

OVERVIEW

Safe Routes to School is a growing movement that has taken hold in communities throughout the United States. The concept is to increase the number of children who walk or bicycle to school by funding projects that remove the barriers currently preventing them from doing so. The overall goal is to improve children's safety, health, and physical activity by increasing the number of children that choose to safely walk or bike to school. The SRTS program provides funding for infrastructure improvements, enforcement, safety education, and incentives to travel to school and back on foot or by bike.

This program provides health benefits through:

1. Increased physical activity
2. Improved Safety
3. Reduction of vehicle crashes, and
4. Reduction of fuel consumption and air pollution within the area, which benefits children and those with respiratory conditions.

The Miami-Dade County SRTS program is a collaborative initiative aimed at enhancing pedestrian and cyclist safety for students traveling to and from school. Miami-Dade SRTS is administered by FDOT District Six in partnership with several agencies, including the Miami-Dade TPO, Miami-Dade County Public Schools (MDCPS), Miami-Dade DTPW, and the University of Miami (UM) BikeSafe/WalkSafe program. However, the Miami-Dade TPO oversees the Miami-Dade SRTS Infrastructure Plans Program, which focuses on the following:

- **Infrastructure Enhancements:** The program supports the development of safer routes by installing or upgrading sidewalks, crosswalks, traffic signals, and signage around schools.
- **Educational Initiatives:** Since 2001, MDCPS has implemented pedestrian safety education through the UM's WalkSafe/BikeSafe program, which has contributed to a reduction in pedestrian-related incidents involving children ages 0 to 14.
- **Community Engagement:** The Miami-Dade TPO actively involves the community through public meetings and virtual sessions to gather input and discuss safety improvements. For example, a virtual public meeting was held on May 20, 2025, to discuss the FY 2025 Safe Routes to School projects

The SRTS program promotes education and community engagement campaigns involving students, parents, and local communities. It suggests municipal and district policies to support safe walking and biking. In addition, successful SRTS programs adopt a comprehensive approach known as the "Five E's," which include Engineering, Education, Encouragement, Enforcement, and Evaluation. **Figure 2** shows further details:

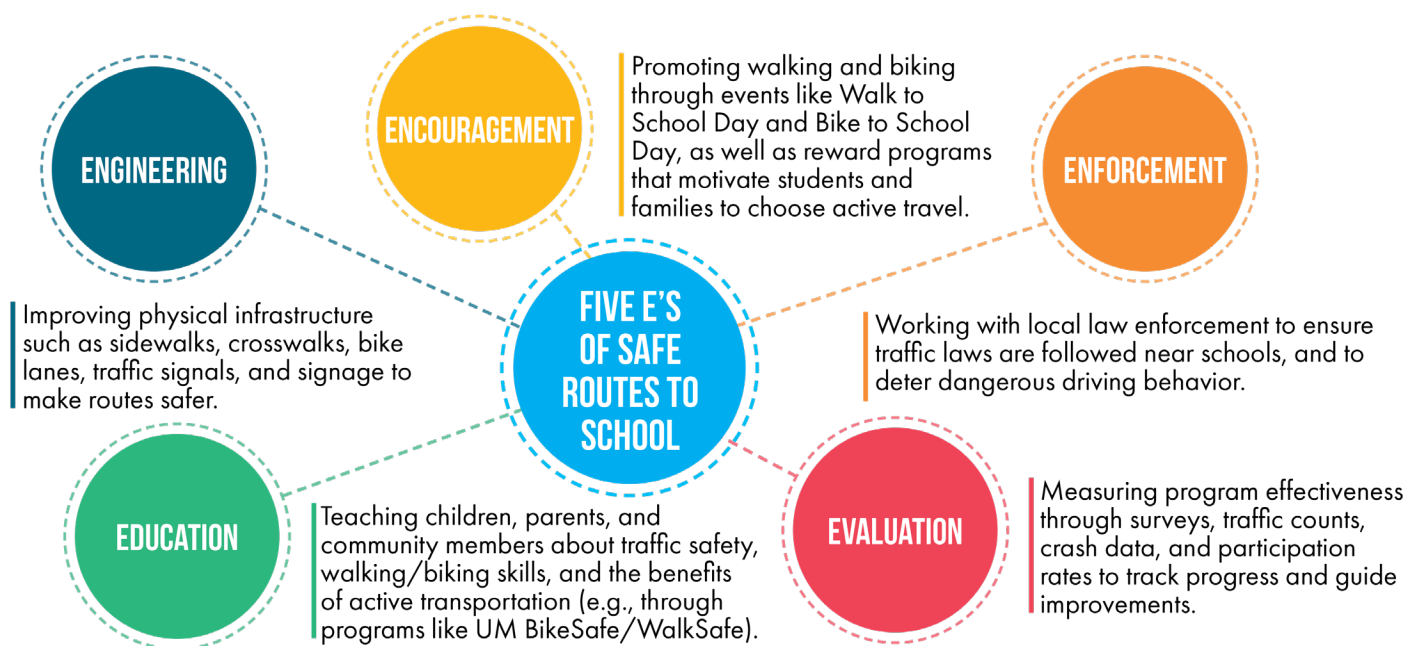


Figure 2: The Five E's of Safe Routes for School

In Miami-Dade, this comprehensive "Five E's" approach helps integrate community input, data, and local needs into building safer and more effective routes for students. For instance, the Community Traffic Safety Team (CTST) collaborates in these areas to ensure a holistic implementation of SRTS at the state level. The CTST consists of representatives from MDCPS, the Miami-Dade TPO, Miami-Dade DTPW, FDOT District Six, law enforcement, UM's BikeSafe/WalkSafe programs, and other stakeholders involved in student transportation and safety.

SCHOOL PRIORTIZATION AND SELECTION

The prioritization and selection of schools for participation in the SRTS Program is a data-informed process designed to maximize the safety and impact of transportation improvements. The methodology aligns with local and state goals, incorporating best practices from national SRTS frameworks and tailored strategies specific to Miami-Dade County.

Schools are evaluated based on various prioritization factors that balance safety needs, and project feasibility. These factors have changed over time. The present prioritization factors include:

- **Crash and Injury Data:** Schools located in areas with a history of pedestrian and bicycle-related incidents involving school-aged children are prioritized to reduce risk and prevent future injuries.
- **Traffic Characteristics:** High-traffic corridors, speeding concerns, and inadequate traffic control devices (e.g., crosswalks, signals) near school zones are key indicators for prioritization.
- **Proximity and Walkability:** Schools with a high percentage of students living within a half-mile radius—especially where infrastructure gaps exist—are considered high-impact candidates for pedestrian and bicycle improvements. The percentage of students currently walking to school was a key evaluation criterion, helping to ensure that resources are directed to locations where improvements can have the greatest impact.
- **Existing Infrastructure Deficiencies:** Schools with missing or deficient sidewalks, insufficient lighting, or unsafe crossing points are scored higher in need for intervention.

Figure 3 below illustrates the current prioritization factors used for the decision-making process, offering a brief description of each element guiding school evaluation.

