84,500.00  |
|               |               |            | Contingency (10%)                                                                                                             |                         |     |            |      |  | \$8,450.00   |
|               |               |            | Professional Services (10%)                                                                                                   |                         |     |            |      |  | \$8,450.00   |
|               |               |            | Construction Management (10%)                                                                                                 |                         |     |            |      |  | \$8,450.00   |
|               |               |            | Mobilization (10%)                                                                                                            |                         |     |            |      |  | \$8,450.00   |
|               |               |            | Maintenance of Traffic (10%)                                                                                                  |                         |     |            |      |  | \$8,450.00   |
|               |               |            | Grand Total                                                                                                                   |                         |     |            |      |  | \$128,700.00 |

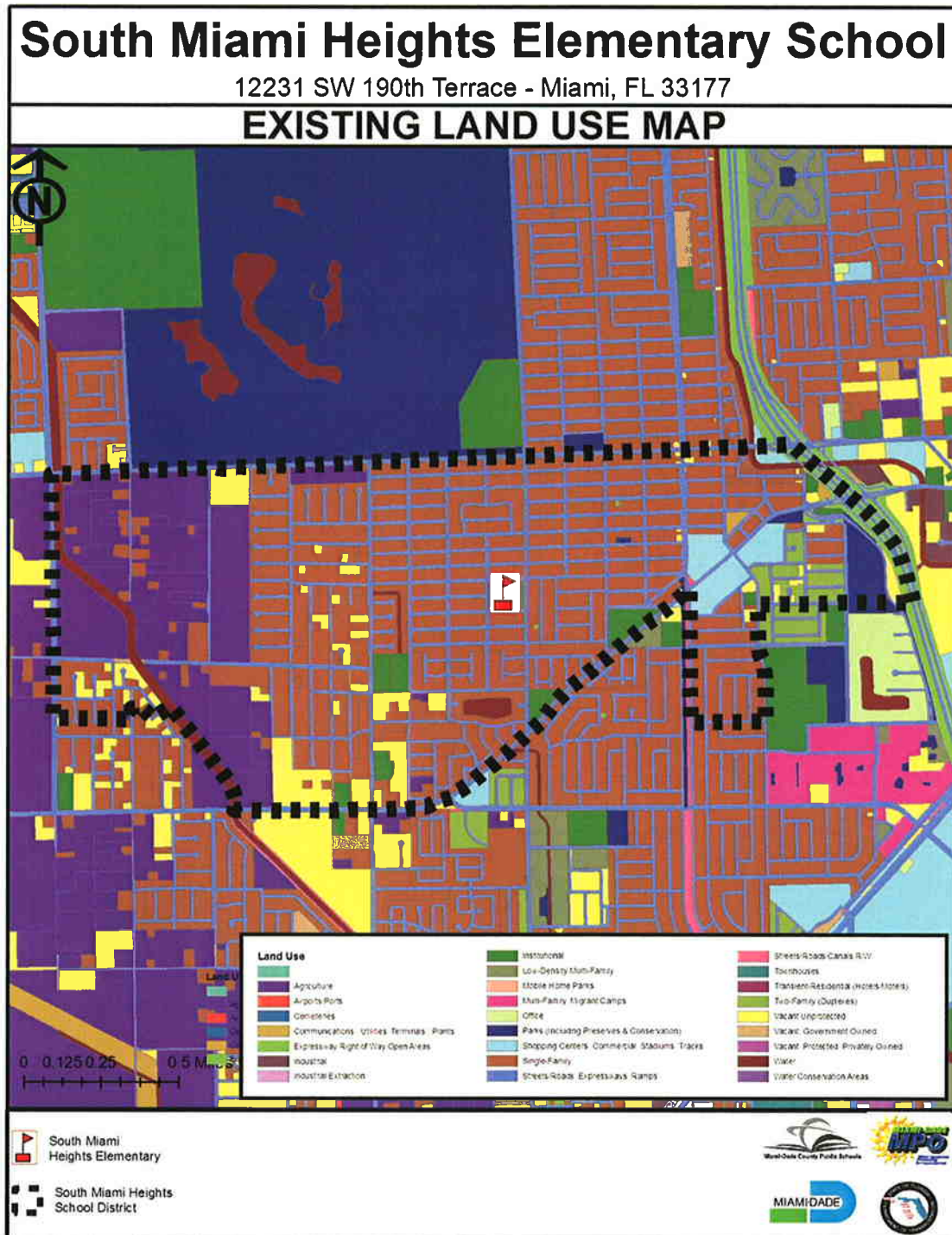
Note: All amounts within the 5 foot wide urban street corridor.  
 2 - Intersection  
 QTY - Quantity  
 LF - Linear Feet





## Land Use

Land use in the study area is almost totally single family residential. Little new development is expected in the area. The area is relatively urban and an excellent opportunity to entice student to walk to school.



Crash data for this study was collected for the years 2000 through 2004. Fifteen crashes involving juveniles, two of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. The crashes are well distributed throughout the area, yet sidewalks are prevalent. In 2000, there was a low of 1 injury and no fatalities in the area. In 2001 there was a high of 5 injuries and one fatality in the area. Only one crash occurred in close proximity to the school. All fatalities most crashes have occurred at intersections. The following tables and map detail the data.

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

| South Miami Heights Elementary |                             |                               |         |    |            |          |            |          |            |          |            |          |            |          |
|--------------------------------|-----------------------------|-------------------------------|---------|----|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
| Case Number                    | Pedestrian<br>Date of Birth | Road Name                     | Segment |    | 2000       |          | 2001       |          | 2003       |          | 2004       |          | TOTAL      |          |
|                                |                             |                               |         |    | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          |            |          |
|                                |                             |                               | From    | To | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 70709172                       | 5/29/2000                   | 12045 SW 187TH TER            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72393406                       | 0                           | 19355 SW 114TH AVE            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 73288505                       | 1041992                     | SW 127TH AVE & SW 187TH ST    | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 73957949                       | 5231996                     | SW 192ND TER & SW 120TH AVE   | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 75640401                       | 1012003                     | 18852 SW 117TH AVE            | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 2        | 0          | 2        |
| 70848457                       | 0                           | 11501 SW 186TH ST             |         |    | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 555432820                      | 1031998                     | SW 113TH AVE & SW 188TH ST    | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 571361540                      | 9091990                     | SW 190TH ST & SW 113TH PL     | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592146330                      | 5091996                     | SW 133RD CT & SW 187TH ST     | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592159960                      | 11241994                    | SW 188TH TER & SW 123RD AVE   | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 593331240                      | 0                           | SW 117TH AVE & SW 189TH ST    | int     |    | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 612038330                      | 0                           | SW 186TH ST & SW 119TH AVE    | int     |    | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 1          | 0        |
| 612654810                      | 0                           | SW 184TH ST & SW 113RD AVE    | int     |    | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 1          | 0        |
| 585655720                      | 5311991                     | SW 189TH ST & SW 125TH AVE    | int     |    | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 592611990                      | 0                           | Quail Roost DR & NW 122nd AVE | int     |    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| TOTAL                          |                             |                               |         |    | 0          | 1        | 2          | 5        | 0          | 1        | 0          | 6        | 2          | 13       |



#### 4 Existing Roadway Characteristics

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

#### Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential streets. Collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in the immediate area, particularly along the major roads such as 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.

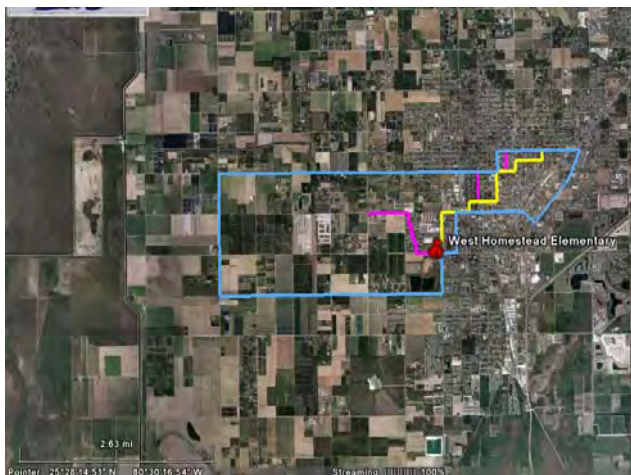
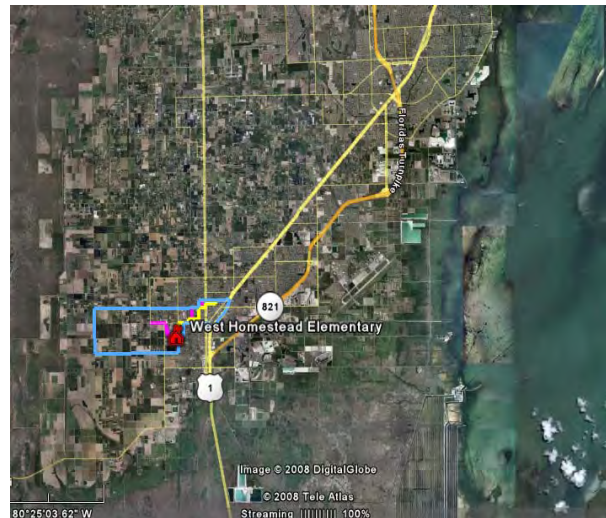
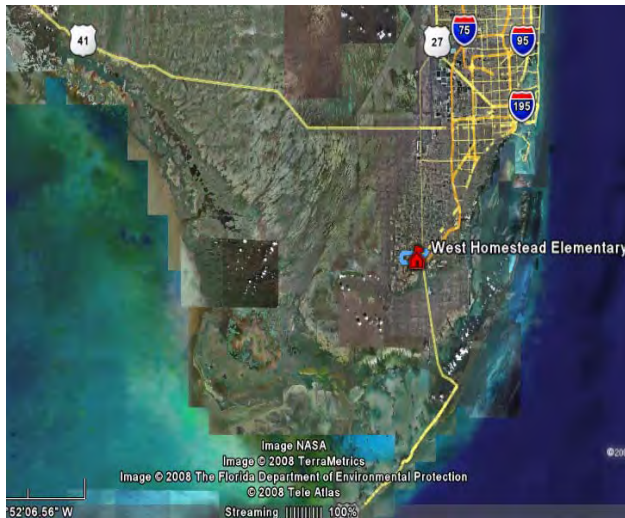
**Table 6.4**  
**South Miami Heights Elementary School**  
**Roadway Characteristics**

| Road          | Segment        |            | Facility Type | Speed Limit | AADT* | Bike and Ped Crashes** |
|---------------|----------------|------------|---------------|-------------|-------|------------------------|
|               | From           | To         |               |             |       |                        |
| 186th Street  | 113 Ave        | 118 Ave    | Local         | 30          | Low   | Yes                    |
| 118th Avenue  | 186 St         | 189 St     | Local         | 30          | Low   | No                     |
| 189th Street  | 118 Ave        | 122 Ave    | Local         | 30          | Low   | No                     |
| 122nd Avenue  | 189 St         | School Ent | Arterial      | 30          | Mod   | No                     |
| 120th Avenue  | 184 St         | 189 St     | Local         | 30          | Low   | No                     |
| 124th Avenue  | 184 St         | 189 St     | Local         | 30          | Low   | No                     |
| 129th Avenue  | 184 St         | 187 Terr   | Local         | 30          | Low   | No                     |
| 187th Terrace | 129 Ave        | 127 Ave    | Local         | 30          | Low   | No                     |
| 127th Avenue  | 187 Terr       | 189 St     | Arterial      | 45          | Low   | No                     |
| 189th Street  | 127 Ave        | School Ent | Local         | 30          | Low   | No                     |
| 192nd Terrace | Quail Roost Rd | 122 Ave    | Local         | 30          | Low   | Yes                    |
| 122nd Avenue  | 192 Terr       | School Ent | Arterial      | 30          | Mod   | Yes                    |
| 196th Street  | 130 Ave Rd     | 127 Ave    | Local         | 30          | Low   | No                     |
| 127th Avenue  | 196 St         | 195 Terr   | Arterial      | 45          | Mod   | No                     |
| 195th Terrace | 127 Ave        | 124 Ave    | Local         | 30          | Low   | No                     |
| 124th Avenue  | 195 Terr       | 194 St     | Local         | 30          | Low   | No                     |
| 194th Street  | 124 Ave        | 123 Ave    | Local         | 30          | Low   | No                     |
| 123rd Avenue  | 194 St         | 190 Terr   | Local         | 30          | Low   | Yes                    |
| 190th Terrace | 123 Ave        | 122 Ave    | Local         | 30          | Low   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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



