

# Safe Routes to School

2014 Infrastructure Plans



MIAMI-DADE  
METROPOLITAN  
PLANNING  
ORGANIZATION



WORK ORDER #V-25

## **EXECUTIVE SUMMARY**



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## Introduction

The primary objective of the Safe Routes to School (SRTS) program is to encourage children, especially in grades K-8, to walk and bike to school by making walking and biking safer and more appealing. The SRTS programs also address the safety needs of children who are already walking or biking in less than ideal conditions. Additional benefits of the SRTS programs include reducing traffic congestion near schools, reducing childhood obesity and inactivity, and providing opportunities for healthy lifestyles within the communities in general.

There are approximately 220 public elementary schools in Miami-Dade County. Every year, Miami-Dade County Public Schools (MDCPS) develops SRTS plans and seeks funding for over 10 schools. Since the inception of the County's SRTS program in the early 2000s, MDCPS, in coordination with the Miami-Dade County Public Works and Waste Management Department (PWWMD) and the Miami-Dade MPO has developed SRTS infrastructure improvement plans for over 85 elementary and K-8 schools. These 85 plans are at various stages of implementation (see *Figure ES1*).

The Miami-Dade County Metropolitan Planning Organization (MPO) initiated the *Safe Routes to School 2014 Infrastructure Plans* study with the following objectives:

- Continue the Miami-Dade County's SRTS program by developing SRTS infrastructure improvement plans for another 12 priority schools
- Prepare the Florida Department of Transportation's (FDOT) Infrastructure Funding Application for the 12 priority schools

