

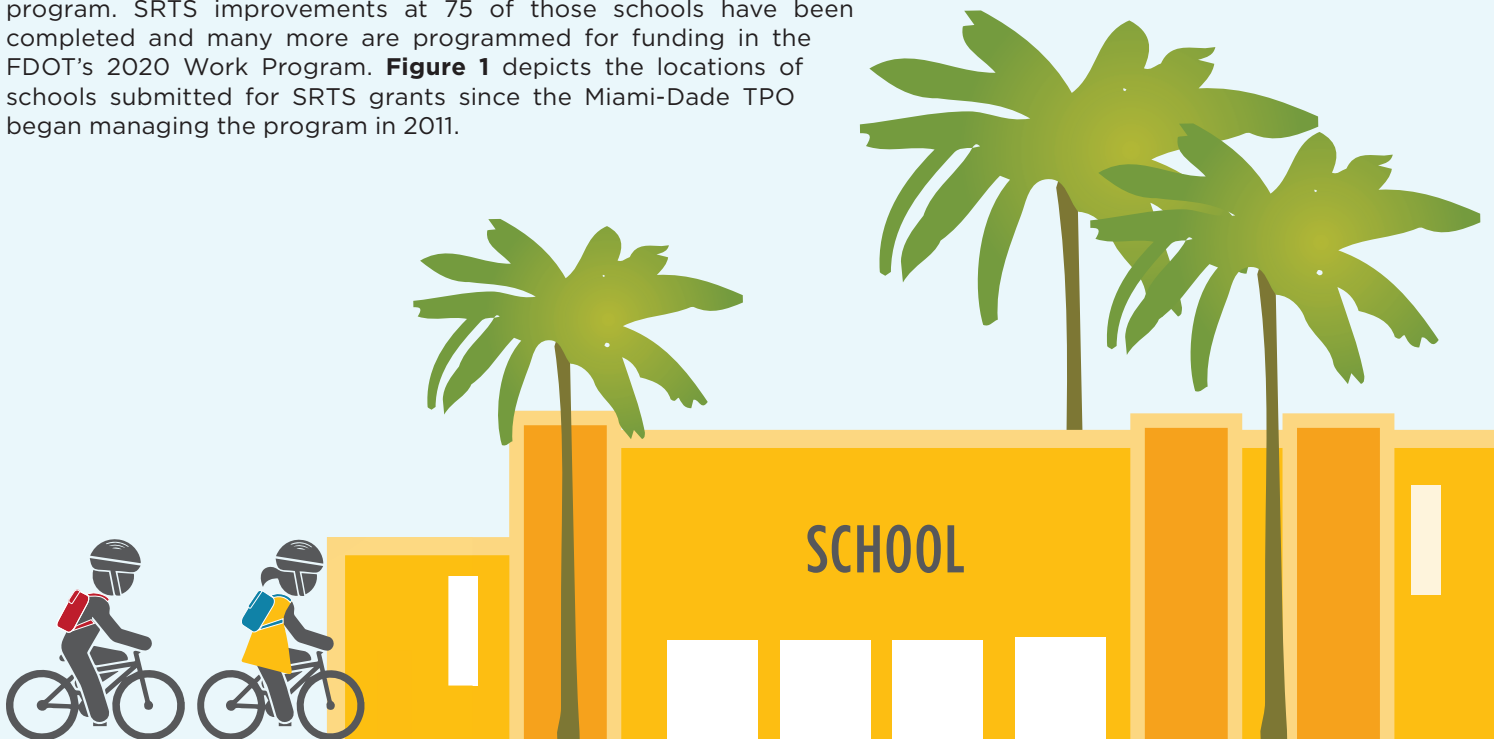
2020

Safe Routes to School **EXECUTIVE SUMMARY**

Introduction

Safe Routes to School (SRTS) is a federally funded program that seeks to make walking and biking to and from schools a safe, practical, and enjoyable mode of transportation. The overall goal of the program is to improve the safety, health, and physical activity of children by increasing the number of children who elect to safely walk or bike to school. The SRTS program is implemented through funding grants for targeted infrastructure improvements as well as educating students and parents through outreach programs. The Miami-Dade Transportation Planning Organization (TPO) has managed the Miami-Dade SRTS Infrastructure Plans Program since 2011, in conjunction with partnering agencies that include the Florida Department of Transportation (FDOT) District 6, Miami-Dade County Public Schools (MDCPS), and Miami-Dade Department of Transportation and Public Works (DTPW).

