January

2015

SAFE ROUTES

TO SCHOOL

Prepared By: The Corradino Group

Key Biscayne K-8 Center
150 W. McIntyre Street
Key Biscayne, FL 33149

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1.0 INTRODUCTION

Safe Routes to School is a federally mandated program emerging from the *Safe, Accountable, Flexible, Transportation Equity Act, a Legacy for Users* (SAFTEA-LU) and continued under the *Moving Ahead for Progress in the 21st Century Act* (MAP-21). It is an effort to create a more favorable environment for non-motorized transportation to and from local schools. The completion of this study involved the cooperation of multiple agencies operating within the Village of Key Biscayne as well as technical review of several factors influencing transportation and behavior. The Key Biscayne K-8 Center was contacted and met with to determine the needs of their school. Site visits were undertaken to collect relevant data and examine existing conditions. Safe Routes were then recommended, as were projects along those routes to make them adequate for pedestrian and bicycle travel. A cost estimate was provided for each project. Ultimately, an application for facilities improvements will be submitted in an effort to attain funds for these needed improvements.

2.0 DEVELOPMENT OF SAFE ROUTES

Safe Routes to School for Key Biscayne K-8 Center were developed based on guidelines contained in the *Safe Routes to School, Procedure Manual* developed by the Miami-Dade MPO in 2005. Several additional reference sources also provided guidance in developing safe routes for the project school. Notable among these were:

- National Center for Safe Routes to School: http://www.saferouteroutesinfo.org/
- Federal Highway Safe Routes to School: http://safety.fhwa.dot.gov/saferoutes/

Site visits were taken to evaluate the conditions. Field measurements were verified either through aerial photography or physical measurements on-site. The philosophical approach to the application of this project was to focus on providing access to and from all four cardinal directions in the immediate school area.

Priority was given to providing route densities close to the schools, mainly within the ½ mile radius, which is most conducive to walking. Route density decreases as distance from the school increases. Routes central to residential areas were preferred, as were those that were major corridors connecting residential areas and the school.

Notification at all levels was provided on this project. The presiding School Board Member was contacted via phone for notification. Letters were sent to, and meetings were subsequently held with, the school principal and other key staff members to further develop and refine the proposed Safe Routes program. Input was also gained from the Parent Teachers Association (PTA), the Village Police, Village Public Work Department and the Miami-Dade County Public Schools Community Traffic Safety Team, which included representatives from the MPO, FDOT, and the School Board.

Preliminary Safe Routes were developed for the project school based on reviews of several planning factors including examination of the school boundary, aerial photography, existing and future land uses, crash data (particularly involving juveniles), roadway characteristics as examined through site reconnaissance, observed or counted traffic volumes, posted speed limits, and the location of traffic control devices.

3.0 SCHOOL DATA

Name: Key Biscayne K-8 Center

Address: 150 W. McIntyre Street, Key Biscayne, FL 33149

Enrollment: 1472 students (School year 2014 to 2015)

School Attendance Boundary: Shown in Site Map

Percent of Students reached by SRTS Activities: 76-100%

Estimated mode split for transportation to/from school (based on tally count by school officials in November 2014):