**SAFE ROUTES TO SCHOOL – 2008**

WEST HOMESTEAD 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 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

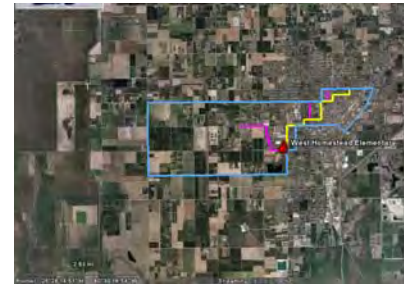
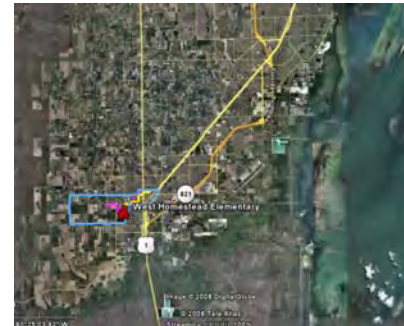
**Address:** 1550 SW 6<sup>th</sup> Street, Homestead, FL 33030

**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 =
- 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

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## 5.0 CRASH HISTORY

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

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The following tables and map detail the data.

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

### West Homestead Elementary

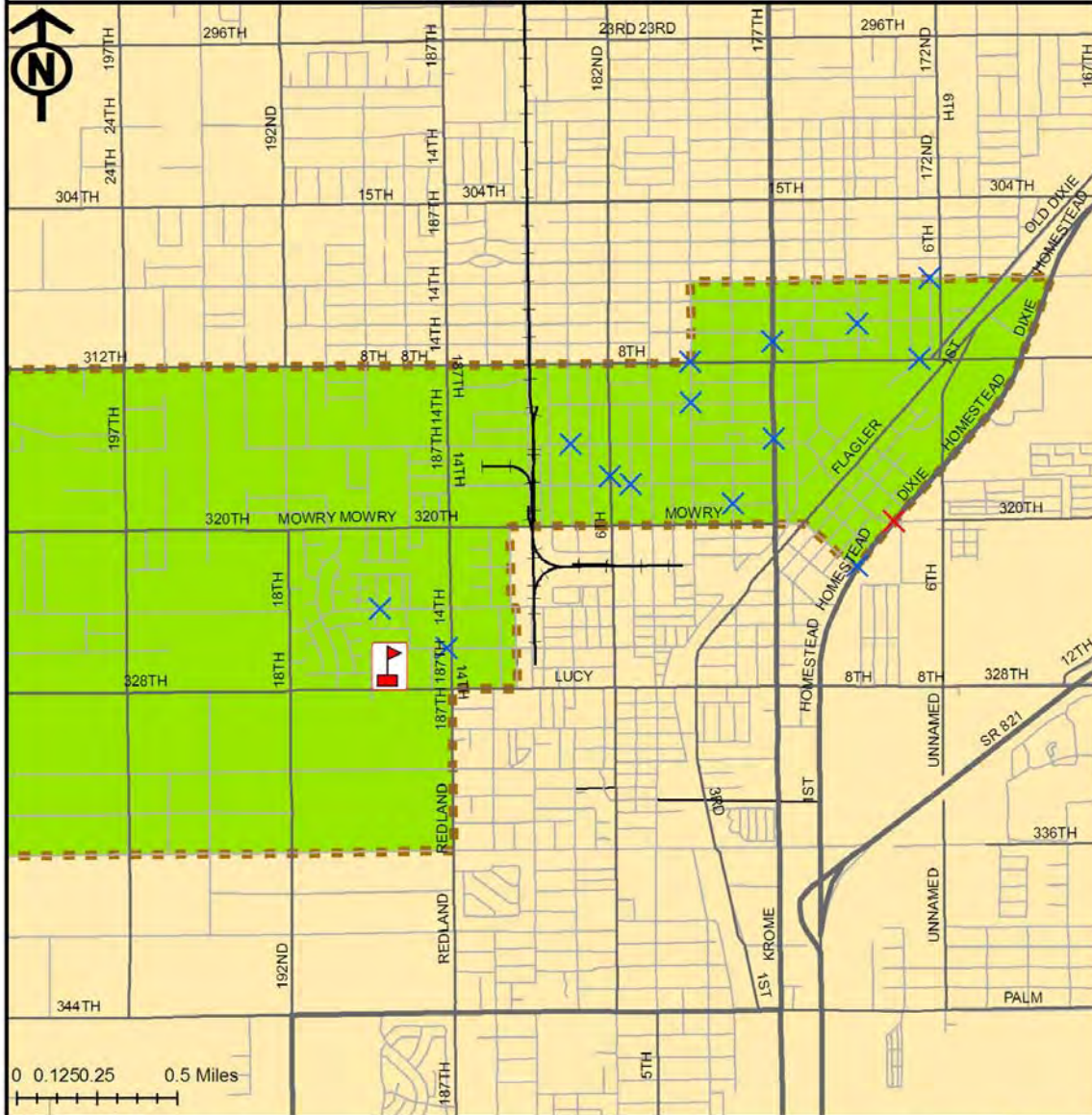
| Case Number | Pedestrian<br>Date of Birth | Road Name                     | Segment      |    | 2001       |          | 2002       |          | 2003       |          | 2004       |          | TOTAL      |          |
|-------------|-----------------------------|-------------------------------|--------------|----|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
|             |                             |                               |              |    | Juveniles  |          | Juveniles  |          | Juveniles  |          | Juveniles  |          |            |          |
|             |                             |                               | From         | To | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 72131179    |                             | N KROME AVE & NE 9TH ST       | Intersection | 0  | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72433541    |                             | NE 11TH ST & NE 5TH AVE       | Intersection | 0  | 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        | 0          | 1        | 0          | 1        |
| 72133156    | 8031985                     | NE 8TH ST & NE 2ND AVE        | Intersection | 0  | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72133555    |                             | NW 1ST ST & NW 1ST AVE        | Intersection | 0  | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72420721    | 8131993                     | SW 6TH ST & SW 187TH AVE      | Intersection | 0  | 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          | 0        |
| 70415720    | 4011982                     | ALTON RD ON & DADE BLVD       | Intersection | 0  | 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          | 0        |
| 72134395    |                             | NW 8TH ST & NW 2ND AVE        | Intersection | 0  | 0          | 0        | 1          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 72134611    | 10222000                    | 1585 SW 4TH ST                |              | 0  | 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          | 0        |
| 562892140   | 11261997                    | NE 2ND AVE & NE 9TH CT        | Intersection | 0  | 1          | 0        | 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        | 0          | 1        |
| 596514140   |                             | N KROME AVE & NE 4TH ST       | Intersection | 0  | 1          | 0        | 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        | 0          | 1        |
| 562892570   |                             | S Homestead BLVD & E Mowry DR | Intersection | 0  | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| TOTAL       |                             |                               |              | 0  | 4          | 0        | 1          | 0        | 2          | 0        | 3          | 0        | 10         |          |



# West Homestead Elementary School

1550 SW 6th Street - Homestead, FL 33030

## CRASH MAP



 West Homestead Elementary

 West Homestead School District

 Juvenile Pedestrian Crashes

 Juvenile Pedestrian Fatalities

 Streets

 Railroad

 Highways



## 6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

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

### 6.1 Survey

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

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

1. What grade is your child in? \_\_\_

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

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

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

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

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

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

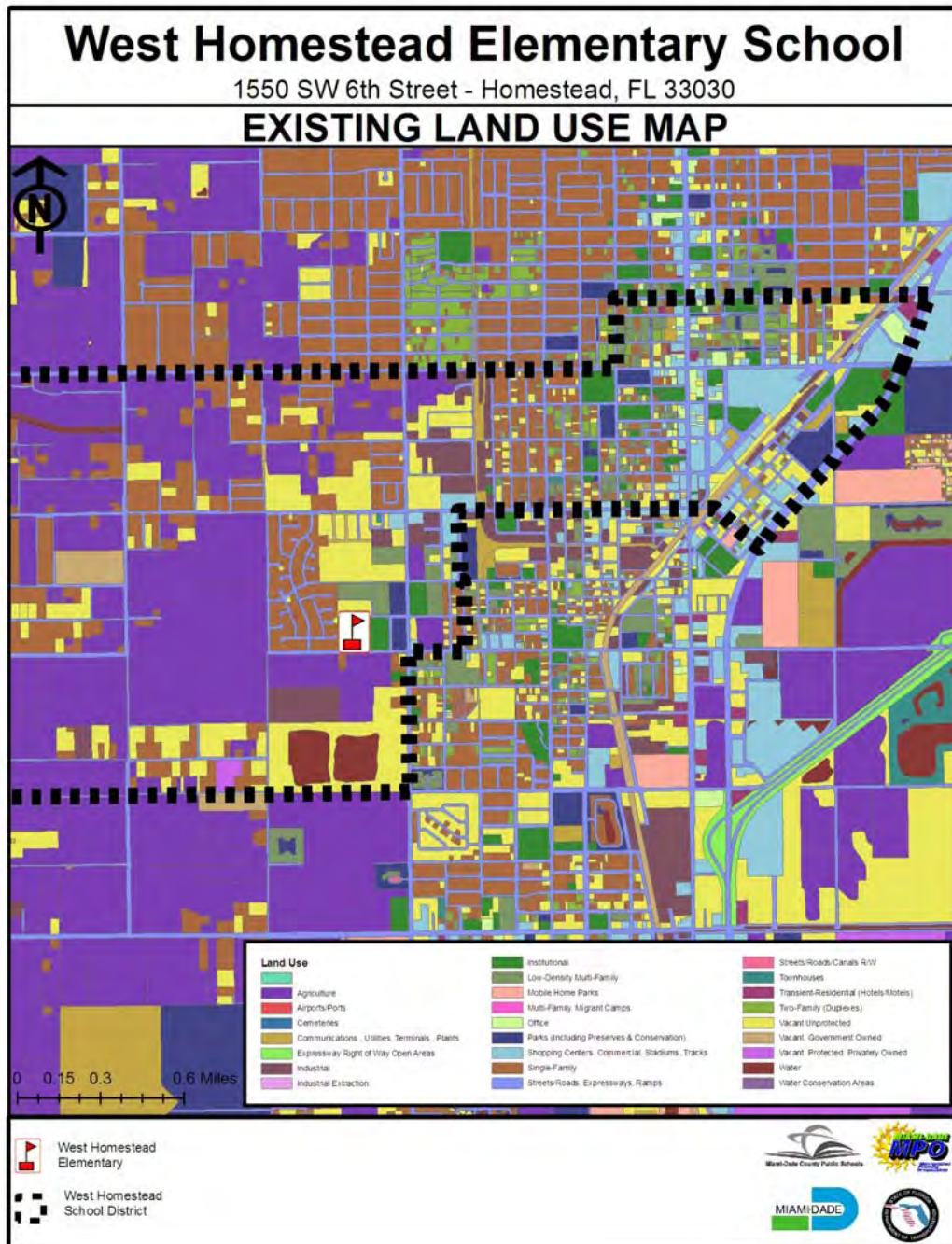
The West Homestead School boundary is an irregularly shaped area bound on the north by 11<sup>th</sup> Street and 8<sup>th</sup> Street. The boundary stretches far west outside of a two mile radius. The southern boundary is 336<sup>th</sup> Street. The eastern boundary moves north from 336<sup>th</sup> 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 routes must necessarily cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.





