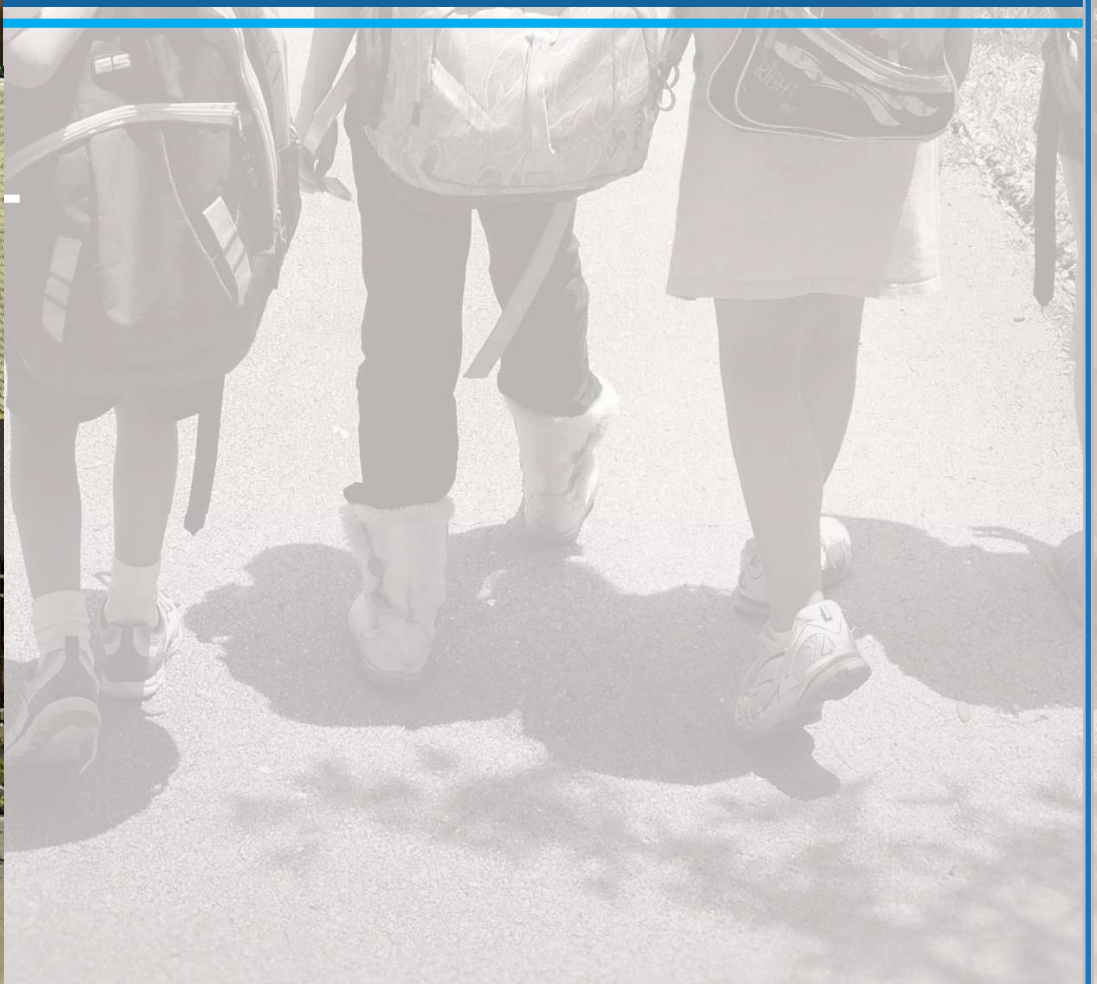




SAFE ROUTES TO SCHOOL Infrastructure Plans 2015



Safe Routes to School 2015 Infrastructure Plans

Prepared for:

Miami-Dade County Metropolitan Planning Organization



Prepared by:

Marlin Engineering Inc.



Work Order # GPC VI-8 March 2016

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The preparation of this report has been financed in part from the U.S. Department of Transportation (USDOT) through the Federal Highway Administration (FHWA) and/or the Federal Transit Administration (FTA), the State Planning and Research Program (Section 505 of Title 23, U.S. Code) and Miami-Dade County, Florida. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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Overview

The objective of the Safe Routes to School (SRTS) program is to make walking and biking to school safer for children and to increase the number of school age children that choose to walk and bicycle to school. Miami-Dade County Public Schools (MDCPS), in conjunction with the Miami-Dade Metropolitan Planning Organization (MPO) and Miami-Dade Department of Transportation and Public Works (DTPW) have worked to continually improve walking and biking conditions for students in grades K-8 by prioritizing and requesting funding for Safe Routes to School infrastructure improvements around Miami-Dade County elementary and K-8 schools.

In addition to promoting infrastructure improvements, the Safe Routes to School Program encourages use of the “5 E’s” approach to facilitate safer walking and biking. The Miami-Dade Public Schools Community Traffic Safety Team (CTST) facilitate active participation in Engineering, Education, Enforcement, Encouragement, and Evaluation efforts at schools to ensure a holistic approach to improving walking and biking for students. The CTST membership includes School Board, MPO, DTPW, FDOT, law enforcement, the University of Miami WalkSafe and BikeSafe programs and others involved in student safety and transportation. This multi-disciplinary, inter-agency coordination process helps move the process forward from application through implementation.



In The *2015 Safe Routes to School Infrastructure Plans* study is a continuation of previous efforts by the MPO that have been taking place since the mid-2000s. Each year, the Miami-Dade MPO selects priority schools to be studied for Safe Routes to School improvements. The ten schools selected this year are from the Prioritization Results table in Appendix D of the 2013 Safe Routes to School Plan.

The two objectives of this study are:

1. Develop Safe Routes to School plans for ten selected schools, identify safe routes, infrastructure improvements, cost estimates, and a walking map
2. Prepare FDOT Safe Routes to School infrastructure funding applications for selected school

Deliverables for this study include a completed Safe Routes to School Infrastructure Plans application to be submitted to FDOT by March 31, 2016.

Selected Schools

This year, ten schools were selected for the *2015 Safe Routes to School Infrastructure Plans* study. The schools were selected from a list of elementary and K-8 schools in Miami-Dade County, prioritized in the 2013 Safe Routes to School Infrastructure Plans report. Schools were prioritized based on factors such as the number of pedestrian and bicycle crashes, percentage of students who walk, and nearby traffic volumes. Miami-Dade County has been working from this list for several years to implement Safe Routes to School improvements where they are most needed. This year's selected schools included elementary and K-8 schools detailed in Table 1 and Figure 1.

Table 1: Selected Schools for 2015 SRTS Infrastructure Plans Study

School	Address	Municipality
Bunche Park Elementary	16001 Bunche Park Elementary Dr.	Opa-Locka
Carrie P. Meek Westview K-8 Center	2101 NW 127 St.	Miami
Flagami Elementary	920 SW 76 th Ave	Miami
Hubert O. Sibley K-8 Center	255 NW 115 th St.	Miami
Miami Gardens Elementary	4444 NW 195 th St.	Miami Gardens
Myrtle Grove K-8 Center	3125 NW 176 th St.	Miami Gardens
North Twin Lakes Elementary	625 W 74 th Pl.	Hialeah
Robert R. Moton Elementary	18050 Homestead Ave.	Miami
Shadowlawn Elementary	149 NW 49 th St.	Miami
Florida City Elementary	364 NW 6 th Ave.	Florida City

Figure 1: Map of Selected Schools for 2015 SRTS Infrastructure Plans



Study Method

The 2015 Safe Routes to School Infrastructure recommendations were developed by conducting site visits at each school and by using information obtained from interviews with school crossing guards, discussions with school administrators and from parent and classroom surveys about walking/biking conditions in the vicinity of the schools.

All information collected was analyzed to determine which infrastructure recommendations to include in the Safe Routes to School application, the best Safe Route to recommend for students, and if any observed deficiencies outside of the scope of Safe Routes to School need to be provided to MDCPS, Miami-Dade DTPW, or to school administrators for consideration using other funding sources.

Student Travel Data

MDCPS provided data on school attendance boundaries and student residence locations. Proposed Safe Routes were developed by connecting student residence locations to school locations through observation and use of survey data. WalkSafe provided information from the annual MDCPS student travel survey. In addition to this, Student Travel Tallies and Parent Surveys were conducted to get data on the number of students walking and biking as well as what concerns parents have about their child's route to school.

School Site Visits

Each of the ten selected schools was visited during arrival or dismissal time to observe the walking and biking patterns of students as they arrived or departed from school. The observation teams walked the school neighborhoods, interviewed crossing guards when possible, spoke to parents, and took photos to document conditions within the school attendance boundary area. The entire boundary area was driven to survey and observe roadway signage, sidewalk, intersection and crossing conditions. In addition to the photos, video footage was taken at many of the schools to document infrastructure conditions.



Recommendations

Recommendations for infrastructure improvements were developed using the guidelines for eligible improvements for Safe Routes to School infrastructure funding applications. Proposed Safe Routes were also identified based on existing infrastructure and recommended improvements. Eligible projects include:

- Pedestrian Facilities
- Bicycle Facilities
- Traffic Control Devices
- Traffic Calming

SRTS Infrastructure improvements were recommended per the guidelines and cost estimates were developed for each application. Cost estimates submitted for proposed Safe Routes to School infrastructure improvements are comprehensive and include the cost of materials, mobilization, Maintenance of Traffic (MOT), design, administration, and Construction Engineering Inspection (CEI). Tables 2 shows the cost estimates.

Table 2: Cost Estimates for Proposed 2015 SRTS Infrastructure Plans

School	Infrastructure Cost Estimate
Bunche Park Elementary	\$41,316
Carrie P. Meek Westview K-8 Center	\$251,421
Flagami Elementary	\$280,724
Hubert O. Sibley K-8 Center	\$188,019
Miami Gardens Elementary	\$146,152
Myrtle Grove K-8 Center	\$122,356
North Twin Lakes Elementary	\$83,745
Robert R. Moton Elementary	\$56,348
Shadowlawn Elementary	\$83,956
Florida City Elementary	\$406,421
Total 2015 Request	\$1,660,458

School Bunche Park Elementary



<i>Enrollment</i>	343
<i>Estimated percent of students living within 0.5 miles of school</i>	63%
<i>Estimated percent of students walking/biking</i>	32%
<i>Recommendations</i>	Crosswalks, signage
<i>Estimated cost of recommendations</i>	\$41,316.00

2015 Parent Survey Feedback

“I would love to allow my daughter the chance and independence of walking to or from school with friends once she is older, unfortunately the anxiety with allowing her to do so is overwhelming...”



Bunche Park Elementary: Observations and Recommendations



Missing crosswalk



Missing crosswalk

The site was under construction when the team visited, and the Principal indicated that a new school is being built. Access to the new school will flip over to the east side of the school. Signage will have to be changed adjacent to the school. Bus access and Pick-up drop-off is currently on adjacent roads and will soon be accommodated on-site once the new school is built which will be a big improvement.

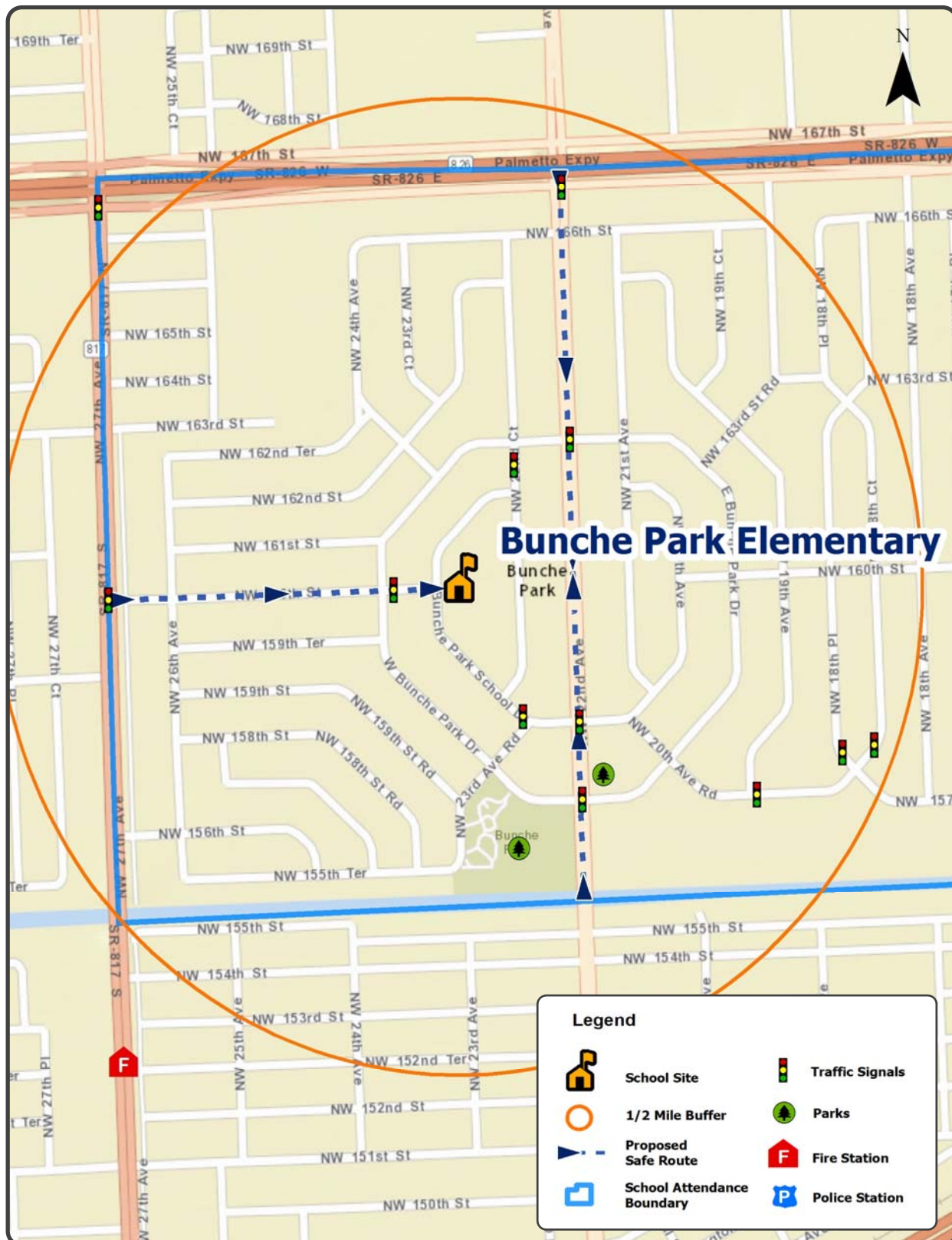
In general, the area around Bunche Park Elementary could benefit from improved pedestrian crossing facilities. Areas surrounding the school generally lack well-marked crosswalks. Recommended improvements as well as the proposed safe route are focused on NW 22 Ave and NW 160 Street, where most students will have to walk in order to reach the school. Bunche Park may benefit from a future evaluation for Safe Routes to School infrastructure improvements following construction of the new school site.

Other Observations:

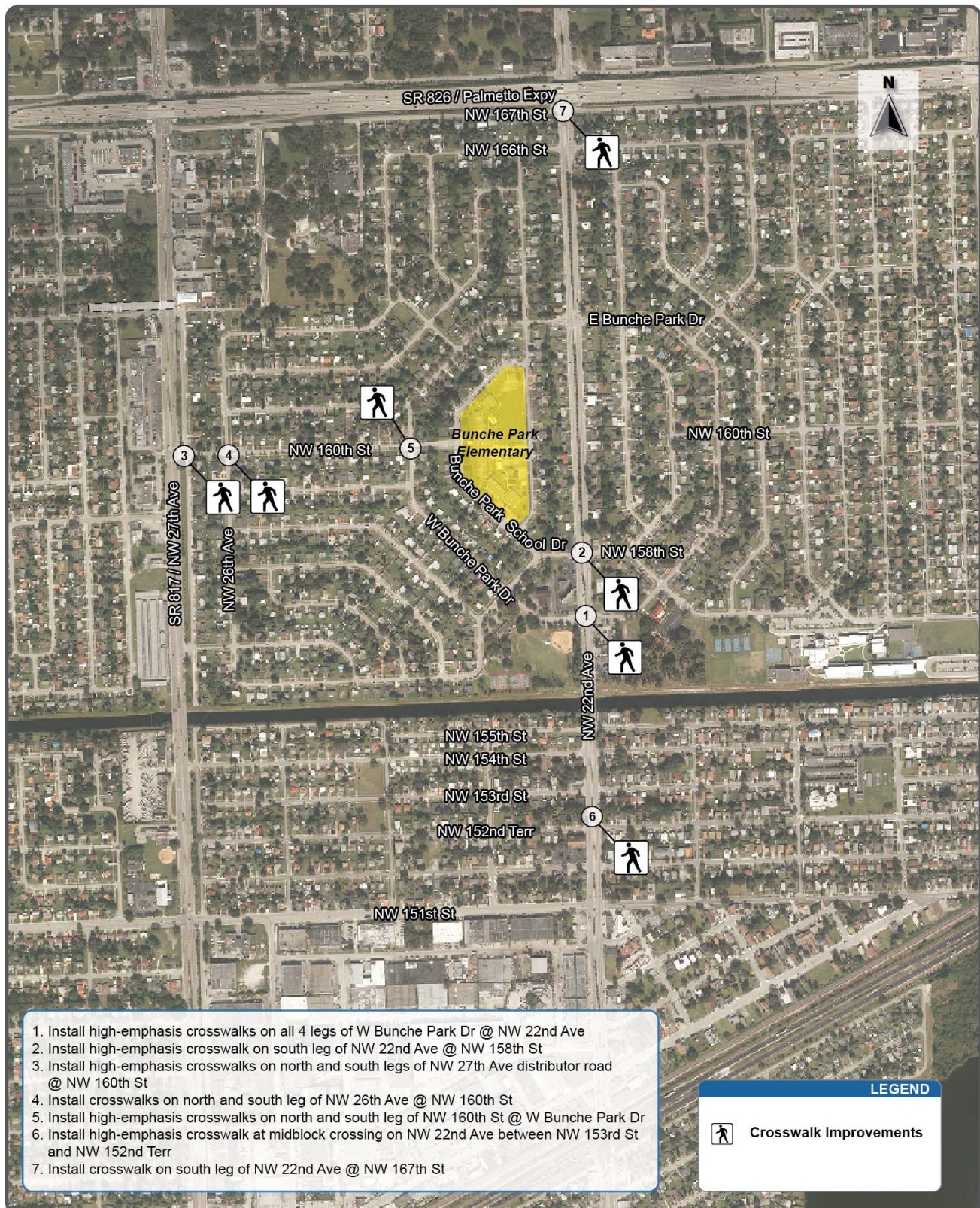
Bunche Park currently has a very well-controlled operation for school dismissal. There were teachers and the Principal managing traffic and students at the main pick-up facility. School bus operations were in a separate area. Observed a need for ADA access to buses. NW 22nd Avenue has significant traffic and may need additional crossing guards.

It was observed that students attending the North Dade Middle School to the south are using the South Florida Water Management District Canal south of NW 55th Terrace right of way as a cut through from NW 22nd Ave to the school. In addition, The Bunche Park and Pool is also along the canal and is in close proximity to both schools and would also benefit from pedestrian and bicycle improvements.

Bunche Park Elementary: Safe Route Map



Bunche Park Elementary: Infrastructure Recommendations



School | Flagami Elementary



<i>Enrollment</i>	448
<i>Estimated percent of students living within 0.5 miles of school</i>	74%
<i>Estimated percent of students walking/biking</i>	0%
<i>Recommendations</i>	Sidewalks, crosswalks, signage
<i>Estimated cost of recommendations</i>	\$280,724.00

2015 Parent Survey Feedback

"As a mother, I feel safer picking them up and dropping them off from school."

"Many of the problems with pickup and drop-off comes from vehicles illegally parked on the streets and not enough parking for parents that choose to pick-up. Carpool has helped, but still a problem due to illegal parking."



Flagami Elementary: Observations and Recommendations



Need pedestrian signal



Missing crosswalks



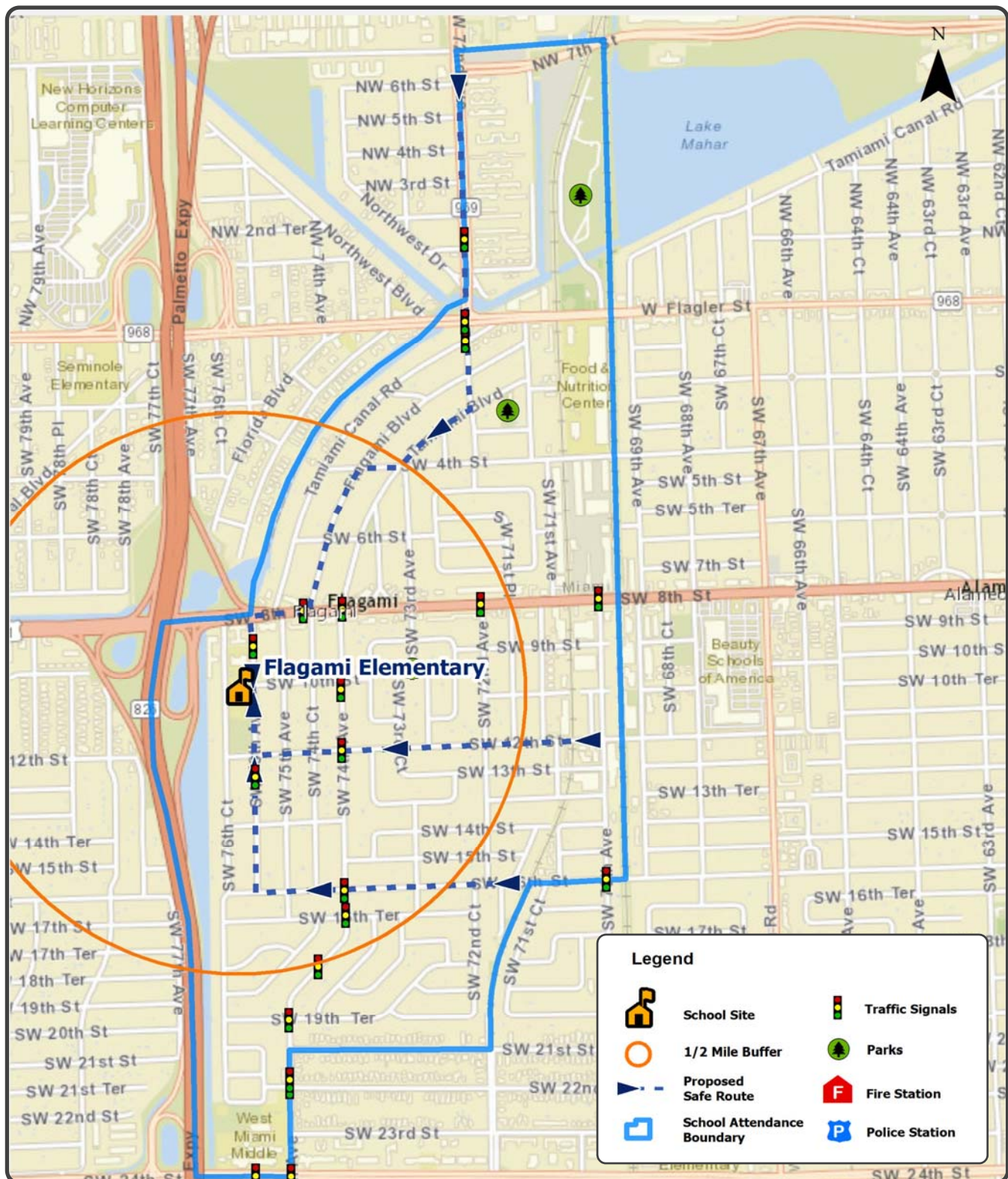
Parked vehicles blocking sidewalk

Student travel tallies indicate that a very low percentage of students either walk or bike to school. Discussion with the principal confirmed that most students are dropped off and that the school could benefit from a reconfiguration of traffic flow around the school.

During dismissal it was observed that there was significant traffic backup along SW 76 Avenue. This created traffic hazards for vehicles entering and leaving the Popular Community Bank Building, as well as for vehicles traveling eastbound on SW 8th Street. The principal was interested in an evaluation to restrict traffic to be one-way along SW 76 Ave in the afternoons to facilitate better traffic flow. Reconfiguration of traffic circulation during arrival and dismissal could alleviate traffic conflicts on SW 76 Ave and SW 8th Street and make it safer for arriving and departing students to get from their car to the school building.

The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian crashes occur along SW 8 St, which is a major arterial. Very few streets south of SW 8 St have sidewalks, but there have been some pedestrian safety improvements implemented in the vicinity of the school.

Flagami Elementary: Safe Route Map



Flagami Elementary: Infrastructure Recommendations



School | Hubert O. Sibley K-8 Center



<i>Enrollment</i>	828
<i>Estimated percent of students living within 0.5 miles of school</i>	25%
<i>Estimated percent of students walking/biking</i>	20%
<i>Recommendations</i>	Sidewalks, crosswalks, signage
<i>Estimated cost of recommendations</i>	\$188,019.00

2015 Parent Survey Feedback

Question: Would you let your child walk or bike to/from school if this were changed or improved? Top 3 'Yes' responses below...

1. Convenience of driving 2. Time 3. Sidewalks/pathways



Hubert O. Sibley K-8 Center: Observations and Recommendations



Missing crosswalks and curb ramps



Students dropped off in unsafe locations



Missing sidewalk or path

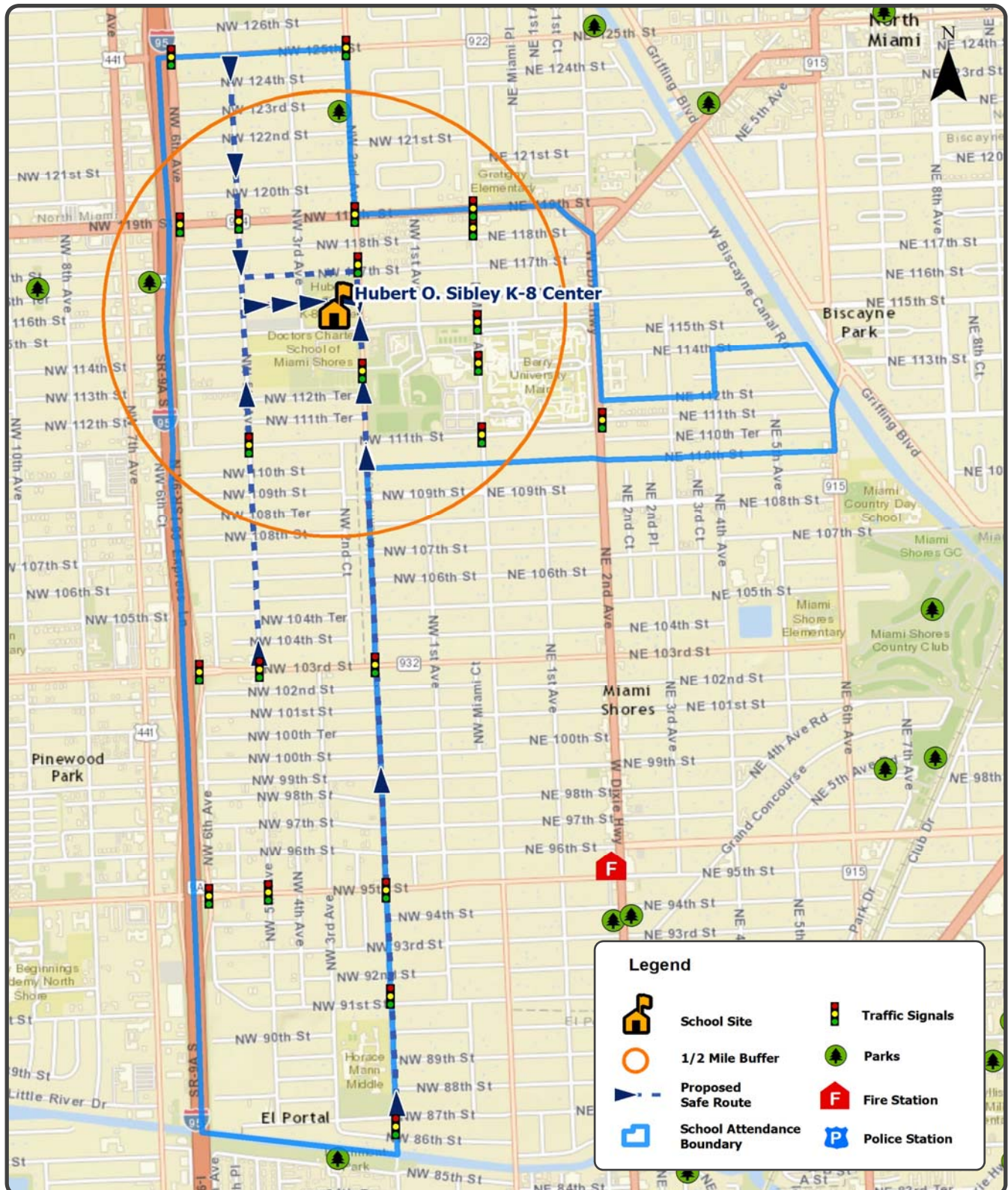
Hubert O. Sibley K-8 Center is located in a very active pedestrian area near a charter school and the Barry University campus.

NW 115 Street was observed as the primary activity area for pickup and drop-off. It was observed that the driveway area along NW 2nd Ave was unused during student drop-off, and may provide an opportunity to move student drop-off to this location rather than along NW 115 Street. NW 115 Street, as currently configured, allows parents to park along the shoulder on the south side of the street, and let students cross to the north side of the street, where the school is located. This unsafe behavior was observed several times during the drop-off time.

There is a very large path cut out on the southeast side of the school property, near the corner of NW 2 Ave and NW 115 Street, where kids are cutting across. While it is not eligible for Safe Routes to School Infrastructure funding, the school may want to consider providing a sidewalk here so that students don't have to walk in dirt or mud to take this route around campus.

The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur on the major arterials such as NW 95 St, NE 103 St, and NW 119 St. There are a few crashes along NW 5 Ave as well.

Hubert O. Sibley K-8 Center: Safe Route Map



Hubert O. Sibley K-8 Center: Infrastructure Recommendations



School Carrie P. Meek / Westview K-8 Center



<i>Enrollment</i>	746
<i>Estimated percent of students living within 0.5 miles of school</i>	65%
<i>Estimated percent of students walking/biking</i>	51%
<i>Recommendations</i>	Sidewalks, crosswalks, signage
<i>Estimated cost of recommendations</i>	\$251,421.00

2015 Parent Survey Feedback

Question: Would you let your child walk or bike to/from school if this were changed or improved? Top 3 'Yes' responses below...