Walk/Ride		
Morning	-	**17%**
Afternoon	-	**21%**

Bicycle		
Morning	-	**12%**
Afternoon	-	**13%**

Private Car/Buses		
Morning	-	**62%**
Afternoon	-	**56.9%**

Figure 1. Village of Key Biscayne Location Map

VILLAGE OF KEY BISCAYNE **K-8 CENTER LOCATION MAP**

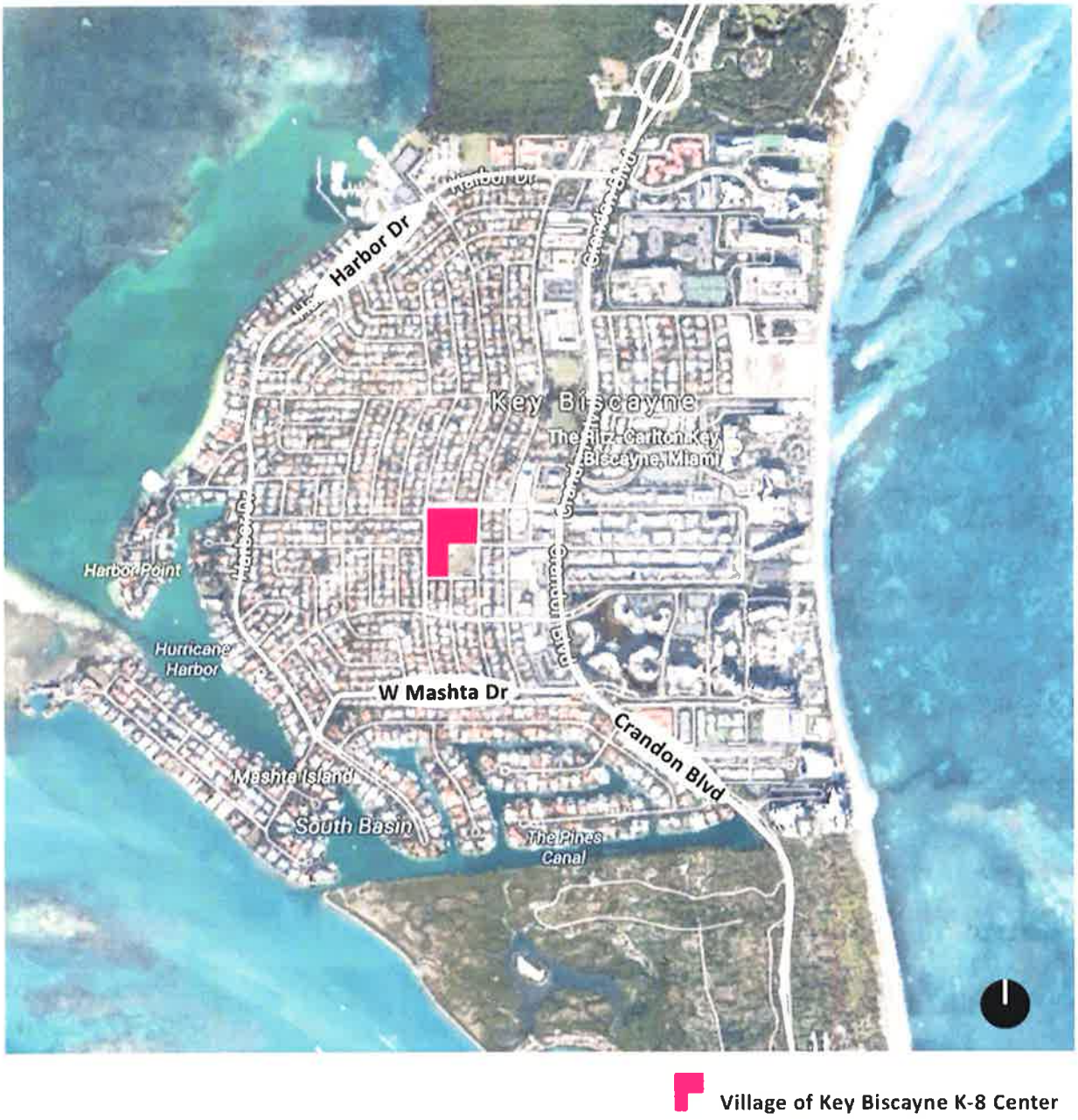


Figure 2. Key Biscayne K-8 Center Location Map

KEY BISCAYNE K-8 CENTER STUDENTS MAP

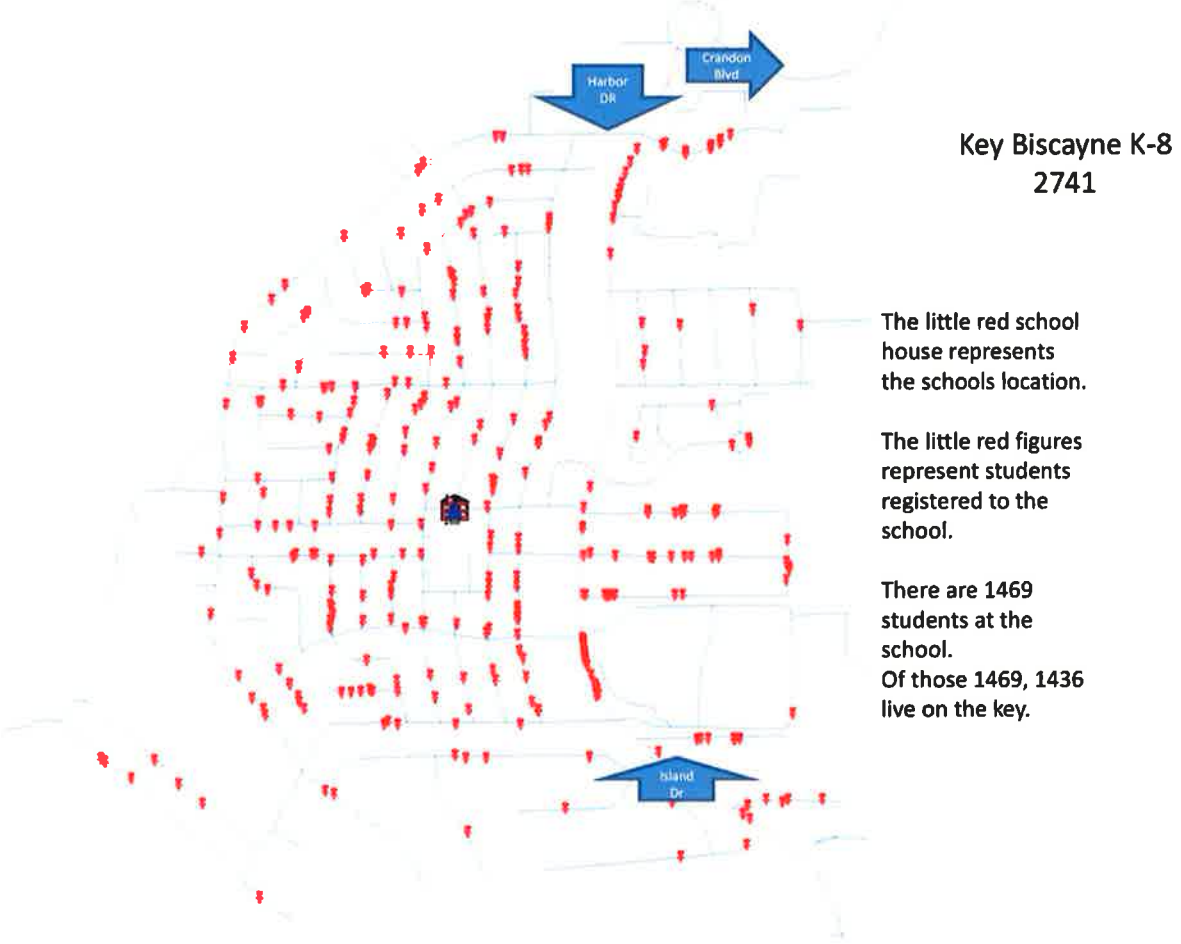


Figure 3. K-8 Center Students Map (Source: Miami-Dade County Public Schools)

Student Travel Tally Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

School Group: BikeSafe

School Enrollment: 0

% of Students reached by SRTS activities: 76-100%

Number of Classrooms Included in Report: 60

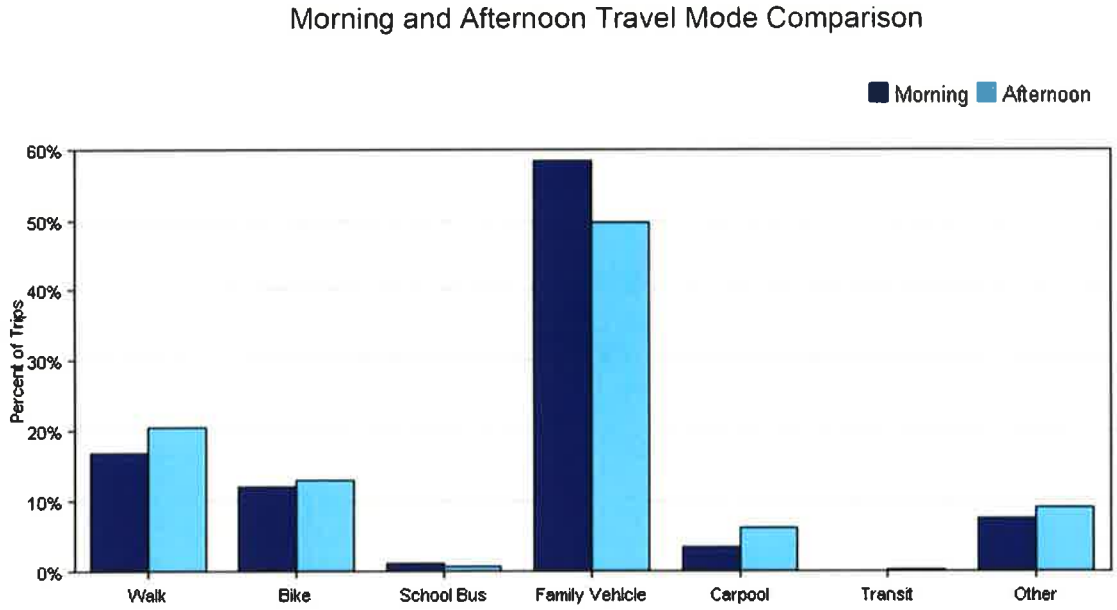
Set ID: 16866

Month and Year Collected: November 2014

Date Report Generated: 01/08/2015

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

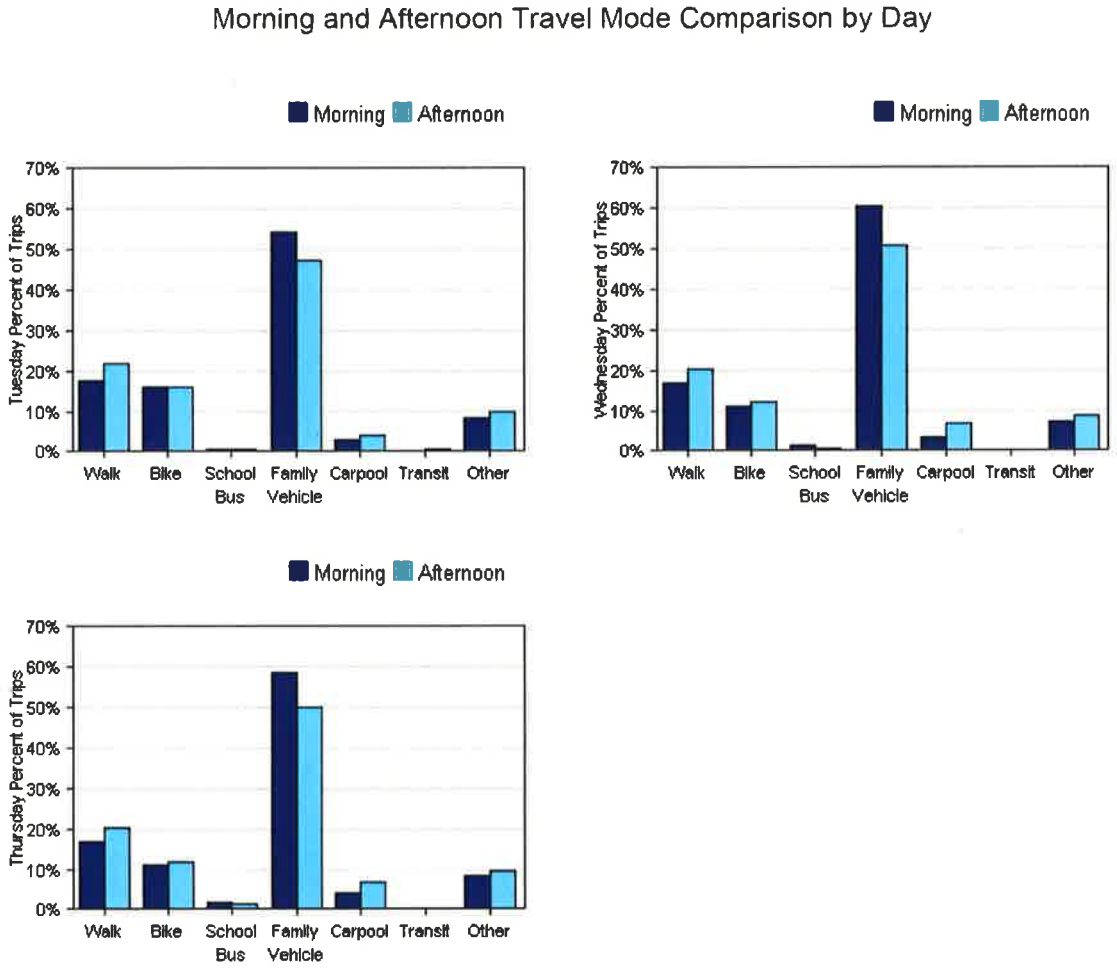


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3032	17%	12%	1%	58%	3%	0.1%	8%
Afternoon	2736	21%	13%	0.9%	50%	6%	0.3%	9%

Percentages may not total 100% due to rounding.