#### 6.4 Existing Roadway Characteristics

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

**Table 6.4**  
**West Homestead Elementary School**  
**Roadway Characteristics**

| Road           | Segment        |                 | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|----------------|----------------|-----------------|------------------|-------------|-------|------------------------|
|                | From           | To              |                  |             |       |                        |
| 3rd Avenue     | 11 St          | 9 Ct            | Local            | 30          | Low   | No                     |
| 9th Court      | 3 Ave          | Krome Ave       | Local            | 30          | Low   | Yes                    |
| Krome Avenue   | 9 Ct           | Campbell Drive  | Major Arterial   | 45          | High  | Yes                    |
| Campbell Drive | Krome Ave      | 2 Ave           | County Collector | 45          | High  | No                     |
| 2nd Avenue     | Campbell Drive | 2 St            | County Collector | 30          | Mod   | Yes                    |
| 2nd Street     | 2 Ave          | 8 Ave           | Local            | 30          | Mod   | Yes                    |
| 8th Avenue     | 2 St           | Mowry Dr        | Local            | 30          | Low   | No                     |
| Mowry Drive    | 8 Ave          | 14 Ave          | Arterial         | 45          | High  | No                     |
| 14th Avenue    | Mowry Dr       | 6 St            | County Collector | 45          | High  | Yes                    |
| 6th Street     | 14 Ave         | 187 Ct          | Local            | 30          | Low   | No                     |
| 1st Avenue     | 11 St          | 8 St            | County Collector | 30          | Mod   | Yes                    |
| 6th Avenue     | 8 St           | 2 St            | Arterial         | 30          | Mod   | Yes                    |
| 320th Street   | 197 Ave        | 17 Terr         | Arterial         | 40          | Mod   | Yes                    |
| 17th Terrace   | 320 St         | 17 Ave          | Local            | 30          | Low   | No                     |
| 17th Avenue    | 17 Ter         | 8 St            | Local            | 30          | Low   | No                     |
| 8th Street     | Ave            | School Entrance | Arterial         | 40          | Mod   | No                     |

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

\*\* Total pedestrian and bicycle crashes, 2000 - 2004

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

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

### Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8<sup>th</sup> Street and Mowry Drive as well as 187<sup>th</sup> 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 be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.



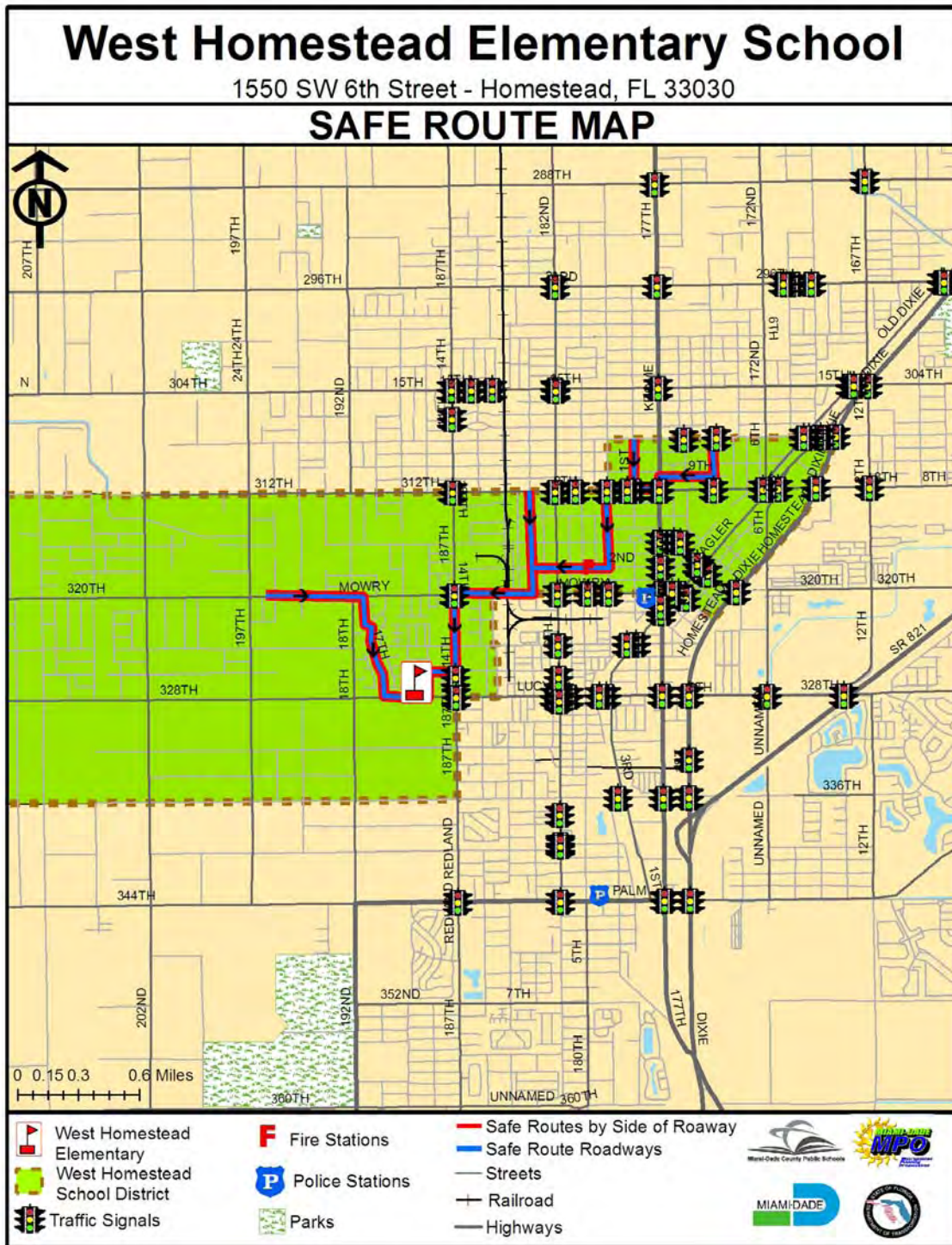
## **7.0 RECOMMENDED ROUTES and NECESSARY IMPROVEMENTS**