1. Speed of Traffic 2. Safety of intersections 3. Violence or crime



Meek/Westview K-8 Center: Observations and Recommendations



Missing crosswalk



Truck parked on sidewalk



Parking restrictions during arrival and dismissal

About 51 percent of students walk or bike to Carrie P. Meek/Westview K-8 Center.

It was observed that there is parking alongside the school to facilitate pickup and drop-off of students without having them need to cross a street. Areas along NW 127 Street across the street from the school have been identified as passenger loading zones during school hours, encouraging drop-off on the wrong side of the street.

The 2010-2014 crash history for streets within the attendance boundary indicate a high number of pedestrian crashes in the neighborhood and on the surrounding major streets. The streets with the highest number of crashes are NW 27 Avenue and NW 119 Street, but there are bicycle and pedestrian crashes scattered throughout the neighborhood, indicating the need for a safe route where drivers can expect to see school children walking and crossing the streets.

Many improvements for Meek/Westview involve the installation of crosswalks and sidewalks. There is a crossing guard on NW 22 Avenue, which allows for safer student crossing to reach the school from the west. NW 19th Avenue, a residential street east of the school, needs better pedestrian facilities in order to be a Safe Route.

Meek/Westview K-8 Center: Safe Route Map



Meek/Westview K-8 Center: Infrastructure Recommendations



School | Miami Gardens Elementary



<i>Enrollment</i>	302
<i>Estimated percent of Students living within 0.5 miles of school</i>	62%
<i>Estimated percent of students walking/biking</i>	10%
<i>Recommendations</i>	Sidewalks, crosswalks, signage, bike racks
<i>Estimated cost of recommendations</i>	\$146,152.00

2015 Parent Survey Feedback

"My child only walks to school with me, his mother, or is dropped off by a family member."

"I sometimes walk to school with his bike so he can ride the bike back home for exercise and fun, but never alone, only with me."

"Safety and distance are the overall factors in determining to allow my child to walk to school."



Miami Gardens Elementary: Observations and Recommendations



Missing pedestrian railing along canal



No bike racks



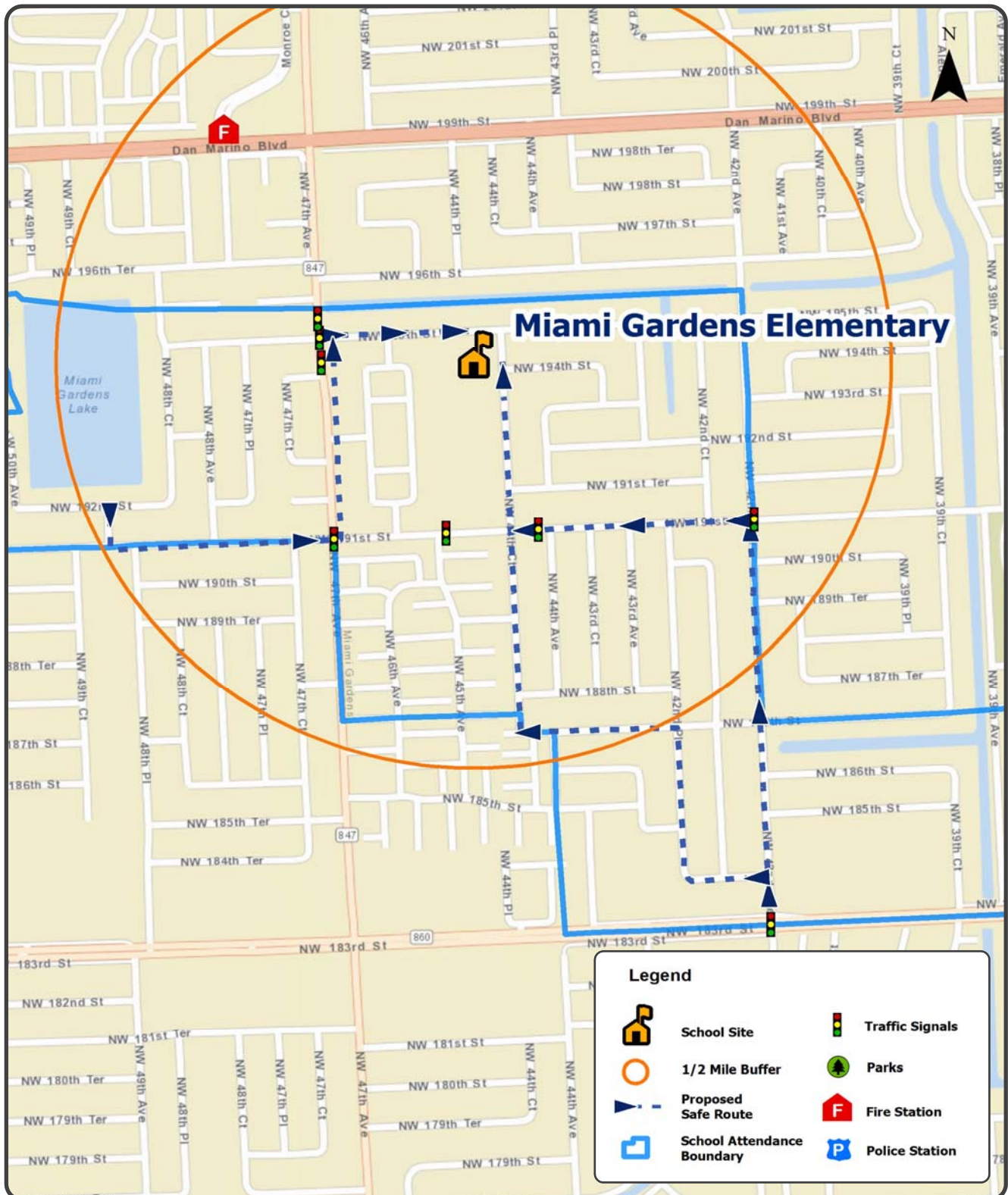
Missing curb ramps and pavement markings

Observations were that a vast majority of students were bused or dropped off at the school in vehicles. The crossing guard at the east side of the school indicated that there is a need for designated, on-site pick up drop off. All students who walk, bike, or take the bus must walk from 195th Street to the school's main entrance. All drop-off and pickup, as well as bus access and egress occurs off-site on local roads. It was observed that students are dropped on NW 195 Street and picked up on NW 44 Court. Walking conditions can be improved for all students by providing an ADA accessible, clearly defined drop-off and pickup location for students being driven and riding the bus.

The 2010-2014 crash history for streets within the attendance boundary indicate that there are very few crashes within the area. The few pedestrian crashes that occurred were along NW 37 Ave, which is a major arterial.

Many recommendations for Miami Gardens Elementary are for the installation of sidewalks and crosswalks. Two other unique needs were identified based on observations. A student was observed riding their bike to school and then chaining his bike to a fence, indicating the need for a bicycle rack. In addition, a sidewalk crossing over a canal was observed to have a very low guardrail. The recommendation to fix this safety issue is to relocate the guardrail and install a pedestrian railing.

Miami Gardens Elementary: Safe Route Map



Miami Gardens Elementary: Infrastructure Recommendations



School | Myrtle Grove K-8 Center



<i>Enrollment</i>	652
<i>Estimated percent of Students living within 0.5 miles of school</i>	61%
<i>Estimated percent of students walking/biking</i>	60%
<i>Recommendations</i>	Sidewalks, crosswalks, signage, traffic signal
<i>Estimated cost of recommendations</i>	\$122,356.00

2015 Parent Survey Feedback

“The people in this world today makes it hard to allow your child/children to do anything alone.”



Myrtle Grove K-8 Center: Observations and Recommendations



Need high-emphasis crosswalks



Missing school signage

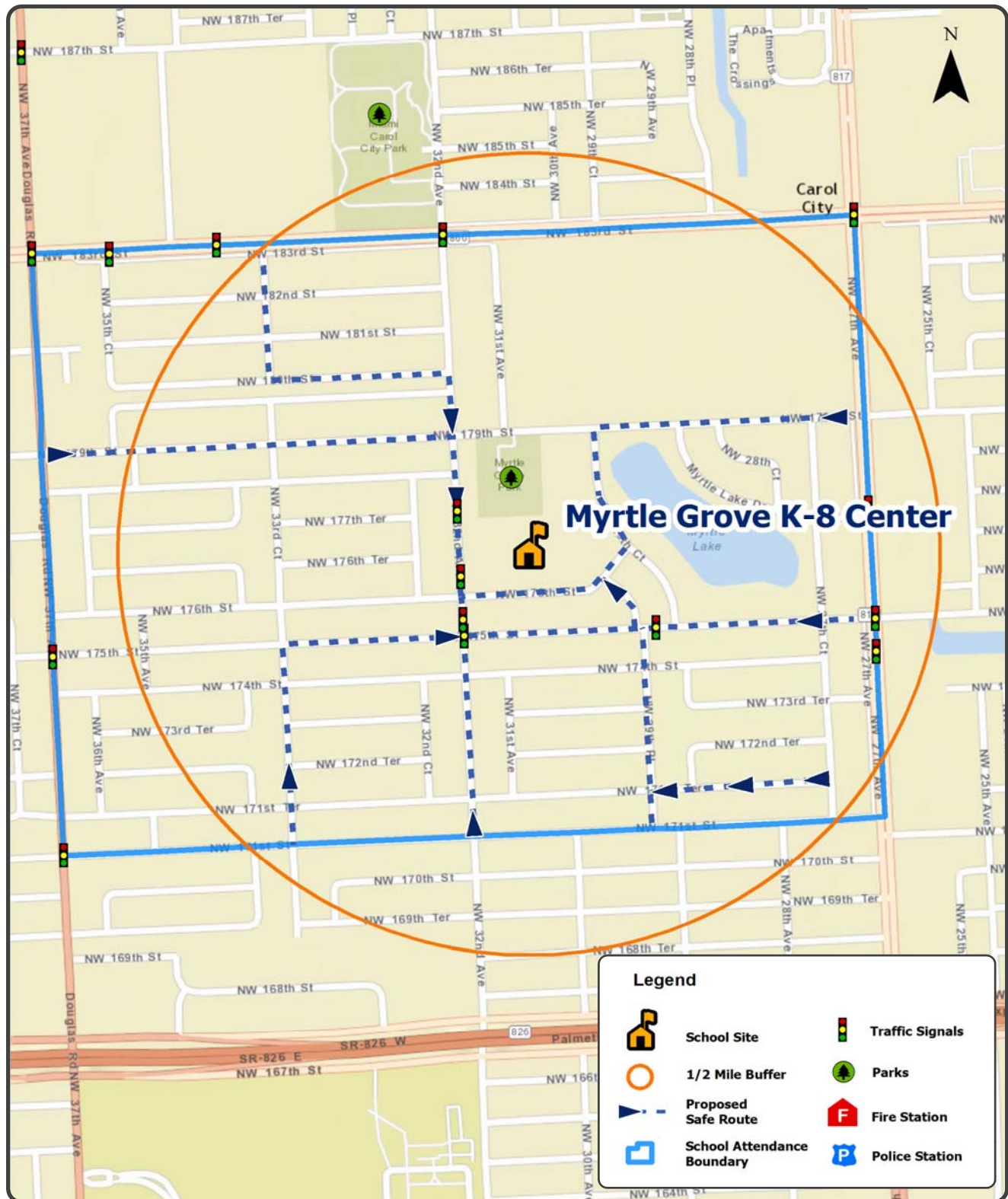
Based on the percentage estimates, most students that live within a half mile walking distance of the school. It was observed that many cars speed along NW 29 Court. It is not very apparent that a school is nearby, due to the school's location away from NW 29 Court. More visible signs or speed enforcement along NW 29 Court may alleviate the speeding issue.

Myrtle Grove has implemented a useful traffic circulation tool by restricting access to NW 176 Street during arrival and dismissal times. NW 176 Street functions as a one-way westbound during arrival and dismissal times, preventing conflicts between cars and pedestrians, and allowing for much smoother drop-off and pick-up operations.

The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur along the arterial streets NW 183 Street and NW 27 Avenue. The intersection of NW 27 Avenue and NE 183 Street has a very high number of pedestrian crashes. There are a few pedestrian and bicycle crashes recorded within the neighborhood.

Most improvements for Myrtle Grove involve the installation of crosswalks in order to improve the proposed Safe Route. In addition, a recommendation was made to install flashers along NW 29 Court to more clearly identify that street as part of the school zone.

Myrtle Grove K-8 Center: Safe Route Map



Myrtle Grove K-8 Center: Infrastructure Recommendations



School North Twin Lakes Elementary



<i>Enrollment</i>	531
<i>Estimated percent of Students living within 0.5 miles of school</i>	86%
<i>Estimated percent of students walking/biking</i>	25%
<i>Recommendations</i>	Crosswalks, signage
<i>Estimated cost of recommendations</i>	\$83,745

2015 Parent Survey Feedback

Question: Would you let your child walk or bike to/from school if this were changed or improved? Top 3 'Yes' responses below...

- 1. Adults to walk/bike with 2. Sidewalks/pathways 3. Safety of Intersections**



North Twin Lakes Elementary: Observations and Recommendations



No tactile surfaces



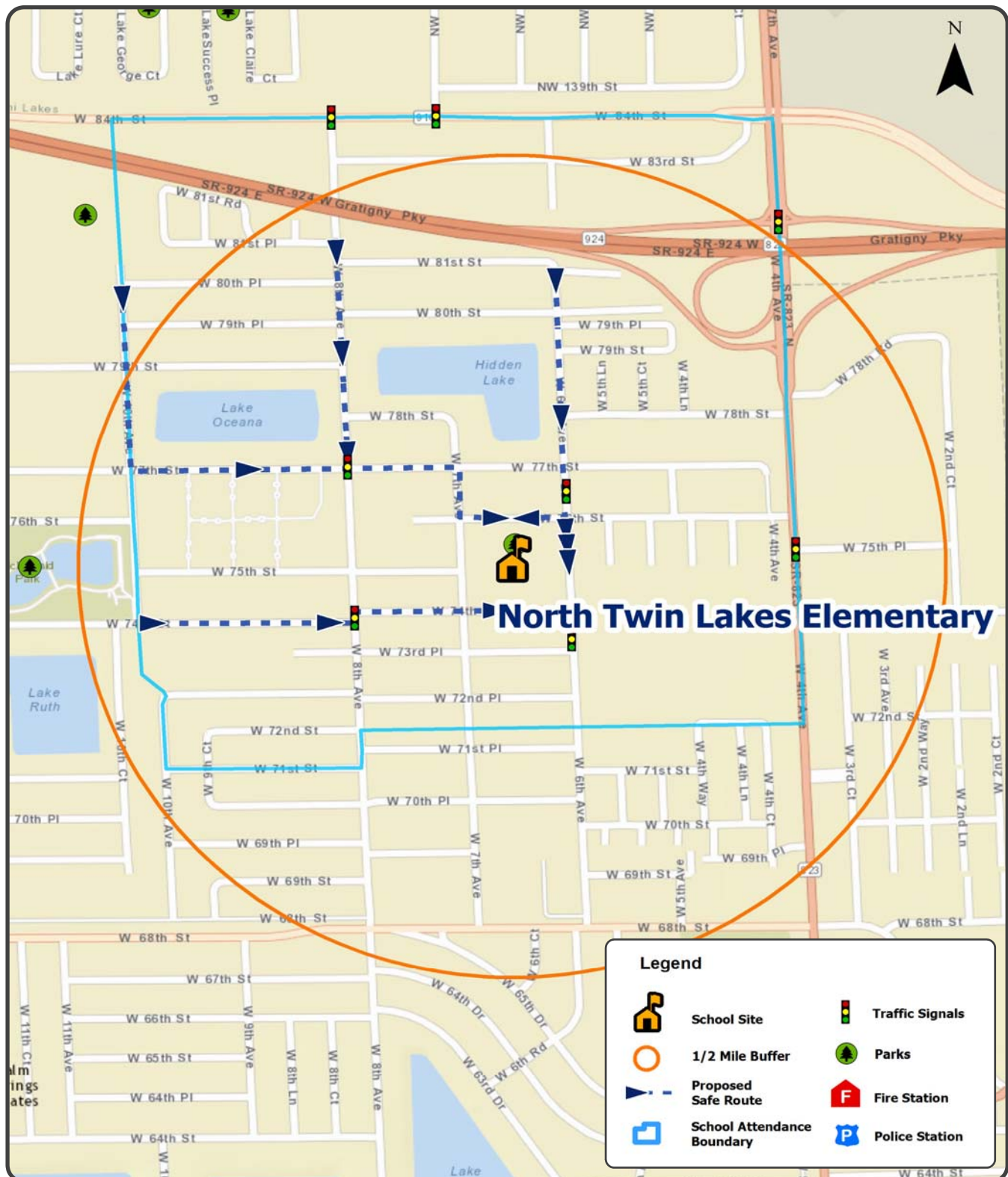
Need updated school zone signs

It was observed that very few students walked to school during arrival time. Many students were dropped off in the drop-off area, or from parking adjacent to the school in the block surrounding the campus.

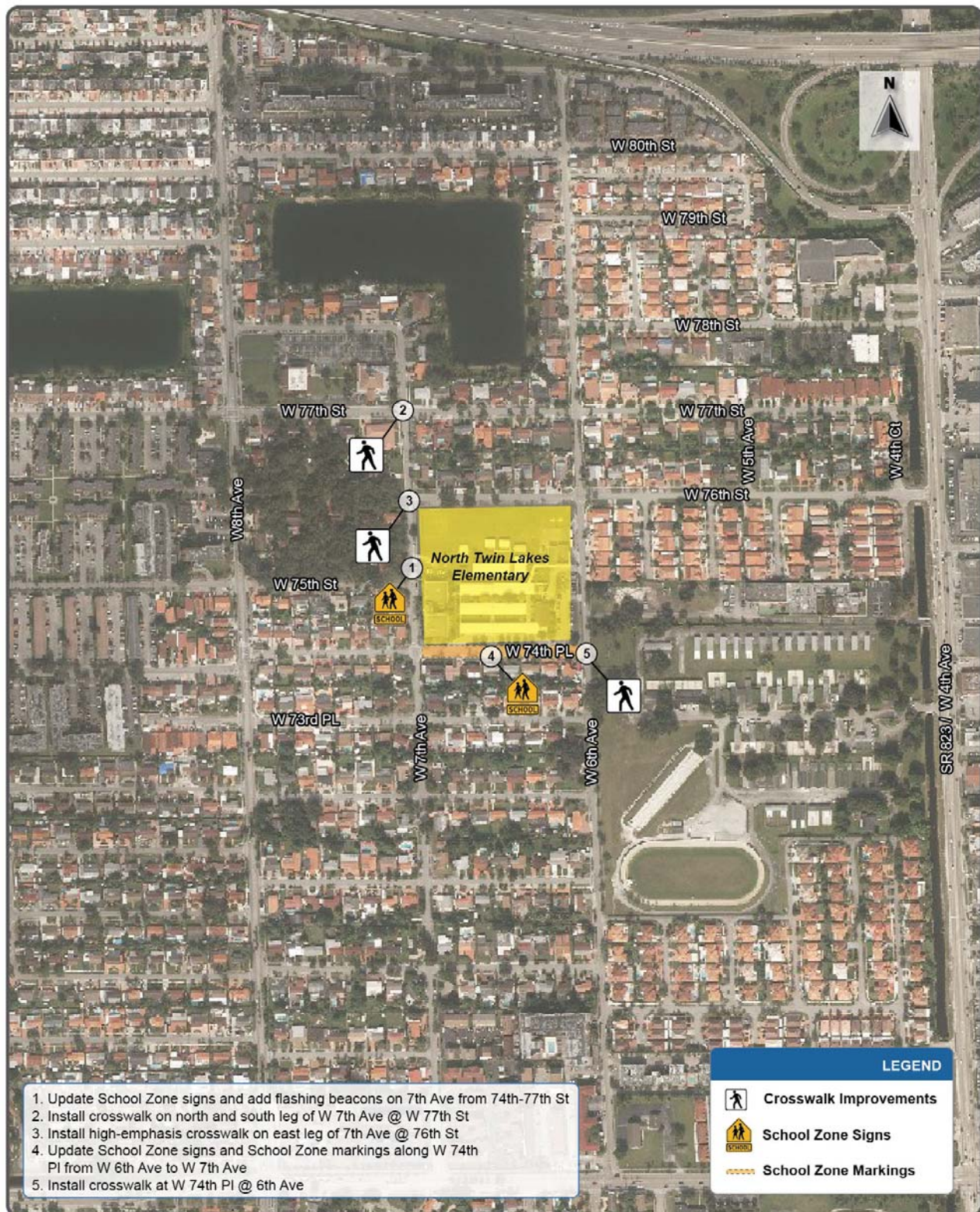
The 2010-2014 crash history for streets within the attendance boundary indicate that there are very few bicycle and pedestrian crashes in the area.

In general, the recommended improvements for North Twin Lakes Elementary included installing new crosswalks and school zone signs.

North Twin Lakes Elementary: Safe Route Map



North Twin Lakes Elementary: Infrastructure Recommendations



School Robert R. Moton Elementary



<i>Enrollment</i>	388
<i>Estimated percent of Students living within 0.5 miles of school</i>	66%
<i>Estimated percent of students walking/biking</i>	30%
<i>Recommendations</i>	Sidewalks, crosswalks, signage
<i>Estimated cost of recommendations</i>	\$56,348

2015 Parent Survey Feedback

Question: Would you let your child walk or bike to/from school if this were changed or improved? Top 3 'Yes' responses below...

- 1. Speed of traffic along route**
- 2. Amount of traffic along route**
- 3. Safety of intersections and crossings**



Robert R. Moton Elementary: Observations and Recommendations



No crosswalks



No sidewalk connection to crosswalk



No sidewalk connection to crosswalk

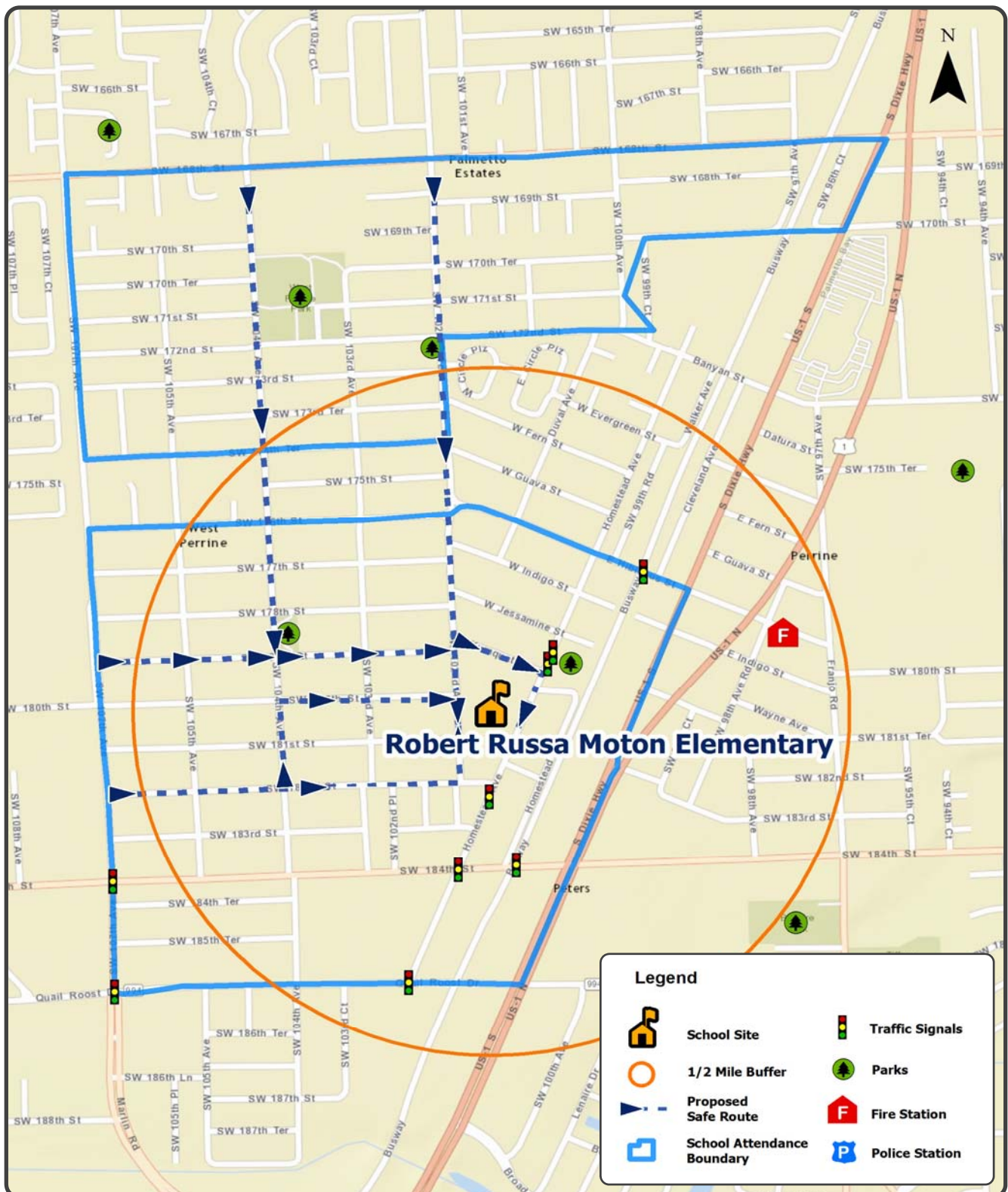
Crossing guards were observed on three intersections adjacent to the school. All crossings were actively used. A crossing guard indicated that many kids are walked to the community center across Homestead Avenue for after-school care.

It was observed and confirmed with the crossing guard at SW 102 Avenue and SW 182 Street, that vehicles frequently do not stop for her at the T-intersection. Also, speeding was observed through the school zones adjacent to the school. Speeding was most prevalent in the school zone on the west side of the school along SW 102 Avenue. This is of particular concern because there is a marked mid-block crosswalk on this street with no crossing guard.

The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur along SW 184 Street and South Dixie Hwy. There are very few bicycle and pedestrian crashes within the neighborhood.

Most recommendations for R.R. Moton Elementary include installation of crosswalks. There is also the need to improve pedestrian crossings on Homestead Avenue to provide better access to the community center. While the attendance boundary for R.R. Moton is rather large, most of the recommended improvements for this school are in the immediate vicinity of the campus.

Robert R. Moton Elementary: Safe Route Map



Robert R. Moton Elementary: Infrastructure Recommendations



School Shadowlawn Elementary



<i>Enrollment</i>	230
<i>Estimated percent of Students living within 0.5 miles of school</i>	84%
<i>Estimated percent of students walking/biking</i>	25%
<i>Recommendations</i>	Sidewalks, crosswalks, signage
<i>Estimated cost of recommendations</i>	\$83,956.00

2015 Parent Survey Feedback

Question: Would you let your child walk or bike to/from school if this were changed or improved? Top 3 'Yes' responses below...

1. Speed of traffic along route
2. Amount of traffic along route
3. Safety of intersections



Shadowlawn Elementary: Observations and Recommendations



No crosswalks



Need high-emphasis crosswalks

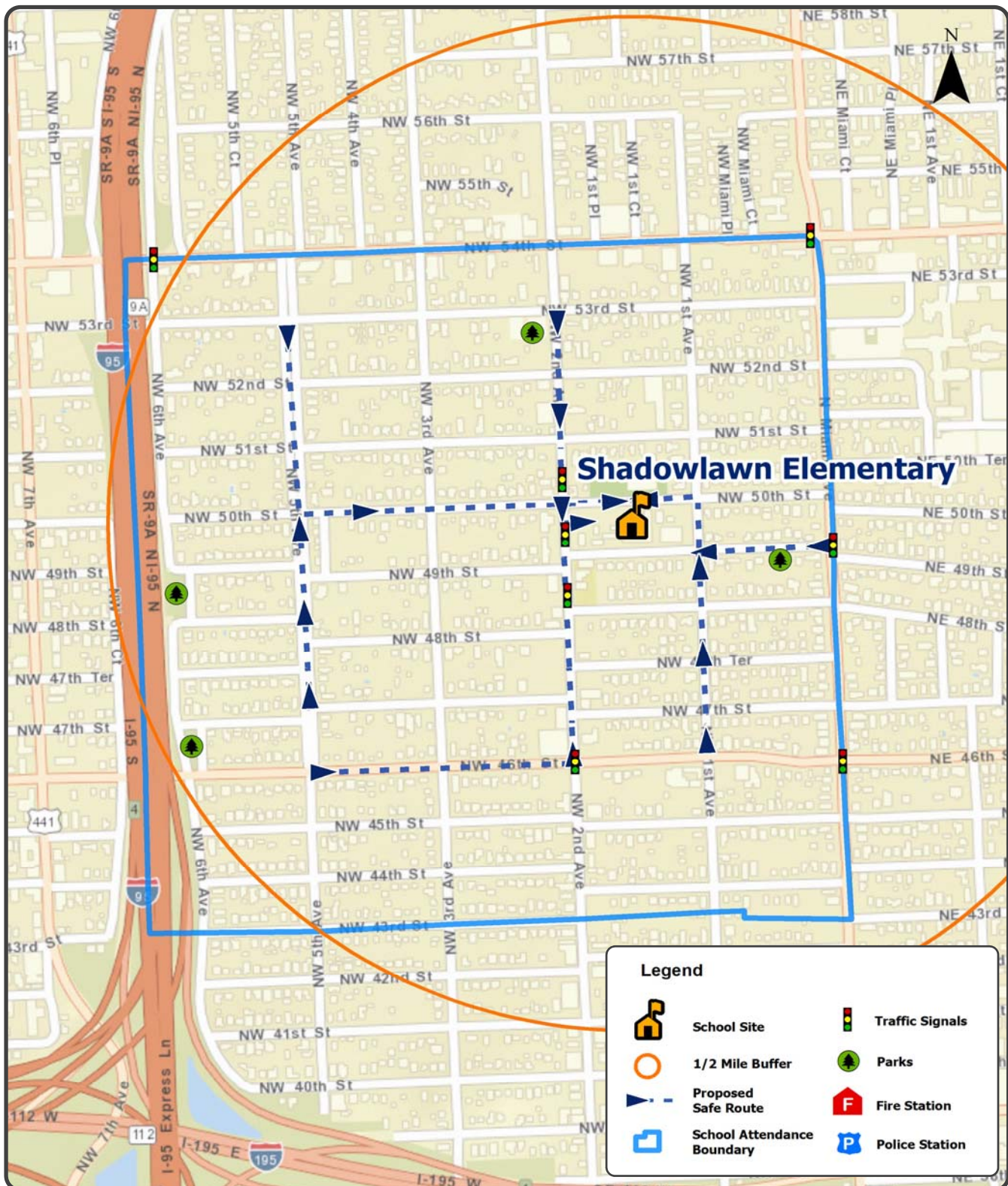
While a high percentage of students live within a half mile of the school, relatively few students walk or bike to school. NW 2 Avenue carries significant vehicular traffic and runs in front of the school, creating a crossing hazard for students that live west of that street and need to cross it. In addition, speeding through the school zone on NW 2 Avenue was observed.