Since Miami-Dade County's participation in the program in 2005, 141 of the County's 392 schools have been granted funds to implement infrastructure improvements under the SRTS program. SRTS improvements at 75 of those schools have been completed and many more are programmed for funding in the FDOT's 2020 Work Program. **Figure 1** depicts the locations of schools submitted for SRTS grants since the Miami-Dade TPO began managing the program in 2011.



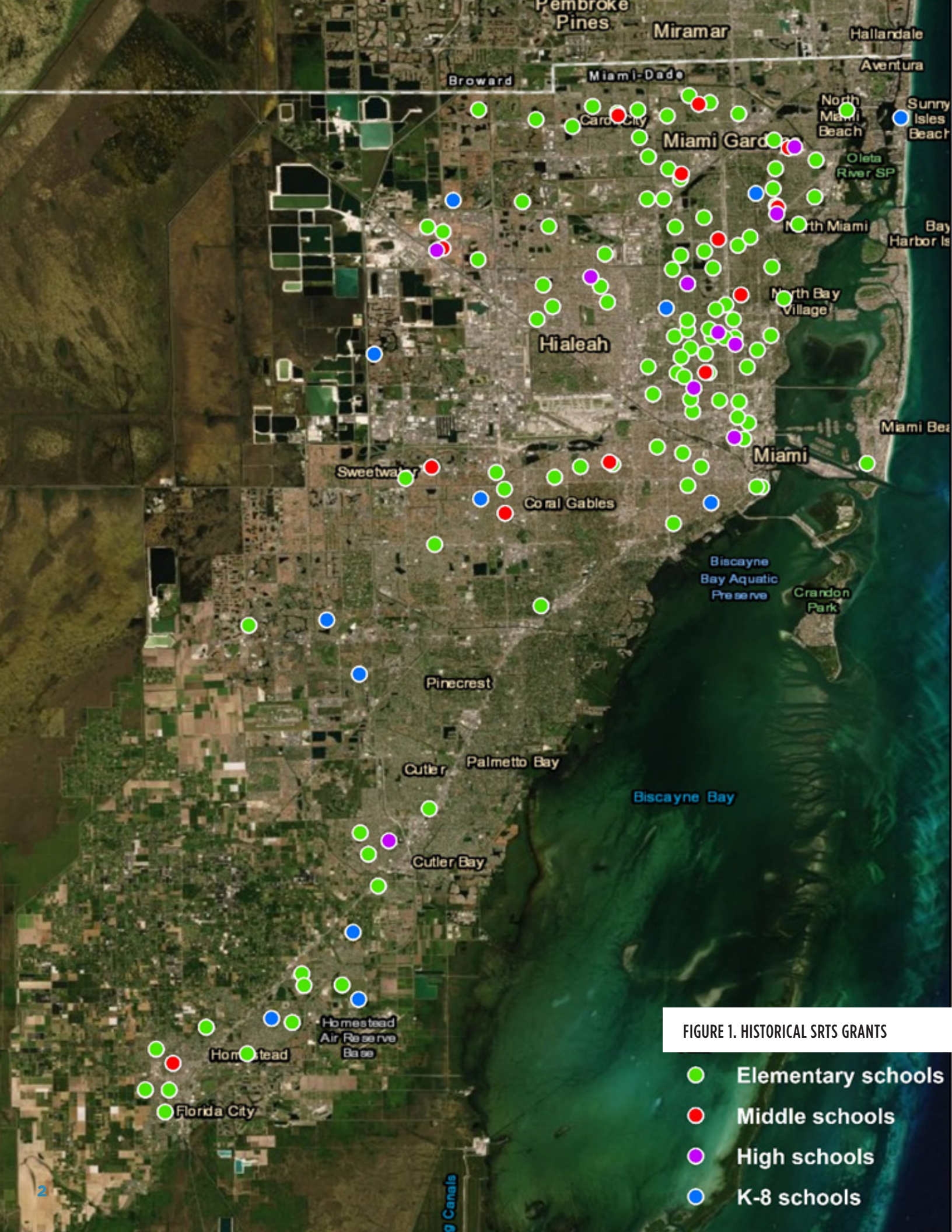


FIGURE 1. HISTORICAL SRTS GRANTS

- Elementary schools
- Middle schools
- High schools
- K-8 schools



Priority Schools

The TPO has developed a school ranking matrix that has previously been applied to elementary and K-8, middle, and high schools in the county. This quantitative matrix uses several factors to identify schools with the greatest need for SRTS infrastructure improvements. The approach is based on a National Center for SRTS methodology by the Institute of Transportation Engineers and lessons learned through previous SRTS implementation by the TPO. The ranking methodology utilizes the following factors for prioritization:

- Percent of students living within 0.5 miles,
- Bicycle and pedestrian crashes (2012-2018),
- Juvenile bicycle and pedestrian crashes (2012-2018),
- Percent of students walking to school,
- Traffic volume on the nearest major road, and
- Percent of students eligible for free or reduced lunch.

Historically, SRTS in Miami-Dade County has resulted in funding for significantly more elementary and K-8 schools than middle or high schools. Additionally, past surveys indicated that in Miami-Dade County, more students were walking and biking to middle and high schools than elementary and K-8 schools. As a result, middle and high schools were targeted for selection in this funding cycle. With input from the Miami-Dade Public School Community Traffic Safety Team, four middle schools and four high schools were selected for SRTS infrastructure recommendations for the current year. **Table 1** lists the schools selected for SRTS improvements.