Figure 4. Morning and Afternoon Travel Mode Comparison

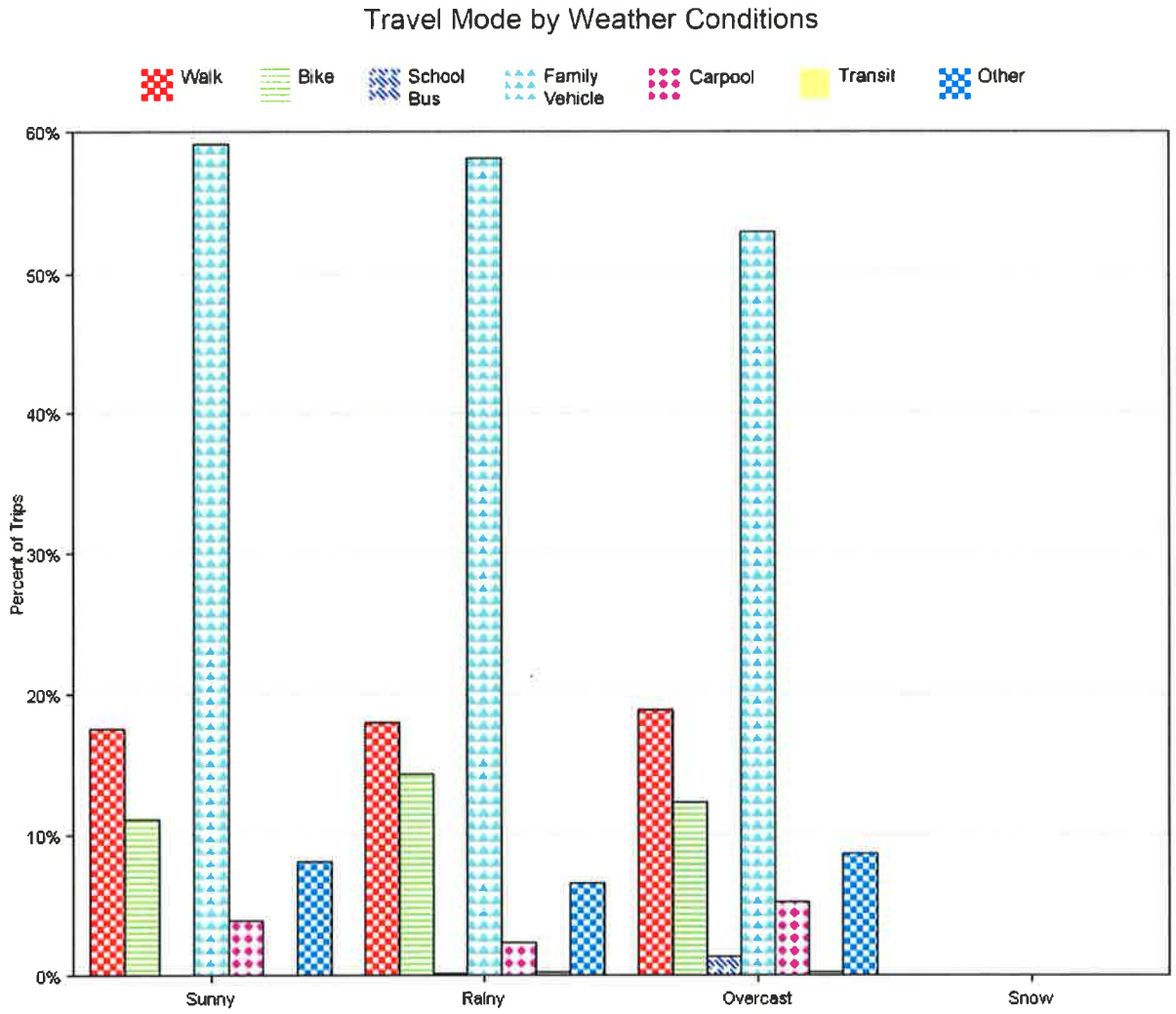


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	710	18%	16%	0.6%	55%	3%	0.1%	8%
Tuesday PM	703	22%	16%	0.6%	47%	4%	0.4%	10%
Wednesday AM	1177	17%	11%	1%	61%	3%	0.1%	7%
Wednesday PM	1036	20%	12%	0.8%	51%	7%	0.3%	9%
Thursday AM	1145	17%	11%	2%	59%	4%	0.1%	8%
Thursday PM	997	20%	12%	1%	50%	7%	0.3%	10%

Percentages may not total 100% due to rounding.

Figure 5. Morning and Afternoon Travel Mode Comparison by day



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	615	18%	11%	0%	59%	4%	0%	8%
Rainy	714	18%	14%	0.1%	58%	2%	0.3%	7%
Overcast	4439	19%	12%	1%	53%	5%	0.2%	9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Figure 6. Travel Mode by Weather Condition

Parent Survey Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

Set ID: 9555

School Group: BikeSafe

Month and Year Collected: February 2013

School Enrollment: 380

Date Report Generated: 01/29/2015

% Range of Students Involved in SRTS:

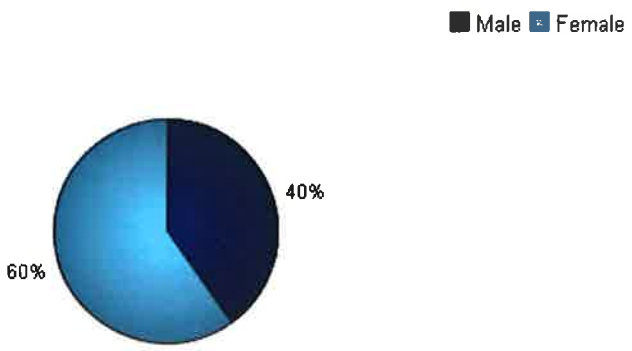
Tags:

Number of Questionnaires Distributed: 400

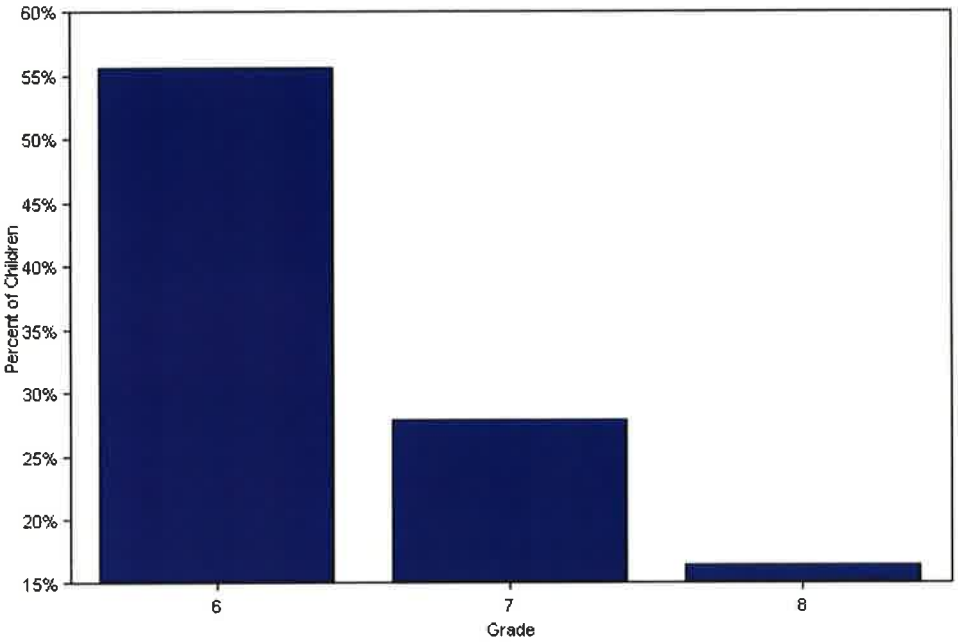
Number of Questionnaires Analyzed for Report: 97