A discussion with the crossing guard in front of the school on NW 2 Ave confirmed concerns about speeding through the school zone on that street. Aside from NW 2 Ave, the rest of the area surrounding the school is predominantly residential.

The 2010-2014 crash history for streets within the attendance boundary indicate that there are several pedestrian crashes that occurred within the neighborhood. There are very few bicycle crashes.

Most recommendations for Shadowlawn Elementary are for installing crosswalks along NW 1 Ave in order to make the recommended Safe Route better for students. In addition, improvements to the intersection of Miami Avenue and NW 48 Street were recommended to facilitate the ability of students coming from east of Miami Avenue to safely cross.

Shadowlawn Elementary: Safe Route Map



Shadowlawn Elementary: Infrastructure Recommendations



School Florida City Elementary



<i>Enrollment</i>	844
<i>Estimated percent of Students living within 0.5 miles of school</i>	50%
<i>Estimated percent of students walking/biking</i>	50%
<i>Recommendations</i>	Sidewalks, crosswalks, signage, traffic signal
<i>Estimated cost of recommendations</i>	\$406,421.00

2015 Parent Survey Feedback

Question: At what grade would you allow your child to walk or bike to/from school without an adult?

"I would not feel comfortable at any grade."



Florida City Elementary: Observations and Recommendations



Discontinuous sidewalk



No sidewalks



No crosswalks



No pavement markings

It was observed that many parents drop their students on the corner at NW 4 Street, with the crossing guard in front of the school. Few students were dropped off along NW 6 Ave in the parking area.

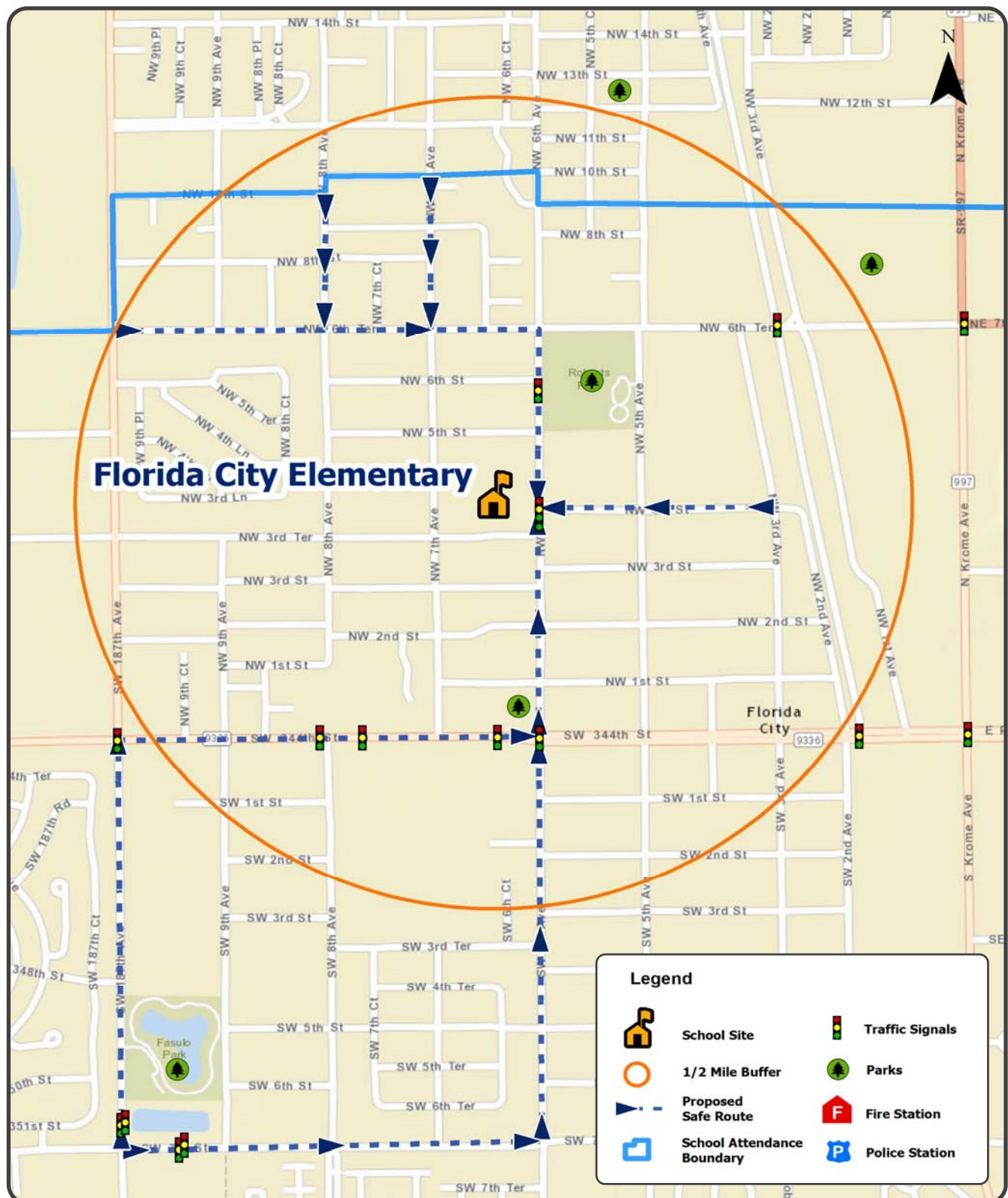
The crossing guard at the signal in front of Florida City Elementary School discussed a history and trend of issues with cars speeding through the school zone in front of the school on NW 6 Ave. She also indicated the same problem in the school zone on the west side of the school on NW 7 Ave. Speeding was observed in the school zones.

Students were observed as far south as SW 352 Street, and recommendations were made for improving the sidewalk network south of SW 344 Street in order to provide a Safe Route.

The 2010-2014 crash history for streets within the attendance boundary indicate that there are several pedestrian crashes that occurred within the neighborhood. There is not a trend of bicycle or pedestrian crashes in the immediate vicinity of the school.

Sidewalk gaps were observed along various streets along the proposed Safe Route. Many sidewalk gaps were observed south of SW 344 Street. Basic improvements to the striping and markings in the immediate vicinity of the school can greatly increase safety for students that walk.

Florida City Elementary: Safe Route Map



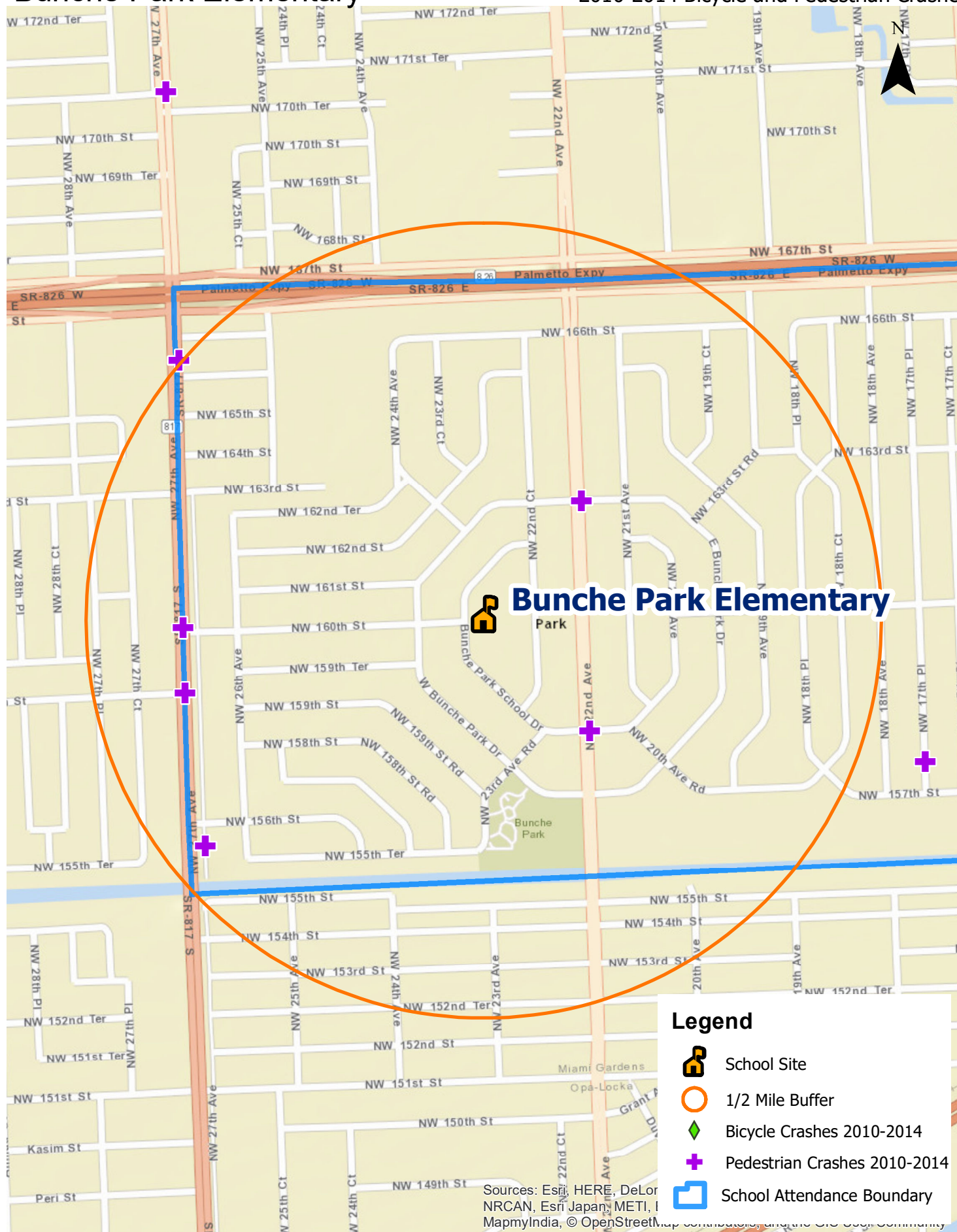
Florida City Elementary: Infrastructure Recommendations



Appendix A: Crash Data

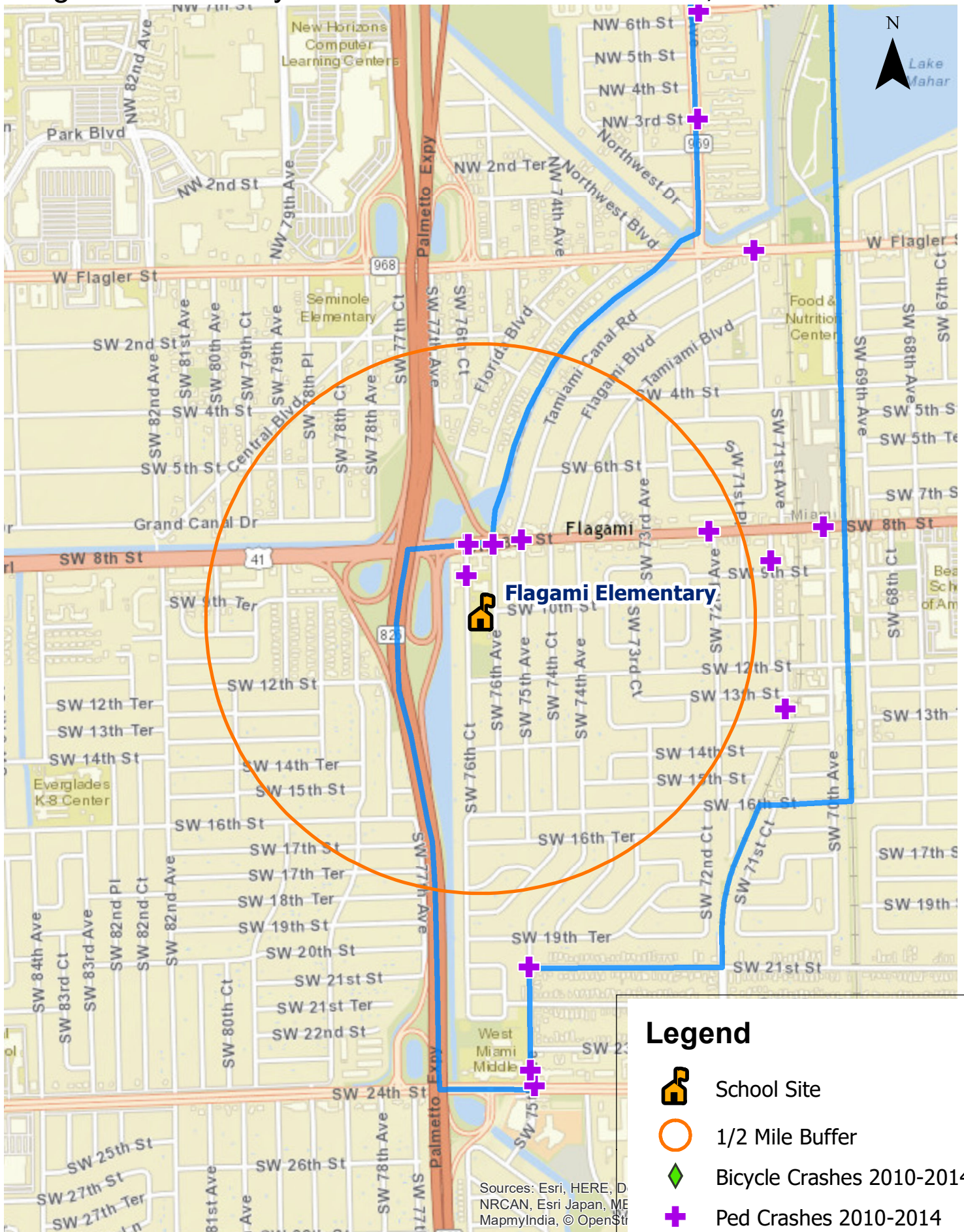
2010-2014 Bicycle and Pedestrian Crashes

2010-2014 Bicycle and Pedestrian Crashes



Flagami Elementary

2010-2014 Bicycle and Pedestrian Crashes



Legend



School Site



1/2 Mile Buffer



Bicycle Crashes 2010-2014



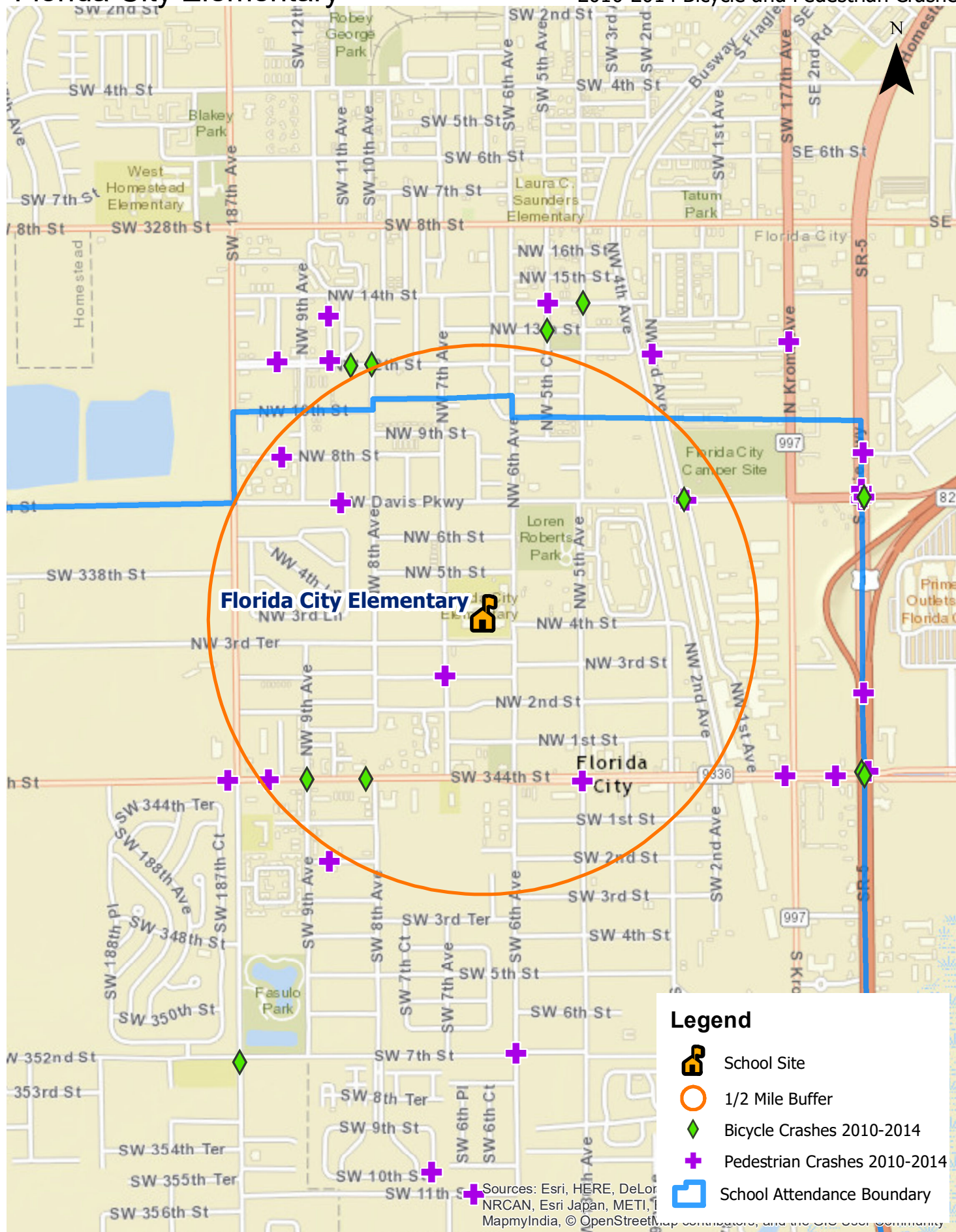
Ped Crashes 2010-2014



School Attendance Boundary

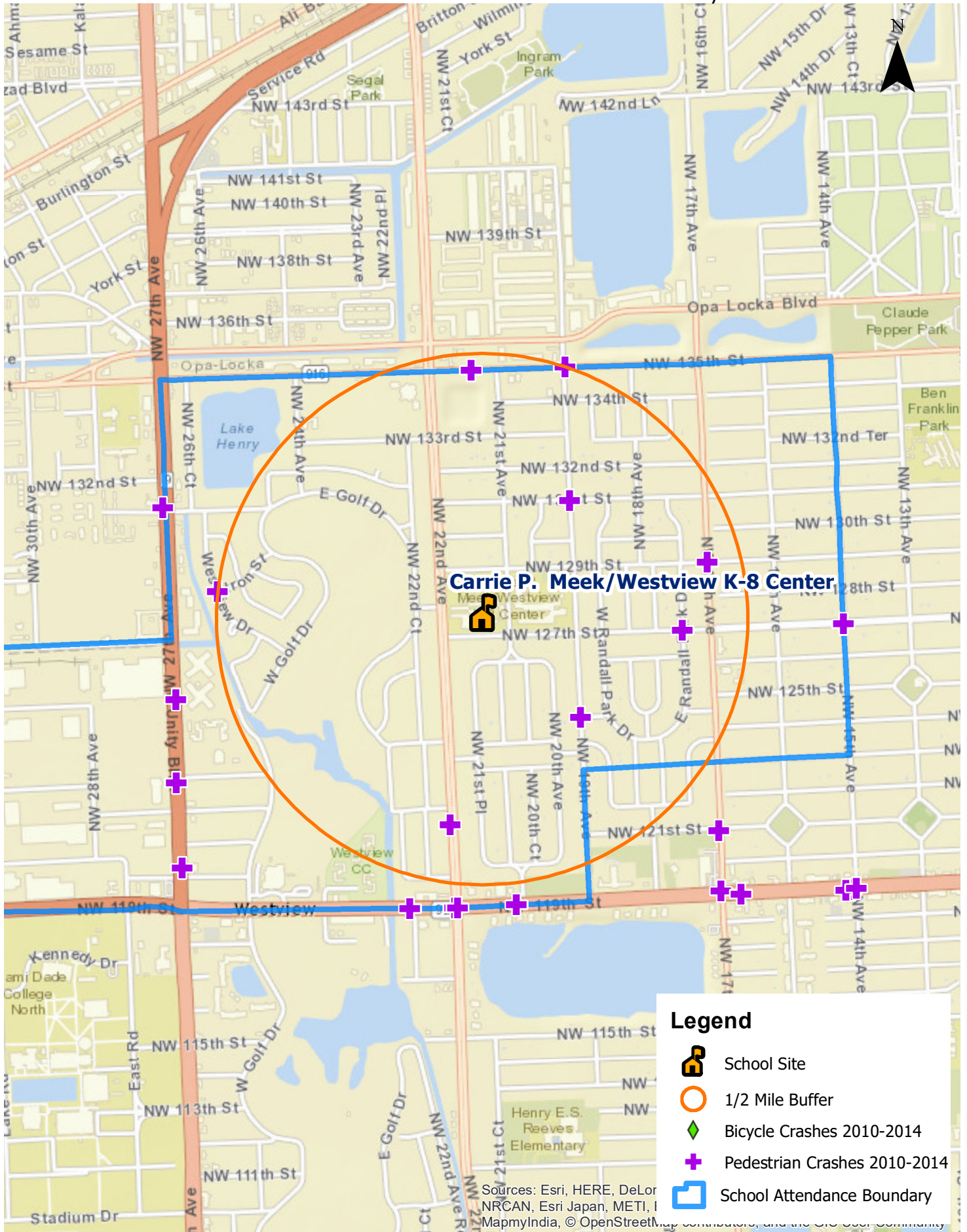
Florida City Elementary

2010-2014 Bicycle and Pedestrian Crashes



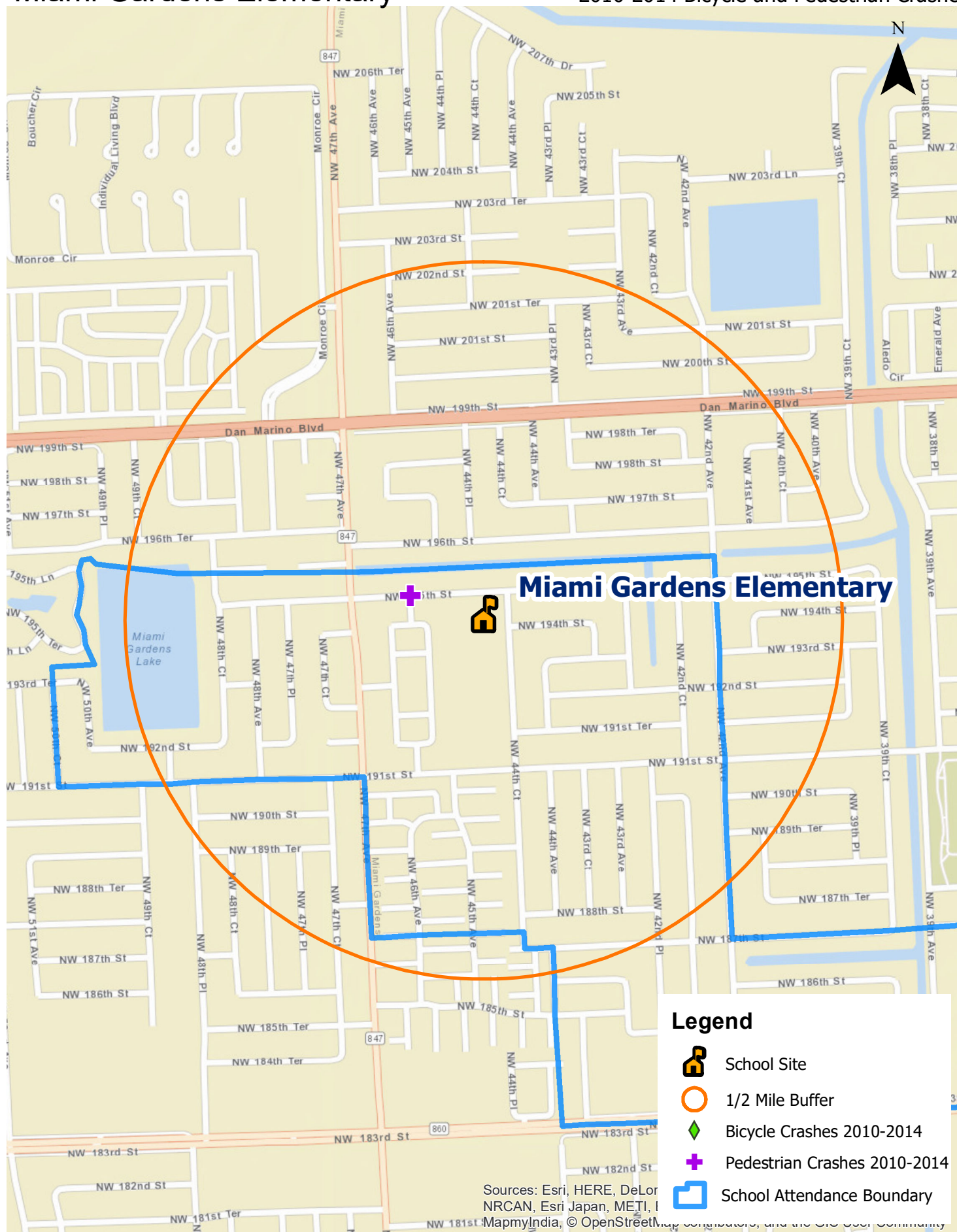
Carrie P. Meek/Westview K-8 Center

2010-2014 Bicycle and Pedestrian Crashes



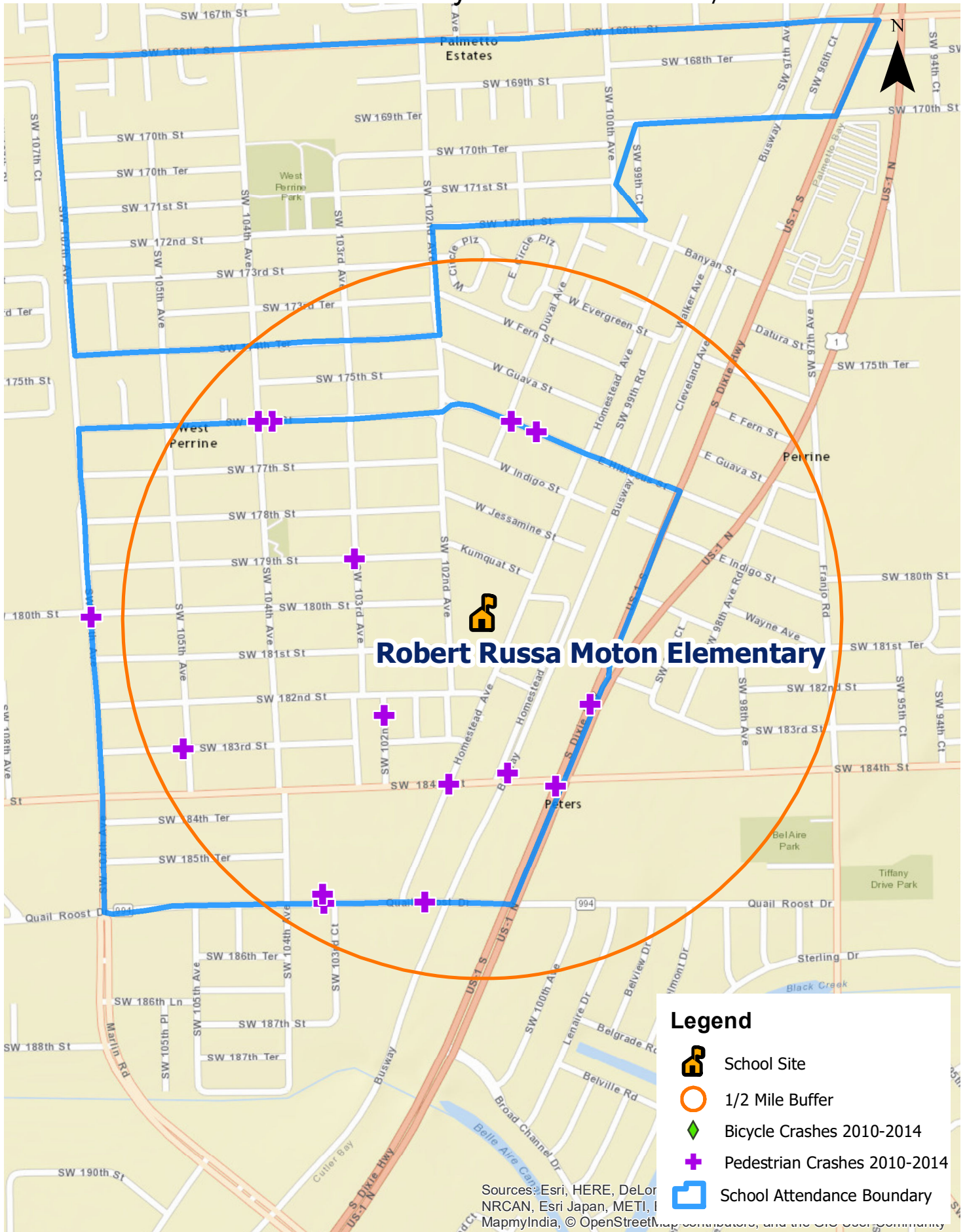
2010-2014 Bicycle and Pedestrian Crashes