TABLE 1. SCHOOLS SELECTED FOR SRTS GRANT APPLICATIONS

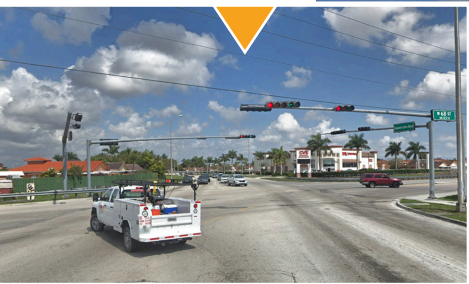
High Schools	Booker T Washington Senior High School	1200 NW 6th Avenue, Miami, FL 33136
	Hialeah Gardens Senior High School	11700 Hialeah Gardens Boulevard, Hialeah Gardens, FL 33018
	Miami Southridge Senior High School	19355 SW 114th Avenue, Miami, FL 33157
	North Miami Beach Senior High School	1247 NE 167th Street, Miami, FL 33162
Middle Schools	Hialeah Gardens Middle School	11690 NW 92nd Avenue, Hialeah, FL 33018
	Homestead Middle School	650 NW 2nd Avenue, Homestead, FL 33030
	Horace Mann Middle School*	8950 NW 2nd Avenue, El Portal, FL 33150
	John F Kennedy Middle School	1075 NE 167th Street, North Miami Beach, FL 33162

**Horace Mann Middle School SRTS infrastructure grant application held for a future funding cycle*

The photographs in Figure 2 below depict examples of existing conditions adjacent to Hialeah Gardens Senior High and Middle Schools, and renderings and descriptions of proposed improvements.

FIGURE 2. EXAMPLES OF SAFE ROUTES DEFICIENCIES AND SOLUTIONS

Existing



Proposed Improvement

Install special emphasis crosswalk, pedestrian signal heads, and pedestrian push buttons

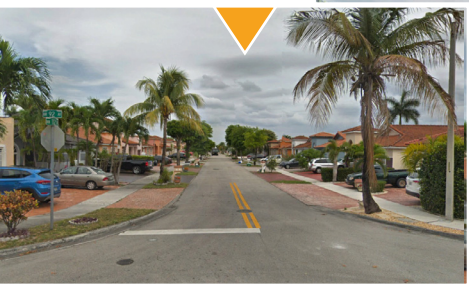
Existing



Proposed Improvement

Fill sidewalk gap

Existing



Proposed Improvement

Install standard crosswalk and ADA compliant curb ramps



SRTS Recommendations

Historically, infrastructure improvements that have commonly qualified under the SRTS applications are those that enhance the walkability and bikeability surrounding schools, including completing sidewalk gaps, installing, or enhancing crosswalk markings, improving signage, and installing bike lanes. Additionally, detailed infrastructure improvements such as upgrading traffic control devices, restricting parking, and pedestrian or bicyclist network modifications have also proven to be successful tools.