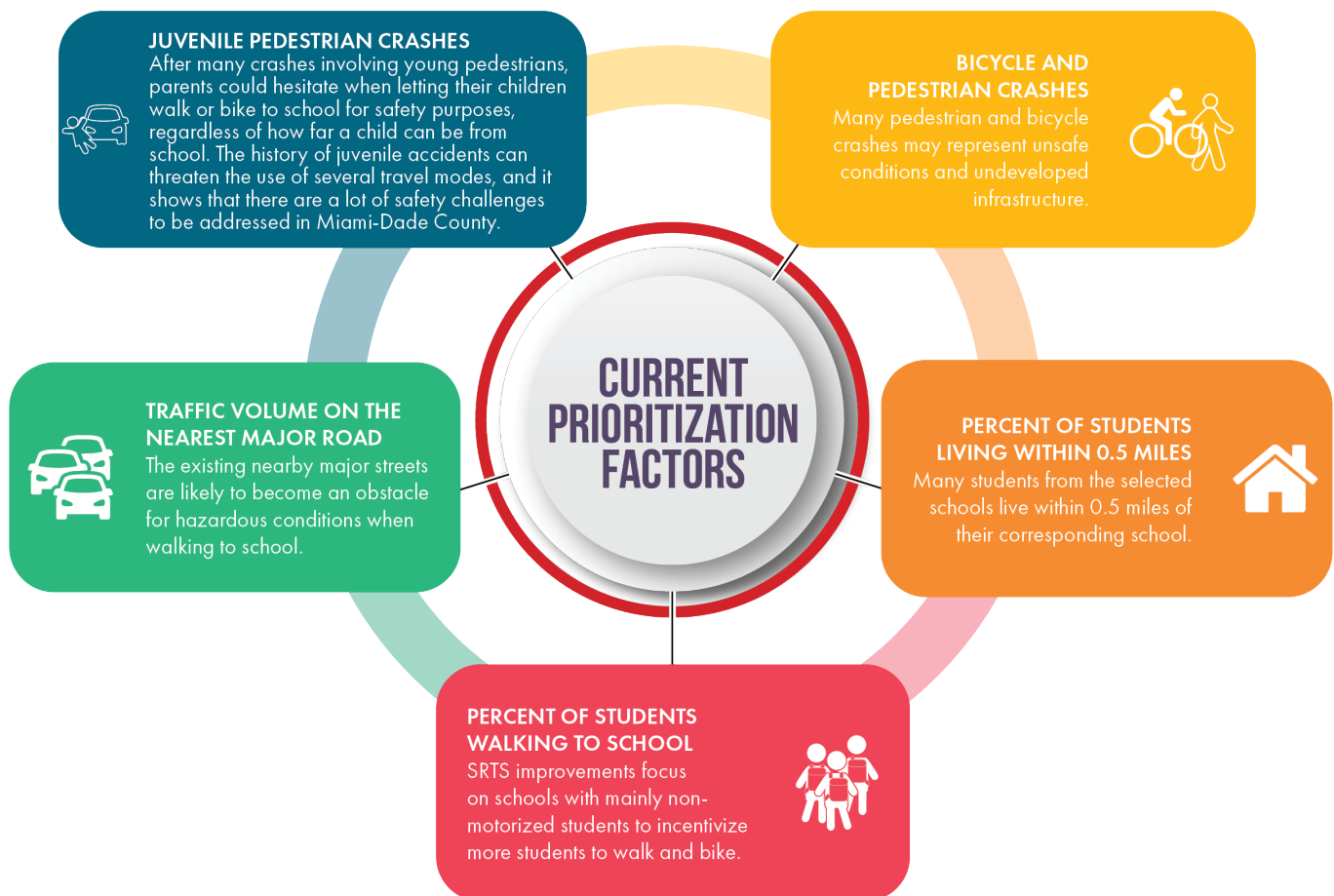


Figure 3: FY 2025 SRTS Priortization Factors

The Miami-Dade TPO and its partners use a suite of planning tools to guide school selection, including:

- **Walk Audits:** On-the-ground assessments that document travel safety concerns. Field visits were conducted and reviews of aerials at the selected schools and the surrounding roadway network were performed including identified safe routes. These visits and reviews aimed to assess the existing pedestrian and bicyclist infrastructure.
- **Student Travel Data Collection:** Information from the parents of students attending the school was obtained via Parent Surveys regarding children's trip to and from school. The surveys collected data about parents' perceptions regarding whether walking and bicycling to school is appropriate and safe for their children.
- **SRTS School Scoring Matrix:** A structured framework that ranks schools based on weighted criteria, including safety, and feasibility.

The Miami-Dade TPO has established a school ranking matrix previously used to assess Miami-Dade County’s elementary, K-8, middle, and high schools to prioritize and select schools for SRTS improvements. This quantitative matrix is based on the methodology developed by the National Center for SRTS, and lessons learned from previous SRTS implementation cycles in Miami-Dade County. The ranking methodology considers factors such as the percentage of students living within 1/2 miles of the school, bicycle and pedestrian crash data, the percentage of students walking to school, and traffic volume on nearby major roads. The initial list of schools for the FY 2025 period was reviewed and narrowed down to seven (7) schools during the Prioritization Meeting on October 25, 2024. Once schools were scored, a shortlist was reviewed by the Project Working Group that included representatives from the Miami-Dade TPO, DTPW, MDCPS, and UM WalkSafe/BikeSafe. The list of potential SRTS candidates was narrowed down to two (2) schools during the first Project Working Group Meeting on November 4, 2024. The two schools selected for analysis and 2025 SRTS infrastructure recommendations are Charles R. Hadley Elementary School and Seminole Elementary School.