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

| Table 7:<br>West Homestead Elementary School<br>Opinion of Probable Costs |             |             |                                                                                                                              |      |      |               |
|---------------------------------------------------------------------------|-------------|-------------|------------------------------------------------------------------------------------------------------------------------------|------|------|---------------|
| Road                                                                      | Segment     |             | Recommended Improvement                                                                                                      | Qty  | Unit | Cost          |
|                                                                           | From        | To          |                                                                                                                              |      |      |               |
| 3rd Avenue                                                                | 11 St       | 9 Ct        | Install Sidewalk along entire block 610' North side                                                                          | 610  | LF   | \$ 48,400.00  |
| 9th Court                                                                 | 3 Ave       | Krome Ave   | Install Sidewalk eastern most corner, 150' North side                                                                        | 150  | LF   | \$ 11,900.00  |
|                                                                           |             |             | Install Sidewalk Extensions @ 9 Ct / 3 Ave intersection (NE - 19', SE - 12, NW - 19', SW - 11')                              | 61   | LF   | \$ 4,850.00   |
|                                                                           |             |             | Install Painted Crosswalk across the 3 Ave intersection (North side - 72', East side - 64', South side-56', West side - 72') | 264  | LF   | \$ 800.00     |
|                                                                           |             |             | Install Painted Crosswalk across the 2 Ave intersection (North side - 66', East side - 46', South side-88', West side -50')  | 250  | LF   | \$ 750.00     |
|                                                                           |             |             | Install Sidewalk west of 2 Ave intersection 147', South side                                                                 | 147  | LF   | \$ 11,700.00  |
|                                                                           |             |             | Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection ( NW - 7', SW - 9')                                                  | 16   | LF   | \$ 1,300.00   |
|                                                                           |             |             | Install Painted Crosswalk across the 1 Ave intersection (North side - 124', East side - 46')                                 | 170  | LF   | \$ 550.00     |
| Krome Avenue                                                              | 9 Ct        | Campbell Dr | Install Safe Routes to School Signs                                                                                          | 2    | AS   | \$ 850.00     |
|                                                                           |             |             | Install Pedestrian Crossing Signals with count down timer. Incl. Pedestal & Push Button                                      | 2    | AS   | \$ 8,300.00   |
| Campbell Drive                                                            | Krome Ave   | 2 Ave       | Install Painted High Visibility Crosswalk across the 1 Ave intersection (East side - 41', West side -45')                    | 86   | LF   | \$ 1,700.00   |
|                                                                           |             |             | Install Pedestrian Crossing Signals with count down timer. Incl. Pedestal & Push Button                                      | 2    | AS   | \$ 8,300.00   |
|                                                                           |             |             | Install Safe Routes to School Signs                                                                                          | 2    | AS   | \$ 850.00     |
|                                                                           |             |             | Install Pedestrian Crossing Signs                                                                                            | 2    | AS   | \$ 850.00     |
| 2nd Avenue                                                                | Campbell Dr | 2 St        | Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 68', East side - 80', West side - 60')    | 288  | LF   | \$ 900.00     |
|                                                                           |             |             | Install Sidewalk along south east corner of 2nd Ave / 4th St intersection                                                    | 104  | LF   | \$ 8,250.00   |
|                                                                           |             |             | Install Painted Crosswalk across 3 Ct intersection (East side - 88')                                                         | 88   | LF   | \$ 300.00     |
|                                                                           |             |             | Install Painted Crosswalk across 2 St intersection (North side - 72', South side - 60', East side - 76', West side - 96')    | 304  | LF   | \$ 900.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 2 Ave / 2 St intersection (SE - 10')                                                           | 10   | LF   | \$ 800.00     |
|                                                                           |             |             | Install Sidewalk at South east corner of 2nd St                                                                              | 16   | LF   | \$ 1,300.00   |
| 2nd Street                                                                | 2 Ave       | 8 Ave       | Install Painted Crosswalk across 3 Ave intersection (North side - 66', South side - 82')                                     | 148  | LF   | \$ 450.00     |
|                                                                           |             |             | Install Painted Crosswalk across 4 Ave intersection (North side - 68', South side - 72')                                     | 140  | LF   | \$ 450.00     |
|                                                                           |             |             | Install Painted Crosswalk across 5 Ave intersection (North side - 64', South side - 70')                                     | 134  | LF   | \$ 400.00     |
|                                                                           |             |             | Install Sidewalk between 5 Ave and 6 Ave, North side                                                                         | 284  | LF   | \$ 22,550.00  |
|                                                                           |             |             | Install Painted Crosswalk across 6 Ave intersection (North side - 94', South side - 96')                                     | 192  | LF   | \$ 600.00     |
|                                                                           |             |             | Install Sidewalk between 6 Ave and 8 Ave, North side                                                                         | 612  | LF   | \$ 48,550.00  |
|                                                                           |             |             | Install Sidewalk between 6 Ave and 8 Ave, South side                                                                         | 330  | LF   | \$ 26,200.00  |
|                                                                           |             |             | Install Painted Crosswalk across 7 Ave intersection (North side - 68', South side - 68')                                     | 136  | LF   | \$ 10,800.00  |
|                                                                           |             |             | Install Painted Crosswalk across 8 Ave intersection (North side - 80', South side - 72', East side - 64', West side - 62')   | 278  | LF   | \$ 850.00     |
| 8th Avenue                                                                | 2 St        | Mowry Dr    | Install Sidewalk north half of the block, West side                                                                          | 333  | LF   | \$ 26,400.00  |
|                                                                           |             |             | Install Sidewalk, East side                                                                                                  | 150  | LF   | \$ 11,900.00  |
| Mowry Drive                                                               | 8 Ave       | 14 Ave      | Install Painted High Visibility Crosswalk across the 9 Ave intersection (North side - 35')                                   | 33   | LF   | \$ 650.00     |
|                                                                           |             |             | Install Pedestrian Crossing Sign @ 9 Ave                                                                                     | 1    | AS   | \$ 450.00     |
|                                                                           |             |             | Install Painted High Visibility Crosswalk across the 9 Ct intersection (North side - 48')                                    | 48   | LF   | \$ 950.00     |
|                                                                           |             |             | Install Pedestrian Crossing Sign @ 9 Ct                                                                                      | 1    | AS   | \$ 450.00     |
|                                                                           |             |             | Install Sidewalk across Rail crossing to 9 Ct (North side - 82')                                                             | 82   | LF   | \$ 6,500.00   |
|                                                                           |             |             | Install Pedestrian Crossing Sign @ Rail crossing                                                                             | 1    | AS   | \$ 450.00     |
|                                                                           |             |             | Install Painted High Visibility Crosswalk across the 10 Ave intersection (North side - 38')                                  | 38   | LF   | \$ 750.00     |
|                                                                           |             |             | Install Pedestrian Crossing Sign @ 10 Ave                                                                                    | 1    | AS   | \$ 450.00     |
| 14th Avenue                                                               | Mowery Dr   | 6 St        | Install Painted Crosswalk across 6 Ave intersection (North side - 122', South side - 92', East side - 106', West side 84')   | 404  | LF   | \$ 1,200.00   |
|                                                                           |             |             | Install School Zone sign, West side                                                                                          | 1    | AS   | \$ 450.00     |
| 6th Street                                                                | 14 Ave      | 187 Ct      | Install Sidewalk one block west of 14 Ave, North side                                                                        | 614  | LF   | \$ 48,700.00  |
| 1st Avenue                                                                | 11 St       | 8 St        | Install Sidewalk west of intersection, North side                                                                            | 280  | LF   | \$ 22,200.00  |
|                                                                           |             |             | Install Sidewalk north west corner of intersection, West side                                                                | 105  | LF   | \$ 8,350.00   |
|                                                                           |             |             | Install Painted Crosswalk across 10 St intersection (East side - 72', West side 76')                                         | 148  | LF   | \$ 450.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10')                                                          | 10   | LF   | \$ 800.00     |
|                                                                           |             |             | Install Sidewalk south end of block between 10 St and 9 St, East side                                                        | 205  | LF   | \$ 16,250.00  |
|                                                                           |             |             | Install Painted Crosswalk across 9 St intersection (East side - 56', West side 82')                                          | 138  | LF   | \$ 450.00     |
| 8th Avenue                                                                | 8 St        | 2 St        | Install Painted Crosswalk across 4 St intersection (East side - 70', West side - 82')                                        | 152  | LF   | \$ 450.00     |
| 320th Street                                                              | 197 Ave     | 17 Terr     | Install Painted Crosswalk across 195 Ave intersection (North side - 50')                                                     | 50   | LF   | \$ 150.00     |
|                                                                           |             |             | Install Painted Crosswalk across 194 Ave intersection (North side - 46')                                                     | 46   | LF   | \$ 150.00     |
|                                                                           |             |             | Install Painted Crosswalk across 193 Ave intersection (North side - 56')                                                     | 56   | LF   | \$ 200.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 320 St / 193 Ave intersection (NE - 14')                                                       | 14   | LF   | \$ 1,150.00   |
|                                                                           |             |             | Install Painted Crosswalk across 18 Ave intersection (North side - 84')                                                      | 84   | LF   | \$ 250.00     |
|                                                                           |             |             | Install Painted Crosswalk across 17 Ave intersection (South side - 70', East side - 50', West side - 50')                    | 170  | LF   | \$ 550.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE - 10', SW - 10')                                             | 20   | LF   | \$ 1,600.00   |
|                                                                           |             |             | Install Sidewalk between 197 Ave and 193 Ave, North side                                                                     | 1948 | LF   | \$ 154,450.00 |
| 17th Terrace                                                              | 320 St      | 17 Ave      | Install Painted Crosswalk across Mowry Ct intersection (East side - 80')                                                     | 80   | LF   | \$ 250.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE - 9', NE - 10')                                            | 19   | LF   | \$ 1,550.00   |
|                                                                           |             |             | Install Painted Crosswalk across 17 Ave intersection (North side - 64', South side - 62', West side - 70')                   | 196  | LF   | \$ 600.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Terr / 17 Ave intersection (NW - 6', SW - 10')                                              | 16   | LF   | \$ 1,300.00   |
| 17th Avenue                                                               | 17 Ter      | 8 St        | Install Painted Crosswalk across 3 Ct intersection (West side - 84')                                                         | 84   | LF   | \$ 250.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 3 Ct intersection (NW - 10', SW - 10')                                                | 20   | LF   | \$ 1,600.00   |
|                                                                           |             |             | Install Painted Crosswalk across 4 Ct intersection (East side - 70', West side - 70')                                        | 140  | LF   | \$ 450.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 4 Ct intersection (NW - 9', SW - 19', NE - 16', SE - 5')                              | 49   | LF   | \$ 3,900.00   |
|                                                                           |             |             | Install Painted Crosswalk across 5 St intersection (East side - 82')                                                         | 82   | LF   | \$ 250.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10')                                                 | 18   | LF   | \$ 1,450.00   |
|                                                                           |             |             | Install Painted Crosswalk across 7 St intersection (East side - 86', West side - 82')                                        | 168  | LF   | \$ 500.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10, SE - 9', NW - 9', SW - 10')                               | 38   | LF   | \$ 3,050.00   |
|                                                                           |             |             | Install Painted Crosswalk across 8 St intersection (North side - 60')                                                        | 60   | LF   | \$ 200.00     |
|                                                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 8 St intersection (NW - 15', NE - 10')                                                | 25   | LF   | \$ 2,000.00   |
| 8th Street                                                                | Ave         | School Ent  | No Improvements Necessary                                                                                                    | 67   | LF   | \$ 200.00     |
| Preliminary Costs                                                         |             |             |                                                                                                                              |      |      | \$ 286,000.00 |
| Contingency (20%)                                                         |             |             |                                                                                                                              |      |      | \$ 57,200.00  |
| Mobilization (10%)                                                        |             |             |                                                                                                                              |      |      | \$ 28,600.00  |
| Maintenance of Traffic (10%)                                              |             |             |                                                                                                                              |      |      | \$ 28,600.00  |
| Opinion of Total Costs                                                    |             |             |                                                                                                                              |      |      | \$ 400,400.00 |
| Note:                                                                     |             |             |                                                                                                                              |      |      |               |
| 1. All sidewalk widths are 6 feet wide unless stated otherwise.           |             |             |                                                                                                                              |      |      |               |
| 2. Abbreviations:                                                         |             |             |                                                                                                                              |      |      |               |
| Qty = Quantity                                                            |             |             |                                                                                                                              |      |      |               |
| AS = Assembly                                                             |             |             |                                                                                                                              |      |      |               |
| LF = Linear Feet                                                          |             |             |                                                                                                                              |      |      |               |



## 8.0 SAFE ROUTE MAP





# Miami-Dade County Public Schools

*giving our students the world*

**Superintendent of Schools**

*Rudolph F. Crew, Ed.D.*

April 29, 2008

**Miami-Dade County School Board**

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

Ms. Misleidys Leon  
District Safety Coordinator  
Florida Department of Transportation District VI  
1000 NW 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. Torrents

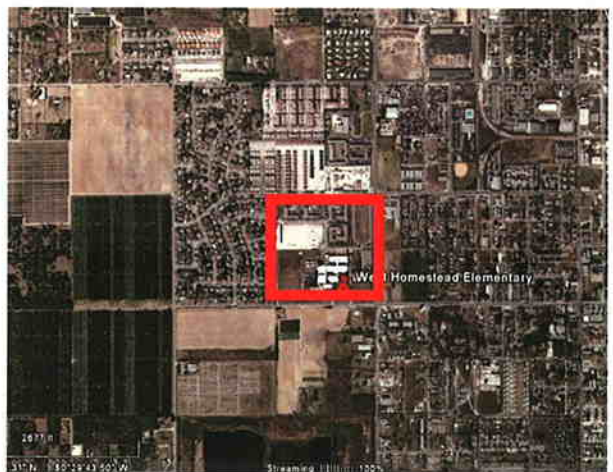
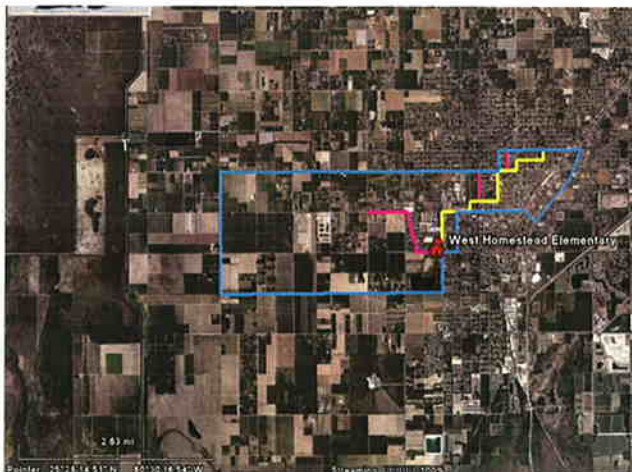
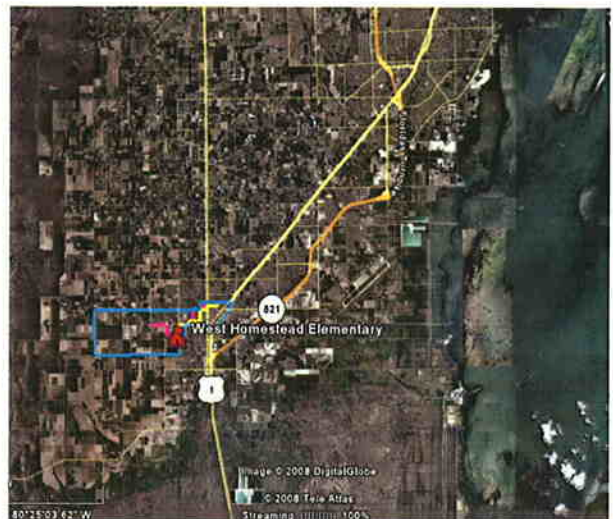
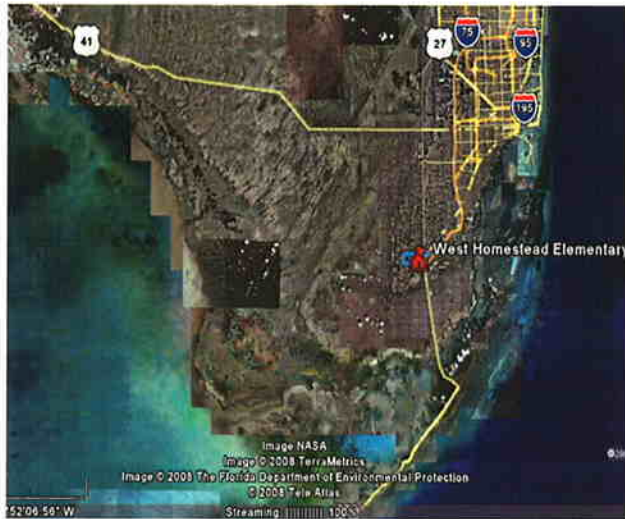
Ms. Ana Rijo-Conde, AICP  
Mr. Fernando Albuérne

