

OVERVIEW

The Safe Routes to School (SRTS) program is a national initiative aimed at promoting walking and bicycling to school through infrastructure enhancements, safety education, enforcement, and community engagement. It seeks to improve conditions for students who walk or bike to school, especially in areas where the existing environment may pose safety risks. By addressing barriers such as inadequate sidewalks, unsafe crossings, and lack of signage, the program supports healthier, more active lifestyles for children while enhancing safety near schools.

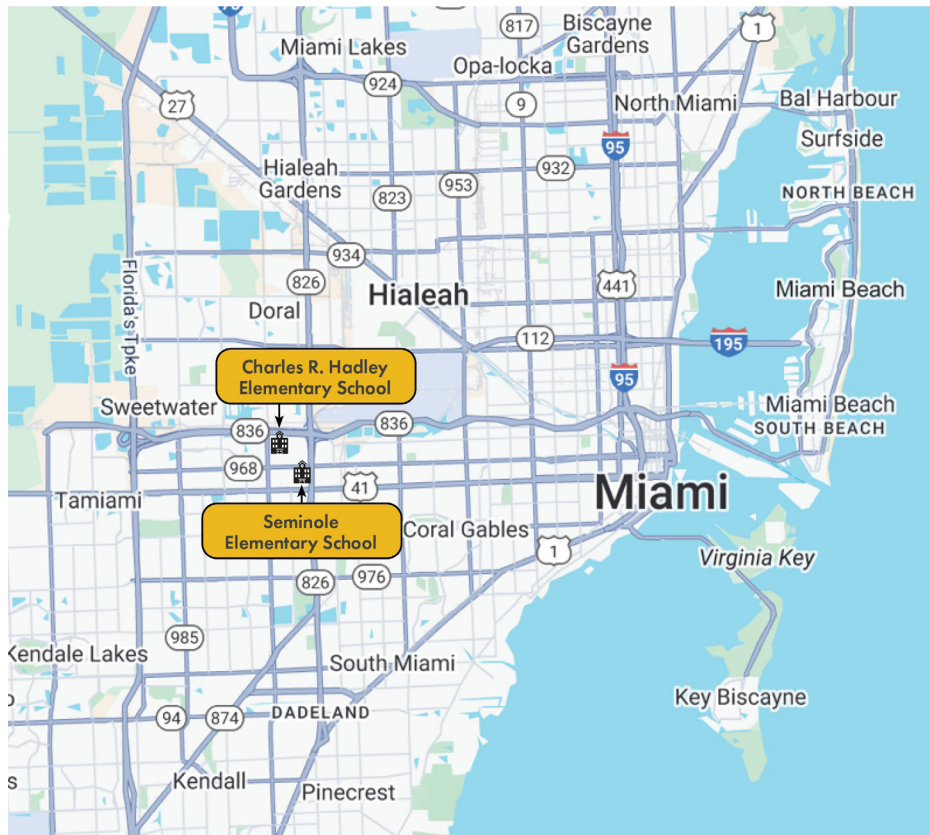
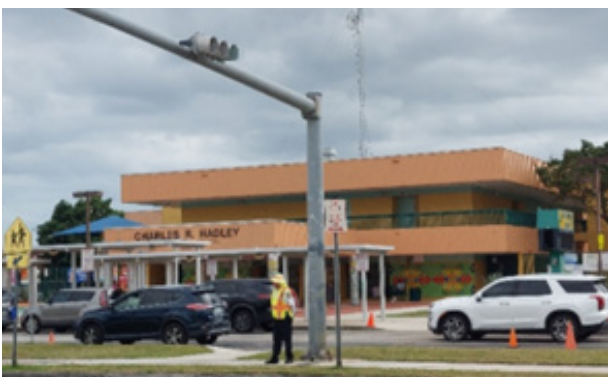


Figure 1: SRTS FY 2025 Selected School Map for School Locations

The SRTS program is a federally funded program aimed at making walking and biking to and from school safe, practical, and enjoyable. The Miami-Dade Transportation Planning Organization (TPO) annually prepares SRTS infrastructure funding application reports. For the FY 2025 cycle two (2) schools were selected to move forward as the best candidates for the SRTS Improvements. These schools are Charles R. Hadley Elementary School and Seminole Elementary School as seen in **Figure 1**.



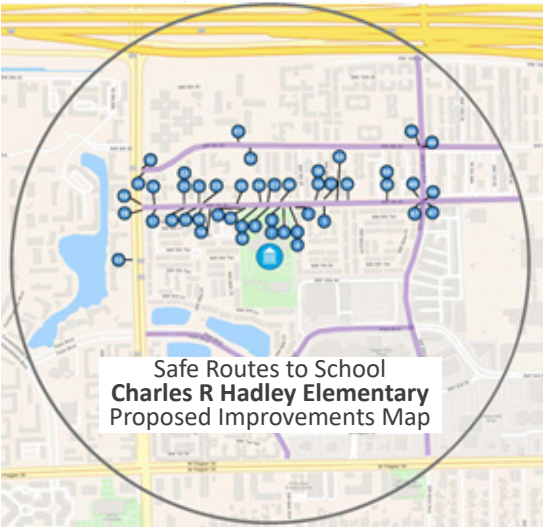
Charles R. Hadley Elementary School



Seminole Elementary School

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.



CHARLES R. HADLEY RECOMMENDATIONS

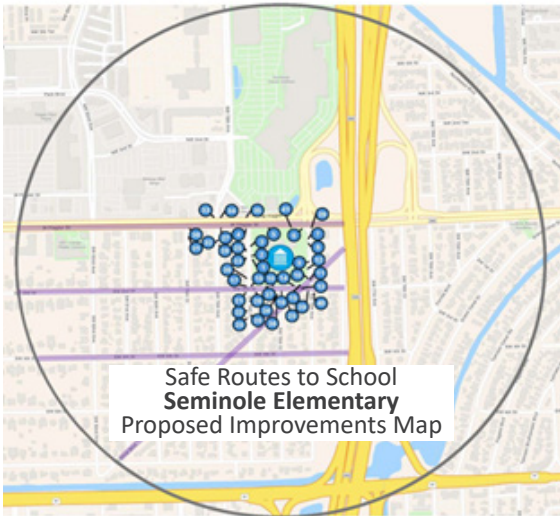
To improve pedestrian and bicycle safety around *Charles R. Hadley Elementary School*, the following recommendations are proposed:

- 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, as well as construction engineering, and inspection (CEI) were included. A summary of the approximate estimated costs is provided on Table 1 below.

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

PUBLIC INVOLVEMENT

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.

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).*