FLORIDA SAFE ROUTES TO SCHOOL INFRASTRUCTURE

APPLICATION CYCLE FOR FY 2025

✓ **CHARLES R. HADLEY ELEMENTARY SCHOOL**
✓ **SEMINOLE ELEMENTARY SCHOOL**

REVIEW AND ANALYSIS OF EXISTING CONDITIONS

Both schools are located in a mixed-use urban neighborhood with significant pedestrian and vehicle activity, especially during school arrival and dismissal times. There have been pedestrian and bicycle crashes within half a mile of the schools, many of which involved injuries. Several infrastructure issues contribute to safety concerns in the area, including:

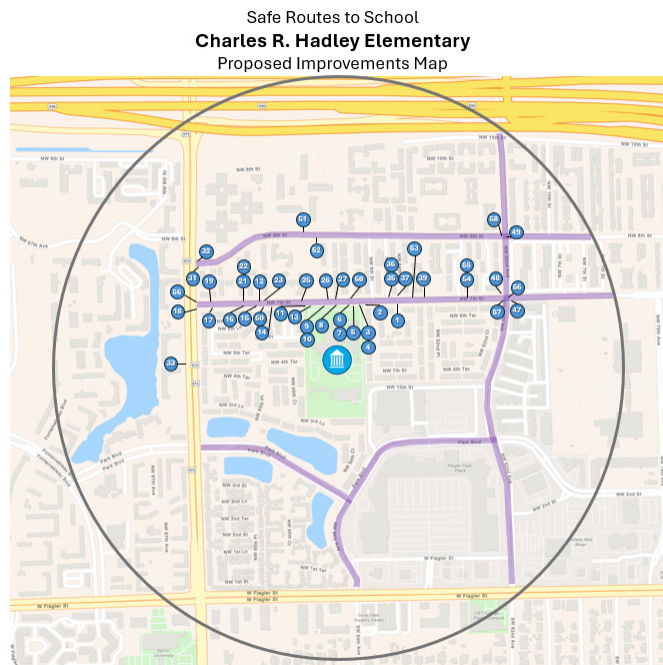
- Faded or missing crosswalk markings
- Lack of high-visibility crosswalks in critical locations
- Insufficient signage and inconsistent pedestrian infrastructure
- Intersections without pedestrian signals or outdated pushbuttons
- Sidewalk conditions that include gaps, narrow widths, and areas needing reconstruction
- Poorly defined travel lanes and faded striping on adjacent roadways
- Unmarked or poorly marked pedestrian crossings

EXISTING CONDITIONS



INFRASTRUCTURE IMPROVEMENTS & OPINIONS OF PROBABLE COSTS

Based on the collected data, field observations, and input from the community, recommendations for infrastructure improvements were developed for both schools. As part of the SRTS application development process, a comprehensive set of maps were developed to support planning and decision-making for both schools. These visual tools provide spatial context, highlight safety issues, and illustrate proposed improvements within the designated school zones.