In addition to infrastructure improvements, the SRTS program supports education and encouragement campaigns with students, parents, and the local community. The SRTS program supports the need for municipal and district policies to provide safe walking and biking conditions. Successful SRTS programs include a comprehensive “Six E’s” approach to supporting safe walking and biking, including emphasis towards Evaluation, Education, Encouragement, Engineering, Enforcement, and Equity.¹ The FDOT Community Traffic

Safety Team (CTST) participates in these emphasis areas to ensure a complete approach to SRTS implementation. The CTST includes representation from the MDCPS, TPO, DTPW, FDOT, law enforcement, University of Miami’s WalkSafe and BikeSafe programs, and others directly involved in student transportation and student safety.

Using student travel characteristics data, field observations, and community and CTST input, recommendations for infrastructure improvements were developed for each of the schools. Infrastructure recommendations followed the FDOT guidelines for eligible SRTS infrastructure improvements. Planning level cost estimations were also developed for each infrastructure recommendation, including the costs of materials and labor, mobilization, maintenance of traffic, design, and construction engineering inspection. Maintenance related recommendations for each site that are not eligible for SRTS infrastructure grant applications are documented in Appendix B of the 2020 Safe Routes to School Infrastructure Plans report.

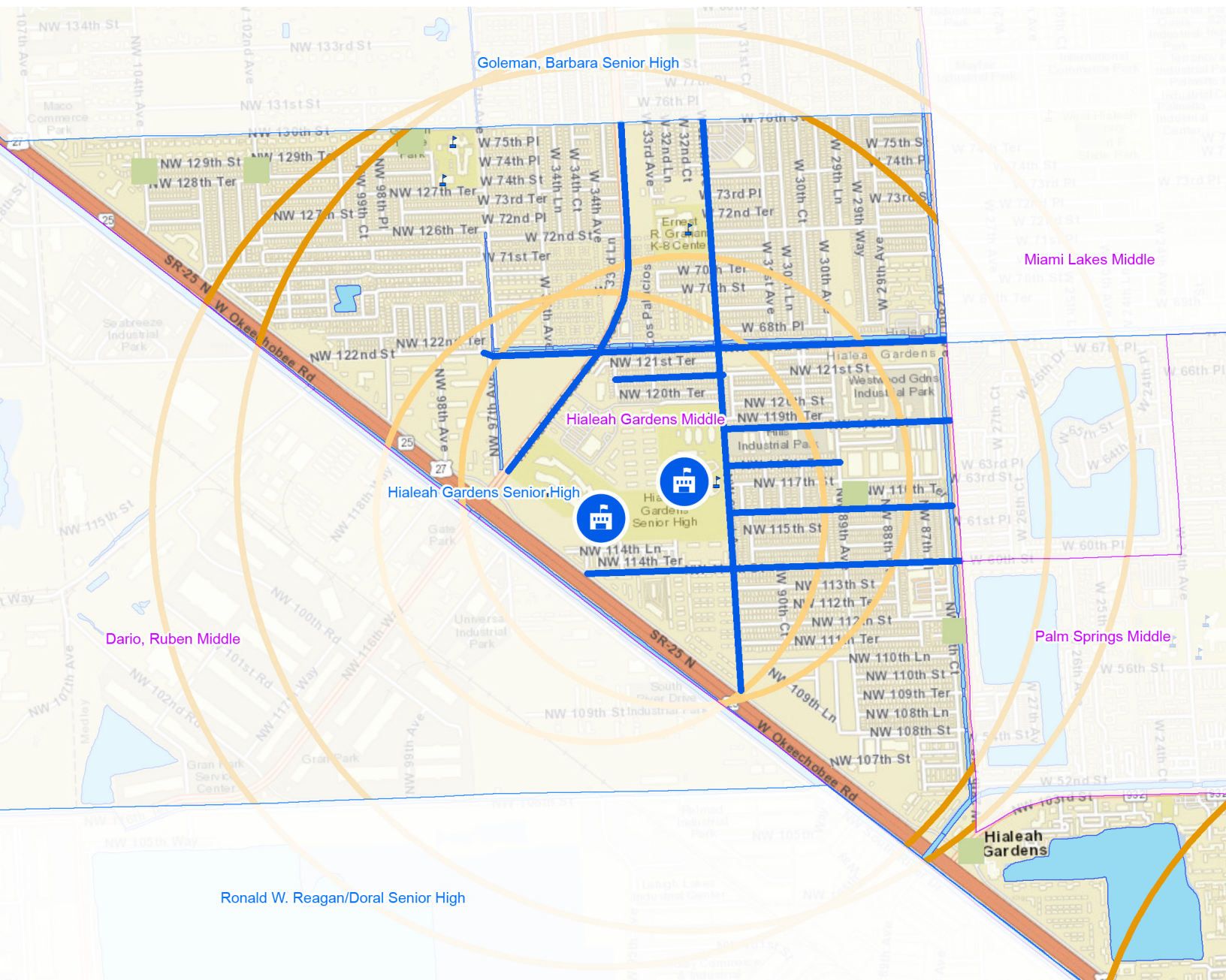
¹ On June 9, 2020, the Safe Routes Partnership announced that it revised the Six “E’s” Framework to remove Enforcement and add Engagement going forward. This announcement was made as this 2020 Infrastructure Plans Report was being finalized. The new framework will thus be reflected in future Safe Routes to School studies by the TPO.