2010-2014 Bicycle and Pedestrian Crashes



Robert Russa Moton Elementary

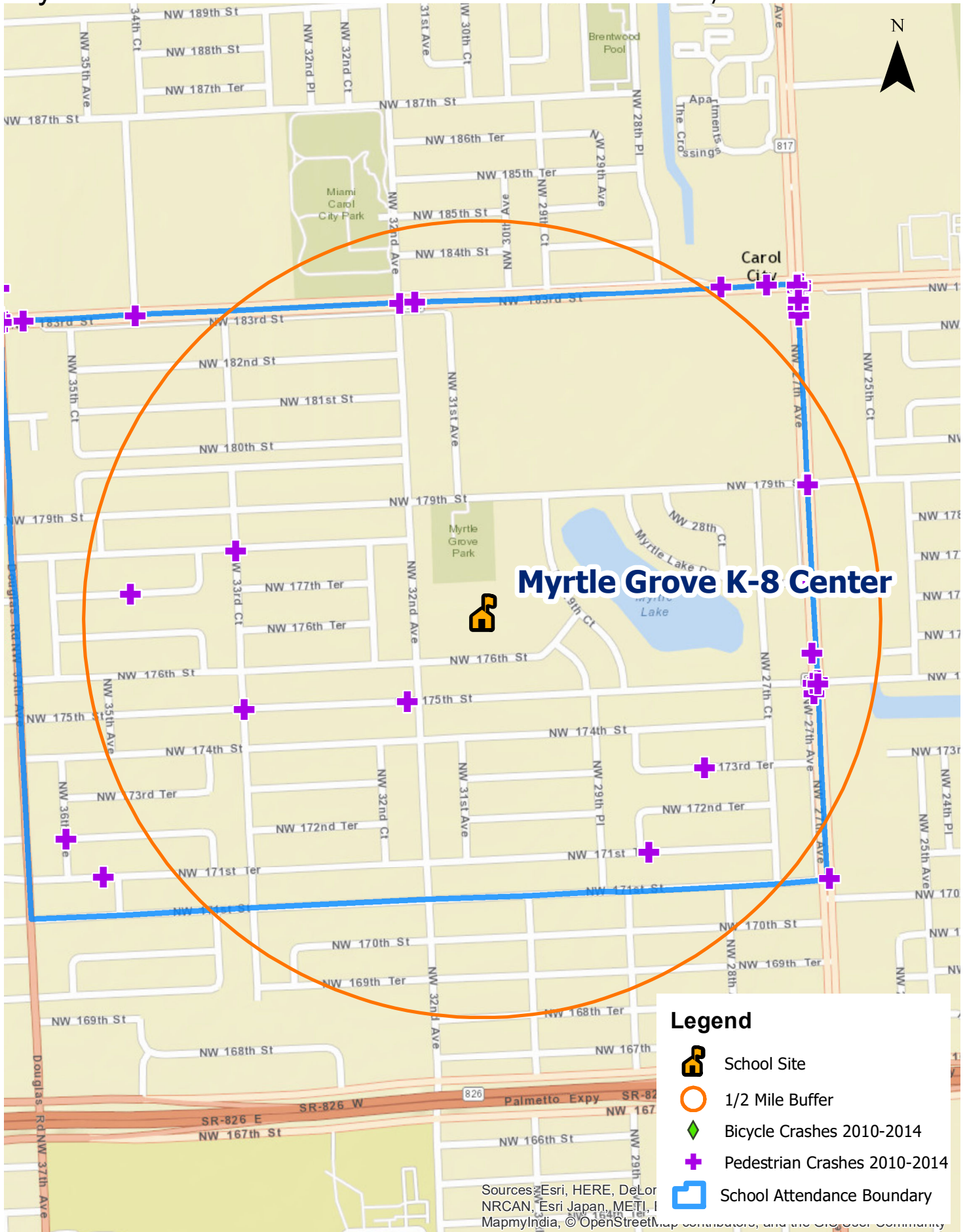
2010-2014 Bicycle and Pedestrian Crashes



Sources: Esri, HERE, DeLorme, NRCAN, Esri Japan, METI, ImapmyIndia, © OpenStreetMap contributors, and the GIS User Community

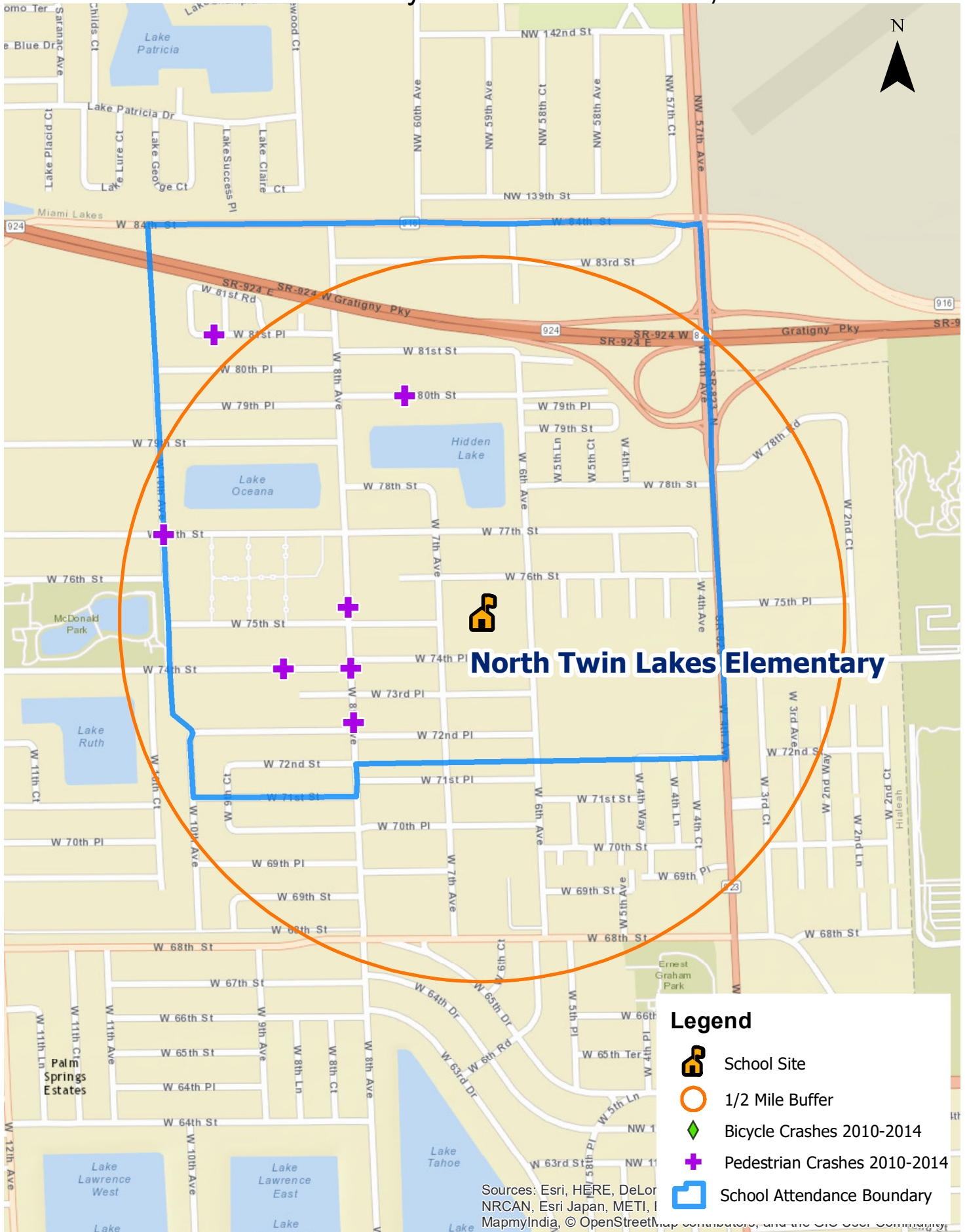
Myrtle Grove K-8 Center

2010-2014 Bicycle and Pedestrian Crashes



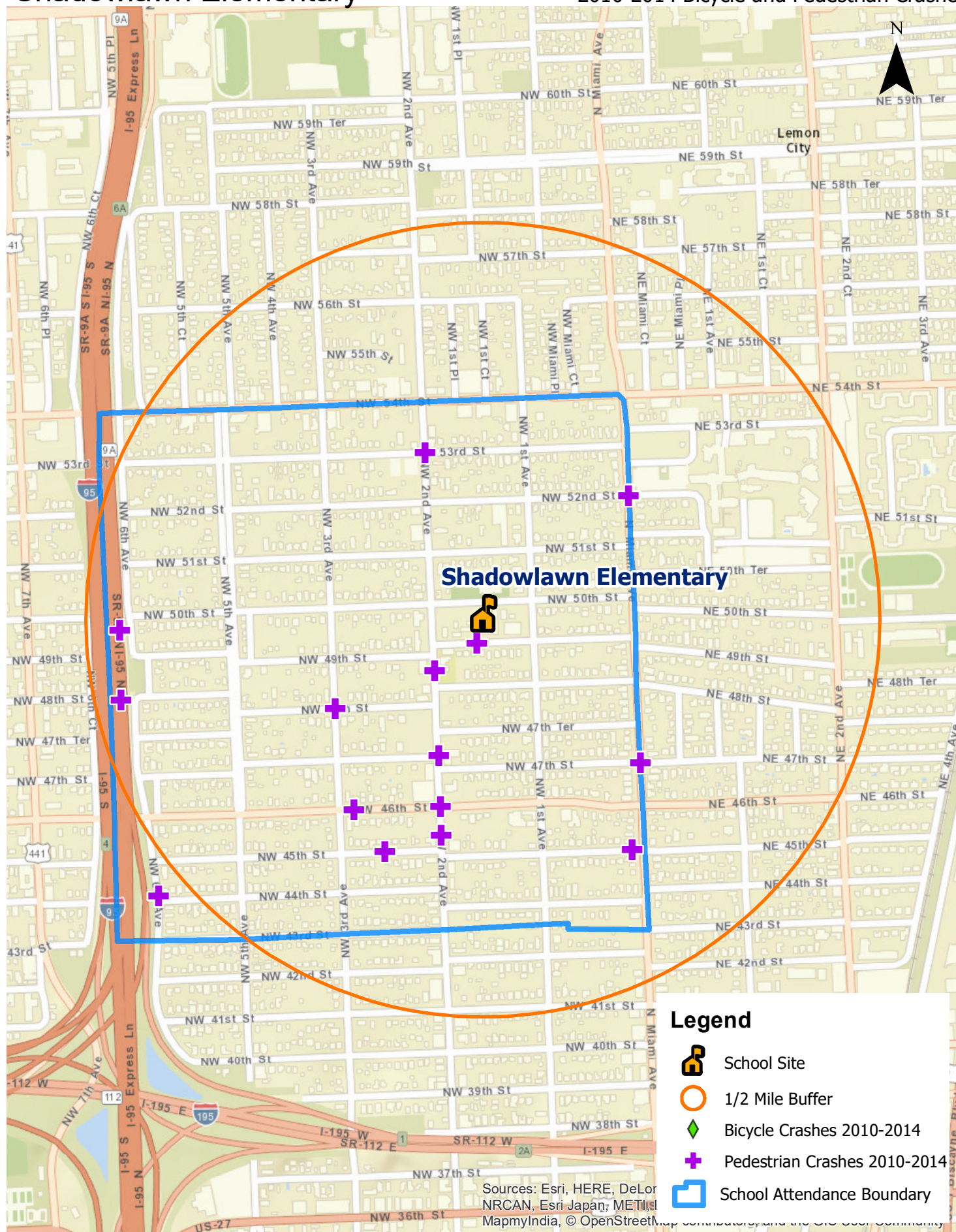
North Twin Lakes Elementary

2010-2014 Bicycle and Pedestrian Crashes



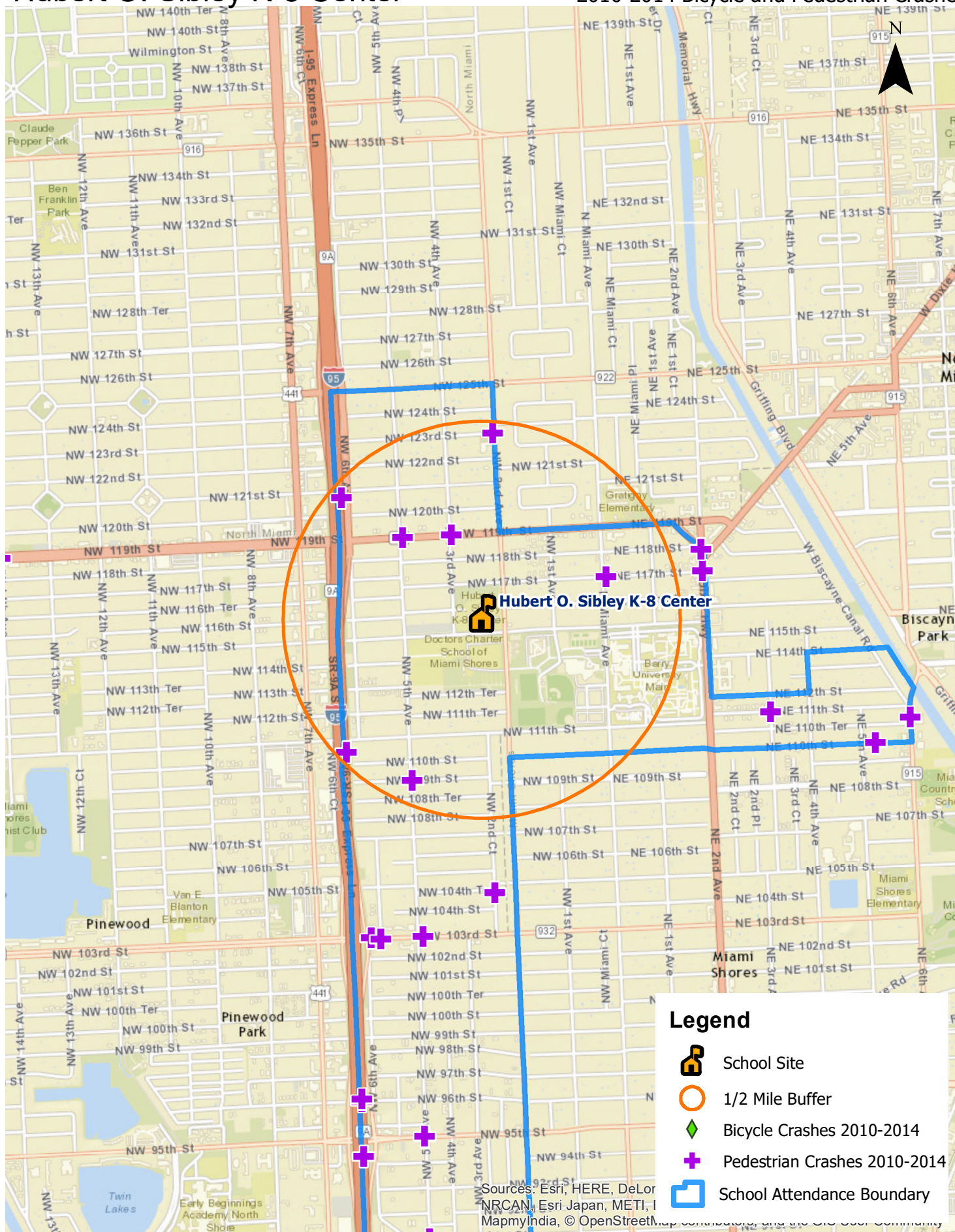
Shadowlawn Elementary

2010-2014 Bicycle and Pedestrian Crashes



Hubert O. Sibley K-8 Center

2010-2014 Bicycle and Pedestrian Crashes



Appendix B: SRTS Grant Applications



Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: MIAMI-DADE	City: FLORIDA CITY
School Name: FLORIDA CITY ELEMENTARY 26	Congressional District: FLORIDA
Type: Elementary: ☒ Middle: ☐ High: ☐	
Check below which of the required agencies or organizations is the Applicant:	
School Board: ☒ Private School: ☐ Maintaining Agency: ☐	
Name of Applicant Agency/Organization: MIAMI DADE SCHOOL BOARD	
Contact Person: VIVIAN G. VILLAAMIL	Title: DIRECTOR TRANSPORTATION PLANNING
Mailing Address: OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE MIAMI-DADE COUNTY PUBLIC SCHOOLS 1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132	
City: MIAMI	State: FLORIDA Zip: 33132
Daytime Phone: (305) 995-7287	FAX (305) 995-4760 E-mail: VVILLAAMIL@DADESCHOOLS.NET
Signature:	Date: March 29, 2016
Typed name: VIVIAN G. VILLAAMIL	Title: DIRECTOR OF TRANSPORTATION PLANNING
Signature of School Board or school representative mandatory when different from applicant:	
Signature:	Date: 3/30/16
Typed name: JAIME G. TORRENS	Title: CHIEF FACILITIES OFFICER
Check below which of the required agencies is the Maintaining Agency:	
City: ☐ County: ☒ Florida Department of Transportation: ☐ District:	
Name of Maintaining Agency: MIAMI DADE COUNTY	DUNS Number:
Contact Person: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Mailing Address: MIAMI DADE COUNTY DEPT OF TRANSPORTATION AND PUBLIC WORKS	
Daytime Phone:	E-mail:
City: MIAMI	State: FLORIDA Zip:
Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.	
Signature:	Date: 3/30/16
Typed name: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:	
Name of MPO: MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION	
Contact Person: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR
Mailing Address: 111 NW 1ST STREET, SUITE 920	
City: MIAMI	State: FLORIDA Zip: 33128
Daytime Phone: 3053751647	E-mail: DHENDERSON@MIAMIDADEMPO.GOV

Signature:

David Henderson

Date:

3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-built/s or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction? BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past:

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL IMPLEMENTED THE WALKSAFE CURRICULUM FOR STUDENTS IN GRADES 2ND-5TH GRADE IN THE WEEK PRIOR TO INTERNATIONAL WALK TO SCHOOL DAY

2B. Future:

3. Encouragement

3A. Past: SCHOOL PARTICIPATES IN INTERNATIONAL WALK TO SCHOOL DAY. SCHOOL HAS A AAA SCHOOL SAFETY PATROL PROGRAM.

3B. Future:

4. Enforcement

4A. Past: SCHOOL HAS A POSITION OR POLICY ABOUT STUDENTS RIDING BICYCLES TO AND/OR FROM SCHOOL. STUDENTS ARE REQUIRED TO WEAR A HELMET WHEN RIDING TO SCHOOL. SCHOOL HAS A POLICY OR POSITION ABOUT WALKING TO AND/OR FROM SCHOOL

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: Roughly half of the 747 students living within the attendance boundary live within 1/2 mile of the school. In addition, 49% of all Florida City Elementary School students currently walk or bike, meaning that this improvement can increase safety for over 400 student walkers and bicyclists

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The crossing guard at the signal in front of Florida City Elementary School indicated a history and trend of issues with cars speeding through the school zone in front of the school on 6th Ave. She also indicated the same problem in the school zone on the west side of the school on 7th Ave.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

In this case, since such a high percentage of students already walk or bike, demographics probably will have a negligible impact on the number of students who walk after improvements are made.

F. Provide the percent of free or reduced lunch program at the affected school: 98% of students were eligible for free or reduced lunch during the 2014 school year, the latest data available

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- Number of students currently walking to school: 338
- Number of students currently biking to school: 84
- Total currently walking or biking to school (add a & b) 422
- Number of students in this school: 844
- Percent of students in school currently walking or biking to school: (c divided by d): 60

2. Route Data:

- Number of students from the affected schools living along the proposed route:
- Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☐
- Number of students currently walking or biking along this route:
- Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

TRAFFIC CALMING ALONG NW 6TH AVE AND NW 5TH AVE WOULD ALSO BENEFIT PEDESTRIANS ACCESSING THE FLORIDA CITY COMMUNITY CENTER. TRAFFIC CALMING ALONG NW 6TH AVE WOULD PROVIDE BENEFITS TO PEDESTRIANS WALKING TO LOREN ROBERTS PARK, WHICH HAS AN ENTRANCE ON NW 6TH AVE

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$211,898.00
Maintenance of Traffic (MOT)	\$21,190.00
Mobilization	\$21,190.00
Subtotal	\$254,278.00
Contingency (Locally Funded)	\$42,380.00
Total Construction Cost	\$296,658.00
Professional Engineering Design	\$44,498.00
Construction Engineering and Inspection	\$44,499.00
GRAND TOTAL	406421

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☒ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

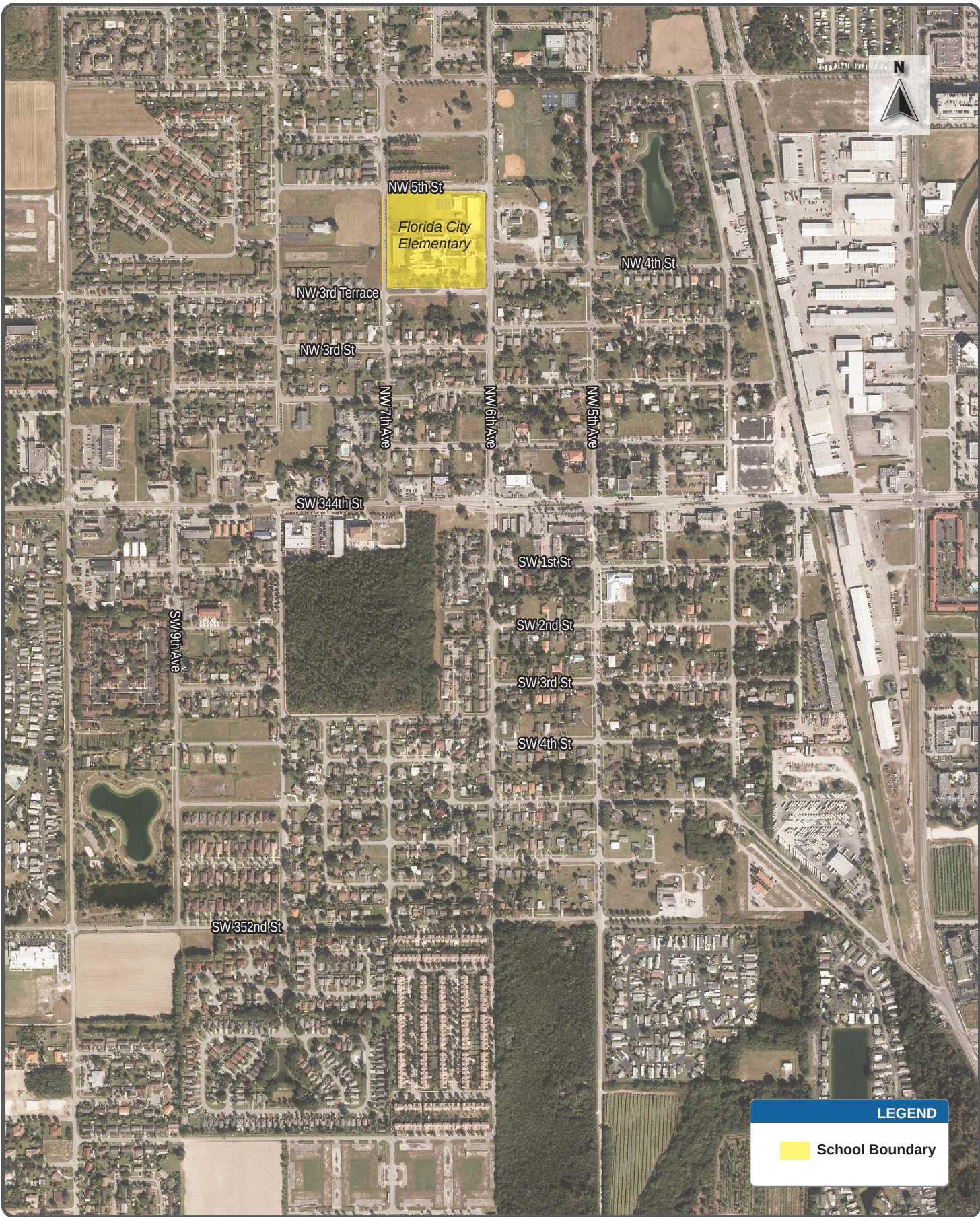
ADDITIONAL:

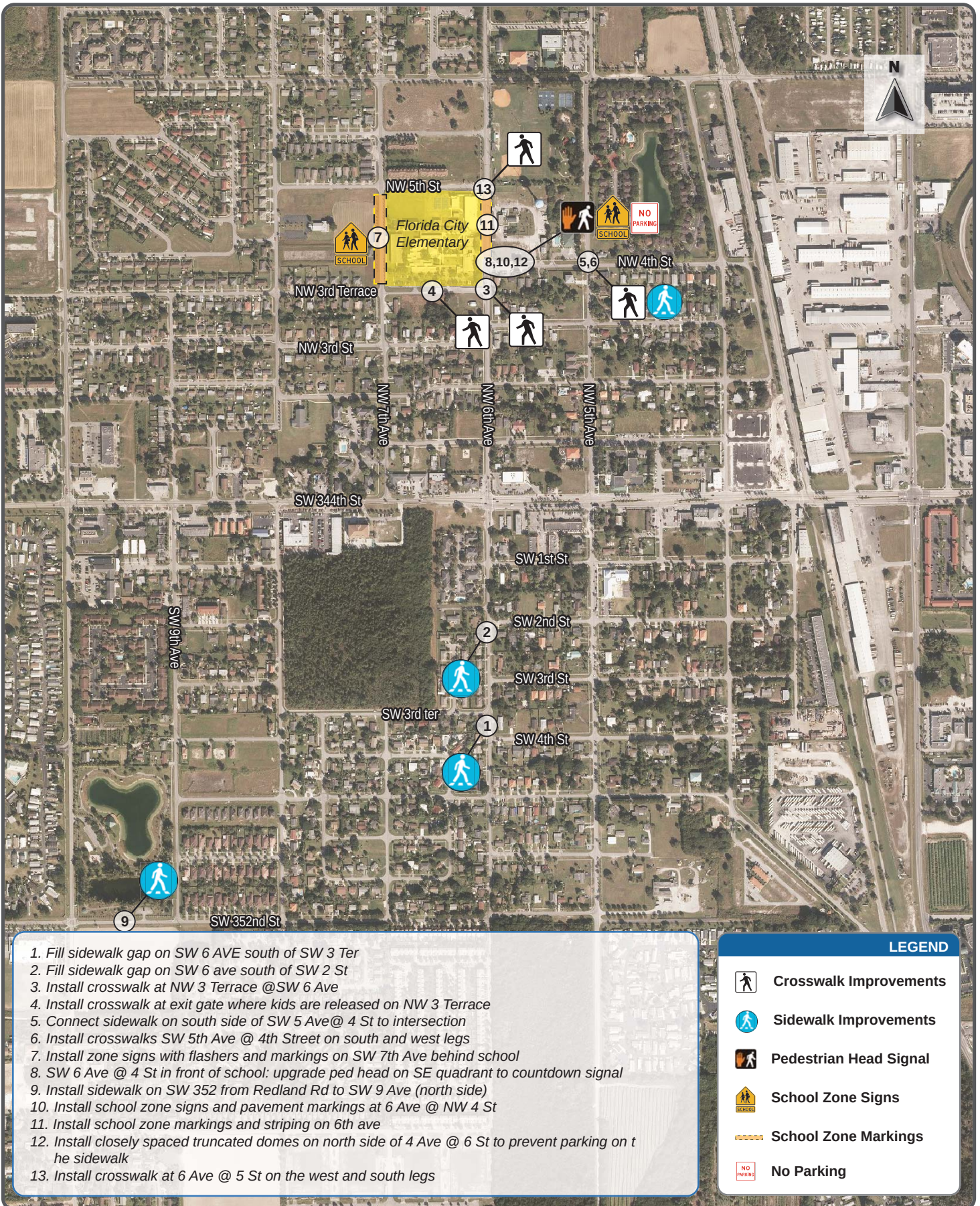
- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

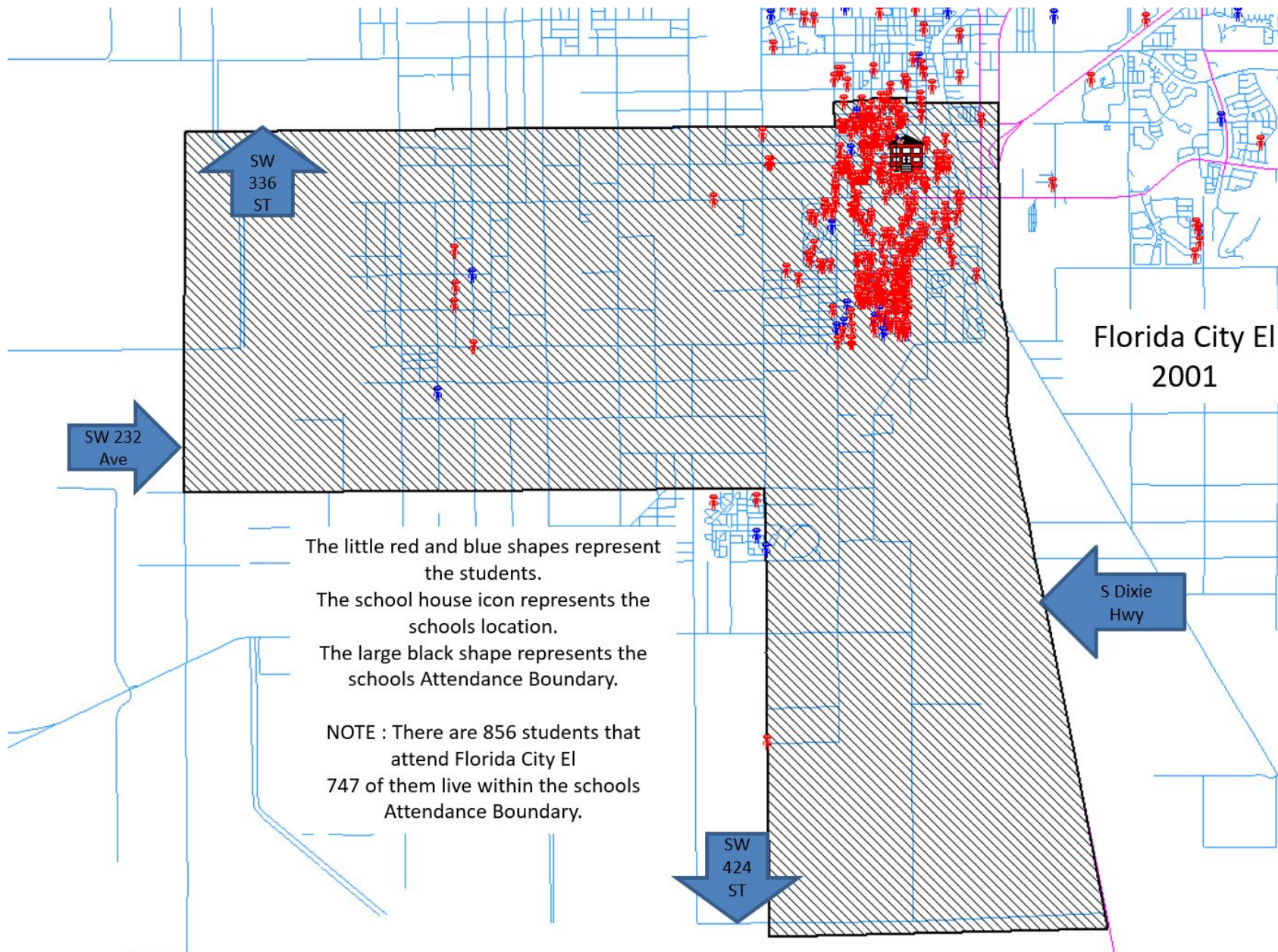
CONCEPTUAL COST ESTIMATE

LOCATION: Florida City Elementary
DESCRIPTION: Safety Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Structure/Drainage Structure Subtotal					\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	2,000	\$ 150,000.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.5	\$ 9,321.17
0110 4 1	REMOVAL OF EXISTING CONCRETE SIDEWALK - FOR PUSH BUTTON/MAINTENANCE CONTRA	SF	\$ -		\$ -
Roadway Subtotal					\$ 159,321.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	11	\$ 13,750.00
0880 0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	\$ 125.00	14	\$ 1,750.00
1080 0711 16111	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	NM	\$ 6,500.00	0.03	\$ 195.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	11	\$ 550.00
0519 78	BOLLARDS	EA	\$ 290.03	21	\$ 6,090.63
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.439	\$ 2,743.75
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	460	\$ 1,725.00
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	640	\$ 1,196.80
0865 0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18"	LF	\$ 2.50	20	\$ 50.00
0885 0711 11170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	\$ 62.50	6	\$ 375.00
0905 0711 11224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18"	LF	\$ 2.50	160	\$ 400.00
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	36	\$ 135.00
Signing & Pavement Markings Subtotal					\$ 28,961.00
0654 2 21	RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR POWERED, COMPLETE	AS	\$ 4,800.00	4	\$ 19,200.00
1375 0653191	PEDESTRIAN SIGNAL, F&I, LED - COUNT DOWN, 1 DIRECTION	AS	\$ 912.00	4	\$ 3,648.00
1485 0690 20	SIGNAL PEDESTRIAN ASSEMBLY REMOVAL	EA	\$ 192.00	4	\$ 768.00
Signal and Other Subtotal					\$ 23,616.00
SUBTOTAL					\$ 211,898.00
	General Mobilization			10%	\$ 21,190.00
	Maintenance of Traffic (MOT)			10%	\$ 21,190.00
	Misc. & Contingency (Not including major utility)			20%	\$ 42,380.00
CONSTRUCTION COST					\$ 296,658.00
	Right of Way				\$ -
	Administration			7%	\$ 20,766.00
	Design (PE)			15%	\$ 44,498.00
	CEI			15%	\$ 44,499.00
TOTAL PROJECT COST					\$ 406,421.00









Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **MIAMI**

School Name: **SHADOWLAWN ELEMENTARY** Congressional District:
FLORIDA 24

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

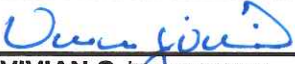
Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE**
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287** | FAX **(305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**

Typed name: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR OF TRANSPORTATION PLANNING**

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

Signature:  Date: **3/30/16**

Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☐ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address:

Daytime Phone: E-mail:

City: State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**

Typed name: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Metropolitan Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature: David HendersonDate: 3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☒ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past:

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5

2B. Future:

3. Encouragement

3A. Past: SCHOOL ORGANIZED AN INTERNATIONAL WALK TO SCHOOL DAY EVENT IN OCTOBER 2015

3B. Future:

4. Enforcement

4A. Past: SCHOOL HAS SAFETY PATROL OFFICERS. STUDENTS ARE REQUIRED TO HAVE A SIGNED PARENT CONSENT FORM TO WALK HOME FROM SCHOOL. SCHOOL HAS ONE CROSSING GUARD

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 81% (196) of the 241 students live within the attendance boundary and 84% of students are within 1/2 mile of the school indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that there are several pedestrian crashes that occurred within the neighborhood. There are very few bicycle crashes. Shadowlawn Elementary School ranked 30 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 56% are in grades 2 through 5 which have a greater propensity to walk or bike. Over 96% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 94% of students were eligible for free lunch and 2% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|-----|
| a. Number of students currently walking to school: | 58 |
| b. Number of students currently biking to school: | 0 |
| c. Total currently walking or biking to school (add a & b) | 58 |
| d. Number of students in this school: | 230 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 25 |

2. Route Data:

a. Number of students from the affected schools living along the proposed route:

b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒

c. Number of students currently walking or biking along this route:

d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$43,774.00
Maintenance of Traffic (MOT)	\$4,377.00
Mobilization	\$4,377.00
Subtotal	\$52,528.00
Contingency (Locally Funded)	\$8,755.00
Total Construction Cost	\$61,283.00
Professional Engineering Design	\$9,191.00
Construction Engineering and Inspection	\$9,192.00
GRAND TOTAL	\$83956

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR: \$0.00

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

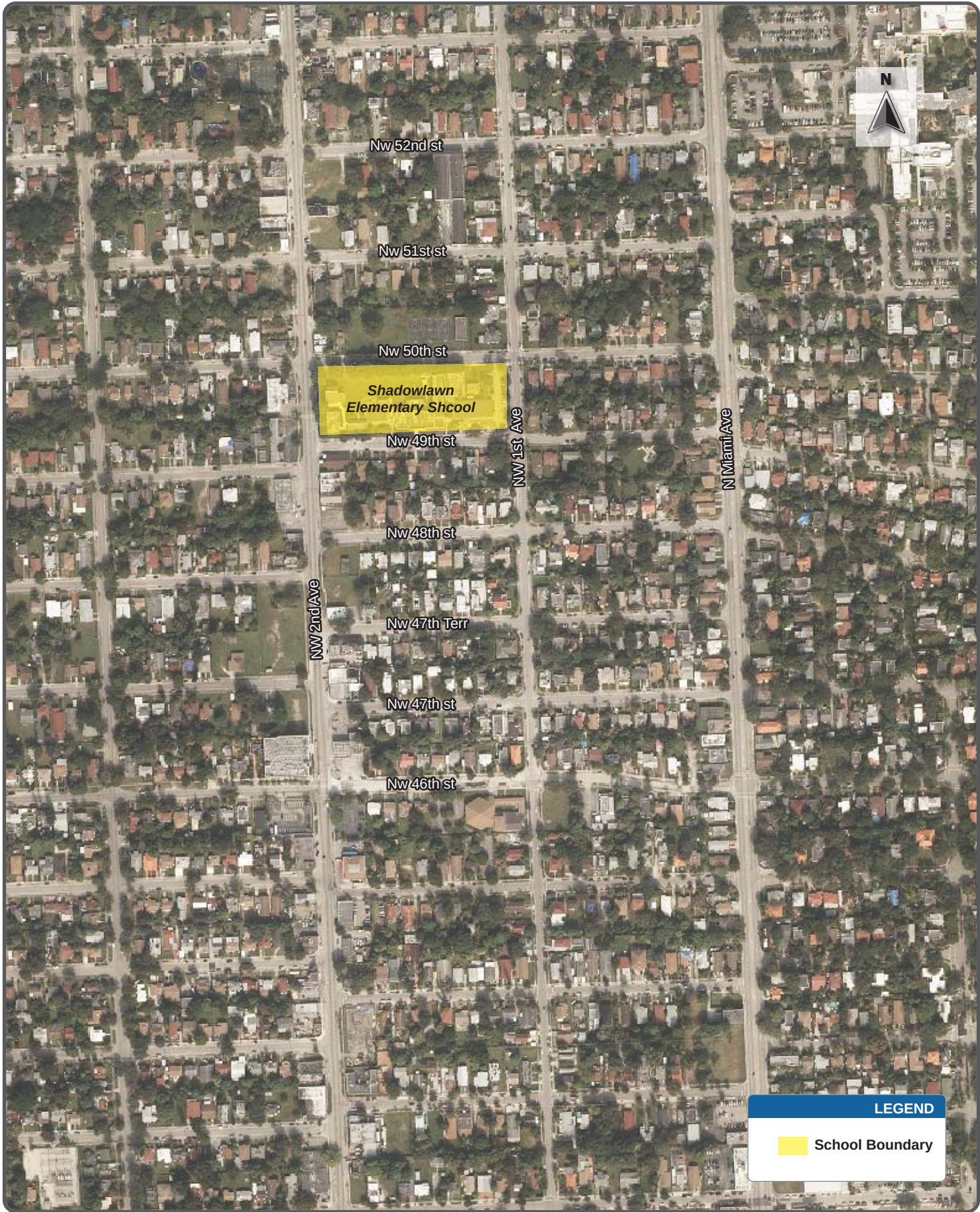
ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

CONCEPTUAL COST ESTIMATE

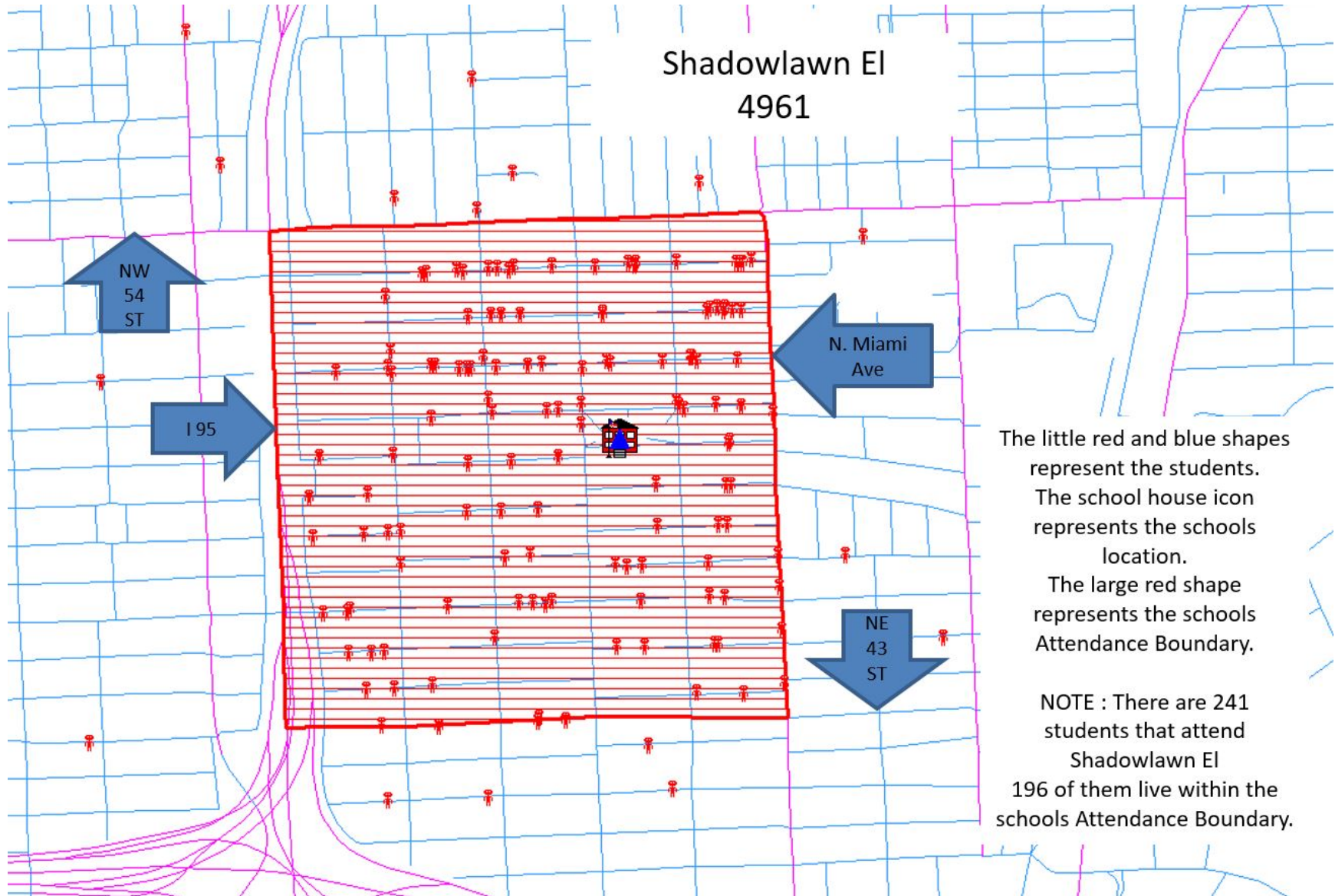
LOCATION: Shadowlawn Elementary
DESCRIPTION: Safe Routes to School Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Structure/Drainage Structure Subtotal					\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	100	\$ 7,500.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.03	\$ 559.27
Roadway Subtotal					\$ 8,059.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.4	\$ 2,500.00
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	820	\$ 3,075.00
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	930	\$ 1,739.10
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	8	\$ 10,000.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	8	\$ 400.00
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	50	\$ 187.50
Signing & Pavement Markings Subtotal					\$ 18,051.00
1375 0653191	PEDESTRIAN SIGNAL, F&I, LED - COUNT DOWN, 1 DIRECTION	AS	\$ 912.00	16	\$ 14,592.00
1485 0690 20	SIGNAL PEDESTRIAN ASSEMBLY REMOVAL	EA	\$ 192.00	16	\$ 3,072.00
Signal and Other Subtotal					\$ 17,664.00
SUBTOTAL					\$ 43,774.00
	General Mobilization			10%	\$ 4,377.00
	Maintenance of Traffic (MOT)			10%	\$ 4,377.00
	Misc. & Contingency (Not including major utility)			20%	\$ 8,755.00
CONSTRUCTION COST					\$ 61,283.00
	Right of Way				\$ -
	Administration			7%	\$ 4,290.00
	Design (PE)			15%	\$ 9,191.00
	CEI			15%	\$ 9,192.00
TOTAL PROJECT COST					\$ 83,956.00





Shadowlawn El 4961



The little red and blue shapes represent the students.
The school house icon represents the schools location.

The large red shape represents the schools Attendance Boundary.

NOTE : There are 241 students that attend Shadowlawn El
196 of them live within the schools Attendance Boundary.



**Florida's Safe Routes to School
Infrastructure Application**
Call for Applications
Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **PERRINE**

School Name: **ROBERT R MOTON ELEMENTARY
FLORIDA 26** Congressional District:

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132**

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287** | FAX **(305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**

Typed name: **VIVIAN G. VILLAAMIL
PLANNING** Title: **DIRECTOR OF TRANSPORTATION
PLANNING**

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

Signature:  Date: **3/30/16**

Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☒ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address: **MIAMI DADE COUNTY DEPT OF TRANSPORTATION AND PUBLIC WORKS**

Daytime Phone: E-mail:

City: **MIAMI** State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**

Typed name: **DARLENE FERNANDEZ, PE
SERVICES** Title: **ASSISTANT DIRECTOR OF TRAFFIC
SERVICES**

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature: <u>David Henderson</u>	Date: <u>3/30/2016</u>
Typed name: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- | | | |
|---|---|-----------------------------|
| A1. Has a school-based SRTS Committee (including school representation) been formed? | ☒ Yes | ☐ No |
| A2. Has at least <u>one</u> meeting of this committee been held? Attach sign in sheet & minutes | ☒ Yes | ☐ No |
| A3. Public notification of SRTS meeting? | ☒ Yes | ☐ No |

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: SCHOOL HAS A BICYCLE STORAGE FACILITY SUCH AS A BIKE RACK

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM

2B. Future:

3. Encouragement

3A. Past: SCHOOL ORGANIZED AN INTERNATIONAL WALK TO SCHOOL DAY EVENT. IN MARCH 2016, THE SCHOOL HOSTED A HEALTH FAIR IN WHICH THE TOPICS OF PEDESTRIAN AND BICYCLING SAFETY WERE INCLUDED.

3B. Future:

4. Enforcement

4A. Past: SCHOOL HAS SAFETY PATROL OFFICERS. SCHOOL HAS THREE CROSSING GUARDS

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 87% (250) of the 364 students live within the attendance boundary and 66% of students are within 1/2 mile of the school indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur along SW 184 St and S Dixie Hwy. There are very few bicycle and pedestrian crashes within the neighborhood. The crossing guards interviewed for this application indicated that speeding through school zones is a big concern. Robert R. Moton Elementary ranked 50 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 53% are in grades 2 through 5 which have a greater propensity to walk or bike. Over 98% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 95% of students were eligible for free lunch and 3% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|-----|
| a. Number of students currently walking to school: | 116 |
| b. Number of students currently biking to school: | 0 |
| c. Total currently walking or biking to school (add a & b) | 116 |
| d. Number of students in this school: | 388 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 30 |

2. Route Data:

a. Number of students from the affected schools living along the proposed route:

b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒

c. Number of students currently walking or biking along this route:

d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☐

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☐

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$29,378.00
Maintenance of Traffic (MOT)	\$2,938.00
Mobilization	\$2,938.00
Subtotal	\$35,254.00
Contingency (Locally Funded)	\$5,876.00
Total Construction Cost	\$41,130.00
Professional Engineering Design	\$6,169.00
Construction Engineering and Inspection	\$6,170.00
GRAND TOTAL	\$56348

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☐ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

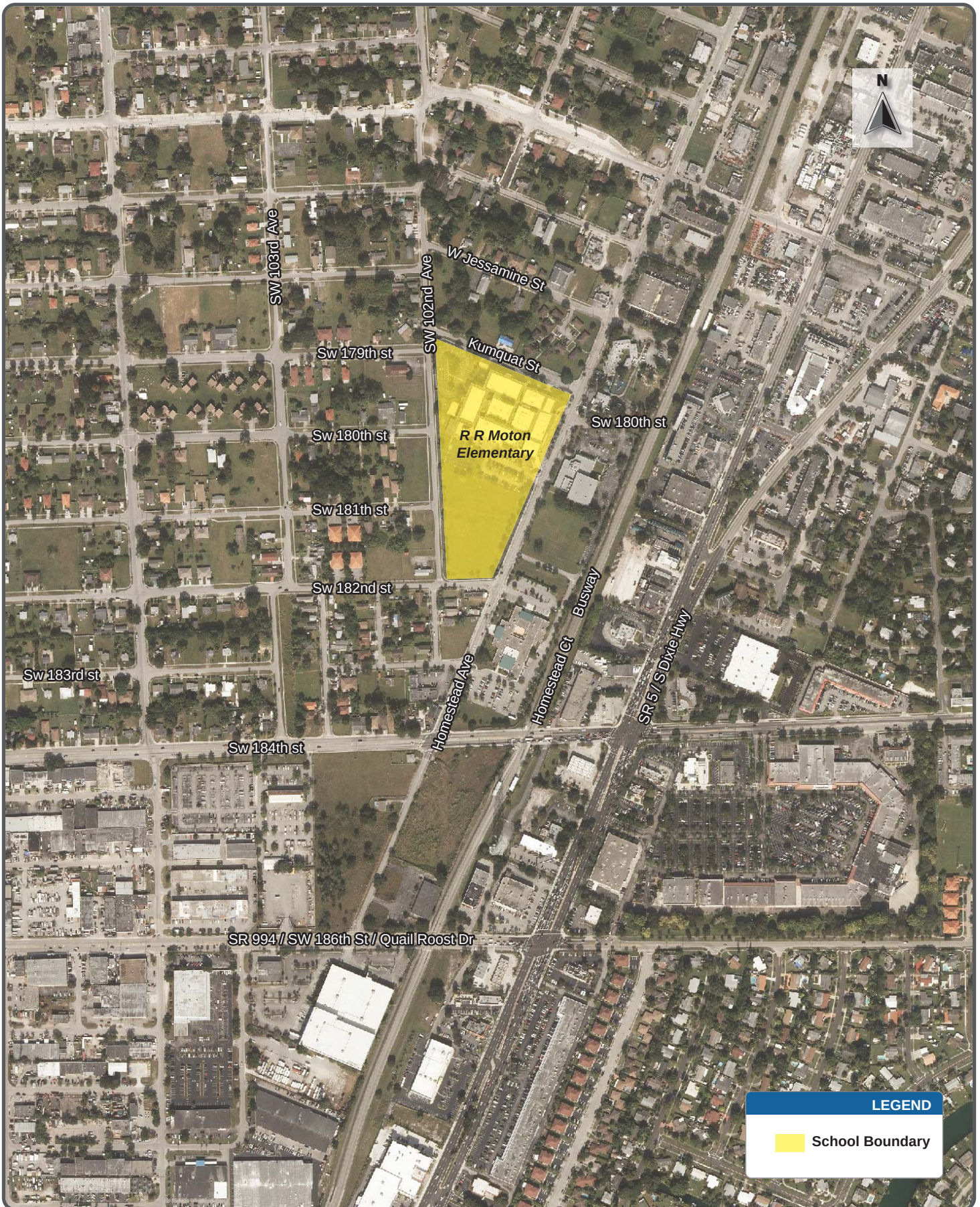
ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

CONCEPTUAL COST ESTIMATE

LOCATION: Moton Elementary School
DESCRIPTION: Safety Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Structure/Drainage Structure Subtotal					\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	38	\$ 2,850.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.007	\$ 130.50
0110 4 1	REMOVAL OF EXISTING CONCRETE SIDEWALK - FOR PUSH BUTTON/MAINTENANCE CONTRA	SF	\$ 38.00	140	\$ 5,320.00
Roadway Subtotal					\$ 8,300.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	10	\$ 12,500.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.196	\$ 1,225.00
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	620	\$ 2,325.00
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	1,050	\$ 1,963.50
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	10	\$ 500.00
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	30	\$ 112.50
Signing & Pavement Markings Subtotal					\$ 18,870.00
1485 0690 20	SIGNAL PEDESTRIAN ASSEMBLY REMOVAL	EA	\$ 192.00	2	\$ 384.00
1375 0653191	PEDESTRIAN SIGNAL, F&I, LED - COUNT DOWN, 1 DIRECTION	AS	\$ 912.00	2	\$ 1,824.00
Signal and Other Subtotal					\$ 2,208.00
SUBTOTAL					\$ 29,378.00
General Mobilization					10% \$ 2,938.00
Maintenance of Traffic (MOT)					10% \$ 2,938.00
Misc. & Contingency (Not including major utility)					20% \$ 5,876.00
CONSTRUCTION COST					\$ 41,130.00
Right of Way					\$ -
Administration					7% \$ 2,879.00
Design (PE)					15% \$ 6,169.00
CEI					15% \$ 6,170.00
TOTAL PROJECT COST					\$ 56,348.00









Florida's Safe Routes to School Infrastructure Application

Call for Applications
Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **HIALEAH**

School Name: **NORTH TWIN LAKES** Congressional District: **FLORIDA 25**

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

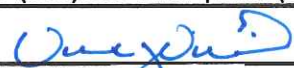
Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132**

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287** | FAX **(305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**

Typed name: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR OF TRANSPORTATION PLANNING**

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

Signature:  Date: **3/30/16**

Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☐ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address:

Daytime Phone: E-mail:

City: **MIAMI** State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**

Typed name: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

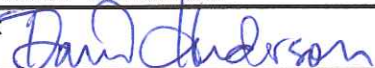
Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature:  Date: **3/30/2016**

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1.** Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: *Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.*

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - *Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.*

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past:

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5.

2B. Future:

3. Encouragement

3A. Past:

3B. Future:

4. Enforcement

4A. Past: STUDENTS ARE REQUIRED TO HAVE A SIGNED PARENT CONSENT FORM TO WALK HOME FROM SCHOOL. SCHOOL HAS ONE CROSSING GUARD.

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 85% (477) of the 552 students live within the attendance boundary and 86% of students are within 1/2 mile of the school indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that there are very few bicycle and pedestrian crashes in the area. North Twin Lakes Elementary ranked 65 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 63% are in grades 2 through 8 which have a greater propensity to walk or bike. Over 92% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 84% of students were eligible for free lunch and 8% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|-----|
| a. Number of students currently walking to school: | 133 |
| b. Number of students currently biking to school: | 0 |
| c. Total currently walking or biking to school (add a & b) | 133 |
| d. Number of students in this school: | 531 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 25 |

2. Route Data:

a. Number of students from the affected schools living along the proposed route:

b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒

c. Number of students currently walking or biking along this route:

d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$43,664.00
Maintenance of Traffic (MOT)	\$4,366.00
Mobilization	\$4,366.00
Subtotal	\$52,396.00
Contingency (Locally Funded)	\$8,733.00
Total Construction Cost	\$61,129.00
Professional Engineering Design	\$9,168.00
Construction Engineering and Inspection	\$9,169.00
GRAND TOTAL	\$83,745.00

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

CONCEPTUAL COST ESTIMATE

LOCATION: North Twin Lakes Elementary
 DESCRIPTION: Safety Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Structure/Drainage Structure Subtotal					\$ -
Roadway Subtotal					\$ -
0880 0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	\$ 125.00	16	\$ 2,000.00
1080 0711 16111	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	NM	\$ 6,500.00	0.095	\$ 617.50
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	10	\$ 500.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	14	\$ 17,500.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.073	\$ 456.25
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	510	\$ 1,912.50
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	710	\$ 1,327.70
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	40	\$ 150.00
Signing & Pavement Markings Subtotal					\$ 24,464.00
0654 2 21	RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR POWERED, COMPLETE	AS	\$ 4,800.00	4	\$ 19,200.00
Signal and Other Subtotal					\$ 19,200.00
SUBTOTAL					\$ 43,664.00
	General Mobilization			10%	\$ 4,366.00
	Maintenance of Traffic (MOT)			10%	\$ 4,366.00
	Misc. & Contingency (Not including major utility)			20%	\$ 8,733.00
CONSTRUCTION COST					\$ 61,129.00
	Right of Way				\$ -
	Administration			7%	\$ 4,279.00
	Design (PE)			15%	\$ 9,168.00
	CEI			15%	\$ 9,169.00
TOTAL PROJECT COST					\$ 83,745.00



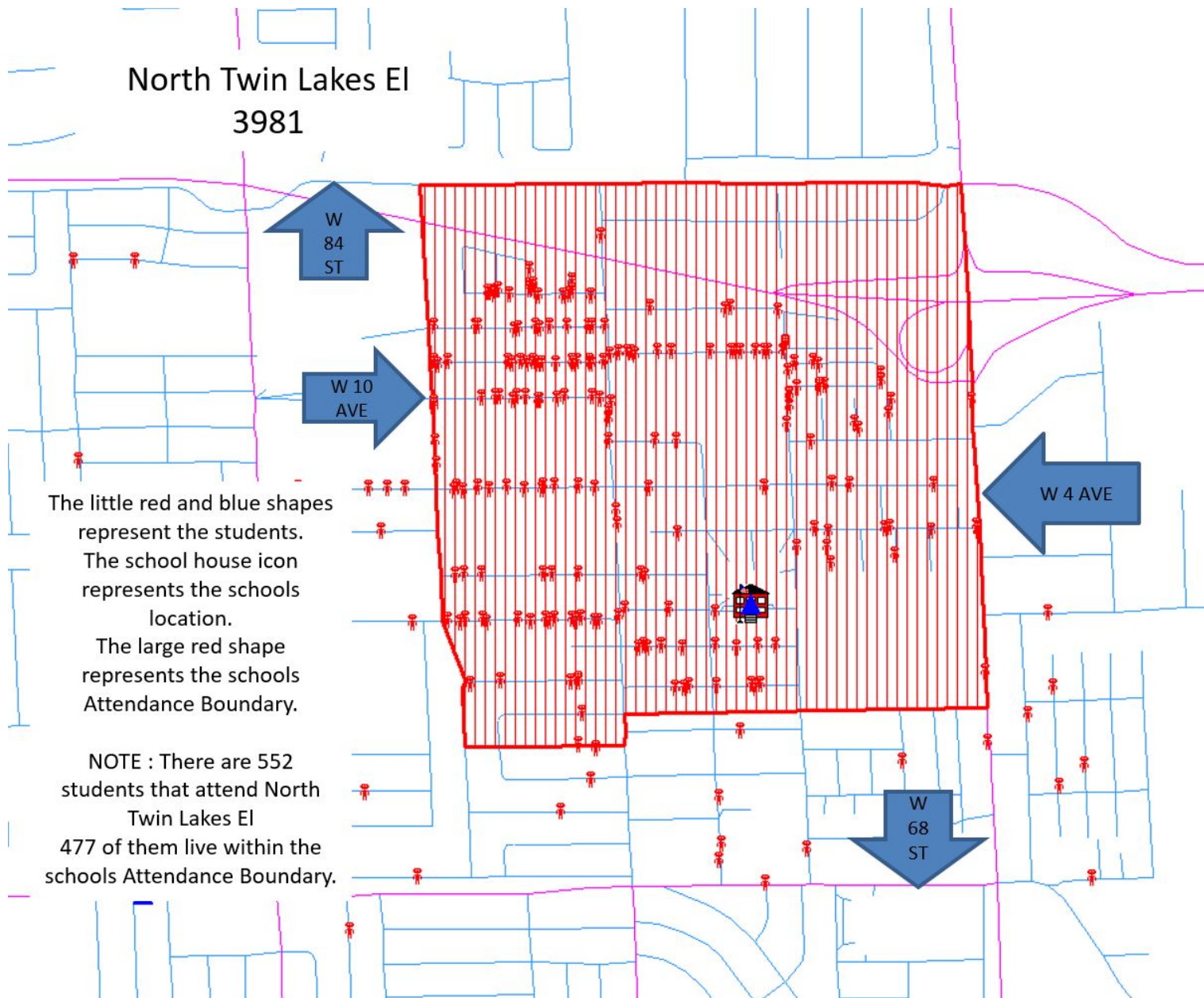


North Twin Lakes El 3981



The little red and blue shapes represent the students.
The school house icon represents the schools location.
The large red shape represents the schools Attendance Boundary.

NOTE : There are 552 students that attend North Twin Lakes El
477 of them live within the schools Attendance Boundary.





Florida's Safe Routes to School Infrastructure Application

Call for Applications
Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **MIAMI GARDENS**

School Name: **MYRTLE GROVE K-8 CENTER** Congressional District: **FLORIDA 24**

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132**

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287 | FAX (305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**
Typed name: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR OF TRANSPORTATION PLANNING**

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

Signature:  Date: **3/30/16**
Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☐ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address: **MIAMI DADE COUNTY DEPT OF TRANSPORTATION AND PUBLIC WORKS**

Daytime Phone: E-mail:

City: **MIAMI** State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**
Typed name: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature:

David Henderson

Date:

3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☒ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☒ Yes ☐ No

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

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: SCHOOL HAS A BICYCLE STORAGE FACILITY SUCH AS A BIKE RACK

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5. DURING THE 2014-2015 SCHOOL YEAR, PREKINDERGARTEN TEACHERS WERE TRAINED ON THE WALKSAFE PROGRAM, AND IMPLEMENTED A PEDESTRIAN CURRICULUM TO PRE-K STUDENTS.