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

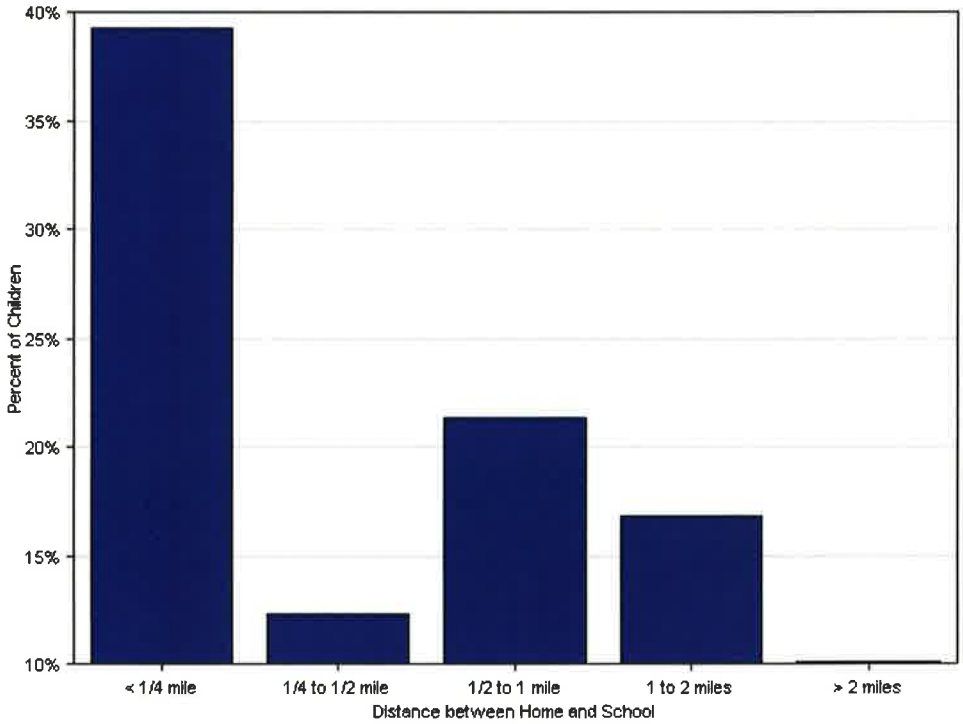


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	54	56%
7	27	28%
8	16	16%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

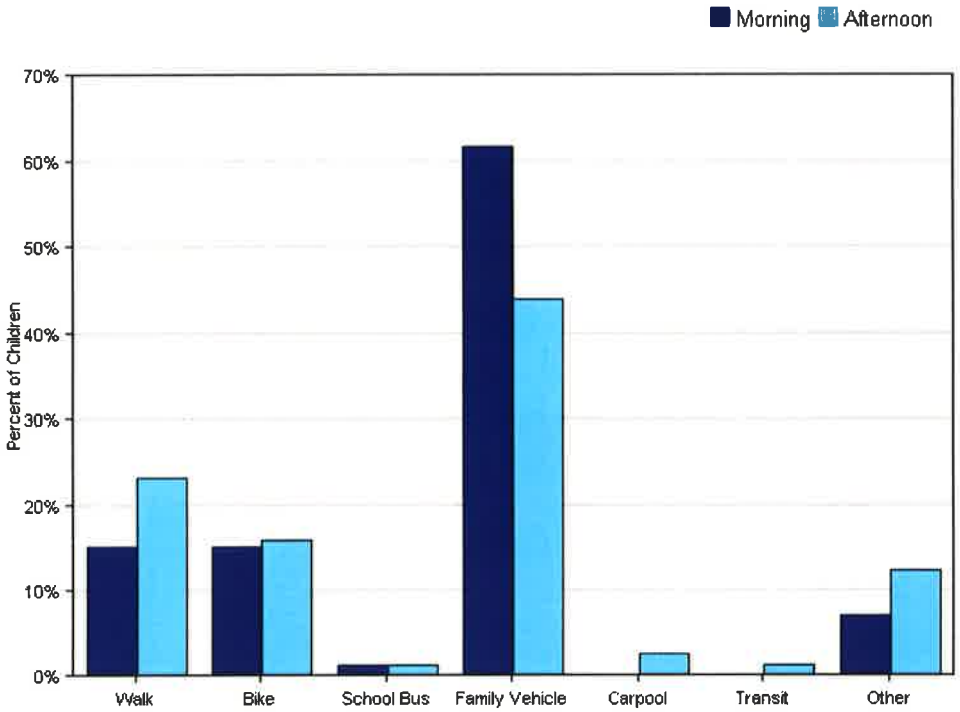


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	35	39%
1/4 mile up to 1/2 mile	11	12%
1/2 mile up to 1 mile	19	21%
1 mile up to 2 miles	15	17%
More than 2 miles	9	10%

Don't know or No response: 8
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

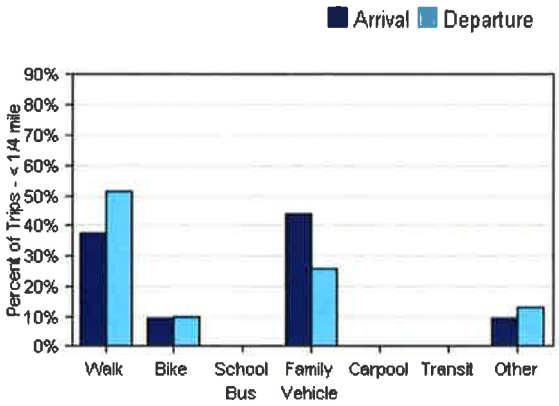


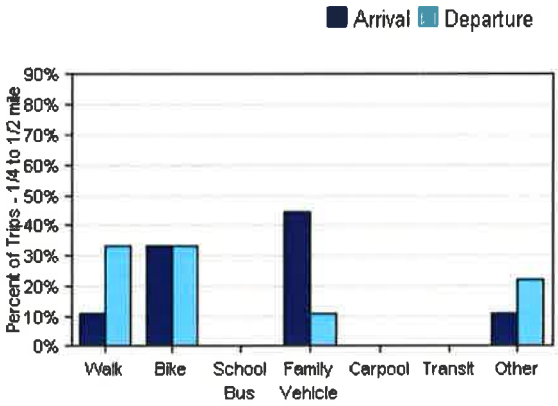
Typical mode of arrival at and departure from school

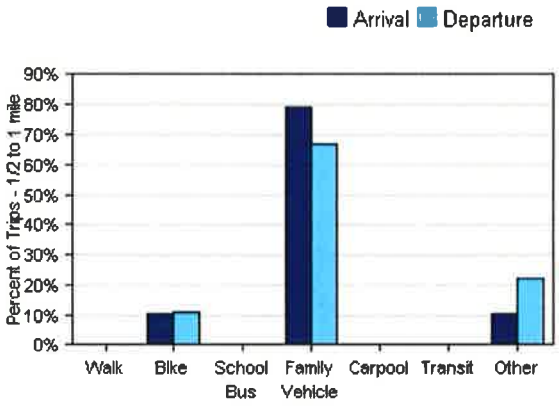
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	86	15%	15%	1%	62%	0%	0%	7%
Afternoon	82	23%	16%	1%	44%	2%	1%	12%

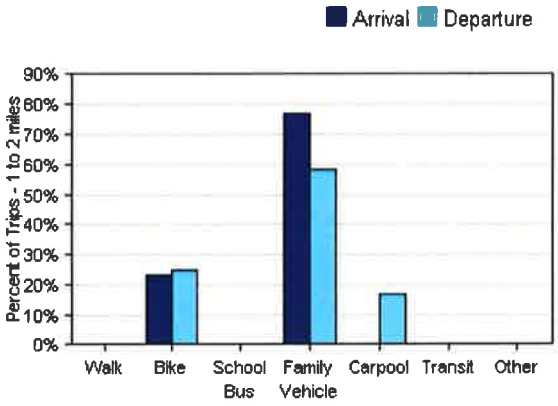
No Response Morning: 11
No Response Afternoon: 15
Percentages may not total 100% due to rounding.