For illustrative purposes, Table 2 and Figure 3 depict recommended improvements and safe routes for Hialeah Gardens Senior High and Middle Schools.








TABLE 2. HIALEAH GARDENS SENIOR HIGH AND MIDDLE SCHOOLS

Hialeah Gardens Senior High and Middle Schools	
Address	11700 Hialeah Gardens Boulevard, Hialeah Gardens, FL 33018 11690 NW 92nd Avenue, Hialeah Gardens, FL 33018
Enrollment (combined)	4,409
Proportion of students that live within 0.5 miles of schools	18.8%
Proportion of students reported to walk and/or bike to school	15%
Recommendations	New sidewalk, special emphasis crosswalks, signs, and standard crosswalks
Cost Estimate	\$490,948

FIGURE 3. HIALEAH GARDENS SENIOR HIGH AND MIDDLE SCHOOLS PROPOSED SAFE ROUTES



Legend

-  Proposed Safe Streets
-  Hialeah Gardens Middle School
-  Hialeah Gardens Senior High
-  .5 Mile Buffer
-  1 Mile Buffer
-  Hialeah Gardens Senior High
-  Hialeah Gardens Middle School
-  Landmark
-  Public_School
-  Charter_School
-  Park Facility
-  Water



SRTS Grant Applications

Seven grant applications were submitted to the FDOT requesting funding for proposed SRTS infrastructure improvements. The total aggregate funding request is approximately \$2.1 million. A summary of the funding request is provided in Table 3.

TABLE 3. 2020 SUBMITTED GRANT REQUESTS

Funding Request		
High Schools	North Miami Beach Senior High School	\$297,727
	Booker T Washington Senior High School	\$450,028
	Miami Southridge Senior High School	\$193,576
	Hialeah Gardens Senior High School	\$490,948
Middle Schools	Hialeah Gardens Middle School	NA
	John F Kennedy Middle School*	NA
	Homestead Middle School	\$674,122
	Horace Mann Middle School**	NA

* John F Kennedy Middle School grant application submitted as a joint application with North Miami Beach Senior High School.

** Horace Mann Middle School SRTS infrastructure grant application held for a future funding cycle

The Miami-Dade 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, 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 the Miami-Dade TPO to comply with all of the requirements of the Americans with Disabilities Act. For materials in accessible format please call (305) 375-4507.

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.



Prepared for
TPO
 Miami-Dade Transportation
 Planning Organization

Prepared by
KITTELSON
 & ASSOCIATES

Kittelson, & Associates, Inc.
 400 N Tampa Street, Suite 1460
 Tampa, FL 33602