*Facilities Planning*

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



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



**SAFE ROUTES TO SCHOOL – 2008  
APPLICATION**

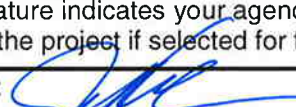
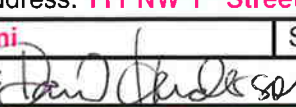


## Florida's Safe Routes to School Infrastructure Application



### 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, Applicant & Maintaining Agency Information                                                                                                         |                                           |                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|---------------------------------------------|
| Name of school: <b>West Homestead Elementary School</b> County: <b>Miami-Dade</b>                                                                                      |                                           |                                             |
| The Applicant must be one of the agencies or organizations listed below:                                                                                               |                                           |                                             |
| <input checked="" type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Community Traffic Safety Team                        |                                           |                                             |
| Agency/Organization Name: <b>Miami Dade County Public Schools</b>                                                                                                      |                                           |                                             |
| Contact Person: <b>Jaime Torrens</b>                                                                                                                                   |                                           | Title: <b>Chief Facilities Officer</b>      |
| Daytime Phone: <b>305-995-7287</b>                                                                                                                                     | Fax: <b>305-995-4660</b>                  | E-mail: <b>jtorrens@dadeschools.org</b>     |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street Suite 1510</b>                                                                                                        |                                           |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                     | Zip: <b>33128-1970</b>                      |
| Signature:                                                                           | Typed name: <b>Jaime Torrens</b>          | Date: <b>4/29/08</b>                        |
| Signature of School Board or school representative required when different from applicant:                                                                             |                                           |                                             |
| Signature: _____                                                                                                                                                       | Typed name: _____                         | Date: _____                                 |
| The Maintaining Agency must be one of the agencies listed below:                                                                                                       |                                           |                                             |
| <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> Florida Department of Transportation                                 |                                           |                                             |
| Agency/Organization Name: <b>Miami Dade County, Public Works</b>                                                                                                       |                                           |                                             |
| Contact Person: <b>Jeffrey L. Cohen, P.E.</b>                                                                                                                          |                                           | Title: <b>Assistant Chief</b>               |
| Daytime Phone: <b>305-375-2030</b>                                                                                                                                     | Fax: <b>305-372-6064</b>                  | E-mail: <b>jcpe@miamidade.gov</b>           |
| Mailing Address: <b>111 NW First Street</b>                                                                                                                            |                                           |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                     | Zip: <b>33128-1970</b>                      |
| 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: <b>Jeffrey L. Cohen, P.E.</b> | Date: <b>4/29/08</b>                        |
| 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: <b>Miami Dade Metropolitan Planning Organization</b>                                                                                         |                                           |                                             |
| Contact Person: <b>David Henderson</b>                                                                                                                                 |                                           | Title: <b>Bicycle/Pedestrian Specialist</b> |
| Daytime Phone: <b>305-375-1647</b>                                                                                                                                     | Fax: <b>3-5-375-4950</b>                  | E-mail: <b>davidh@miamidade.gov</b>         |
| Mailing Address: <b>111 NW 1<sup>st</sup> Street, Suite 910</b>                                                                                                        |                                           |                                             |
| City: <b>Miami</b>                                                                                                                                                     | State: <b>Florida</b>                     | Zip: <b>33128</b>                           |
| Signature:                                                                          | Typed name: <b>David Henderson</b>        | Date: <b>4/29/08</b>                        |
| Designated Contact: Check below the primary contact (the one the District should coordinate with):                                                                     |                                           |                                             |
| <input type="checkbox"/> Applicant <input checked="" type="checkbox"/> Maintaining Agency <input type="checkbox"/> MPO                                                 |                                           |                                             |



## Section 2 – Eligibility Criteria

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

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

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

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

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

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

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

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

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

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

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

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

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

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

*If yes, describe its width and condition: **The right of way is generally greater than 50' with many sidewalks and few gaps.***

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

*If applicable, please explain these plans:*

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

### Section 3A – Background Information: Planning

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

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

☒ Yes      ☐ No

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

**Miami-Dade MPO Safe Routes to School Manual**

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

### Section 3B – Background Information: Five E's

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

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

## Section 4 – Problem Identification

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

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as urban/suburban, typified by a residential local streets on a larger grid system. There are few issues in the immediate area other than crosswalks and sidewalks extensions that prevent walking or biking. Issues to west of the school include a rural or agricultural land use pattern typified by little development and totally lacking facilities on which to walk or bike.

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

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

Field reviews for West Homestead Elementary School were conducted in February, 2008. The primary deficiencies that were identified along the proposed safe routes were missing crosswalks and missing ADA accessible sidewalk extensions connecting the crosswalk or edge of pavement through the swale to the sidewalk. To the west of the school sidewalks were completely missing, as there is currently no development. To the north east of the school across a light industrial area, the area is urban and congested.

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

For West Homestead Elementary School, the population is 2% white, 36% black, 62% hispanic and 0% asian. Nearly 96% of the population is eligible for the Free Lunch Program. Generally in the area about 61% of the households have children. The unemployment rate is about 6%. Nearly 41% of all households have children taken care of by grandparents or other caregivers.

Provide any additional information that helps describe the problem.

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8th Street and Mowry Drive as well as 187th Avenue and in the US-1 Area. The eastern, more urbanized area is typified by an ample pedestrian network. Sidewalks exist on most streets, yet there are frequent areas where they do not exist. Often these sidewalks are not linked to one another by crosswalks or ADA sidewalks extensions. The addition of these amenities would be beneficial. Pedestrian crossing signals and signage are provided around the school in appropriate locations. At issue is the need to cross major transportation facilities or industrial areas to get to the school. These include Krome Avenue or 182nd Avenue. Pedestrian enhancements are recommended in these areas. There appears to be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding



the school.

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

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The attached table and map detail the data.

| Section 5 – Current Conditions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |                               |                                                                                                                                                      |                            |                                                 |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|-------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|-------------------------------------------------|
| <b>LOCATION</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          |                               |                                                                                                                                                      |                            |                                                 |
| #1 Street Name: <b>SW 8<sup>th</sup> Street</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          | From: <b>14 Ave</b>           |                                                                                                                                                      | To: <b>189 Ave</b>         |                                                 |
| Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |          |                               |                                                                                                                                                      |                            |                                                 |
| #2 Street Name: <b>189 Ave</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          | From: <b>126 St</b>           |                                                                                                                                                      | To: <b>SW 8 St</b>         |                                                 |
| Maintaining Agency: <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |          |                               |                                                                                                                                                      |                            |                                                 |
| Project begins how far from the school? (attach a map illustrating the area)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                               |                                                                                                                                                      |                            |                                                 |
| <input type="checkbox"/> 0 to ½ mile <input type="checkbox"/> ½ to 1 mile <input type="checkbox"/> 1 to 1 ½ miles <input checked="" type="checkbox"/> 1 ½ to 2 miles                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |          |                               |                                                                                                                                                      |                            |                                                 |
| Discuss below the project's proximity (within 2 miles) to other facilities (other schools or colleges, parks or playgrounds, libraries, or other pedestrian destinations) which might also benefit from the project.                                                                                                                                                                                                                                                                                                                                                                                                                               |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>Land use in the study area is typified by single family residential, multi-family residential, vacant land, light industrial land and agriculture. The area immediately around the school is single family residential and multi family residential. The north east segment of the attendance area is similar, yet to get to the school routes must cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.</b> |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>ROADWAY CHARACTERISTICS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |                               |                                                                                                                                                      |                            |                                                 |
| Roadway Type: <input type="checkbox"/> Urban (curb & gutter)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |          |                               | <input checked="" type="checkbox"/> Rural (check shoulder type): <input checked="" type="checkbox"/> Paved <input checked="" type="checkbox"/> Grass |                            |                                                 |
| Shoulder Type: <input checked="" type="checkbox"/> Grass                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |          |                               | <input checked="" type="checkbox"/> Paved                                                                                                            |                            | <input checked="" type="checkbox"/> Curb        |
| Shoulder Grade: <input checked="" type="checkbox"/> Flat                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |          |                               | <input type="checkbox"/> Steep-Up                                                                                                                    |                            | <input type="checkbox"/> Steep-Down             |
| Drainage: <input checked="" type="checkbox"/> Swale                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |                               | <input type="checkbox"/> Concrete Ditch                                                                                                              |                            | <input checked="" type="checkbox"/> Curb/Gutter |
| Status of walking surface: <input type="checkbox"/> No walking surface, paved or unpaved                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |          |                               | <input type="checkbox"/> Unpaved surface                                                                                                             |                            |                                                 |
| <input type="checkbox"/> Paved surface with gaps                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |          |                               | <input checked="" type="checkbox"/> Continuous paved sidewalks                                                                                       |                            |                                                 |
| Write below your comments on status of the current walking surface:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>Paved walking surfaces are generally in good condition, where they exist. In agricutruat areas walking surfaces are on unpaved areas, which are relatively level but far from optimum for walking and not appropriate for biking.</b>                                                                                                                                                                                                                                                                                                                                                                                                           |          |                               |                                                                                                                                                      |                            |                                                 |
| Write below your comments on other existing facilities (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>Roads closest to the school in the area are mainly local streets seperated by a few collectors. The area has many sidewalks. No bike lanes exist, nor do multi-use paths. Few marked crosswalks exist, and ADA accessable sidewalk extensions are also rare. Roads in the agricutruat area have no sidewalks or bike paths. Signage around the school is adquate, and there are bike racks that exist at the school.</b>                                                                                                                                                                                                                        |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>TRAFFIC CONTROLS</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |          |                               |                                                                                                                                                      |                            |                                                 |
| Mark all that apply in regard to traffic control devices:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                               |                                                                                                                                                      |                            |                                                 |
| <input checked="" type="checkbox"/> We need pedestrian features                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |          |                               | <input type="checkbox"/> We need other school-related signals                                                                                        |                            |                                                 |
| <input type="checkbox"/> We need traffic signs                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |          |                               | <input checked="" type="checkbox"/> We need marked crosswalks                                                                                        |                            |                                                 |
| <input checked="" type="checkbox"/> We need other roadway markings                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |          |                               | <input type="checkbox"/> We have what we need                                                                                                        |                            |                                                 |
| <b>DATA</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |          |                               |                                                                                                                                                      |                            |                                                 |
| <b>Traffic Conditions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |          |                               |                                                                                                                                                      |                            |                                                 |
| Average Annual Daily Traffic (AADT): <b>11840</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          | Posted Speed Limit: <b>30</b> |                                                                                                                                                      | Operating Speed: <b>30</b> |                                                 |
| <b>Crash History in Study Area (all ages)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |          |                               |                                                                                                                                                      |                            |                                                 |
| 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <b>1</b> | <b>2</b>                      | <b>3</b>                                                                                                                                             |                            |                                                 |
| Ped fatalities                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>0</b> | <b>0</b>                      | <b>0</b>                                                                                                                                             |                            |                                                 |

|                 |          |          |          |   |   |
|-----------------|----------|----------|----------|---|---|
| Bike injuries   | 0        | 0        | 0        | 0 | 0 |
| Bike fatalities | 0        | 0        | 0        |   |   |
| <b>Totals</b>   | <b>1</b> | <b>2</b> | <b>3</b> |   |   |