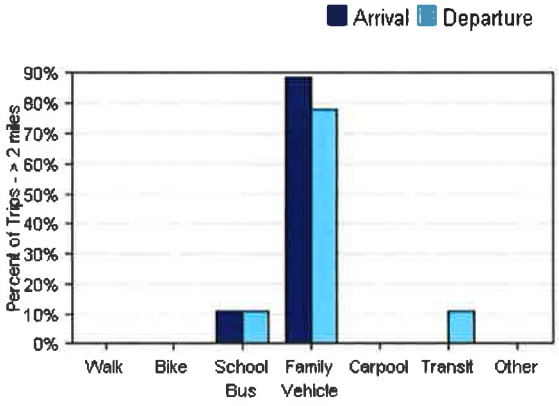
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	32	38%	9%	0%	44%	0%	0%	9%
1/4 mile up to 1/2 mile	9	11%	33%	0%	44%	0%	0%	11%
1/2 mile up to 1 mile	19	0%	11%	0%	79%	0%	0%	11%
1 mile up to 2 miles	13	0%	23%	0%	77%	0%	0%	0%
More than 2 miles	9	0%	0%	11%	89%	0%	0%	0%

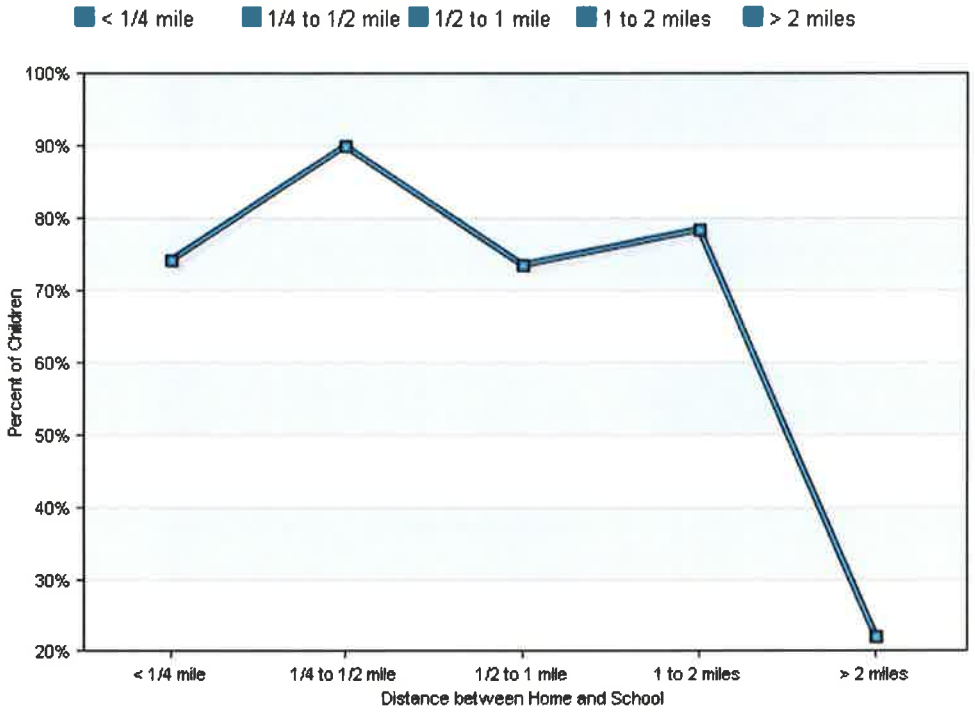
Don't know or No response: 15
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	31	52%	10%	0%	26%	0%	0%	13%
1/4 mile up to 1/2 mile	9	33%	33%	0%	11%	0%	0%	22%
1/2 mile up to 1 mile	18	0%	11%	0%	67%	0%	0%	22%
1 mile up to 2 miles	12	0%	25%	0%	58%	17%	0%	0%
More than 2 miles	9	0%	0%	11%	78%	0%	11%	0%

Don't know or No response: 18
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

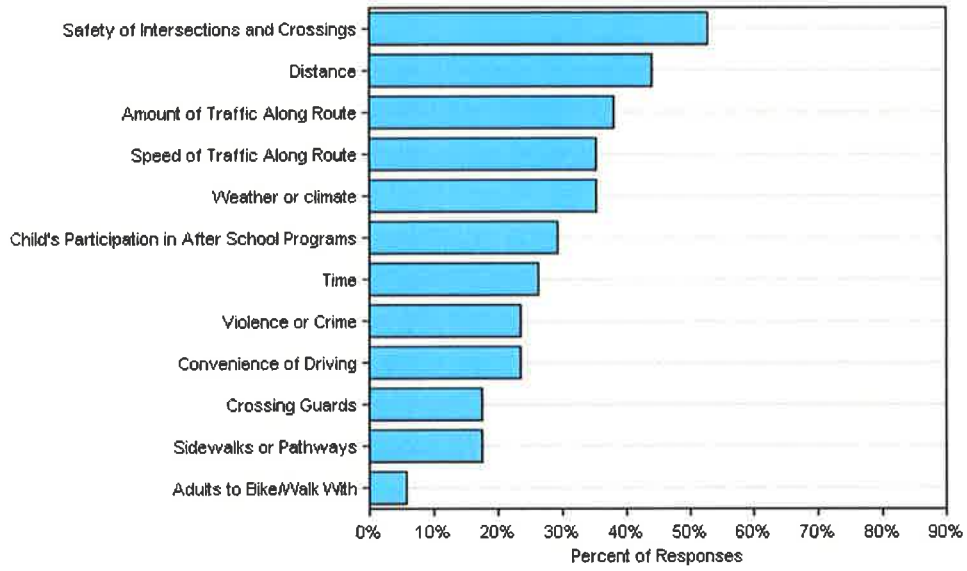


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

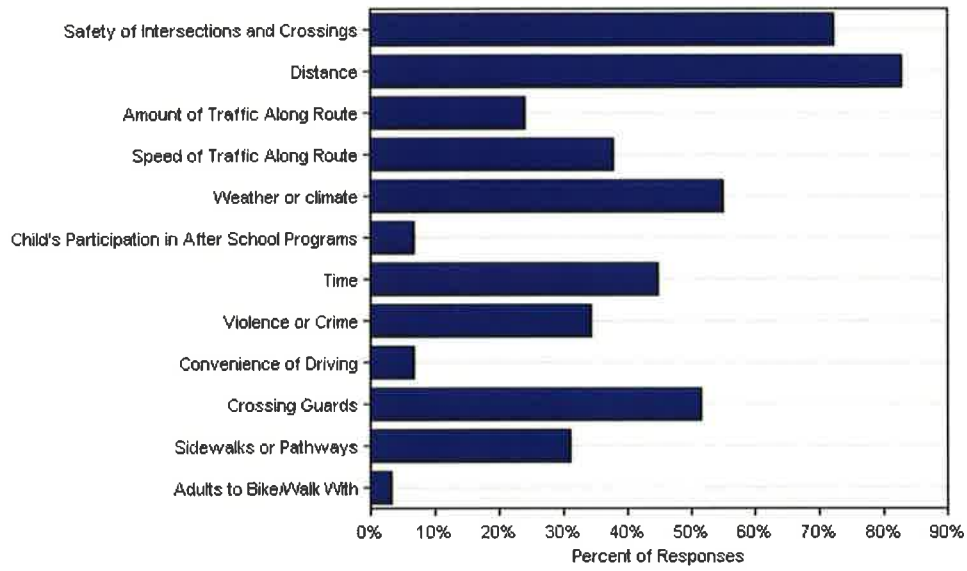
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	62	74%	90%	74%	79%	22%
No	25	26%	10%	26%	21%	78%

Don't know or No response: 10
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