CHARLES R. HADLEY RECOMMENDATIONS

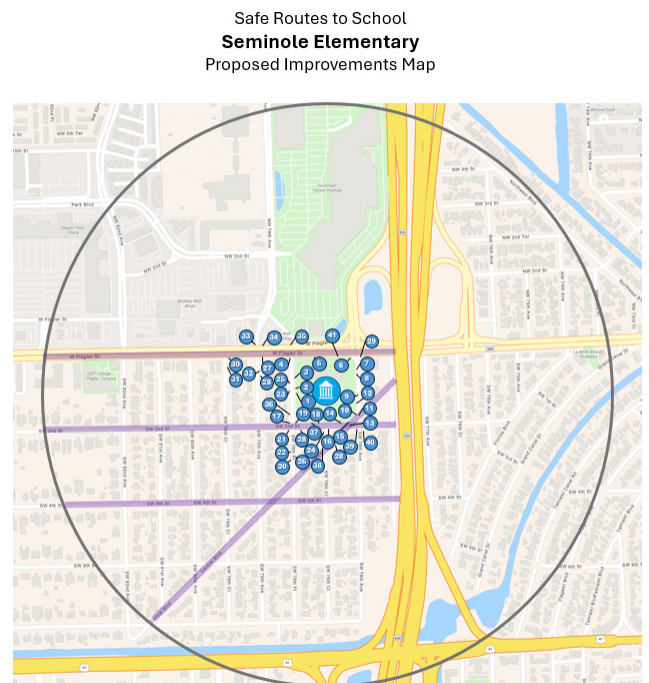
To improve pedestrian and bicycle safety around **Charles R. Hadley Elementary School**, the following recommendations are proposed:

1. Sidewalk and ramp improvements
2. Crosswalk and pavement markings
3. Signage upgrades
4. Pedestrian signal enhancements
5. Drainage and vegetation maintenance
6. Private property coordination
7. New installations

SEMINOLE ELEMENTARY RECOMMENDATIONS

To improve pedestrian and bicycle safety around Seminole Elementary School, the following recommendations are proposed:

1. Crosswalk and pavement markings
2. Pedestrian signal and pushbutton upgrades
3. Sidewalk and curb ramp reconstruction
4. Landscape and signage improvements
5. Lighting enhancements
6. Drainage and surface repair
7. Driver behavior and speed enforcement
8. Midblock crossing with pedestrian refuge island
9. Sidewalk connectivity
10. Additional roadway and intersection improvements
11. School zone signage enhancements
12. Midblock crosswalk relocation and pedestrian refuge



COST ESTIMATES

These recommendations followed FDOT's guidelines for eligible SRTS infrastructure improvements. The approximate estimated costs for each infrastructure recommendation, including materials, labor, mobilization, maintenance of traffic, design, construction, and construction engineering and inspection (CEI) were included. A summary of the approximate estimated costs is provided on the **Table 1** below:

SCHOOL	PROBABLE COSTS
Charles R. Hadley Elementary School	\$ 3,886,843
Seminole Elementary School	\$ 1,948,150

Table 1: Opinion of Probable Costs

PUBLIC OUTREACH AND STAKEHOLDER ENGAGEMENT

As part of the SRTS planning process, extensive public outreach and stakeholder coordination activities were conducted to guide project development and ensure community input. These efforts included Project Working Group meetings, interagency presentations, and a public meeting to share findings and gather feedback.

Project Working Group Meetings

- PWG Meeting No. 1 – November 1, 2024
- PWG Meeting No. 2 – January 13, 2025

Interagency Presentations

- BPAC (Bicycle/Pedestrian Advisory Committee)
 - Meeting No. 1 – December 3, 2024
 - Meeting No. 2 – May 13, 2025
- CTST (Community Traffic Safety Team)
 - Meeting No. 1 – November 14, 2024
 - Meeting No. 2 – May 8, 2025
- CTAC (Citizens' Transportation Advisory Committee) – May 14, 2025
- TARC (Transportation Aesthetics Review Committee) – May 21, 2025

PUBLIC MEETING

A virtual Public Meeting was held on May 20, 2025, to present proposed SRTS improvements, gather public feedback, and respond to community questions. Meeting materials included school-specific maps, recommendations, and survey tools to capture stakeholder input.

These outreach efforts ensured the SRTS plan was developed with transparency, collaboration, and broad community support.



TITLE VI & ADA: The Miami-Dade Transportation Planning Organization (TPO) complies with the provisions of Title VI of the Civil Rights Act of 1964, which states: No person in the United States shall, on grounds of race, color, or national origin, sex, age, disability, family, or religious status be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. It is also the policy of Miami-Dade TPO to comply with all requirements of the Americans with Disabilities Act (ADA).