## Section 6 – Specific Infrastructure Improvement(s) Requested

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

From: -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current: **The Principal estimates that about 40% of the children walk through the near by neighborhoods**

Potential\*: **There are 742 students attending this school. The SRTS routes have been designed to be accessible from any residential area within the two mile boundary. Nearly all residents that live in the boundary live within a two mile radius, even though the boundary spills west of the two mile radius. These areas contain few houses and are largely farmland. The grid network near the school facilitates pedestrianism. Adequate safe routes can be extremely helpful enhancing pedestrian mobility. This will particularly be the case as safe routes direct students across light industrial areas which are walkable but intimidating**

Request #2 Street Name: -

From: - -

To: -

Number of K to 8<sup>th</sup> grade children using route or facility:

Current:

Potential\*: -

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

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

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

Comments: describe below your requests in detail, including location, length, side of road, etc.

**The main type of project suggested is the addition of sidewalks either where none exist or where gaps exist. Additionally the construction of ADA accessible sidewalk extensions between the sidewalk and the crosswalk are suggested. Please see the attached spreadsheet for the details on the specific routes, segments, suggested projects, location, length and cost.**

### Traffic Control (signs, signals, crosswalks, school zone signs, roadway markings, etc.)

- |                                                                       |                                                                |
|-----------------------------------------------------------------------|----------------------------------------------------------------|
| <input checked="" type="checkbox"/> Within school zone or school area | <input type="checkbox"/> Outside of school zone or school area |
|-----------------------------------------------------------------------|----------------------------------------------------------------|

Is your Traffic Control request based on a Traffic or Engineering Study? ☐ Yes ☒ No

Comments: describe below your requested traffic control changes (signs, signals, roadway markings, crosswalks, school zones, etc.)



The main type of project suggested here is the addition of pedestrian crosswalks and some additional signage. Please see the attached spreadsheet for the details on the specific routes, segments, suggested projects, location, length and cost.

**Other Requests** *(includes bike parking, traffic calming, or other improvements not listed above)*

Describe below the location and project characteristics of this request. If bike parking is requested, include the current and potential numbers of K-8 students who could use the facilities. If traffic calming is requested, describe the posted speed, operating speed, whether a speed study has been done, and your efforts to work with law enforcement and the community to solve the speeding problems.

No other requests are made

**Other Information**

Add below any other relevant information that you believe further supports funding (for example, it's an identified missing link in a local Bike/Ped Plan or it allows both bike and pedestrian usage)

Attached to this application are components of the Safe Routes To School Report, that will be used as the implementation guide for this project, should it be funded. This explains the effort and methodology. It details school data, agency coordination, crash history, route identification and field review. It describes the school boundary, the existing land uses in the area, the existing roadway characteristics for each suggested route, including facility type, speed limit, and estimated AADT. The report also details the site assessment process and describes the existing facilities and traffic control devices in the area. Finally the recommended routes have been put in a summary table, including the recommended improvements, the length and location of those improvements, the unit cost and total cost of each improvement. Costs have been summarized in an opinion of probable cost with opinions for contingency, mobilization, MOT, Design and CEI. Tables and maps have been included for each aspect of the report.

## Section 7 A– Cost Estimate

### Notes:

- This Cost Estimate is designed to give FDOT a reasonable estimate of the cost of your proposed project.
- This FDOT website gives various resources, including FDOT District contacts who can help you with your cost estimate: <http://www.dot.state.fl.us/planning/policy/costs/default.asp>
- If your project is seriously considered for funding, your District will prepare a detailed cost estimate which may be different from the one below
- Some Districts may choose to do the design work themselves or ask the local agencies to use their own resources to design low cost projects. Contact your District Safety Engineer to find out how your District intends to handle this issue.

|                                                                 |        |
|-----------------------------------------------------------------|--------|
| Construction Cost                                               | 383000 |
| Maintenance of Traffic (MOT)                                    | 38300  |
| Mobilization                                                    | 38300  |
| Subtotal                                                        | 459600 |
| Contingency (15% of Subtotal)                                   | 57450  |
| Total Construction Cost                                         | 517050 |
| Professional Engineering Design (15% of Total)                  | 57450  |
| Construction Engineering and Inspection (CEI)<br>(15% of Total) | 57450  |
| Grand Total                                                     | 631950 |

## Section 7 B– Cost Estimate Narrative

Explain below :

- 1) who figured the Cost Estimate and
- 2) how you arrived at the estimated amounts. If you can, include a breakdown of the construction cost by pay item.

1) These cost estimates were figured by The Corradino Group, a professional engineering firm who specializes in roadway planning, design and construction.

2) The figures were arrived at by measuring the length of the needed improvement, and applying general FDOT unit cost estimates for them.