2B. Future:

3. Encouragement

3A. Past: SCHOOL ORGANIZED AN INTERNATIONAL WALK TO SCHOOL DAY EVENT IN OCTOBER 2015.

3B. Future:

4. Enforcement

4A. Past: : SCHOOL HAS SAFETY PATROL. SCHOOL HAS ONE CROSSING GUARD.

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school: This school has doubled the amount of student population within the last 2 years. Additional crossing guards are needed at this location."

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 63% (401) of the 633 students live within the attendance boundary and 61% of students are within 1/2 mile of the school indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur along the arterial streets NW 183 St and NW 27 Ave. The intersection of NW 27 Ave and NE 183 St has a very high number of pedestrian crashes. There are a few pedestrian and bicycle crashes within the neighborhood. Myrtle Grove K-8 Center ranked 31 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-8, 63% are in grades 2 through 8 which have a greater propensity to walk or bike. Over 96% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 91% of students were eligible for free lunch and 5% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- Number of students currently walking to school: 326
- Number of students currently biking to school: 65
- Total currently walking or biking to school (add a & b) 391
- Number of students in this school: 652
- Percent of students in school currently walking or biking to school: (c divided by d): 60

2. Route Data:

- Number of students from the affected schools living along the proposed route:
- Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒
- Number of students currently walking or biking along this route:
- Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$63,794.00
Maintenance of Traffic (MOT)	\$6,379.00
Mobilization	\$6,379.00
Subtotal	\$76,552.00
Contingency (Locally Funded)	\$12,759.00
Total Construction Cost	\$89,311.00
Professional Engineering Design	\$13,396.00
Construction Engineering and Inspection	\$13,397.00
GRAND TOTAL	\$122,356.00

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

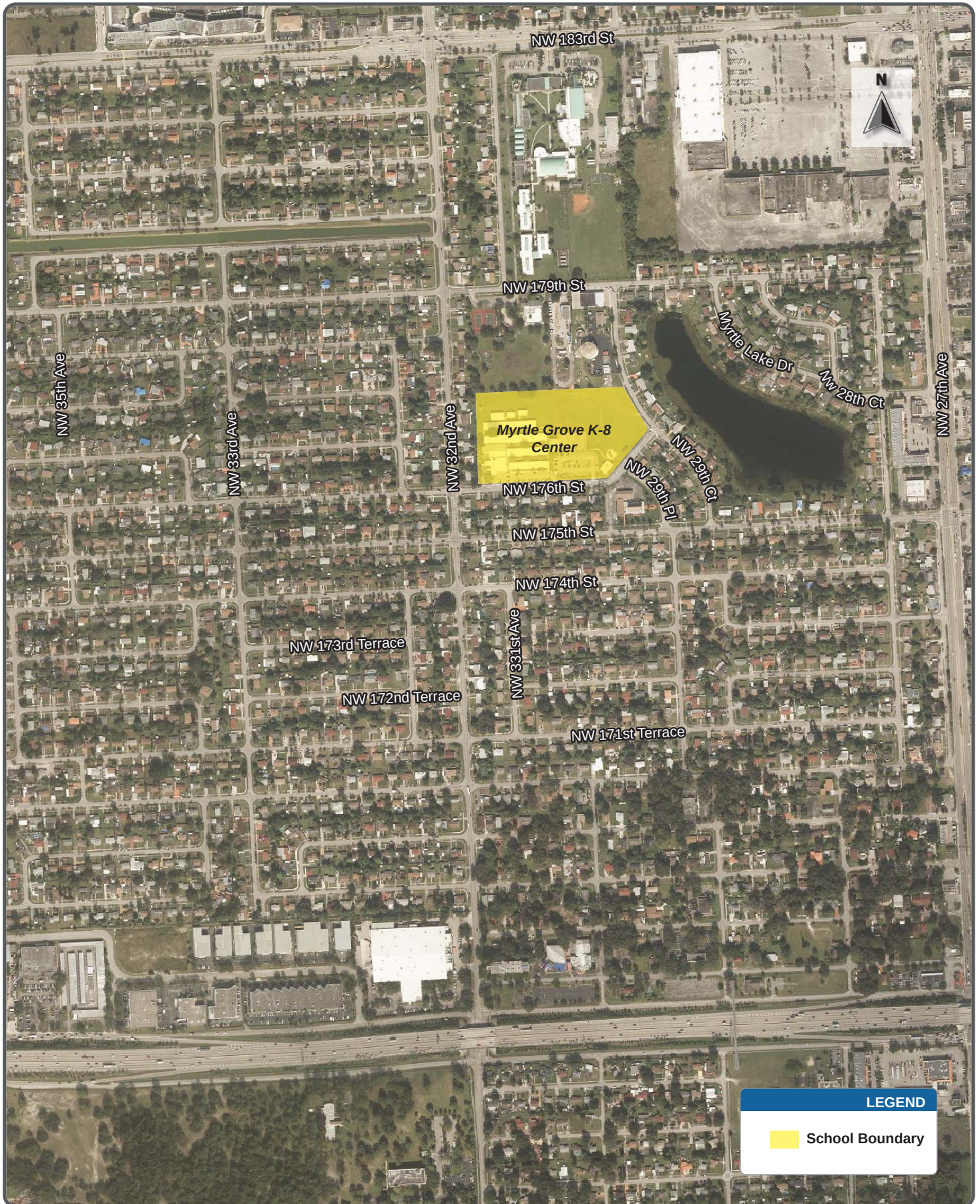
Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions





Myrtle Grove K-8
3581

NW 37
AVE

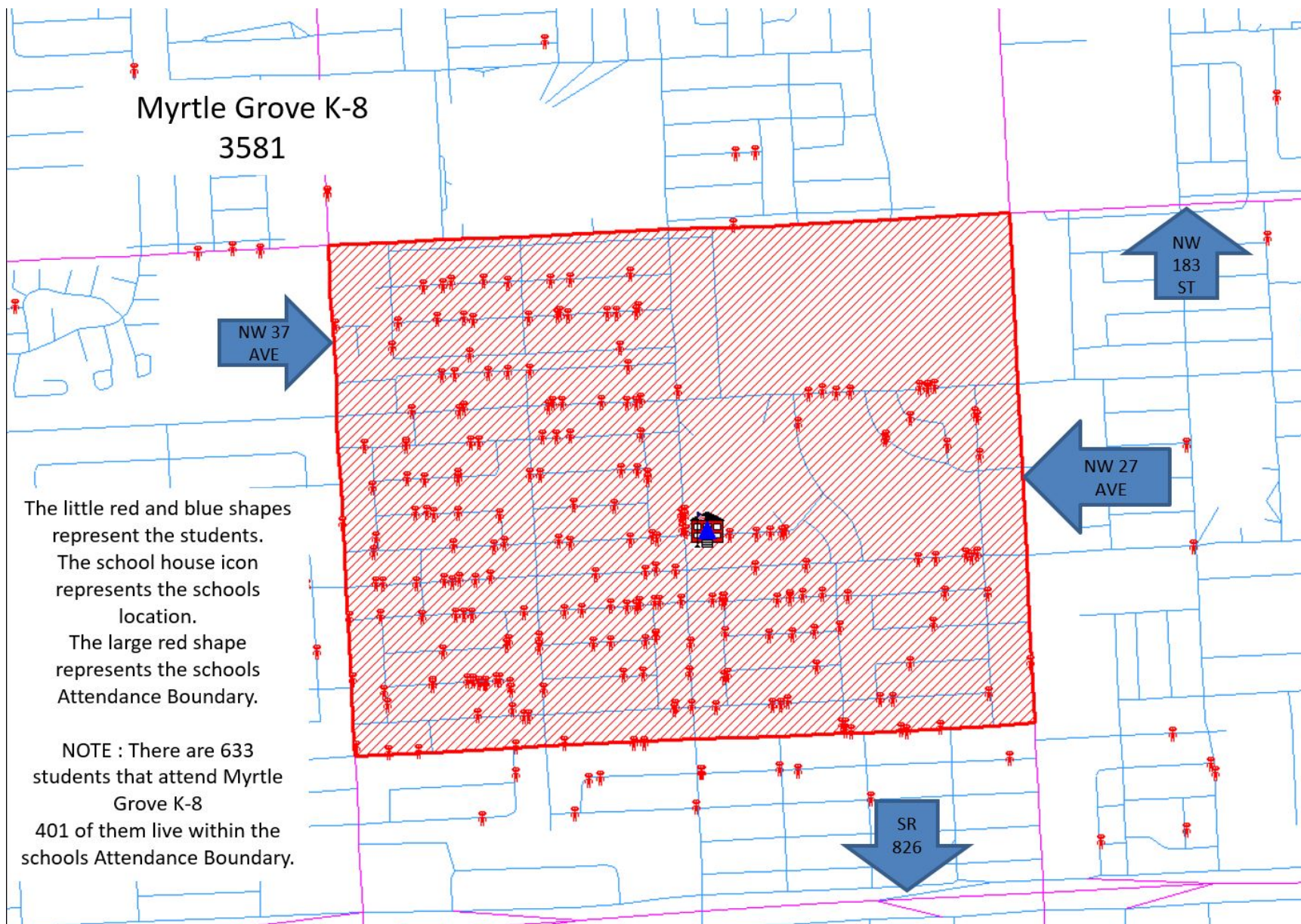
NW
183
ST

NW 27
AVE

SR
826

The little red and blue shapes
represent the students.
The school house icon
represents the schools
location.
The large red shape
represents the schools
Attendance Boundary.

NOTE : There are 633
students that attend Myrtle
Grove K-8
401 of them live within the
schools Attendance Boundary.





Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: MIAMI-DADE	City: MIAMI GARDENS
School Name: MIAMI GARDENS ELEMENTARY	Congressional District:
Type: Elementary: ☒ Middle: ☐ High: ☐	
Check below which of the required agencies or organizations is the Applicant:	
School Board: ☒	Private School: ☐ Maintaining Agency: ☐
Name of Applicant Agency/Organization: MIAMI DADE SCHOOL BOARD	
Contact Person: VIVIAN G. VILLAAMIL	Title: DIRECTOR TRANSPORTATION PLANNING
Mailing Address: OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE MIAMI-DADE COUNTY PUBLIC SCHOOLS 1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132	
City: MIAMI	State: FLORIDA Zip: 33132
Daytime Phone: (305) 995-7287 FAX (305) 995-4760	E-mail: VVILLAAMIL@DADESCHOOLS.NET
Signature:	Date: March 29, 2016
Typed name: VIVIAN G. VILLAAMIL	Title: DIRECTOR OF TRANSPORTATION PLANNING
Signature of School Board or school representative mandatory when different from applicant:	
Signature:	Date: 3/30/16
Typed name: JAIME G. TORRENS	Title: CHIEF FACILITIES OFFICER
Check below which of the required agencies is the Maintaining Agency:	
City: ☐	County: ☐ Florida Department of Transportation: ☐ District:
Name of Maintaining Agency: MIAMI DADE COUNTY	DUNS Number:
Contact Person: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Mailing Address:	
Daytime Phone:	E-mail:
City:	State: FLORIDA Zip:
Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.	
Signature:	Date: 3/31/16
Typed name: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:	
Name of MPO: MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION	
Contact Person: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR
Mailing Address: 111 NW 1ST STREET, SUITE 920	
City: MIAMI	State: FLORIDA Zip: 33128
Daytime Phone: 3053751647	E-mail: DHENDERSON@MIAMIDADEMPO.GOV

Signature: David HendersonDate: 3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

- B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No
 B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

- C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

- D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No
 If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

- E. Is the County/City 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 control devices included in this project? ☒ Yes ☐ No
 Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

- F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?
 What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
 TUESDAY, MARCH 22, 2016, 5:30 P.M.
 STEPHEN P CLARK GOVERNMENT CENTER
 111 NORTHWEST FIRST STREET, Miami, FL 33128
 CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest
 When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).
 Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: [REDACTED]

1B. Future: [REDACTED]

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5.

2B. Future: [REDACTED]

3. Encouragement

3A. Past: [REDACTED]

3B. Future: [REDACTED]

4. Enforcement

4A. Past: DURING OBSERVATIONS THERE WAS DISCUSSION WITH A PARENT DROPPING OFF A CHILD. SHE INDICATED THAT THERE HAD BEEN PREVIOUS EFFORTS AT THE SCHOOL TO ENFORCE THE PROPER DROP-OFF ACTIVITY THROUGH BY PARENTS FOR WRONG WAY PARKING. SCHOOL HAS SAFETY PATROL. STUDENTS ARE REQUIRED TO WEAR A HELMET WHEN RIDING TO SCHOOL. STUDENTS ARE REQUIRED TO HAVE A SIGNED PARENT CONSENT FORM TO WALK HOME FROM SCHOOL.

4B. Future: [REDACTED]

5. Evaluation

5A. Past: [REDACTED]

5B. Future: [REDACTED]

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No
If Yes:

- Explain more about the number of students affected: OBSERVATIONS WERE THAT A VAST MAJORITY OF STUDENTS WERE BUSED OR DROPPED-OFF AT THE SCHOOL. ABOUT 10% WALKED AND WE OBSERVED ONLY 1 BICYCLE RIDER. WITH THAT SAID ALL THE STUDENTS WHO WALK, BIKE OR BUS MUST WALK FROM 195TH STREET TO THE SCHOOLS MAIN ENTRANCE. ALL DROP-OFF AND PICK-UP AND BUS ACCESS/EGRESS ACTIVITY OCCURS OFF-SITE ON LOCAL ROADS - NW 195TH STREET (DROP-OFF) AND NW 44TH COURT (PICK-UP). THE WALKING CONDITIONS FOR ALL 284 STUDENTS COULD BE IMPROVED BY IMPROVING CONDITIONS HERE. AS THERE ARE NO CROSSINGS, ADA ACCESS OR CLEARLY DEFINED DROP-OFF AREAS IN FRONT OF THE SCHOOL ON 195TH STREET AND TO A CERTAIN EXTENT ON NW 44TH CT. THERE ARE NO BICYCLE FACILITIES ADJACENT TO THE SCHOOL.
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school: DURING MORNING DROP-OFF WE OBSERVED AD HOC OPERATIONS AS BUSES AND PARENTS WERE DROPPING -OFF STUDENTS ON NW 195 TH STREET. BOTH BUSES AND PARENTS WERE DROPPING OFF CHILDREN IN THE MIDDLE OF THE ROAD AND FROM SHOULDERS, ADJACENT RESIDENT VEHICLES WERE PARKED ON SIDEWALKS, THERE WERE DISCONTINUOUS SIDEWALKS ON NW 47TH, AVE., INCOMPLETE PAVEMENT MARKINGS, MISSING CURB RAMPS AND TACTILE PADS. NO CROSSING GUARD AT DROP-OFF SITE. ONLY 2 GUARDS WERE OBSERVED FOR THE SCHOOL ZONE. THERE ARE NO CONNECTED BICYCLE FACILITIES ADJACENT TO THE SCHOOL. THE SCHOOL HAS NO BIKE RACKS. WE OBSERVED THE 1 CYCLIST CHAINING BIKE TO A FENCE NEAR SCHOOL ENTRANCE.

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 67% (191) of the 284 students live within the attendance boundary and 62% of students are within 1/2 mile of the school indicating for potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that there are very few crashes within the area. The few pedestrian crashes that occurred were along NW 37 Ave, which is a major arterial. Miami Gardens Elementary ranked 92 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements. The crossing guard at the east side of the school indicated that there is a need for on-site pick up drop off. All activity occurs off-site on roads adjacent to the schools. There is no guard at main entrance to the school and the combination of buses and parents dropping off students is ad hoc.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 52% are in grades 2 through 5 which have a greater propensity to walk or bike. Over 90% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 89% of students were eligible for free lunch and 4% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|--|----|
| a. Number of students currently walking to school: | 30 |
| b. Number of students currently biking to school: | 0 |
| c. Total currently walking or biking to school (add a & b) | 30 |

- d. Number of students in this school: 302
 e. Percent of students in school currently walking or biking to school: (c divided by d): 10

2. Route Data:

- a. Number of students from the affected schools living along the proposed route:
 b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒
 c. Number of students currently walking or biking along this route:
 d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks ☐ We need other roadway markings		
Describe the existing and needed traffic controls:		
D. TRAFFIC DATA <i>Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic</i>		
St 1: Posted Speed Limit:	Operating Speed:	AADT:
St 2: Posted Speed Limit:	Operating Speed:	AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$76,201.00
Maintenance of Traffic (MOT)	\$7,620.00
Mobilization	\$7,620.00
Subtotal	\$91,441.00
Contingency (Locally Funded)	\$15,240.00
Total Construction Cost	\$106,681.00
Professional Engineering Design	\$16,001.00
Construction Engineering and Inspection	\$16,002.00
GRAND TOTAL	\$146,152.00

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR: \$0.00

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

CONCEPTUAL COST ESTIMATE

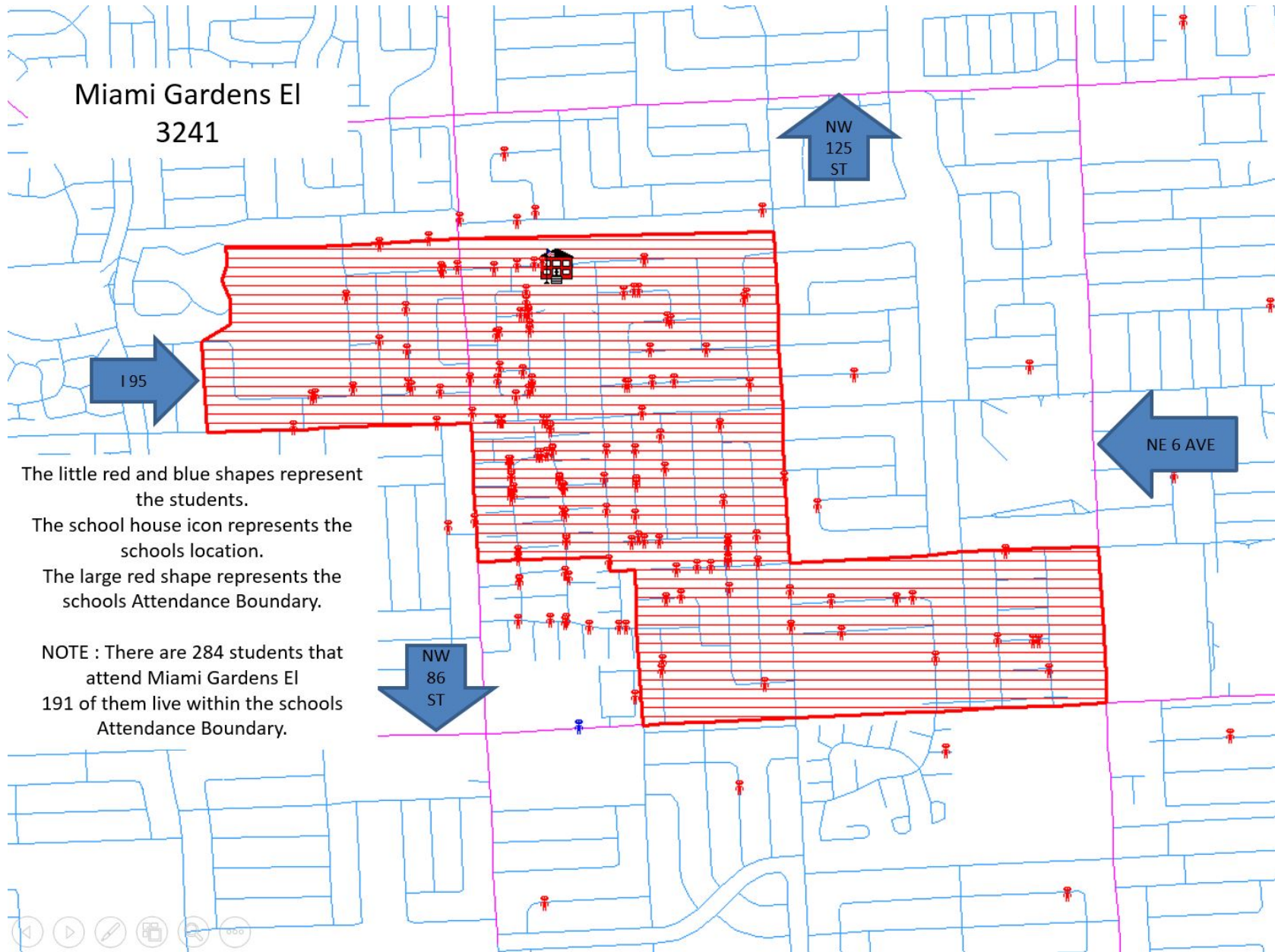
LOCATION: Miami Gardens Elementary
DESCRIPTION: Safety Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
				Structure/Drainage Structure Subtotal	\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	233	\$ 17,475.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.04	\$ 745.69
0420 0536 73	GUARDRAIL REMOVAL	LF	\$ 3.69	100	\$ 369.00
0536 1 5	GUARDRAIL- ROADWAY, THRIE BEAM	LF	\$ 31.67	100	\$ 3,167.00
				Roadway Subtotal	\$ 21,757.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.069	\$ 431.25
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	605	\$ 2,268.75
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	430	\$ 804.10
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	8	\$ 10,000.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	8	\$ 400.00
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	40	\$ 150.00
				Signing & Pavement Markings Subtotal	\$ 14,204.00
0654 2 21	RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR POWERED, COMPLETE	AS	\$ 4,800.00	8	\$ 38,400.00
0751 36 14	BICYCLE RACK, FURNISH & INSTALL, MORE THAN 10 BICYCLES	EA	\$ 1,840.00	1	\$ 1,840.00
				Signal and Other Subtotal	\$ 40,240.00
				SUBTOTAL	\$ 76,201.00
	General Mobilization			10%	\$ 7,620.00
	Maintenance of Traffic (MOT)			10%	\$ 7,620.00
	Misc. & Contingency (Not including major utility)			20%	\$ 15,240.00
				CONSTRUCTION COST	\$ 106,681.00
	Right of Way				\$ -
	Administration			7%	\$ 7,468.00
	Design (PE)			15%	\$ 16,001.00
	CEI			15%	\$ 16,002.00
				TOTAL PROJECT COST	\$ 146,152.00





Miami Gardens El 3241





Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **MIAMI**

School Name: **CARRIE P. MEEK/WESTVIEW K-8 FLORIDA 24** Congressional District:

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

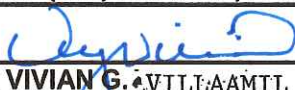
Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132**

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287** | FAX **(305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**

Typed name: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR OF TRANSPORTATION PLANNING**

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

Signature:  Date: **3/20/16**

Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☐ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address:

Daytime Phone: E-mail:

City: State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**

Typed name: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature:

David Henderson

Date:

3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE is aware of and supportive of SRTS infrastructure projects

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: CROSSWALKS ARE PRESENT AROUND THE SCHOOL. SCHOOL ZONE SIGNS ARE PRESENT AROUND SCHOOL. FLASHING LIGHTS IN SCHOOL ZONE APPEAR DURING ARRIVAL/ DISMISSAL. INTERSECTIONS AROUND THE SCHOOL HAVE PEDESTRIAN TRAFFIC SIGNS. SIDEWALKS ARE PRESENT AROUND THE SCHOOL.

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES A PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5. SCHOOL TEACHES BICYCLE SAFETY CURRICULUM TO STUDENTS IN GRADES 6-8. DURING THE 2013-2014 ACADEMIC YEAR, THE SCHOOL HOSTED A SAFETY AWARENESS WEEK AND DISPLAYED SAFETY VISUALS THROUGHOUT THEIR SCHOOL. RESOURCES WERE PROVIDED TO ADULTS IN THE COMMUNITY AND ENFORCEMENT OFFICERS.

2B. Future:

3. Encouragement

3A. Past: SCHOOL PARTICIPATED IN INTERNATIONAL WALK TO SCHOOL DAY. STUDENTS ARE ENGAGED IN PEDESTRIAN/BIKE SAFETY CONTESTS. INFORMATION IS PROVIDED TO SCHOOL COMMUNITY ON BENEFITS OF WALKING/BIKING. STUDENTS AND STAFF THAT WALK/BIKE TO SCHOOL ARE POSITIVELY RECOGNIZED. A COMMUNITY -WIDE EFFORT IS MADE TO PROMOTE WALK/BIKE ACTIVITIES OR EVENTS.

3B. Future:

4. Enforcement

4A. Past: USE OF BICYCLE HELMET IS REQUIRED WHEN RIDING BIKE TO AND FROM SCHOOL. STAFF ENSURES STUDENT WALKING/BIKING ARRIVE/LEAVE SCHOOL IN AREA SEPARATE FROM VEHICLES. CROSSING GUARDS ARE PRESENT DURING ARRIVAL AND DISMISSAL. SCHOOL HAS STUDENT SAFETY PATROL OFFICERS. POLICE ARE PRESENT AT ARRIVAL/DISSMISSAL AND PATROL THE NEIGHBORHOOD DURING THOSE TIMES. "EYES ON THE STREET" CAMPAIGN IS UTILIZED DURING ARRIVAL/DISSMISSAL.

4B. Future:

5. Evaluation

5A. Past: SCHOOL KEEPS TRACK OF HOW MANY STUDENTS ARE WALKING/BIKING TO SCHOOL. RECORDS ARE ALSO KEPT OF WALKING/BIKING SAFETY INCIDENTS. SCHOOL KEEPS RECORDS OF PEDESTRIAN/ BICYCLE SAFETY CONCERNS. BUILT ENVIRONMENT AROUND THE SCHOOL IS EVALUATED BY SCHOOL ADMINISTRATION. SCHOOL REPORTS HAZARD AND WORKS TOWARDS RESOLVING SAFETY ISSUES.

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated: Only 26 students use MDCPS busses to get to school. These are likely kids that live outside the attendance area and are too far away to walk

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No
If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 76% (552) of the 725 students live within the attendance boundary and 65% of students are within 1/2 mile of the school indicating potential increases in walking and biking. Currently, only 51% of students walk and bike.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate a high number of pedestrian crashes in the neighborhood and on the surrounding major streets. The streets with the highest number of crashes are NW 27 Ave, NW 119 St, but there are bicycle and pedestrian crashes scattered throughout the neighborhood, indicating the need for a safe route where drivers can expect to see school children walking and crossing the streets. This school ranked 37 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-8, 67% are in grades 2 through 8 which have a greater propensity to walk or bike. Over 95% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 93% of students were eligible for free lunch and 2% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|-----|
| a. Number of students currently walking to school: | 373 |
| b. Number of students currently biking to school: | 7 |
| c. Total currently walking or biking to school (add a & b) | 380 |
| d. Number of students in this school: | 746 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 51 |

2. Route Data:

- Number of students from the affected schools living along the proposed route:
- Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒
- Number of students currently walking or biking along this route:
- Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices **(Proceed to E)**

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$131,085.00
Maintenance of Traffic (MOT)	\$13,109.00
Mobilization	\$13,109.00
Subtotal	\$157,313.00
Contingency (Locally Funded)	\$26,217.00
Total Construction Cost	\$183,520.00
Professional Engineering Design	\$27,527.00
Construction Engineering and Inspection	\$27,528.00
GRAND TOTAL	\$251,421

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

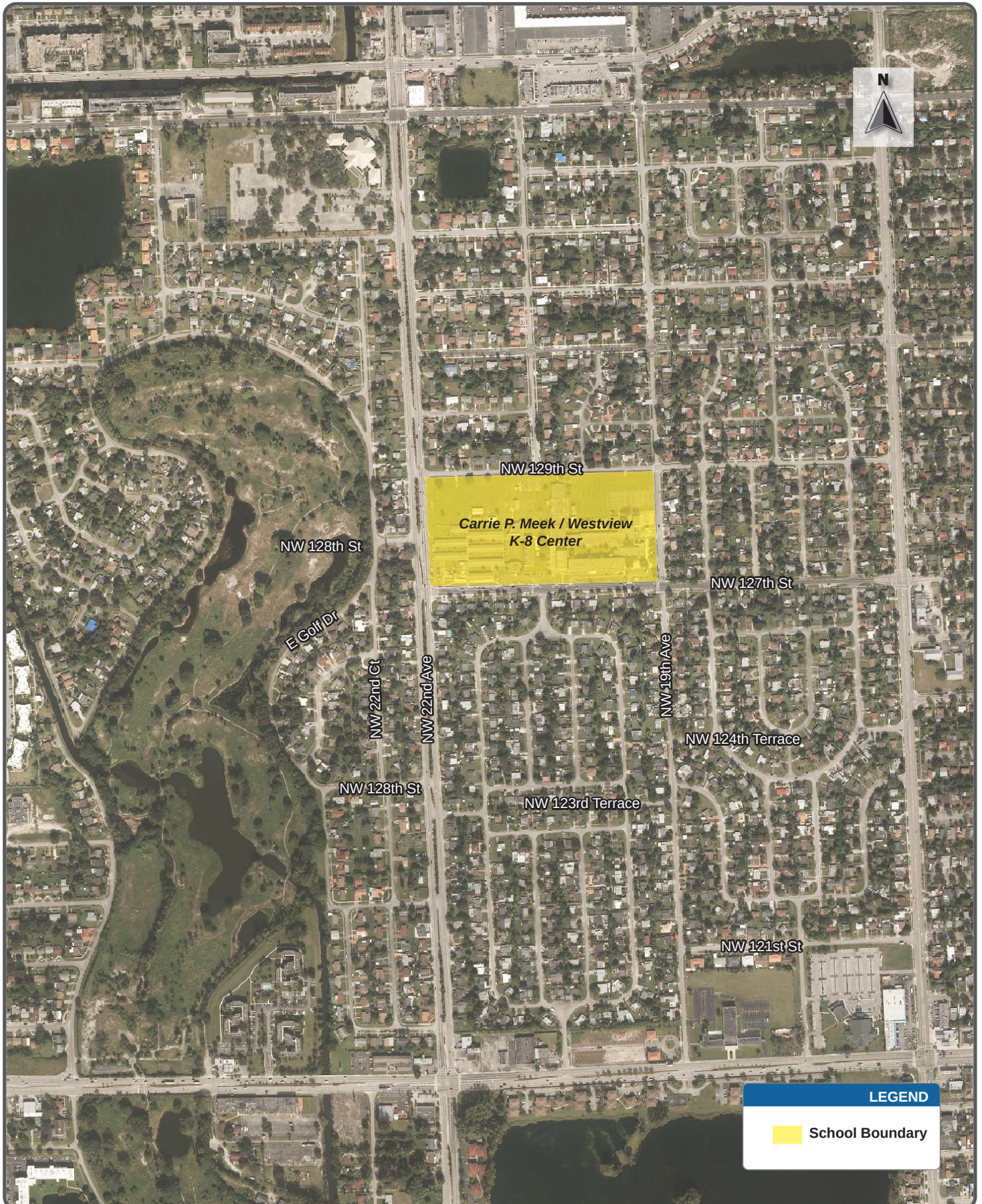
Notes: These will be counted toward total application score.