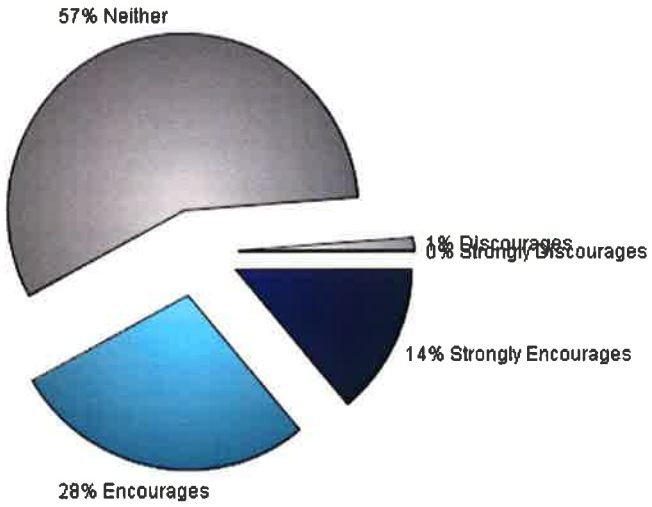


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

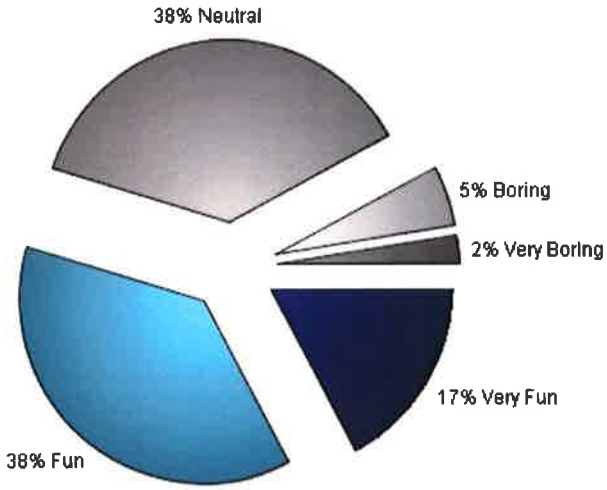
Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	53%	72%
Distance	44%	83%
Amount of Traffic Along Route	38%	24%
Speed of Traffic Along Route	35%	38%
Weather or climate	35%	55%
Child's Participation in After School Programs	29%	7%
Time	26%	45%
Violence or Crime	24%	34%
Convenience of Driving	24%	7%
Crossing Guards	18%	52%
Sidewalks or Pathways	18%	31%
Adults to Bike/Walk With	6%	3%
Number of Respondents per Category	**34**	**29**

No response: 34
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

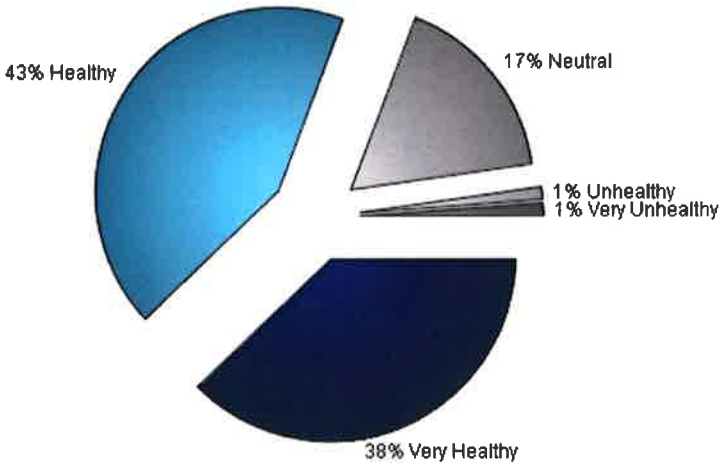
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1022371	MY CHILDREN WOULD RIDE A BIKE EVERYDAY IF WE WERE ABLE TO GET READY ON TIME.
1022400	MANY JVILLAGERS WHILE DRIVING DO NOT RESPECT TRAFFIC LAWS. EVEN PARENTS WHO PICK UP CHILDREN FROM KBCS DO NOT FOLLOW TRAFFIC LAWS. WE NEED TO EDUCATE PARENTS ABOUT TRAFFIC LAWS AS MANY OF THEM ARE FOREIGNERS AND DON'T KNOW LOCAL LAWS.
1022423	DEBIDO AL AUMENTO DESMEDIDO DE ;A POBLACION DE KEY BISCAYNE LA SUPERVICION DE LOS CRUCES SOBRETODO DR CRANDON PARK ES PRIMODIAL Y NO SOLAMENTE DURANTE HORADIOS DE LA ESCUELA SINO QUE DUPANTE TODA LA TARDE.
1022438	THERE ARE NO CROSSING GUARDS ON THIS SIDE OF THE KEY (CAPE FLORIDA) AND CARS SPEED UP IN THIS SECTION.
1022358	IF THEIR BACKPACKS WERE LIGHTER THEY COULD WALK OR BIKE TO SCHOOL - THE SCHOOL DOES NOT PROVIDE ANY LOCKER - THE BACKPACKS ARE EXTREMELY HEAVY 14 POUNDS.
1022387	CREO QUE KEY BISCAYNE ES UN LUGAR PRIVILEGIODO PARA QUE LOS NINOS SE MIEVON EN BICICLETO O CAMINANDO AYUOLOSALO SIEMPRE POR LOS COHOBINEROS Y PERSONAS QUE AVIDAN LAS ESPINAS OJALA NUNCO SE PERELO.
1022389	THE CAR DRIVERS ARE VERY AGGESIVE AND ARE IN A HURRY IN THE MORNINGS. THIS MAKES IT DANGEROUS FOR CHILDREN TO RIDE BIKES AND SKATEBOARDS TO SCHOOL.
1022390	THEY DON'T STOP CARS STILL DON'T RESPECT THE BIKE TO CROSS THE STREET THE GOLF CARTS ARE THE WORST. CAR PARK ON THE SIDEWALK. SOME PARENTS ARE LATE AND SPEED TOO MUCH.
1022398	QUESTION #8 - HE HAS PERMISSION
1022430	IF HIS BACKPACK WAS LIGHTER HE COULD WALK TO SCHOOL OR BIKE. THE SCHOOL DOES NOT PROVIDE A LOCKER TO THE STUDENT THE BACKPACK IS EXTREMELY HEAVY ABOUT 13 POUNDS.
1022356	IT WOULD BE HELPFUL TO HAVE A CROSSING GUARD ON WESTWOOD AND WOODCREST WITH A CROSSWALK.
1022374	WE ONLY LIVE 2 BLOCKS AWAY FROM SCHOOL MY ANSWERS MIGHT BE A LOT DIFFERENT FROM OTHERS.
1022379	THE ONLY ISSUE I HAVE W/ THE WALKING IS THE WEIGHT OF MY CHILD'S BOOKBAG. I WOULD SAY EXTREMELY HEAVY. ROLLING BOOKBAG HAS ITS DOWNSIDE SINCE MY CHLD WOULD HAVE TO PULL IT THREE FLIGHTS OF STAIRS. CLASSROOM IS ON THE THIRD FLOOR.
1022392	HAVING NO EXERCISE / PE EVERYDAY AT SCHOOL. I T WOULD BE VERY GOOD IF MOVING (WALKING AND BIKING AND SKATING) WOULD BE ENCOURAGE.
1022403	TAMBIEN ME DA MIEDO QUE SE LASTIME Y MO ESTOY DE ACUERDO CON ENTREGAR LE UN CELULAR A LOS 11 ANOS-
1022422	LA CANTIDAD DE UTILES Y LIBROS QUE DEBEN LLEVAR CADA DIA AL COLEGIO HACE QUE LAS MOCHILAS SEAN MUY PESADAS. ADEMAS DE LLEVAR SUS LUNCERAS. DEMASIADO PESO PARA MANEJAR BIEN LA BICICLETA.
1022439	I USUALLY DRIVE HER TO AND FROM SCHOOL. WHEN I CAN'T DO IT I FEEL COMFORTABLE WITH THE FACT THAT SHE CAN WALK OR BIKE TO/FROM SCHOOL.
1022352	THE WEIGHT OF THEIR BACKPACKS IS ALSO AN ISSUE.
1022419	QUESTION #7 - DEPENDE SI ES EN AUTO 5 E 10 MINUTO
1022428	THE CROSSING GUARDS ARE INEPT AND POORLY TRAINED!! THEY MAKE VEHICLES STOP SHORT AND HOLD TRAFFIC WHEN THERE ISN'T ANYONE WAITING TO CROSS.
1022376	BECAUSE THERE ARE NO SIDEWALKS I DO NOT FEEL COMFORTABLE WITH MY KIDS WALKING OR BIKING HOME.