**Table 7:  
West Homestead Elementary School  
Opinion of Probable Costs**

| Road                                      | Segment     |             | Recommended Improvement                                                                                                                        | Qty  | Unit | Cost          |
|-------------------------------------------|-------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------|------|------|---------------|
|                                           | From        | To          |                                                                                                                                                |      |      |               |
| 3rd Avenue                                | 11 St       | 9 Ct        | Install Sidewalk along entire block 610' North side                                                                                            | 610  | LF   | \$ 32,650.00  |
| 9th Court                                 | 3 Ave       | Krome Ave   | Install Sidewalk eastern most corner, 150' North side                                                                                          | 150  | LF   | \$ 8,050.00   |
|                                           |             |             | Install Sidewalk Extensions @ 9 Ct / 3 Ave intersection (NE - 10', SE - 12', NW - 10', SW - 11')                                               | 61   | LF   | \$ 3,300.00   |
|                                           |             |             | Install Painted Crosswalk across the 3 Ave intersection (North side - 72', East side - 68', South side - 66', West side - 72')                 | 264  | LF   | \$ 800.00     |
|                                           |             |             | Install Painted Crosswalk across the 2 Ave intersection (North side - 68', East side - 46', South side - 88', West side - 50')                 | 250  | LF   | \$ 750.00     |
|                                           |             |             | Install Sidewalk west of 2 Ave intersection 147', South side                                                                                   | 147  | LF   | \$ 7,900.00   |
|                                           |             |             | Install Sidewalk Extensions @ 9 Ct / 1 Ave intersection (NW - 7', SW - 9')                                                                     | 16   | LF   | \$ 900.00     |
|                                           |             |             | Install Painted Crosswalk across the 1 Ave intersection (North side - 124', East side - 46')                                                   | 170  | LF   | \$ 550.00     |
| Krome Avenue                              | 9 Ct        | Campbell Dr | Install Safe Routes to School Signs                                                                                                            | 2    | AS   | \$ 850.00     |
|                                           |             |             | Install Painted Crosswalk across the 1 Ave intersection (East side - 41', West side - 45')                                                     | 2    | AS   | \$ 8,300.00   |
| Campbell Drive                            | Krome Ave   | 2 Ave       | Install Painted High Visibility Crosswalk across the 1 Ave intersection (North side - 68', East side - 68', South side - 68', West side - 68') | 86   | LF   | \$ 1,700.00   |
|                                           |             |             | Install Pedestrian Crossing Signals with count down timer, incl. Pedestal & Push Button                                                        | 2    | AS   | \$ 8,300.00   |
|                                           |             |             | Install Safe Routes to School Signs                                                                                                            | 2    | AS   | \$ 850.00     |
|                                           |             |             | Install Pedestrian Crossing Signals                                                                                                            | 2    | AS   | \$ 850.00     |
| 2nd Avenue                                | Campbell Dr | 2 St        | Install Painted Crosswalk across 4 St intersection (North side - 80', South side - 68', East side - 60', West side - 60')                      | 288  | LF   | \$ 900.00     |
|                                           |             |             | Install Sidewalk along south east corner of 2nd Ave / 4th St intersection                                                                      | 104  | LF   | \$ 5,600.00   |
|                                           |             |             | Install Painted Crosswalk across 3 Ct intersection (East side - 88')                                                                           | 88   | LF   | \$ 300.00     |
|                                           |             |             | Install Painted Crosswalk across 2 St intersection (North side - 72', South side - 60', East side - 76', West side - 96')                      | 304  | LF   | \$ 900.00     |
|                                           |             |             | Install Sidewalk Extensions @ 2 Ave / 2 St intersection (SE - 10')                                                                             | 10   | LF   | \$ 550.00     |
| 2nd Street                                | 2 Ave       | 8 Ave       | Install Sidewalk at South east corner of 2nd St                                                                                                | 16   | LF   | \$ 900.00     |
|                                           |             |             | Install Painted Crosswalk across 3 Ave intersection (North side - 68', South side - 68')                                                       | 148  | LF   | \$ 450.00     |
|                                           |             |             | Install Painted Crosswalk across 4 Ave intersection (North side - 68', South side - 72')                                                       | 140  | LF   | \$ 450.00     |
|                                           |             |             | Install Painted Crosswalk across 5 Ave intersection (North side - 64', South side - 70')                                                       | 134  | LF   | \$ 400.00     |
|                                           |             |             | Install Sidewalk between 5 Ave and 6 Ave, North side                                                                                           | 284  | LF   | \$ 15,200.00  |
|                                           |             |             | Install Painted Crosswalk across 6 Ave intersection (North side - 64', South side - 98')                                                       | 192  | LF   | \$ 600.00     |
|                                           |             |             | Install Sidewalk between 6 Ave and 8 Ave, North side                                                                                           | 612  | LF   | \$ 32,760.00  |
|                                           |             |             | Install Sidewalk between 6 Ave and 8 Ave, South side                                                                                           | 550  | LF   | \$ 17,650.00  |
|                                           |             |             | Install Painted Crosswalk across 7 Ave intersection (North side - 68', South side - 68')                                                       | 136  | LF   | \$ 7,300.00   |
|                                           |             |             | Install Painted Crosswalk across 8 Ave intersection (North side - 80', South side - 72', East side - 64', West side - 62')                     | 278  | LF   | \$ 850.00     |
| 8th Avenue                                | 2 St        | Mowry Dr    | Install Sidewalk north half of the block, West side                                                                                            | 333  | LF   | \$ 17,850.00  |
|                                           |             |             | Install Sidewalk, East side                                                                                                                    | 150  | LF   | \$ 8,050.00   |
| Mowry Drive                               | 8 Ave       | 14 Ave      | Install Painted High Visibility Crosswalk across the 9 Ave intersection (North side - 35')                                                     | 33   | LF   | \$ 650.00     |
|                                           |             |             | Install Pedestrian Crossing Sign @ 9 Ave                                                                                                       | 1    | AS   | \$ 450.00     |
|                                           |             |             | Install Painted High Visibility Crosswalk across the 9 Ct intersection (North side - 48')                                                      | 48   | LF   | \$ 950.00     |
|                                           |             |             | Install Pedestrian Crossing Sign @ 9 Ct                                                                                                        | 1    | AS   | \$ 450.00     |
|                                           |             |             | Install Sidewalk across half crossing to 9 Ct (North side - 82')                                                                               | 62   | LF   | \$ 4,400.00   |
|                                           |             |             | Install Pedestrian Crossing Sign @ Rail crossing                                                                                               | 1    | AS   | \$ 450.00     |
|                                           |             |             | Install Painted High Visibility Crosswalk across the 10 Ave intersection (North side - 38')                                                    | 38   | LF   | \$ 750.00     |
|                                           |             |             | Install Pedestrian Crossing Sign @ 10 Ave                                                                                                      | 1    | AS   | \$ 450.00     |
| 14th Avenue                               | Mowry Dr    | 6 St        | Install Painted Crosswalk across 6 Ave intersection (North side - 122', South side - 92', East side - 106', West side - 84')                   | 404  | LF   | \$ 1,200.00   |
|                                           |             |             | Install School Zone sign, West side                                                                                                            | 1    | AS   | \$ 450.00     |
| 6th Street                                | 14 Ave      | 187 Ct      | Install Sidewalk one block west of 14 Ave, North side                                                                                          | 614  | LF   | \$ 32,850.00  |
| 1st Avenue                                | 11 St       | 8 St        | Install Sidewalk west of intersection, North side                                                                                              | 280  | LF   | \$ 16,000.00  |
|                                           |             |             | Install Sidewalk north west corner of intersection, West side                                                                                  | 105  | LF   | \$ 5,650.00   |
|                                           |             |             | Install Painted Crosswalk across 10 St intersection (East side - 72', West side - 78')                                                         | 148  | LF   | \$ 450.00     |
|                                           |             |             | Install Sidewalk Extensions @ 1 Ave / 10 St intersection (NE - 10')                                                                            | 10   | LF   | \$ 550.00     |
|                                           |             |             | Install Sidewalk south end of block between 10 St and 9 St, East side                                                                          | 205  | LF   | \$ 11,000.00  |
|                                           |             |             | Install Painted Crosswalk across 9 St intersection (East side - 56', West side - 82')                                                          | 138  | LF   | \$ 450.00     |
| 6th Avenue                                | 8 St        | 2 St        | Install Painted Crosswalk across 4 St intersection (East side - 70', West side - 82')                                                          | 152  | LF   | \$ 450.00     |
| 320th Street                              | 197 Ave     | 17 Terr     | Install Painted Crosswalk across 195 Ave intersection (North side - 50')                                                                       | 50   | LF   | \$ 150.00     |
|                                           |             |             | Install Painted Crosswalk across 194 Ave intersection (North side - 46')                                                                       | 46   | LF   | \$ 150.00     |
|                                           |             |             | Install Painted Crosswalk across 193 Ave intersection (North side - 64')                                                                       | 56   | LF   | \$ 200.00     |
|                                           |             |             | Install Sidewalk Extensions @ 320 St / 193 Ave intersection (NE - 14')                                                                         | 14   | LF   | \$ 750.00     |
|                                           |             |             | Install Painted Crosswalk across 18 Ave intersection (North side - 84')                                                                        | 84   | LF   | \$ 250.00     |
|                                           |             |             | Install Painted Crosswalk across 17 Ave intersection (South side - 70', East side - 50', West side - 50')                                      | 170  | LF   | \$ 550.00     |
|                                           |             |             | Install Sidewalk Extensions @ 320 St / 17 Terr intersection (SE - 13', SW - 19')                                                               | 20   | LF   | \$ 1,100.00   |
|                                           |             |             | Install Sidewalk between 197 Ave and 193 Ave, North side                                                                                       | 1948 | LF   | \$ 104,200.00 |
| 17th Terrace                              | 320 St      | 17 Ave      | Install Painted Crosswalk across Mowry Ct intersection (East side - 80')                                                                       | 80   | LF   | \$ 250.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Terr / Mowry Ct intersection (SE - 9', NE - 10')                                                              | 19   | LF   | \$ 1,050.00   |
|                                           |             |             | Install Painted Crosswalk across 17 Ave intersection (North side - 64', South side - 62', West side - 70')                                     | 196  | LF   | \$ 600.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Terr / 17 Ave intersection (NW - 6', SW - 10')                                                                | 16   | LF   | \$ 900.00     |
| 17th Avenue                               | 17 Terr     | 8 St        | Install Painted Crosswalk across 3 Ct intersection (West side - 84')                                                                           | 84   | LF   | \$ 250.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 3 Ct intersection (NW - 10', SW - 10')                                                                  | 20   | LF   | \$ 1,100.00   |
|                                           |             |             | Install Painted Crosswalk across 4 Ct intersection (East side - 70', West side - 70')                                                          | 140  | LF   | \$ 450.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 4 Ct intersection (NW - 9', SW - 19', NE - 16', SE - 5')                                                | 49   | LF   | \$ 2,650.00   |
|                                           |             |             | Install Painted Crosswalk across 5 St intersection (East side - 82')                                                                           | 82   | LF   | \$ 250.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 5 St intersection (NE - 8', SE - 10')                                                                   | 18   | LF   | \$ 1,000.00   |
|                                           |             |             | Install Painted Crosswalk across 7 St intersection (East side - 66', West side - 82')                                                          | 168  | LF   | \$ 500.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 7 St intersection (NE - 10', SE - 9', NW - 9', SW - 10')                                                | 38   | LF   | \$ 2,050.00   |
|                                           |             |             | Install Painted Crosswalk across 8 St intersection (North side - 60')                                                                          | 60   | LF   | \$ 200.00     |
|                                           |             |             | Install Sidewalk Extensions @ 17 Ave / 8 St intersection (NW - 15', NE - 10')                                                                  | 25   | LF   | \$ 1,350.00   |
| 8th Street                                | Ave         | School Ent  | No Improvements Necessary                                                                                                                      | ---  | ---  | ---           |
| Preliminary Costs                         |             |             |                                                                                                                                                |      |      | \$ 383,000.00 |
| Contingency (15%)                         |             |             |                                                                                                                                                |      |      | \$ 57,450.00  |
| Professional Engineering Design (15%)     |             |             |                                                                                                                                                |      |      | \$ 57,450.00  |
| Construction Engineering Inspection (15%) |             |             |                                                                                                                                                |      |      | \$ 57,450.00  |
| Mobilization (10%)                        |             |             |                                                                                                                                                |      |      | \$ 38,300.00  |
| Maintenance of Traffic (10%)              |             |             |                                                                                                                                                |      |      | \$ 38,300.00  |
| Opinion of Total Costs                    |             |             |                                                                                                                                                |      |      | \$ 931,950.00 |

Note:  
1. All sidewalk widths are 6 feet wide unless stated otherwise.  
2. Abbreviations:  
Qty = Quantity  
AS = Assembly  
LF = Linear Feet



1550 SW 6th Street - Homestead, FL 33030

**Map Legend:**

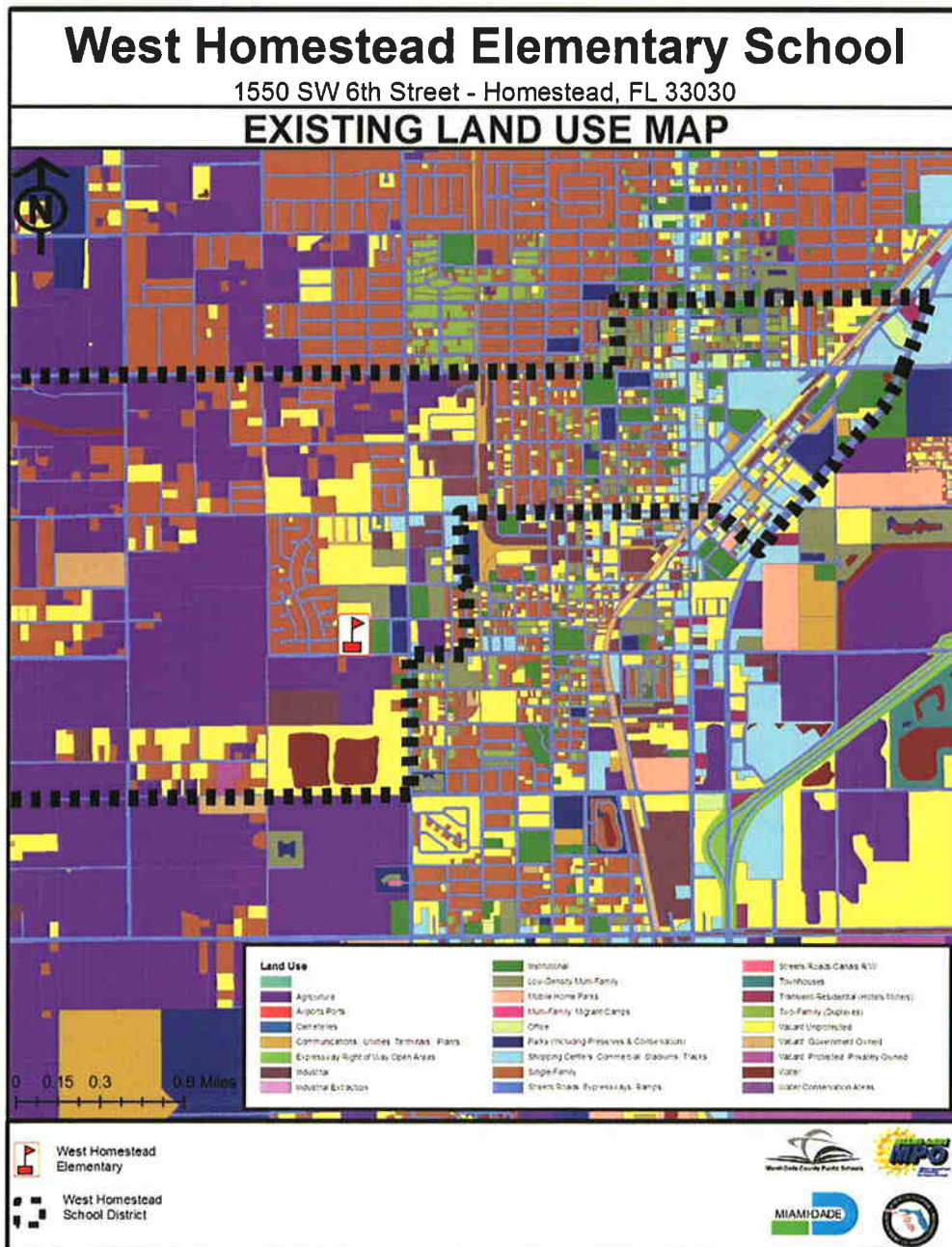
- West Homestead Elementary School District
- Traffic Signals
- Fire Stations
- Police Stations
- Parks
- Safe Routes by Side of Roadway
- Safe Route Roadways
- Streets
- Railroad
- Highways