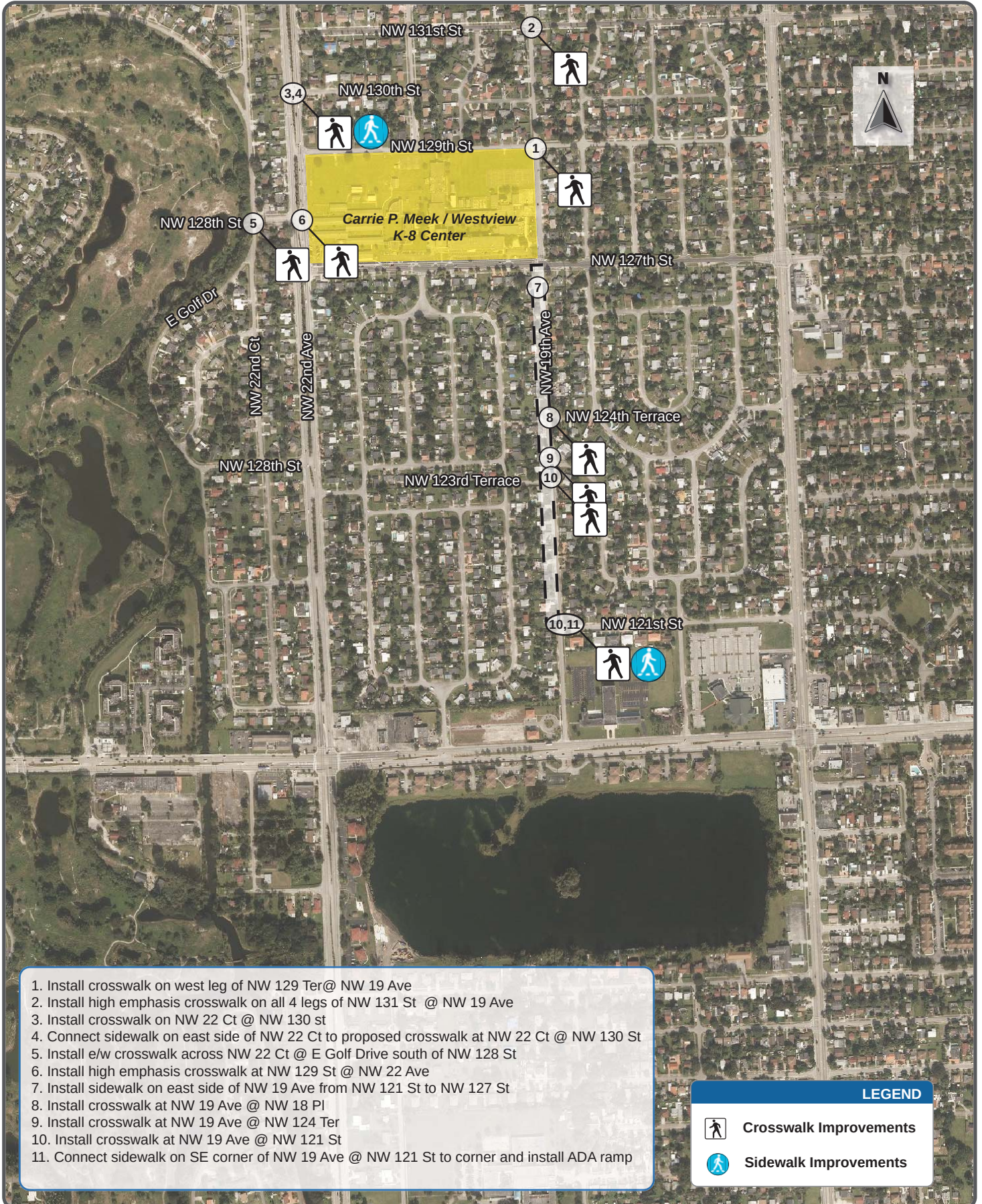
REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions





1. Install crosswalk on west leg of NW 129 Ter @ NW 19 Ave
2. Install high emphasis crosswalk on all 4 legs of NW 131 St @ NW 19 Ave
3. Install crosswalk on NW 22 Ct @ NW 130 st
4. Connect sidewalk on east side of NW 22 Ct to proposed crosswalk at NW 22 Ct @ NW 130 St
5. Install e/w crosswalk across NW 22 Ct @ E Golf Drive south of NW 128 St
6. Install high emphasis crosswalk at NW 129 St @ NW 22 Ave
7. Install sidewalk on east side of NW 19 Ave from NW 121 St to NW 127 St
8. Install crosswalk at NW 19 Ave @ NW 18 Pl
9. Install crosswalk at NW 19 Ave @ NW 124 Ter
10. Install crosswalk at NW 19 Ave @ NW 121 St
11. Connect sidewalk on SE corner of NW 19 Ave @ NW 121 St to corner and install ADA ramp

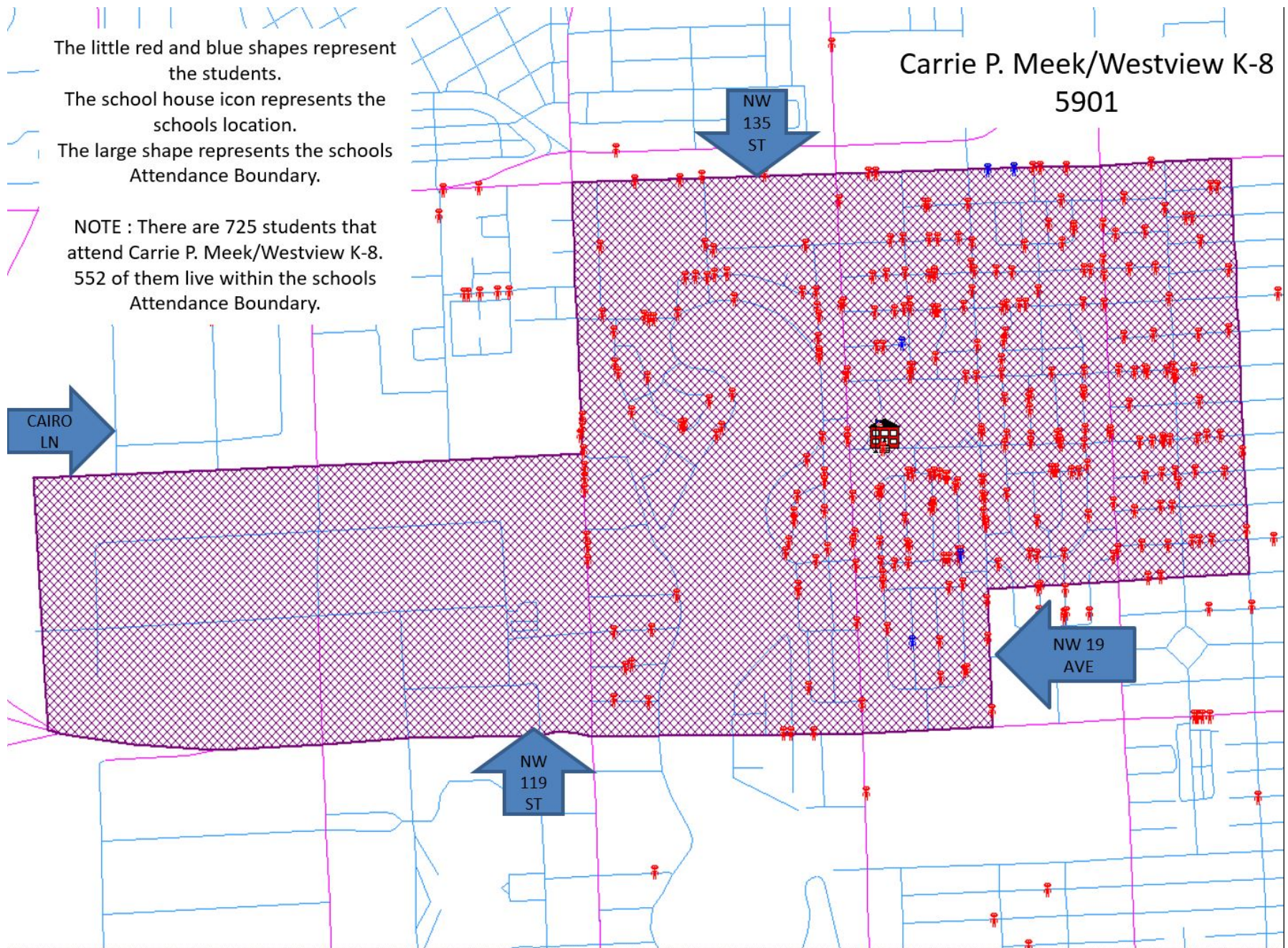
The little red and blue shapes represent the students.

The school house icon represents the schools location.

The large shape represents the schools Attendance Boundary.

NOTE : There are 725 students that attend Carrie P. Meek/Westview K-8. 552 of them live within the schools Attendance Boundary.

Carrie P. Meek/Westview K-8 5901





Florida's Safe Routes to School Infrastructure Application

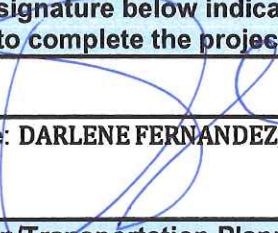
Call for Applications
Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: MIAMI-DADE	City: MIAMI
School Name: HUBERT O. SIBLEY K-8 CENTER FLORIDA 24	Congressional District:
Type: Elementary: ☒ Middle: ☐ High: ☐	
Check below which of the required agencies or organizations is the Applicant:	
School Board: ☒ Private School: ☐ Maintaining Agency: ☐	
Name of Applicant Agency/Organization: MIAMI DADE SCHOOL BOARD	
Contact Person: VIVIAN G. VILLAAMIL	Title: DIRECTOR TRANSPORTATION PLANNING
Mailing Address: OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE MIAMI-DADE COUNTY PUBLIC SCHOOLS 1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132	
City: MIAMI	State: FLORIDA Zip: 33132
Daytime Phone: (305) 995-7287 FAX (305) 995-4760	E-mail: VVILLAAMIL@DADESCHOOLS.NET
Signature: 	Date: March 29, 2016
Typed name: VIVIAN G. VILLAAMIL PLANNING	Title: DIRECTOR OF TRANSPORTATION
Signature of School Board or school representative mandatory when different from applicant:	
Signature: 	Date: 3/30/16
Typed name: JAIME G. TORRENS	Title: CHIEF FACILITIES OFFICER
Check below which of the required agencies is the Maintaining Agency:	
City: ☐ County: ☒ Florida Department of Transportation: ☐ District:	
Name of Maintaining Agency: MIAMI DADE COUNTY	DUNS Number:
Contact Person: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Mailing Address:	
Daytime Phone:	E-mail:
City:	State: FLORIDA Zip:
Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.	
Signature: 	Date: 3/31/16
Typed name: DARLENE FERNANDEZ, PE SERVICES	Title: ASSISTANT DIRECTOR OF TRAFFIC
Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:	
Name of MPO: MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION	
Contact Person: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR
Mailing Address: 111 NW 1ST STREET, SUITE 920	
City: MIAMI	State: FLORIDA Zip: 33128
Daytime Phone: 3053751647	E-mail: DHENDERSON@MIAMIDADEMPO.GOV

Signature: <u>David Henderson</u>	Date: <u>3/30/2016</u>
Typed name: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- | | | |
|---|---|-----------------------------|
| A1. Has a school-based SRTS Committee (including school representation) been formed? | ☒ Yes | ☐ No |
| A2. Has at least <u>one</u> meeting of this committee been held? Attach sign in sheet & minutes | ☒ Yes | ☐ No |
| A3. Public notification of SRTS meeting? | ☒ Yes | ☐ No |

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: SCHOOL HAS A DESIGNATED BICYCLE STORAGE RACK AND IT IS SECURED DURING SCHOOL HOURS TO PREVENT THEFT.

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES BOTH BIKE/PEDESTRIAN SAFETY CURRICULUM. SCHOOLS HOSTED A SAFETY AWARENESS WEEK AND DISPLAYED SAFETY VISUALS THROUGHOUT THEIR SCHOOL. SCHOOL PROVIDES DAILY SAFETY TIPS OVER MORNING ANNOUNCEMENTS. RESOURCES WERE PROVIDED TO ADULTS IN THE COMMUNITY AND ENFORCEMENT OFFICERS.

2B. Future:

3. Encouragement

3A. Past: THE USE OF BICYCLE HELMET IS REQUIRED AND ENFORCED FOR STUDENTS BIKING TO AND FROM SCHOOL.

3B. Future:

4. Enforcement

4A. Past: TEACHERS PARTICIPATE IN ARRIVAL/DISMISSAL PROCEDURES. SCHOOL ENFORCES PARENT PICK-UP AND BUS LOOP POLICIES TO PARENTS IN THE BEGINNING OF THE YEAR. SCHOOL HAS AAA SAFETY PATROL OFFICERS AND TRAINS THEM ANNUALLY. PTA MEMBERS OR REGISTERED VOLUNTEERS KEEP "EYES ON THE STREET" DURING ARRIVAL/DISMISSAL HOURS. SCHOOL ENSURES THAT STUDENTS WALKING/BIKING ARRIVE AND LEAVE SCHOOL IN AN AREA SEPARATE FROM VEHICLES.

4B. Future: THE SCHOOL HOPES TO ENGAGE STUDENTS IN WRITING THEMED ACTIVITIES, PROVIDE WALK/BIKING INFORMATION TO ADULTS IN THE COMMUNITY, KEEP RECORDS OF PEDESTRIAN/BICYCLE SAFETY CONCERNS AND INCIDENTS, CONDUCT EVALUATION OF SURROUNDING ENVIRONMENT USING THE SCHOOL AUDIT TOOL, ENSURES STUDENTS WALKING AND BIKING ARRIVE/LEAVE SCHOOL IN AN AREA SEPARATE FROM VEHICLES

5. Evaluation

5A. Past: SCHOOL COMPLETED THE SCHOOL MAPPING TOOL. SCHOOL KEEPS TRACK OF HOW MANY STUDENTS WALK AND BIKE TO SCHOOL.

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 87% (730) of the 840 students live within the attendance boundary and only 21% of students currently walk or bike to school, indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian and bicycle crashes occur on the major arterials such as NW 95 St, NE 103 St, and NW 119 St. There are a few crashes along NW 5 Ave as well. Hubert O. Sibley K-8 ranked 75 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-8, 76% are in grades 2 through 8 which have a greater propensity to walk or bike. Over 87% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 83% of students were eligible for free lunch and 4% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|-----|
| a. Number of students currently walking to school: | 166 |
| b. Number of students currently biking to school: | 8 |
| c. Total currently walking or biking to school (add a & b) | 174 |
| d. Number of students in this school: | 828 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 21 |

2. Route Data:

a. Number of students from the affected schools living along the proposed route:

b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒

c. Number of students currently walking or biking along this route:

d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$98,029.00
Maintenance of Traffic (MOT)	\$9,803.00
Mobilization	\$9,803.00
Subtotal	\$117,635.00
Contingency (Locally Funded)	\$19,606.00
Total Construction Cost	\$137,241.00
Professional Engineering Design	\$20,585.00
Construction Engineering and Inspection	\$20,586.00
GRAND TOTAL	\$188019

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

LOCATION: Hubert O. Sibley Elementary DESCRIPTION: Safety Improvements		CONCEPTUAL COST ESTIMATE
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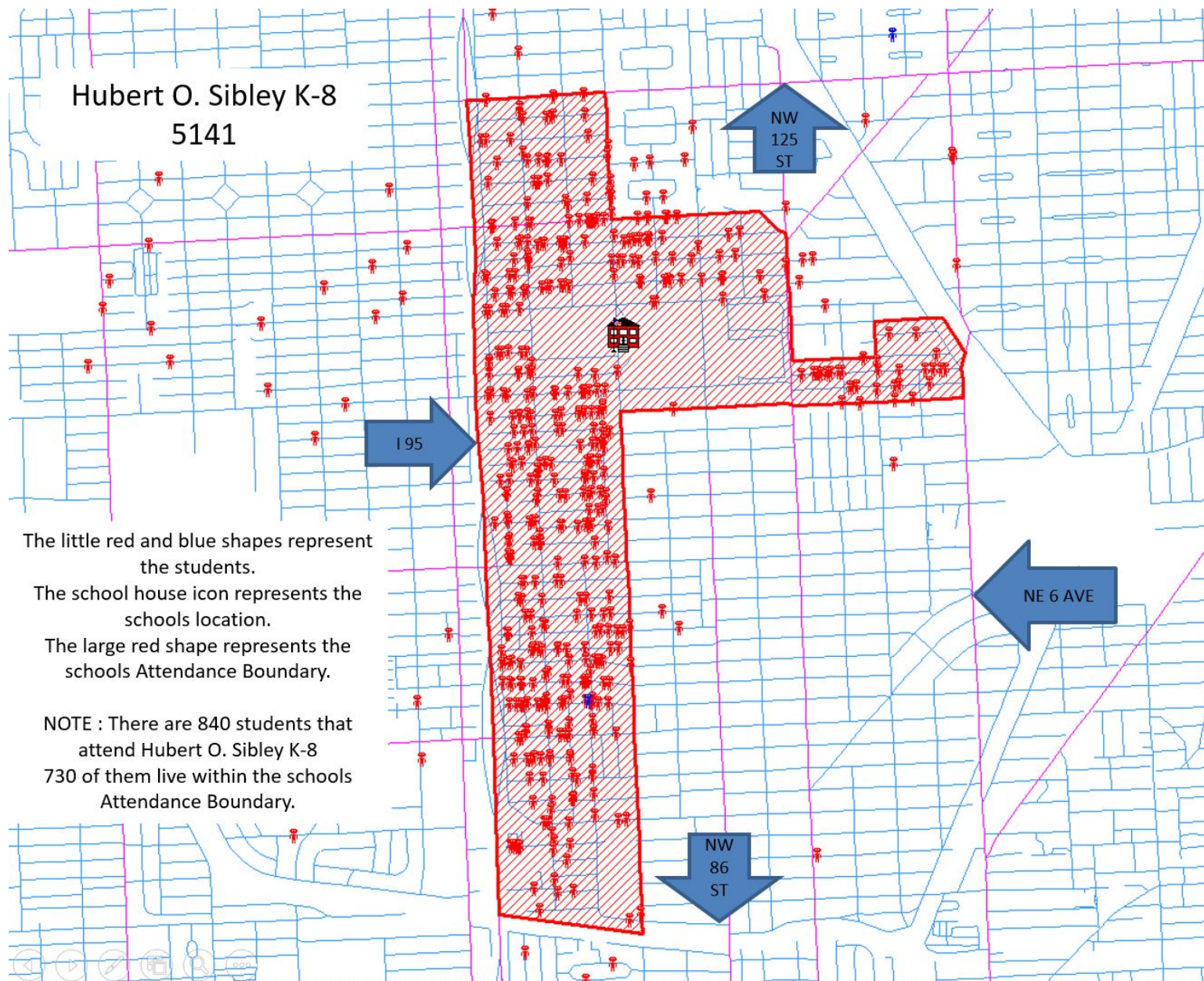
DESCRIPTION:	Safety Improvements
---------------------	---------------------

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
				Structure/Drainage Structure Subtotal	\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	902	\$ 67,650.00
0110 4 1	REMOVAL OF EXISTING CONCRETE SIDEWALK - FOR PUSH BUTTON/MAINTENANCE CONTRA	SF	\$ 38.00	65	\$ 2,470.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.3	\$ 5,592.70
				Roadway Subtotal	\$ 75,713.00
0880 0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE	EA	\$ 125.00	12	\$ 1,500.00
1080 0711 16111	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	NM	\$ 6,500.00	0.3	\$ 1,950.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	10	\$ 12,500.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	10	\$ 500.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.22	\$ 1,375.00
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	780	\$ 2,925.00
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	630	\$ 1,178.10
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	40	\$ 150.00
				Signing & Pavement Markings Subtotal	\$ 22,316.00
				Signal and Other Subtotal	\$ -
				SUBTOTAL	\$ 98,029.00
	General Mobilization			10%	\$ 9,803.00
	Maintenance of Traffic (MOT)			10%	\$ 9,803.00
	Misc. & Contingency (Not including major utility)			20%	\$ 19,606.00
				CONSTRUCTION COST	\$ 137,241.00
	Right of Way				\$ -
	Administration			7%	\$ 9,607.00
	Design (PE)			15%	\$ 20,585.00
	CEI			15%	\$ 20,586.00
				TOTAL PROJECT COST	\$ 188,019.00





Hubert O. Sibley K-8 5141

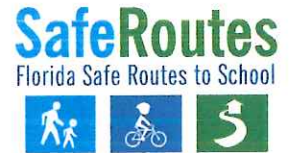




Florida's Safe Routes to School Infrastructure Application

Call for Applications

Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: MIAMI-DADE	City: MIAMI
School Name: FLAGAMI ELEMENTARY	Congressional District: FLORIDA 27
Type: Elementary: ☒ Middle: ☐ High: ☐	
Check below which of the required agencies or organizations is the Applicant:	
School Board: ☒ Private School: ☐ Maintaining Agency: ☐	
Name of Applicant Agency/Organization: MIAMI DADE SCHOOL BOARD	
Contact Person: VIVIAN G. VILLAAMIL	Title: DIRECTOR TRANSPORTATION PLANNING
Mailing Address: OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE MIAMI-DADE COUNTY PUBLIC SCHOOLS 1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132	
City: MIAMI	State: FLORIDA Zip: 33132
Daytime Phone: (305) 995-7287 FAX (305) 995-4760	E-mail: VVILLAAMIL@DADESCHOOLS.NET
Signature:	Date: March 29, 2016
Typed name: VIVIAN G. VILLAAMIL PLANNING	Title: DIRECTOR OF TRANSPORTATION
Signature of School Board or school representative mandatory when different from applicant:	
Signature:	Date: 3/30/16
Typed name: JAIME G. TORRENS	Title: CHIEF FACILITIES OFFICER
Check below which of the required agencies is the Maintaining Agency:	
City: ☐ County: ☐ Florida Department of Transportation: ☐ District:	
Name of Maintaining Agency: MIAMI DADE COUNTY	DUNS Number:
Contact Person: DARLENE FERNANDEZ, PE	Title: ASSISTANT DIRECTOR OF TRAFFIC SERVICES
Mailing Address:	
Daytime Phone:	E-mail:
City:	State: FLORIDA Zip:
Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.	
Signature:	Date: 3/31/16
Typed name: DARLENE FERNANDEZ, PE SERVICES	Title: ASSISTANT DIRECTOR OF TRAFFIC
Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:	
Name of MPO: MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION	
Contact Person: DAVID HENDERSON	Title: BICYCLE PEDESTRIAN ADMINISTRATOR
Mailing Address: 111 NW 1ST STREET, SUITE 920	
City: MIAMI	State: FLORIDA Zip: 33128
Daytime Phone: 3053751647	E-mail: DHENDERSON@MIAMIDADEMPO.GOV
Signature:	Date: 3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1.** Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: *Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.*

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - *Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.*

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past:

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: SCHOOL TEACHES PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5.

2B. Future:

3. Encouragement

3A. Past: SCHOOL HAS STUDENT SAFETY PATROL OFFICERS. SCHOOL PARTICIPATES IN INTERNATIONAL WALK TO SCHOOL DAY

3B. Future:

4. Enforcement

4A. Past:

4B. Future:

5. Evaluation

5A. Past: THE AMOUNT OF STUDENTS WALKING/ BICYCLING TO SCHOOL ARE RECORDED THROUGH INDIVIDUAL TEACHER REPORTS.

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected:
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school:

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 90% (405) of the 448 students live within the attendance boundary and 74% of students are within 1/2 mile of the school indicating potential increases in walking and biking.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: The 2010-2014 crash history for streets within the attendance boundary indicate that most pedestrian crashes occur along SW 8 St, which is a major arterial. Very few streets south of SW 8 St have sidewalks, but there have been some pedestrian safety improvements implemented in the vicinity of the school. Surveys indicate that a very high number of students are driven to school, which causes substantial traffic congestion in the neighborhood during pick up and drop off times. Flagami Elementary School ranked 100 of 156 in the 2011 prioritization of schools needing Safe Routes to School Improvements.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project? For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 64% are in grades 2 through 5 which have a greater propensity to walk or bike. Over 89% of the school is eligible for free or reduced lunch indicating low income area which can reflect low auto ownership households which have higher walking and bicycle use.

F. Provide the percent of free or reduced lunch program at the affected school: 78% of students were eligible for free lunch and 11% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- Number of students currently walking to school: 0
- Number of students currently biking to school: 0
- Total currently walking or biking to school (add a & b) 0
- Number of students in this school: 448
- Percent of students in school currently walking or biking to school: (c divided by d): 0

2. Route Data:

- Number of students from the affected schools living along the proposed route:
- Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒
- Number of students currently walking or biking along this route:
- Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested

A. LOCATION *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*

Request #1 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

Request #2 St. Name: _____ Maintaining Agency: ☐ City ☐ County ☐ State

From: _____ To: _____

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+

See Attachment for additional project sites: ☐

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:

☐ We have all necessary traffic control devices (**Proceed to E**)

☐ We need pedestrian signals (features)

☐ We need other school-related signals/beacons

☐ We need traffic signs

☐ We need other school-related signs

☒ We need marked crosswalks

☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:

Operating Speed:

AADT:

St 2: Posted Speed Limit:

Operating Speed:

AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$116,290.00
Maintenance of Traffic (MOT)	\$23,258.00
Mobilization	\$23,258.00
Subtotal	\$162,806.00
Contingency (Locally Funded)	\$34,887.00
Total Construction Cost	\$197,693.00
Professional Engineering Design	\$29,653.00
Construction Engineering and Inspection	\$39,539.00
GRAND TOTAL	\$280724

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

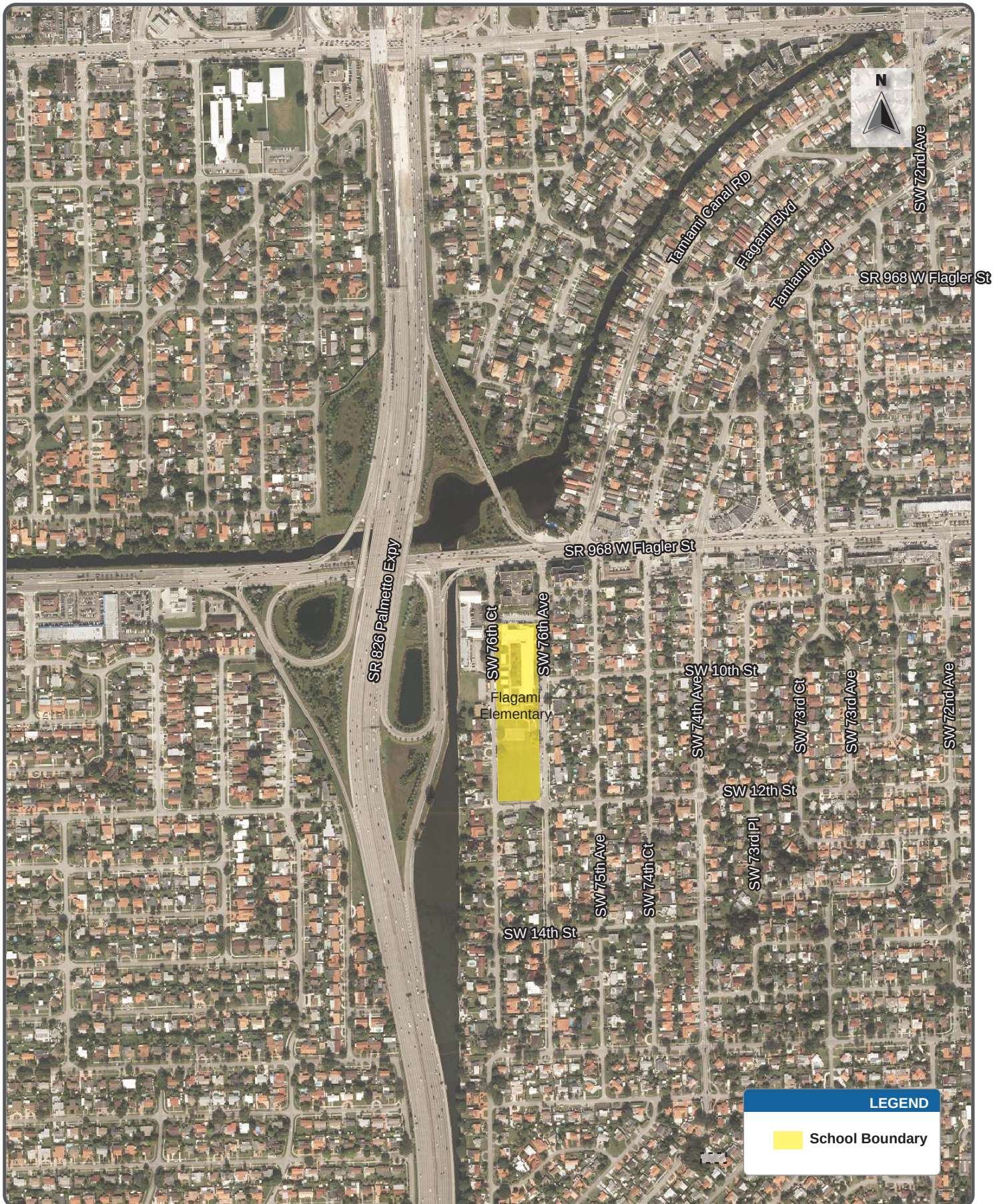
ADDITIONAL:

- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

CONCEPTUAL COST ESTIMATE

LOCATION: Flagami Elementary
DESCRIPTION: Safety Improvements

PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
Structure/Drainage Structure Subtotal					\$ -
0380 0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	\$ 75.00	1,043	\$ 78,225.00
0110 2 1	CLEARING & GRUBBING (PUSH BUTTON CONTRACT)	AC	\$ 18,642.34	0.4	\$ 7,456.94
0110 4 1	REMOVAL OF EXISTING CONCRETE SIDEWALK - FOR PUSH BUTTON/MAINTENANCE CONTRA	SF	\$ 38.00	82	\$ 3,116.00
Roadway Subtotal					\$ 88,798.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	12	\$ 600.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	12	\$ 15,000.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.046	\$ 287.50
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	430	\$ 1,612.50
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	580	\$ 1,084.60
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	20	\$ 75.00
Signing & Pavement Markings Subtotal					\$ 18,660.00
1375 0653191	PEDESTRIAN SIGNAL, F&I, LED - COUNT DOWN, 1 DIRECTION	AS	\$ 912.00	8	\$ 7,296.00
1485 0690 20	SIGNAL PEDESTRIAN ASSEMBLY REMOVAL	EA	\$ 192.00	8	\$ 1,536.00
Signal and Other Subtotal					\$ 8,832.00
SUBTOTAL					\$ 116,290.00
	General Mobilization			20%	\$ 23,258.00
	Maintenance of Traffic (MOT)			20%	\$ 23,258.00
	Misc. & Contingency (Not including major utility)			30%	\$ 34,887.00
CONSTRUCTION COST					\$ 197,693.00
	Right of Way				\$ -
	Administration			7%	\$ 13,839.00
	Design (PE)			15%	\$ 29,653.00
	CEI			20%	\$ 39,539.00
TOTAL PROJECT COST					\$ 280,724.00



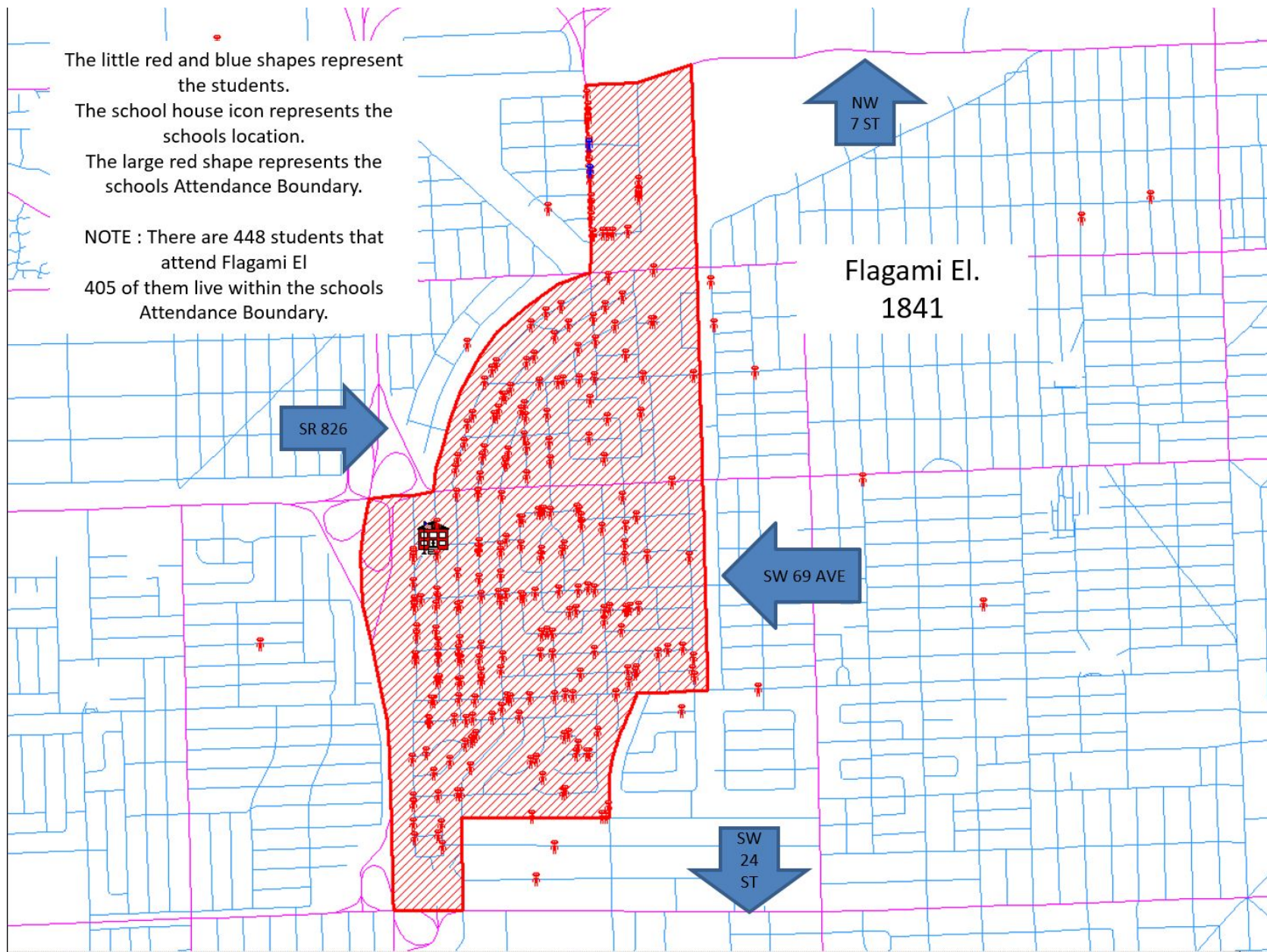


The little red and blue shapes represent the students.

The school house icon represents the schools location.

The large red shape represents the schools Attendance Boundary.

NOTE : There are 448 students that attend Flagami El.
405 of them live within the schools Attendance Boundary.





**Florida's Safe Routes to School
Infrastructure Application**
Call for Applications
Note: fields will expand as needed



FDOT FORM # 500-000-30

Section 1 – School, Applicant & Maintaining Agency Information

Notes: Signatures confirm the commitment of the Applicant and Maintaining Agency to follow the Guidelines of the 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/or maintain the project. Districts have the option to design and/or construct it, but the Maintaining Agency is always responsible for maintaining the project. Check with your District to see how they are handling these issues.

County: **MIAMI-DADE** City: **MIAMI GARDENS**
School Name: **BUNCHE PARK ELEMENTARY** Congressional District: **FLORIDA**
24 ANF FLORIDA 25

Type: Elementary: ☒ Middle: ☐ High: ☐

Check below which of the required agencies or organizations is the Applicant:

School Board: ☒ Private School: ☐ Maintaining Agency: ☐

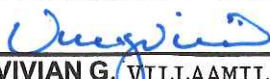
Name of Applicant Agency/Organization: **MIAMI DADE SCHOOL BOARD**

Contact Person: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR | TRANSPORTATION PLANNING**

Mailing Address: **OFFICE OF GOVERNMENTAL AFFAIRS & LAND USE**
MIAMI-DADE COUNTY PUBLIC SCHOOLS
1450 N.E. 2ND AVE, ROOM 523, MIAMI, FL 33132

City: **MIAMI** State: **FLORIDA** Zip: **33132**

Daytime Phone: **(305) 995-7287 | FAX (305) 995-4760** E-mail: **VVILLAAMIL@DADESCHOOLS.NET**

Signature:  Date: **March 29, 2016**

Typed name: **VIVIAN G. VILLAAMIL** Title: **DIRECTOR OF TRANSPORTATION PLANNING**

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

Signature:  Date: **3/30/16**

Typed name: **JAIME G. TORRENS** Title: **CHIEF FACILITIES OFFICER**

Check below which of the required agencies is the Maintaining Agency:

City: ☐ County: ☐ Florida Department of Transportation: ☐ District:

Name of Maintaining Agency: **MIAMI DADE COUNTY** DUNS Number:

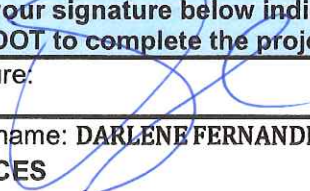
Contact Person: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Mailing Address:

Daytime Phone: E-mail:

City: State: **FLORIDA** Zip:

Note: your signature below indicates your agency's willingness to enter into a LAP or other formal agreement with FDOT to complete the project if selected for funding.

Signature:  Date: **3/31/16**

Typed name: **DARLENE FERNANDEZ, PE** Title: **ASSISTANT DIRECTOR OF TRAFFIC SERVICES**

Metropolitan/Transportation Planning Organization (M/TPO) Support: If the city or county is located within an MPO/TPO urban area boundary, the MPO/TPO representative must fill in the required information below, to indicate support for the proposed project:

Name of MPO: **MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION**

Contact Person: **DAVID HENDERSON** Title: **BICYCLE PEDESTRIAN ADMINISTRATOR**

Mailing Address: **111 NW 1ST STREET, SUITE 920**

City: **MIAMI** State: **FLORIDA** Zip: **33128**

Daytime Phone: **3053751647** E-mail: **DHENDERSON@MIAMIDADEMPO.GOV**

Signature: David HendersonDate: 3/30/2016

Typed name: DAVID HENDERSON

Title: BICYCLE PEDESTRIAN ADMINISTRATOR

Section 2 – Eligibility and Feasibility Criteria

Notes: This section will help FDOT determine the eligibility and feasibility of the proposed project. Except for the questions in 2A-2C below answering "No" does not constitute elimination from project consideration. **You must fulfill requirements in 2A-2C below before applying!**

- A1. Has a school-based SRTS Committee (including school representation) been formed? ☒ Yes ☐ No
 A2. Has at least one meeting of this committee been held? Attach sign in sheet & minutes ☒ Yes ☐ No
 A3. Public notification of SRTS meeting? ☒ Yes ☐ No

B1. Does the school agree to provide required data before and after the project is built, using the NCSRTS Student In-Class Travel Tally and Parent Survey forms at <http://www.saferoutesinfo.org/resources/index.cfm> following the schedule provided by the District? ☒ Yes ☐ No

B2. Have you attached the National Center's data summary for the Student In-Class Travel Tally and Parent Survey forms to this application? ☒ Yes ☐ No

Note: Project planning cannot go forward until public right of way or permanent public access to the land for the proposed project is documented to the District.

C. Have you provided either survey/as-builts or right of way documentation that provides detail to show that adequate right of way exists for proposed improvement? ☒ Yes ☐ No

D. Is the Maintaining Agency **fully** Local Agency Program (LAP) Certified by FDOT? (Currently qualified & willing to enter into a State agreement requiring the agency to design, construct, and/or maintain the project, abiding by Federal, State, & local requirements?) ☐ Yes ☐ No

If **Yes**, what type certification do you have? ☐ Planning ☐ Design ☐ Construction ☐ Construction Administration

E. Is the County/City 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 control devices included in this project? ☐ Yes ☐ No

Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

F. Public Support - Explain your public information or public involvement process below. You may attach up to six unique letters, on official letterhead, from groups indicated below. The letters should indicate why and how the authors can support the proposed project at the affected school.

What neighborhood association or other neighborhood meetings have been held to inform neighbors directly affected by this proposed project and the reaction?

What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction?

Explain what other public meetings have been held, such as Metropolitan Planning Organizations, Regional Planning Councils, Citizens' Advisory Committees, Bicycle/Pedestrian Advisory Councils and Community Traffic Safety Teams and the reaction?

BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

TUESDAY, MARCH 22, 2016, 5:30 P.M.

STEPHEN P CLARK GOVERNMENT CENTER

111 NORTHWEST FIRST STREET, Miami, FL 33128

CONFERENCE room 18-4 (18th floor)

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and development of the recommended projects.

Public Schools CTST Meeting - 2016 SRTS Projects Overview & 2016 Teen Driver Safety Poster & PSA Contest

When: Thursday, March 10, 2016 10:00 AM-12:30 PM (UTC-05:00) Eastern Time (US & Canada).

Where: SBAB Room 559

At the meetings the selection of the 10 schools for the 2016 applications were discussed as well as the process for identifying and developing the recommended projects. The meeting attendees were supportive of the school selection and process.

Explain what articles or letters to the editor have been written for newspapers, etc. and the reaction.

Please indicate whether you have attached letters of support from Law Enforcement or other individuals or groups not previously mentioned: ☐ Yes ☒ No

G. If the proposed project has been identified as a priority in a Bicycle/Pedestrian or other Plan, or is a missing link in a pedestrian or bicycle system, please explain:

Section 3 – Background Information: Five E's

Notes: SRTS is designed to be a comprehensive program. Describe the efforts your school and community have made to address the identified problem through each E so far, and what is planned in the future for each. Each box must be filled in. For more information on the E's, see Florida's SRTS Guidelines and the SRTS Guide: <http://www.saferoutesinfo.org/guide/>

1. Engineering

1A. Past: SCHOOL HAS A BICYCLE STORAGE FACILITY SUCH AS A BIKE RACK.

1B. Future:

2. Education: If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP; see: <http://www.dcp.ufl.edu/centers/trafficSafetyEd/>) or other education program, please provide details below.

2A. Past: THE SCHOOL TEACHES A PEDESTRIAN SAFETY CURRICULUM TO STUDENTS IN GRADES K-5. DURING THE 2013-2014 ACADEMIC SCHOOL YEAR, THE SCHOOL PARTICIPATED IN THE WALKSAFE SPECIAL EDUCATION CURRICULUM PILOT TESTING AND CURRICULUM IMPLEMENTATION. THE SCHOOL CONTINUES TO TEACH THE WALKSAFE SPECIAL EDUCATION CURRICULUM TO STUDENTS. SCHOOL DISTRIBUTED PEDESTRIAN SAFETY INFORMATION TO ADULTS IN THE COMMUNITY

2B. Future:

3. Encouragement

3A. Past: SCHOOL WILL BE PARTICIPATING IN 2015 BIKE TO SCHOOL DAY EVENT. THE SCHOOL ALSO PARTICIPATES IN THE INTERNATIONAL WALK TO SCHOOL DAY EVENT.

3B. Future:

4. Enforcement

4A. Past: SCHOOL HAS ONE CROSSING GUARD.

4B. Future:

5. Evaluation

5A. Past:

5B. Future:

Section 4 – Problem Identification

This section will help us understand your school's situation. If the proposed project includes more than one school, please give the requested information for each school.

A. HAZARDOUS WALKING CONDITIONS

Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing.

☐ Yes ☐ No Include a discussion of public support for the project if busing were eliminated:

B. Are many students already walking or bicycling to this school in less than ideal conditions? ☐ Yes ☐ No

If Yes:

- Explain more about the number of students affected: Survey shows that approximately 109 (29%) students walk, 4 (1%) bike, 4 (1%) carpool and 2 (.5%) skateboard to school daily.
- Explain more about the conditions/obstacles which prevent walking or bicycling to your school: Observed a very well controlled operation for school day end. There were teachers and the Principal managing traffic and students at main pick-up facility. Bus operations were in a separate area. Observed a need for ADA access to buses. There is new school under construction on-site. The biggest obstacle is NW 22nd Ave. which has significant traffic. We observed 3 crossing guards on NW 22nd Ave at 2 main intersections but there are 2 other intersections that could use guards to increase walking and biking.

C. Are enough students living near the school to allow many to walk or bike to school if conditions were improved?

☒ Yes ☐ No

If Yes:

- Explain more about the number of students living near the school and how this relates to the anticipated success of the proposed SRTS project: 239 (64%) of the 376 students live within the attendance boundary, 218 (58%) of students are within 1/2 mile of the school indicating improvements could increase walking and biking activity.

D. Write a brief history of the neighborhood traffic issues as background for the proposed project: We spoke with the Principal in the field and she indicated that a new school is being built on-site. Access to the new school will flip over to the east side of the school. Signage will have to be changed adjacent to the school. Bus access and Pick-up drop-off is currently on adjacent roads and will be accommodated on-site once new school is built. Principal indicated that this is truly a neighborhood school which indicates a high propensity for walking.

We also noticed that students attending the North Dade Middle School are using the South Florida Water Management District Canal south of NW 55th Terrace right of way as a cut through from NW 22nd Ave to the school.

The Bunche Park and Pool is also in close proximity to both schools and would also benefit from pedestrian and bicycle improvements.

Pedestrian and bicycle conditions on NW 167th Street are in poor condition. The road serves as a distributor for SR 826 and is lined with single family homes. We observed pedestrians in the corridor with high speed traffic. There are no sidewalks and in some places there is a 5 foot shoulder but for the most part the shoulder is filled with dirt and sand and is less than 5 feet wide. There are many driveways which also adds to poor visibility and additional obstacles for pedestrians and bicyclists.

E. How do the demographics of the school population relate to the anticipated success of the proposed SRTS project?

For instance, is there a population of students near the school from a culture which traditionally walks a lot?

The school includes students PK-5, 69% are in grades 2 through 5 which have a greater propensity to walk or bike. Over 93% of the school is eligible for free or reduced lunch indicating low income and probable low auto ownership which shows high demand for walking and biking.

F. Provide the percent of free or reduced lunch program at the affected school: 93% of students were eligible for free lunch and 3% for reduced lunch during the 2014 school year.

G. STUDENT TRAVEL DATA:

1. School data: based on the Student In-Class Travel Tally:

- | | |
|---|------|
| a. Number of students currently walking to school: | 111 |
| b. Number of students currently biking to school: | 2 |
| c. Total currently walking or biking to school (add a & b) | 113 |
| d. Number of students in this school: | 383 |
| e. Percent of students in school currently walking or biking to school: (c divided by d): | 29.5 |

2. Route Data:

- a. Number of students from the affected schools living along the proposed route:
 b. Based on (mark all that apply): *Existing School Data: ☐ *Visual Observation Survey: ☒ *Estimates: ☒
 c. Number of students currently walking or biking along this route:
 d. Number of students who could walk or bike along the proposed route after improvements:

Section 5 – Specific Infrastructure Improvement(s) Requested**A. LOCATION** *Note: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools.*Request #1 St. Name: Maintaining Agency: ☐ City ☐ County ☐ State

From: To:

Project's closest point to school: ☒ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+Request #2 St. Name: Maintaining Agency: ☐ City ☐ County ☐ State

From: To:

Project's closest point to school: ☐ 0 to ½ mile; ☐ ½ to 1 mile; ☐ 1 to 1 ½ miles; ☐ 1 ½ miles+See Attachment for additional project sites: ☒

Discuss the projects' proximity (within 2 miles) to other facilities which might also benefit from the project, such as other schools or colleges, parks, playgrounds, libraries, or other pedestrian destinations:

B. 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.

Request #1:

Request #2:

See Attachment for additional project sites: ☒

Describe any other requests:

C. TRAFFIC CONTROLS Mark all that apply in regard to traffic control devices:☐ We have all necessary traffic control devices (**Proceed to E**)☐ We need pedestrian signals (features)☐ We need other school-related signals/beacons☐ We need traffic signs☐ We need other school-related signs☒ We need marked crosswalks☐ We need other roadway markings

Describe the existing and needed traffic controls:

D. TRAFFIC DATA *Notes: Posted Speed Limit is required. AADT stands for Average Annual Daily Traffic*

St 1: Posted Speed Limit:	Operating Speed:	AADT:
St 2: Posted Speed Limit:	Operating Speed:	AADT:

Section 6 – Cost Estimate

This is designed to give FDOT a reasonable estimate of the cost of project. Make this cost estimate as accurate as possible.

- FDOT Transportation Costs website gives various resources, including FDOT District contact in the Estimates Offices, who can help you with your cost estimate: <http://www.dot.state.fl.us/programmanagement/staff.shtm>

Projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM), FDOT Standard Specifications and FDOT Design Standards. Projects on local systems must meet the minimum standards and criteria in the Manual of Uniform Minimum Standards for Design, Construction and Maintenance for streets and Highways (Florida Greenbook). These documents can be found on FDOT's web site at:

www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	\$21,542.00
Maintenance of Traffic (MOT)	\$2,154.00
Mobilization	\$2,154.00
Subtotal	\$25,850.00
Contingency (Locally Funded)	\$4,308.00
Total Construction Cost	\$30,158.00
Professional Engineering Design	\$4,523.00
Construction Engineering and Inspection	\$4,524.00
GRAND TOTAL	\$41316

Section 6B– Cost Estimate Narrative

Attach a **MANDATORY** itemization of the construction costs & quantities by pay item.

NAME OF COST ESTIMATOR:

Section 7 - Submission Checklist

Notes: These will be counted toward total application score.

REQUIRED:

- A. ☒ Color project map showing school location
- B. ☒ Map showing existing conditions
- C. ☒ Map showing proposed improvements
- D. ☒ Map showing where students attending school live
- E. ☐ Proof of Right of Way
- F. ☐ Parent Survey Results
- G. ☒ Student Tally Results
- H. ☐ Letters of support
- I. ☒ Copy of public notice, sign in sheet and minutes of public meetings
- J. ☒ Documentation if Hazardous Walking Condition

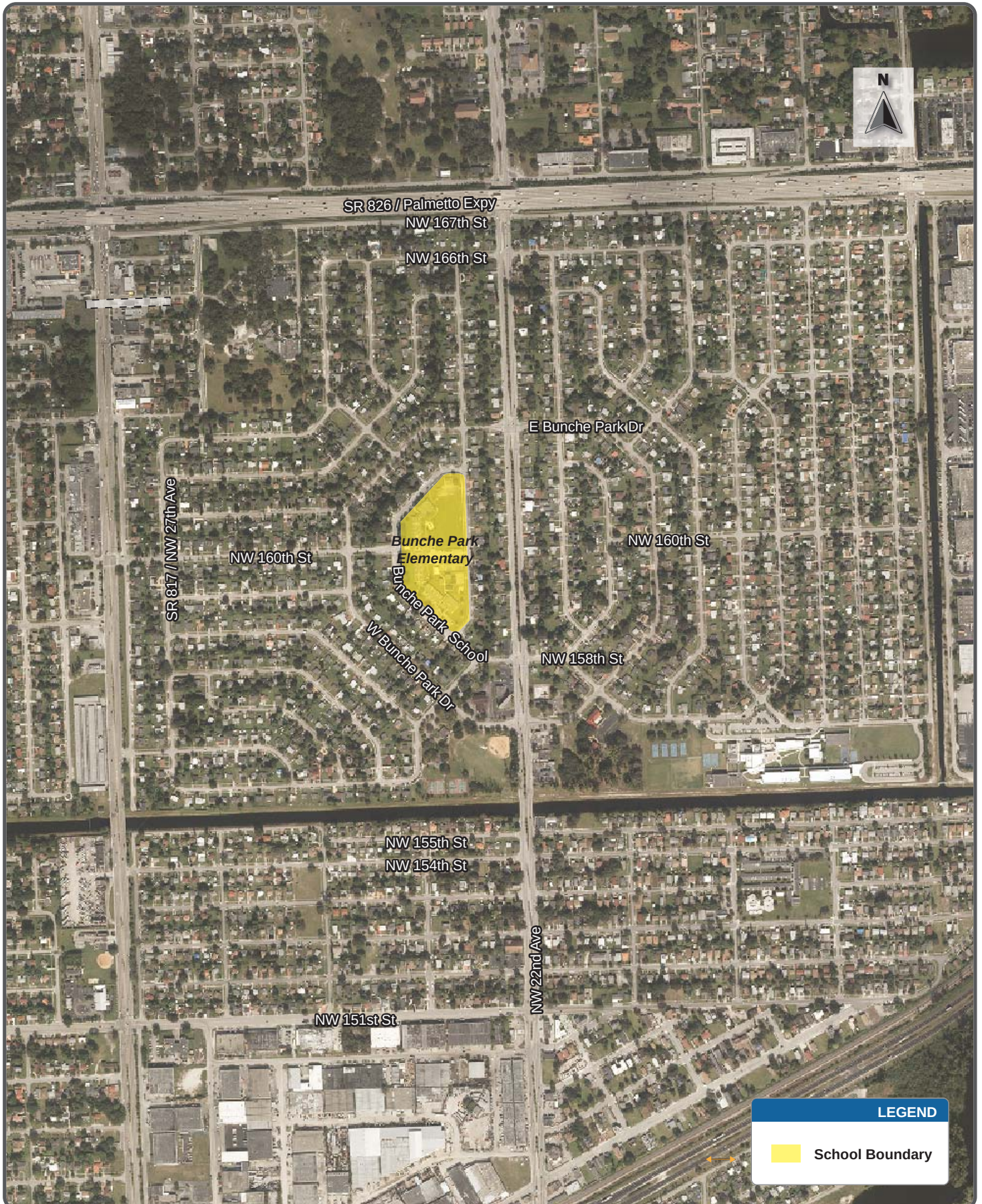
ADDITIONAL:

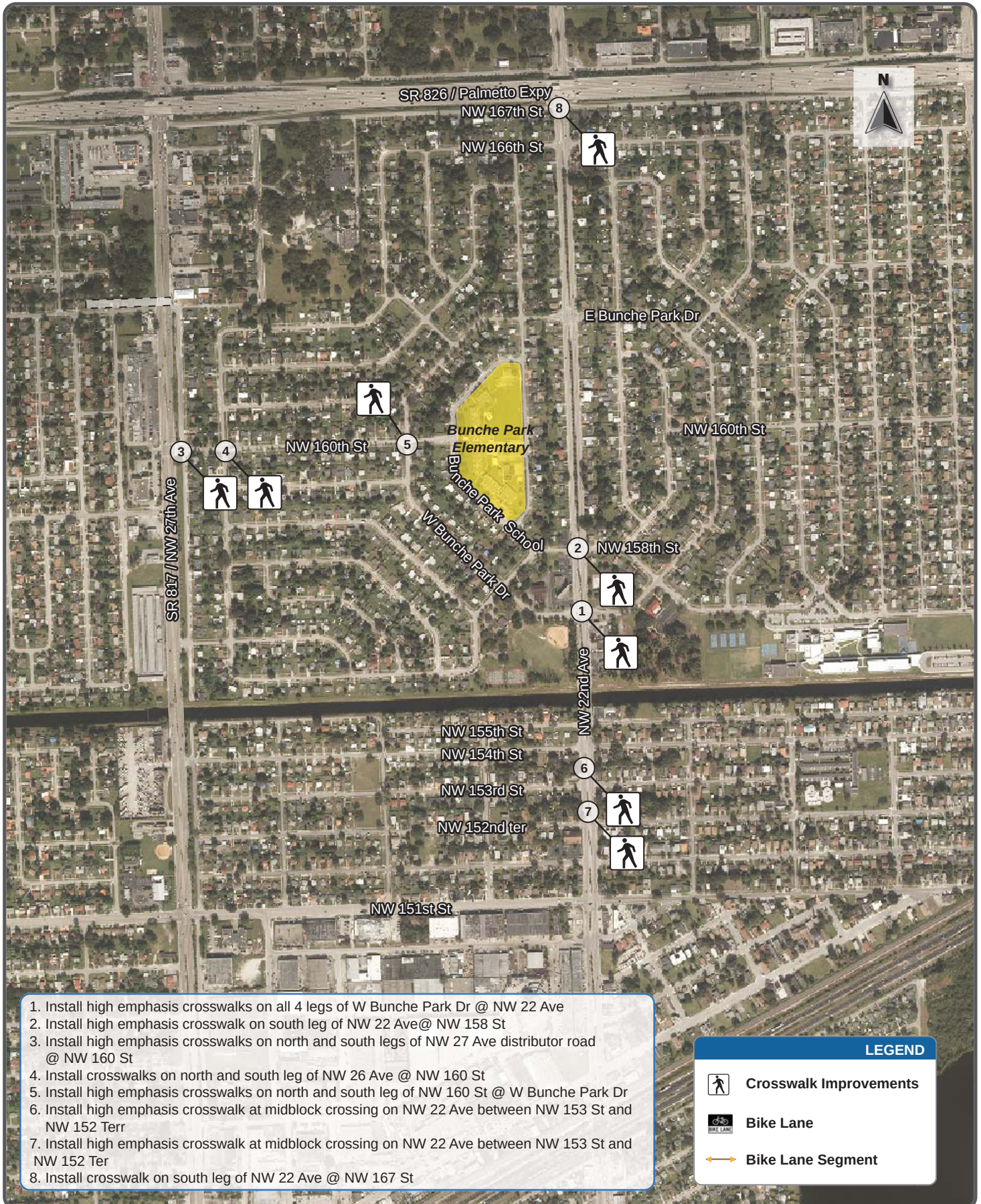
- K. ☐ Traffic/Engineering report evaluating the problem
- L. ☒ Crash Data
- M. ☒ Color Digital photos showing existing conditions

LOCATION: Bunche Park Elementary DESCRIPTION: Safety Improvements		CONCEPTUAL COST ESTIMATE
--	--	---------------------------------

DESCRIPTION:	Safety Improvements
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PAY ITEM NO.	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT
				Structure/Drainage Structure Subtotal	\$ -
				Roadway Subtotal	\$ -
0950 0711 12125	THERMOPLASTIC, REFURBISHMENT, WHITE, SOLID, 24"	LF	\$ 3.75	300	\$ 1,125.00
0630 0700 20 60	SINGLE POST SIGN, REMOVE	AS	\$ 50.00	8	\$ 400.00
0610 0700 20 12	SINGLE POST SIGN, F&I, 12-20 SF	AS	\$ 1,250.00	8	\$ 10,000.00
1090 0711 16211	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	NM	\$ 6,250.00	0.2	\$ 1,250.00
0870 0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24"	LF	\$ 3.75	1,100	\$ 4,125.00
0860 0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12"	LF	\$ 1.87	1,560	\$ 2,917.20
0940 0711 12123	THERMOPLASTIC, REFURBISHMENT, WHITE, SOLID, 12"	LF	\$ 1.50	1,000	\$ 1,500.00
0850 0706 3	RETRO-REFLECTIVE PAVEMENT MARKERS	EA	\$ 3.75	60	\$ 225.00
				Signing & Pavement Markings Subtotal	\$ 21,542.00
				Signal and Other Subtotal	\$ -
				SUBTOTAL	\$ 21,542.00
	General Mobilization			10%	\$ 2,154.00
	Maintenance of Traffic (MOT)			10%	\$ 2,154.00
	Misc. & Contingency (Not including major utility)			20%	\$ 4,308.00
				CONSTRUCTION COST	\$ 30,158.00
	Right of Way				\$ -
	Administration			7%	\$ 2,111.00
	Design (PE)			15%	\$ 4,523.00
	CEI			15%	\$ 4,524.00
				TOTAL PROJECT COST	\$ 41,316.00





1. Install high emphasis crosswalks on all 4 legs of W Bunche Park Dr @ NW 22 Ave
2. Install high emphasis crosswalk on south leg of NW 22 Ave @ NW 158 St
3. Install high emphasis crosswalks on north and south legs of NW 27 Ave distributor road @ NW 160 St
4. Install crosswalks on north and south leg of NW 26 Ave @ NW 160 St
5. Install high emphasis crosswalks on north and south leg of NW 160 St @ W Bunche Park Dr
6. Install high emphasis crosswalk at midblock crossing on NW 22 Ave between NW 153 St and NW 152 Terr
7. Install high emphasis crosswalk at midblock crossing on NW 22 Ave between NW 153 St and NW 152 Ter
8. Install crosswalk on south leg of NW 22 Ave @ NW 167 St