1022386	MIS HIJAS NO QUIEREN NI IR CAMINANDO NIEN BICICLETA POQUE EL COBGIO NO ES TAN CERCA Y TARDAN 30 MINUTOS SI LO HACEN CAMINANDO QUESTION #10 - NO QUIEREN CAMINAR
1022393	BACKPACKS ARE TO HEAVY I DONT WANT MY CHILDREN TO HAVE BACK ISSUES WHEN THEY ARE OLDER SO I PREFER THEY DO NOT WALK.
1022409	QUESTION #10 - THEY DON'T WANT TO WALK OR BIKE
1022429	I LIKE TO TAKE MY KIDS TO SCHOOL IT IS A TIME TO TALK. THEY DO MANY SPORTS ACTIVITIES IN THE AFTERNOON SO THEY DON'T NEED EXTRA EXERCISE.
1022413	THE BACKPACKS ARE TOO HEAVY.

Parent Survey Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

School Group: BikeSafe

School Enrollment: 372

% Range of Students Involved in SRTS:

Number of Questionnaires Distributed: 400

Set ID: 9818

Month and Year Collected: May 2013

Date Report Generated: 01/29/2015

Tags:

Number of Questionnaires Analyzed for Report: 36

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

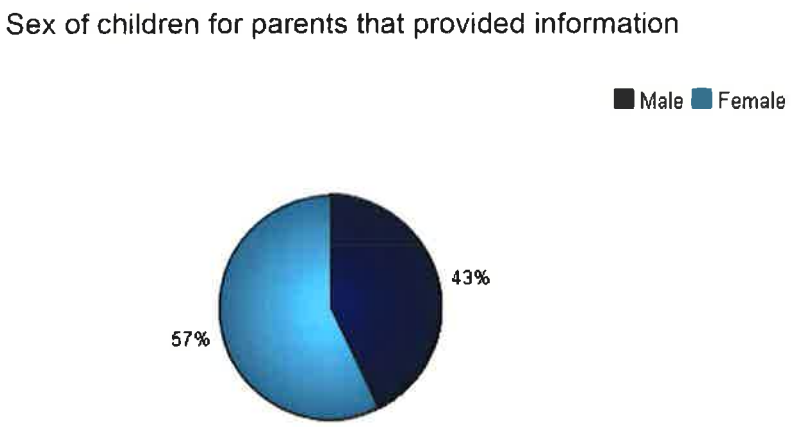
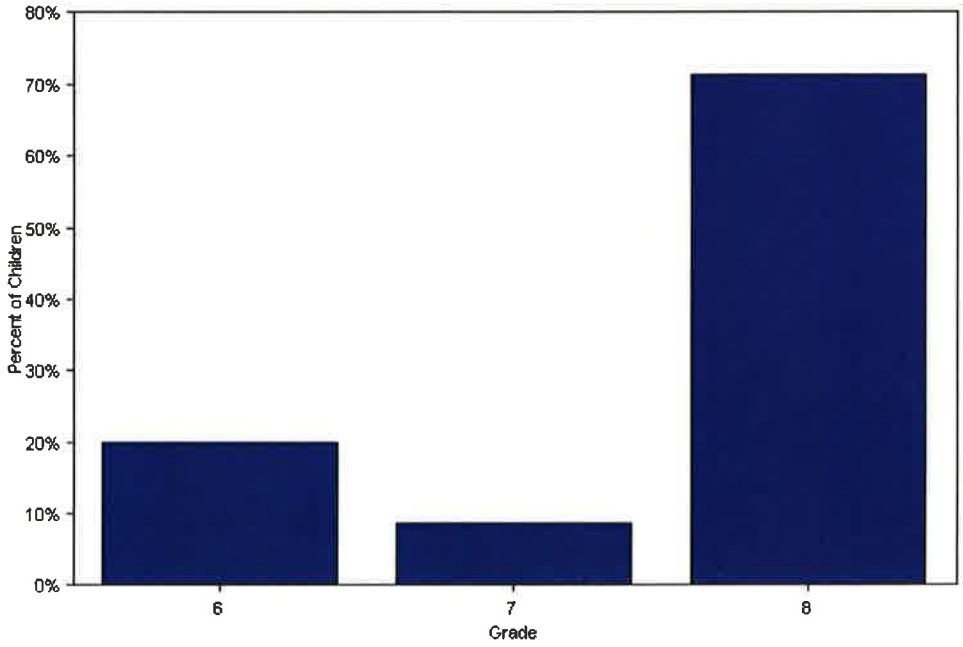


Figure 7. Parent Survey Report May 2013

Grade levels of children represented in survey

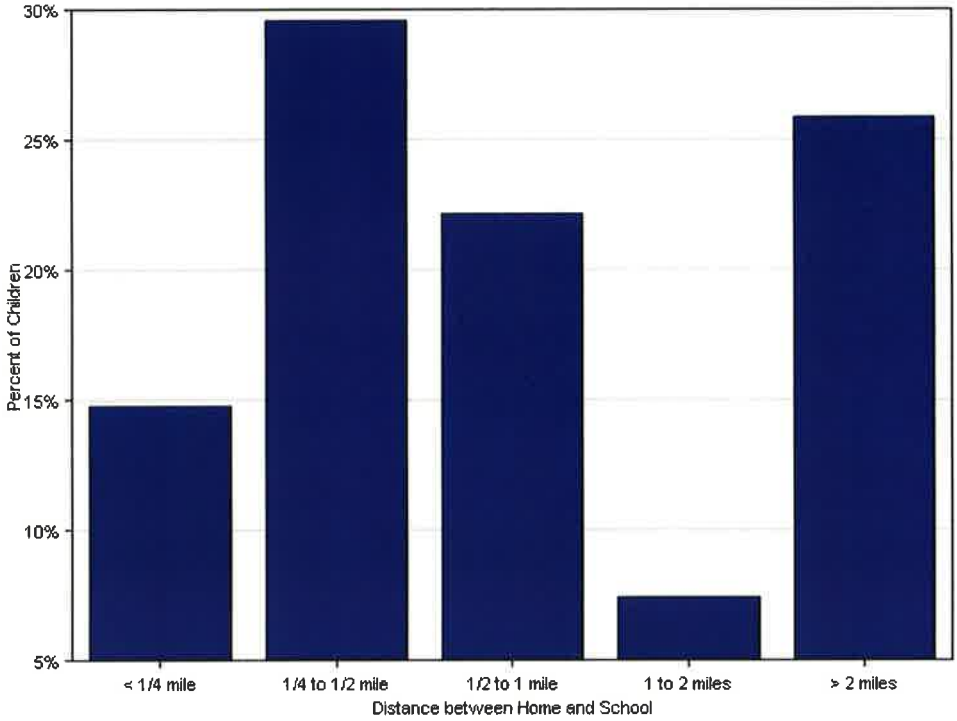


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	7	20%
7	3	9%
8	25	71%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