**Map Features:**

- Scale:** 0 to 0.6 Miles
- Streets:** 207TH, 197TH, 296TH, 304TH, 24TH, 23TH, 192ND, 15TH, 14TH, 13TH, 12TH, 11TH, 10TH, 9TH, 8TH, 7TH, 6TH, 5TH, 4TH, 3TH, 2TH, 1ST, 312TH, 310TH, 308TH, 306TH, 304TH, 302TH, 300TH, 298TH, 296TH, 294TH, 292TH, 290TH, 288TH, 286TH, 284TH, 282TH, 280TH, 278TH, 276TH, 274TH, 272TH, 270TH, 268TH, 266TH, 264TH, 262TH, 260TH, 258TH, 256TH, 254TH, 252TH, 250TH, 248TH, 246TH, 244TH, 242TH, 240TH, 238TH, 236TH, 234TH, 232TH, 230TH, 228TH, 226TH, 224TH, 222TH, 220TH, 218TH, 216TH, 214TH, 212TH, 210TH, 208TH, 206TH, 204TH, 202TH, 200TH, 198TH, 196TH, 194TH, 192TH, 190TH, 188TH, 186TH, 184TH, 182TH, 180TH, 178TH, 176TH, 174TH, 172TH, 170TH, 168TH, 166TH, 164TH, 162TH, 160TH, 158TH, 156TH, 154TH, 152TH, 150TH, 148TH, 146TH, 144TH, 142TH, 140TH, 138TH, 136TH, 134TH, 132TH, 130TH, 128TH, 126TH, 124TH, 122TH, 120TH, 118TH, 116TH, 114TH, 112TH, 110TH, 108TH, 106TH, 104TH, 102TH, 100TH, 98TH, 96TH, 94TH, 92TH, 90TH, 88TH, 86TH, 84TH, 82TH, 80TH, 78TH, 76TH, 74TH, 72TH, 70TH, 68TH, 66TH, 64TH, 62TH, 60TH, 58TH, 56TH, 54TH, 52TH, 50TH, 48TH, 46TH, 44TH, 42TH, 40TH, 38TH, 36TH, 34TH, 32TH, 30TH, 28TH, 26TH, 24TH, 22TH, 20TH, 18TH, 16TH, 14TH, 12TH, 10TH, 8TH, 6TH, 4TH, 2TH, 1ST.
- Highways:** SR 821, SR 822, SR 823, SR 824, SR 825, SR 826, SR 827, SR 828, SR 829, SR 830, SR 831, SR 832, SR 833, SR 834, SR 835, SR 836, SR 837, SR 838, SR 839, SR 840, SR 841, SR 842, SR 843, SR 844, SR 845, SR 846, SR 847, SR 848, SR 849, SR 850, SR 851, SR 852, SR 853, SR 854, SR 855, SR 856, SR 857, SR 858, SR 859, SR 860, SR 861, SR 862, SR 863, SR 864, SR 865, SR 866, SR 867, SR 868, SR 869, SR 870, SR 871, SR 872, SR 873, SR 874, SR 875, SR 876, SR 877, SR 878, SR 879, SR 880, SR 881, SR 882, SR 883, SR 884, SR 885, SR 886, SR 887, SR 888, SR 889, SR 890, SR 891, SR 892, SR 893, SR 894, SR 895, SR 896, SR 897, SR 898, SR 899, SR 900, SR 901, SR 902, SR 903, SR 904, SR 905, SR 906, SR 907, SR 908, SR 909, SR 910, SR 911, SR 912, SR 913, SR 914, SR 915, SR 916, SR 917, SR 918, SR 919, SR 920, SR 921, SR 922, SR 923, SR 924, SR 925, SR 926, SR 927, SR 928, SR 929, SR 930, SR 931, SR 932, SR 933, SR 934, SR 935, SR 936, SR 937, SR 938, SR 939, SR 940, SR 941, SR 942, SR 943, SR 944, SR 945, SR 946, SR 947, SR 948, SR 949, SR 950, SR 951, SR 952, SR 953, SR 954, SR 955, SR 956, SR 957, SR 958, SR 959, SR 960, SR 961, SR 962, SR 963, SR 964, SR 965, SR 966, SR 967, SR 968, SR 969, SR 970, SR 971, SR 972, SR 973, SR 974, SR 975, SR 976, SR 977, SR 978, SR 979, SR 980, SR 981, SR 982, SR 983, SR 984, SR 985, SR 986, SR 987, SR 988, SR 989, SR 990, SR 991, SR 992, SR 993, SR 994, SR 995, SR 996, SR 997, SR 998, SR 999, SR 1000.
- Landmarks:** West Homestead Elementary School District, West Homestead School District, Traffic Signals, Fire Stations, Police Stations, Parks, Safe Routes by Side of Roadway, Safe Route Roadways, Streets, Railroad, Highways.

## Land Use

Land use in the study area is typified by single family residential, multi-family residential, vacant land, light industrial land and agriculture. The area immediately around the school is single family residential and multi family residential. The north east segment of the attendance area is similar, yet to get to the school routes must necessarily cross industrial areas. Significant new development can be expected in the western portion of the attendance boundary, this will likely cause an increase in the pedestrian crashes due to the introduction of pedestrians to an urbanizing environment with few pedestrian facilities.



## Crash Data

Crash data for this study was collected for the years 2000 through 2004. Ten crashes involving juveniles, none of which were fatalities have occurred in the attendance boundary of the past several years. The bulk of these crashes occurred interior to the neighborhoods on local streets. Only two occurred in close proximity to the school. The crashes are well distributed throughout the eastern portion of the area, yet sidewalks are prevalent. In 2002, there was a low of one injury and no fatalities in the area. In 2001 there was a high of four injuries in the area. The vast majority of crashes have occurred at intersections further leading to the need for crosswalks and sidewalk extensions. The following tables and map detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

### West Homestead Elementary

| Case Number  | Pedestrian<br>Date of Birth | Road Name                     | Segment<br>From To | 2001       |          | 2002       |          | 2003       |          | 2004       |          | TOTAL      |          |
|--------------|-----------------------------|-------------------------------|--------------------|------------|----------|------------|----------|------------|----------|------------|----------|------------|----------|
|              |                             |                               |                    | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries | Fatalities | Injuries |
| 72131179     |                             | N KROME AVE & NE 9TH ST       | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72433541     |                             | NE 11TH ST & NE 5TH AVE       | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72434191     | 7301998                     | NW 8TH AVE & W MOWRY ST       | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 1        |
| 72133156     | 8031985                     | NE 8TH ST & NE 2ND AVE        | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72133555     |                             | NW 1ST ST & NW 1ST AVE        | Intersection       | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72420721     | 8131993                     | SW 6TH ST & SW 187TH AVE      | Intersection       | 0          | 0        | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 1        |
| 72433831     | 10081984                    | 305 NW 2ND AVE                |                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 70415720     | 4011982                     | ALTON RD ON & DADE BLVD       | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72130212     | 1011983                     | 196 W MOWRY ST                |                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72134395     |                             | NW 8TH ST & NW 2ND AVE        | Intersection       | 0          | 0        | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 1        |
| 72134611     | 10222000                    | 1585 SW 4TH ST                |                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 72134798     | 9141998                     | 4500 NE 8TH ST                |                    | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| 562892140    | 11261997                    | NE 2ND AVE & NE 9TH CT        | Intersection       | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 596511490    | 10131997                    | NW 5TH AVE & NW 2ND ST        | Intersection       | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 596514140    |                             | N KROME AVE & NE 4TH ST       | Intersection       | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 596520930    |                             | S HOMESTEAD BLVD & E MOWRY DR | Intersection       | 0          | 1        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 1        |
| 562892570    |                             | S Homestead BLVD & E Mowry DR | Intersection       | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        | 0          | 0        |
| <b>TOTAL</b> |                             |                               |                    | 0          | 4        | 0          | 1        | 0          | 2        | 0          | 3        | 0          | 10       |



## Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Safe Routes in the area have been planned on predominantly local streets, with low speed limits. The transportation network in the area is characterized as suburban, typified by interior residential streets on a grid pattern, framed by higher traffic collectors on County Section Line and Half-Section Line Roads.

## Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

Roadways in the study area are typically local residential urban streets on the eastern half of the attendance area. West of the school there are few facilities and the roadway network is made up of collectors in the form of County Section Line and Half Section Line roads. These collector roads run through the area, providing vehicular access to and through the community. There are multiple traffic lights in on the eastern half of the area. None exist west of the school. About 29 signals are currently located within the attendance boundary. These are mainly on 8<sup>th</sup> Street and Mowry Drive as well as 187<sup>th</sup> 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 be significant pedestrian activity in the area, probably due to the existing sidewalks and residential nature of the neighborhoods surrounding the school.

**Table 6.4**  
**West Homestead Elementary School**  
**Roadway Characteristics**

| Road           | Segment        |                 | Facility Type    | Speed Limit | AADT* | Bike and Ped Crashes** |
|----------------|----------------|-----------------|------------------|-------------|-------|------------------------|
|                | From           | To              |                  |             |       |                        |
| 3rd Avenue     | 11 St          | 9 Ct            | Local            | 30          | Low   | No                     |
| 9th Court      | 3 Ave          | Krome Ave       | Local            | 30          | Low   | Yes                    |
| Krome Avenue   | 9 Ct           | Campbell Drive  | Major Arterial   | 45          | High  | Yes                    |
| Campbell Drive | Krome Ave      | 2 Ave           | County Collector | 45          | High  | No                     |
| 2nd Avenue     | Campbell Drive | 2 St            | County Collector | 30          | Mod   | Yes                    |
| 2nd Street     | 2 Ave          | 8 Ave           | Local            | 30          | Mod   | Yes                    |
| 8th Avenue     | 2 St           | Mowry Dr        | Local            | 30          | Low   | No                     |
| Mowry Drive    | 8 Ave          | 14 Ave          | Arterial         | 45          | High  | No                     |
| 14th Avenue    | Mowry Dr       | 6 St            | County Collector | 45          | High  | Yes                    |
| 6th Street     | 14 Ave         | 187 Ct          | Local            | 30          | Low   | No                     |
| 1st Avenue     | 11 St          | 8 St            | County Collector | 30          | Mod   | Yes                    |
| 6th Avenue     | 8 St           | 2 St            | Arterial         | 30          | Mod   | Yes                    |
| 320th Street   | 197 Ave        | 17 Terr         | Arterial         | 40          | Mod   | Yes                    |
| 17th Terrace   | 320 St         | 17 Ave          | Local            | 30          | Low   | No                     |
| 17th Avenue    | 17 Ter         | 8 St            | Local            | 30          | Low   | No                     |
| 8th Street     | Ave            | School Entrance | Arterial         | 40          | Mod   | No                     |

\* For road segments where AADT was not readily available, traffic volume was assessed as low, moderate, heavy based on field observations

\*\* Total pedestrian and bicycle crashes, 2000 - 2004