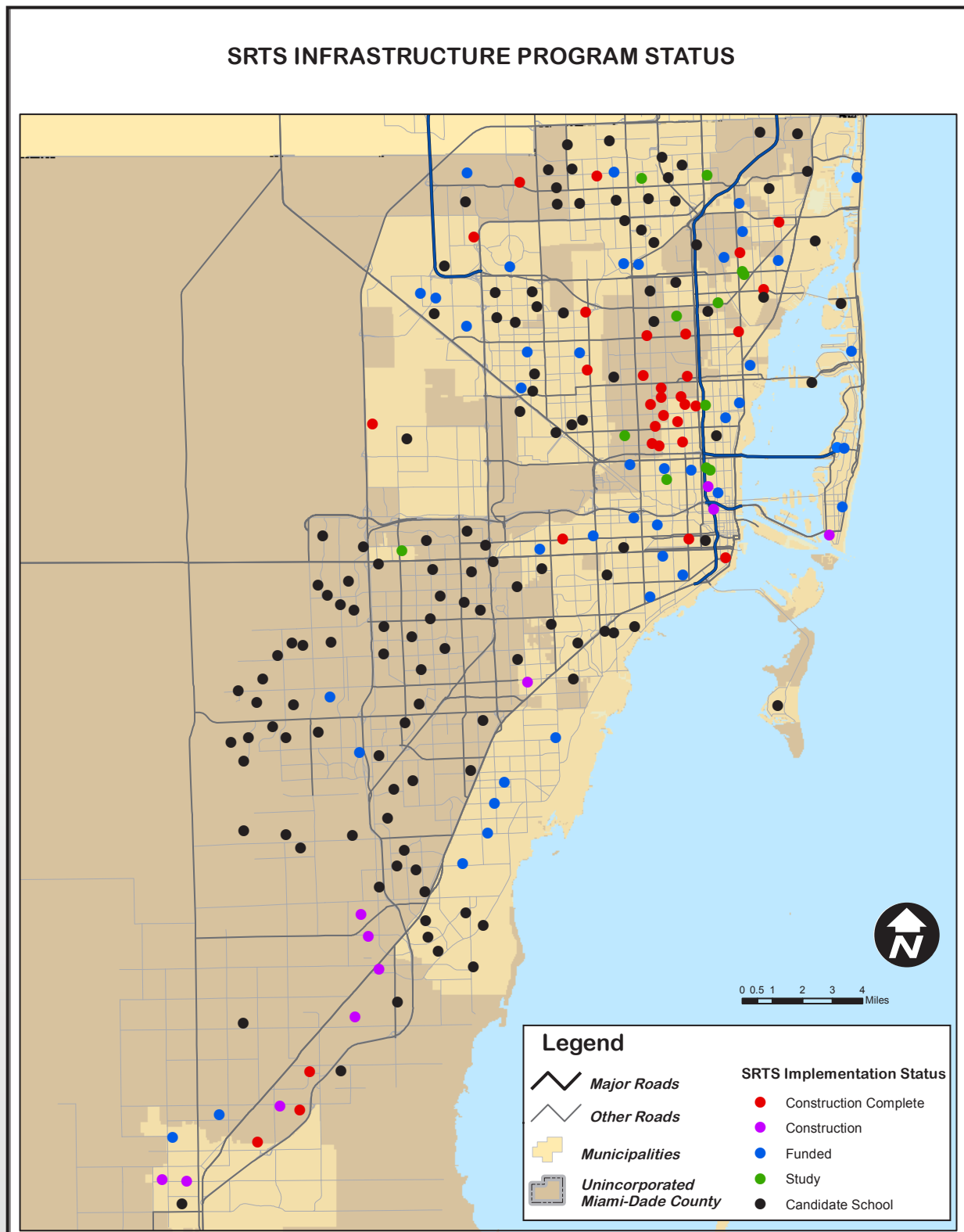
## Priority Schools

*Table ES1* lists the schools selected for SRTS improvements. These schools were selected based on a county-wide priority list of eligible K-8 public schools. The priority list was first developed in 2011/12, and subsequently updated as part of the 2013 SRTS plan development. The purpose of the priority list is to identify the schools with the greatest need based on several factors including the number of bicycle-pedestrian crashes, the number of juvenile bicycle-pedestrian crashes, the percent of students already walking to school, and the vehicle counts in the immediate area. MDCPS' Community Traffic Safety Team (CTST) assisted in the review and selection of the 12 priority schools for the 2014 SRTS plan development.

### Disclaimer

*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.*

Figure ES1: SRTS Project Implementation Status





**Table ES1: Selected Schools for SRTS Improvements**

School	Address	Municipality
Arch Creek Elementary (including North Miami Middle School)	702 NE 137 Street	North Miami
Comstock Elementary	2420 NW 18 Avenue	Miami
Crestview Elementary	2201 NW 187 Street	Miami Gardens
Edison Park K-8 Center	500 NW 67 Street	Miami
Eneida Massas Hartner Elementary (including Jose De Diego Middle School)	401 NW 29 Street	Miami
Gratigny Elementary	11905 N Miami Avenue	Miami
Hibiscus Elementary	18701 NW 1 Avenue	Miami Gardens
Lakeview Elementary	1290 NW 115 Street	Miami
Lorah Park Elementary	5160 NW 31 Avenue	Miami
Sweetwater Elementary	10655 SW 4 Street	Sweetwater

The following two photographs illustrate examples of infrastructure deficiencies identified along the proposed safe routes.



**A crossing requiring pavement markings and ADA improvements near Lorah Park Elementary**



**On-street parking too close to the crosswalk and dated signs near Eneida Massas Hartner Elementary**



## SRTS Recommendations

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**T**he SRTS funding guidelines allow improvements within two miles of a school. However, improvements closer to a school generally have a greater benefit than improvements further away. Therefore, the primary focus area for SRTS improvements is the street network within 0.5 miles of a school. Where necessary, the study area was extended beyond 0.5 miles.

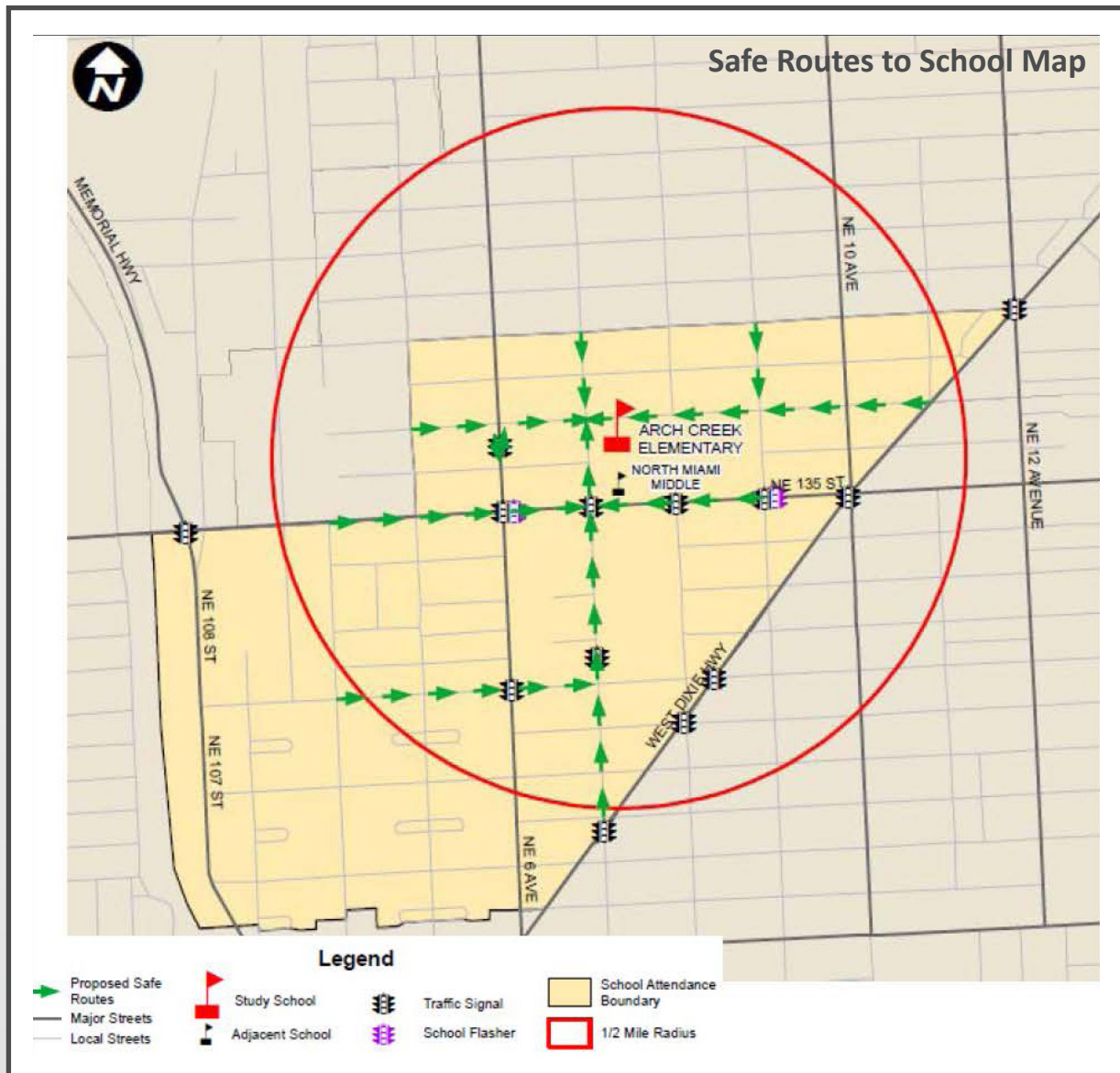
The SRTS improvements were developed based on the guidelines developed by the Miami-Dade MPO, FDOT, and National Center for SRTS. The pedestrian and bicycle crash data, roadway and traffic characteristics, traffic control devices, and land uses were also considered to identify potential safe routes. Factors considered when identifying safe routes included:

- Route directness
- Potential student population served
- Input provided by school staff
- Crash history
- Traffic volume and speed limit on near-by streets
- Existing traffic control devices
- Surrounding and potential risk elements
- Right-of-way availability
- Implementation feasibility and cost

Common SRTS recommendations include sidewalks, crosswalks, school crossing signs, and pedestrian signal features at signalized crossings. Since SRTS is a federal grant program, recommendations were made for new or upgraded Americans with Disabilities Act (ADA) facilities for pedestrians within proposed safe routes. Existing signs and pavement markings that do not meet the current Manual on Uniform Traffic Control Devices (MUTCD) standards are recommended for replacement. Maintenance issues, such as overgrown landscaping that reduces visibility of signs and signals, and damaged signs were also identified for notification to the appropriate agencies. Miami-Dade County's PWWMD staff reviewed cost estimates, since the County is typically responsible for implementation of SRTS improvements.

*For illustrative purposes a SRTS map and summary of recommendations for Arch Creek Elementary School are included on page ES-5.*

<i>School</i>	<b>Arch Creek Elementary (including North Miami Middle School)</b>
<i>Address</i>	702 NE 137 Street, North Miami
<i>Enrollment</i>	540
<i>Estimated students living within 0.5 miles</i>	183
<i>Estimated percent of students walking/biking</i>	35%
<i>Recommendations</i>	Sidewalks, crosswalks, signage, bike racks, and ADA improvements
<i>Cost</i>	\$272,600



## SRTS GRANT APPLICATIONS

The SRTS program under MAP-21 is eligible for Transportation Alternative Program (TAP) funding. TAP funds are administered by the FDOT at a district level. The application guidelines for SRTS projects under MAP 21 are identical to the FDOT guidelines established when projects were funded through a dedicated funding source under SAFETEA-LU.

Ten grant applications were submitted to the FDOT District Six requesting funding for the proposed SRTS infrastructure improvements. The total funding request of the 10 applications is approximately \$2.1 million. A summary of the funding request is provided in Table ES2. Miami-Dade County is the implementation agency for these SRTS projects.

Table ES2: Summary of SRTS Grant Request	
School	Funding Request
Arch Creek Elementary (including North Miami Middle School)	\$244,400.00
Comstock Elementary	\$192,200.00
Crestview Elementary	\$153,600.00
Edison Park K-8 Center	\$225,200.00
Eneida Massas Hartner Elementary (including Jose De Diego Middle School)	\$192,700.00
Gratigny Elementary	\$343,800.00
Hibiscus Elementary	\$93,800.00
Lakeview Elementary	\$230,600.00
Lorah Park Elementary	\$199,100.00
Sweetwater Elementary	\$206,500.00
Total	\$2,081,900.00

Rounded to the nearest \$1,000.





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