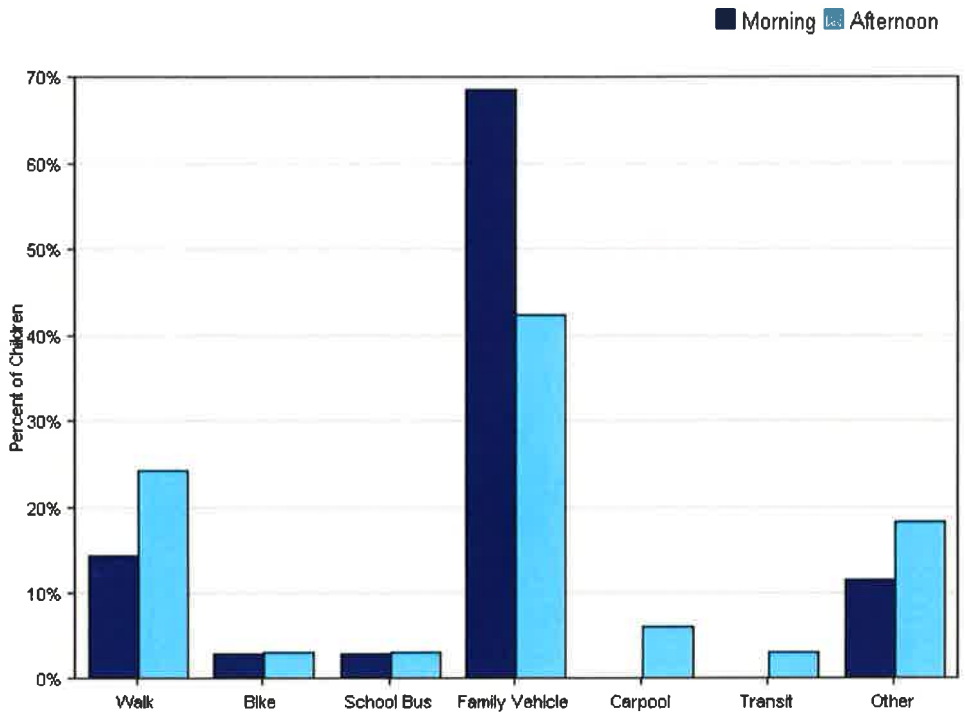


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	15%
1/4 mile up to 1/2 mile	8	30%
1/2 mile up to 1 mile	6	22%
1 mile up to 2 miles	2	7%
More than 2 miles	7	26%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

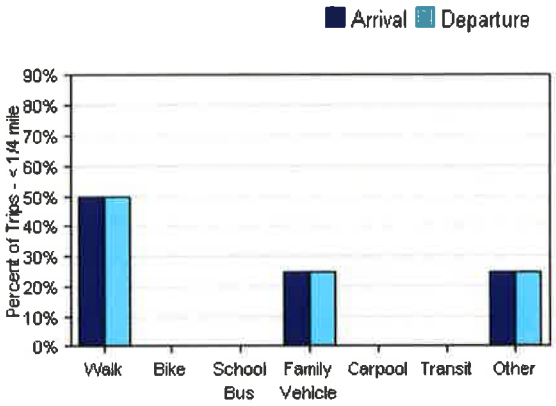


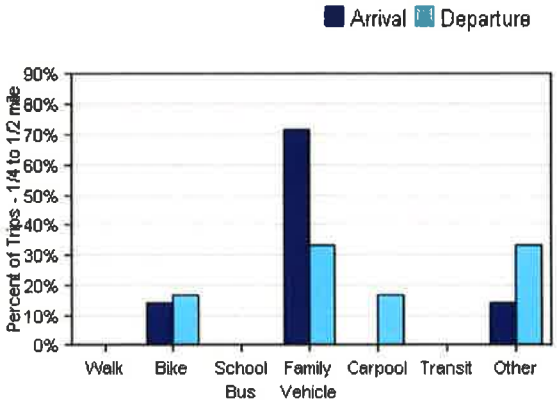
Typical mode of arrival at and departure from school

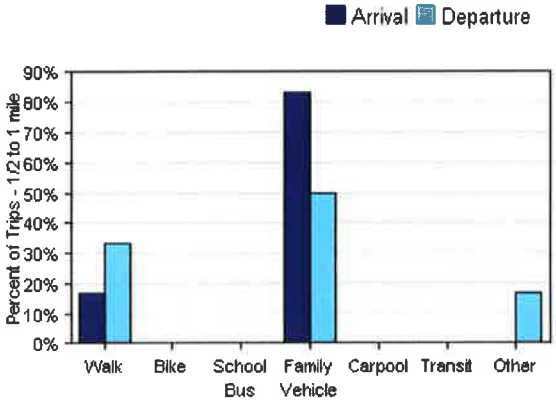
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	35	14%	3%	3%	69%	0%	0%	11%
Afternoon	33	24%	3%	3%	42%	6%	3%	18%

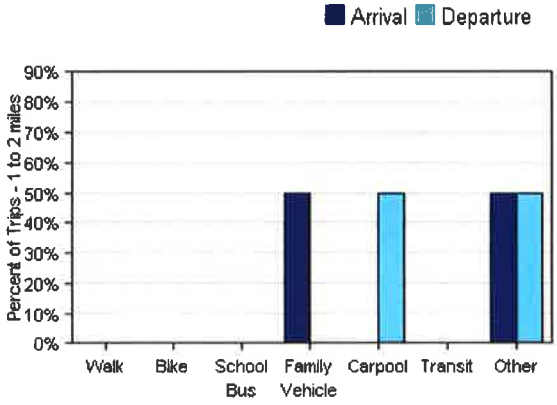
No Response Morning: 1
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

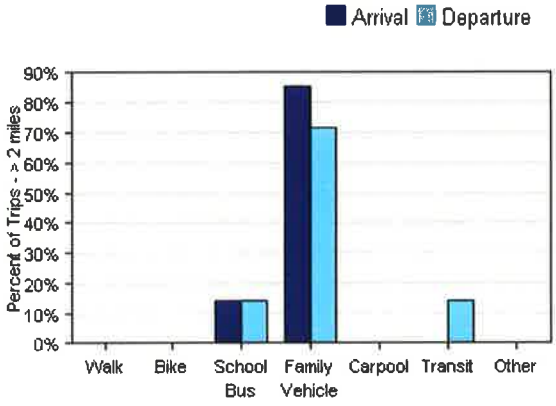
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	0%	25%	0%	0%	25%
1/4 mile up to 1/2 mile	7	0%	14%	0%	71%	0%	0%	14%
1/2 mile up to 1 mile	6	17%	0%	0%	83%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	0%	50%	0%	0%	50%
More than 2 miles	7	0%	0%	14%	86%	0%	0%	0%

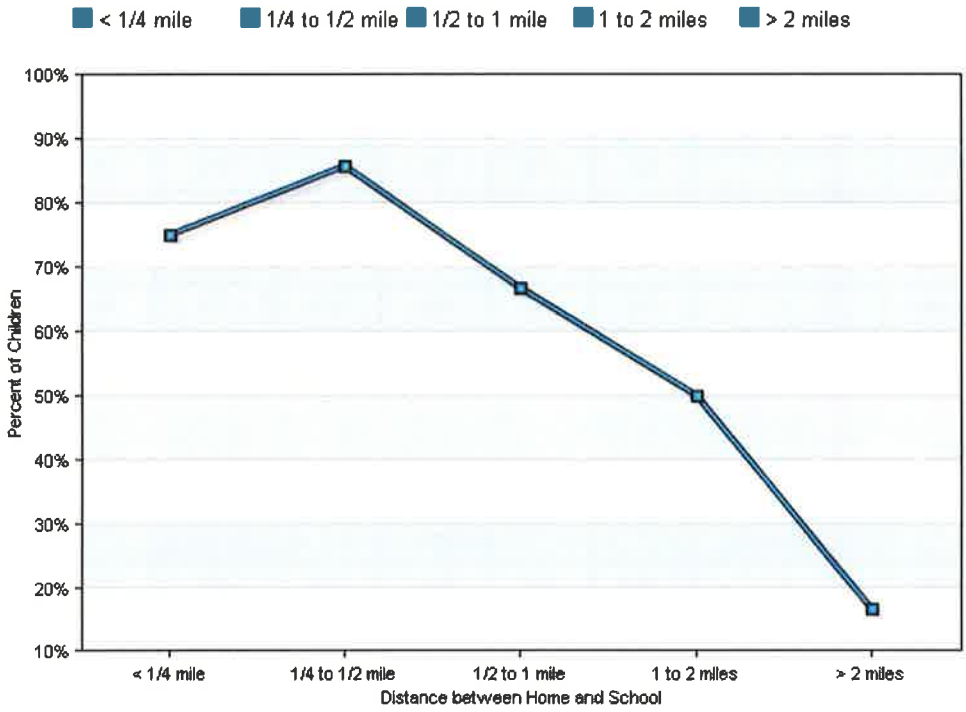
Don't know or No response: 10
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	0%	25%	0%	0%	25%
1/4 mile up to 1/2 mile	6	0%	17%	0%	33%	17%	0%	33%
1/2 mile up to 1 mile	6	33%	0%	0%	50%	0%	0%	17%
1 mile up to 2 miles	2	0%	0%	0%	0%	50%	0%	50%
More than 2 miles	7	0%	0%	14%	71%	0%	14%	0%

Don't know or No response: 11
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

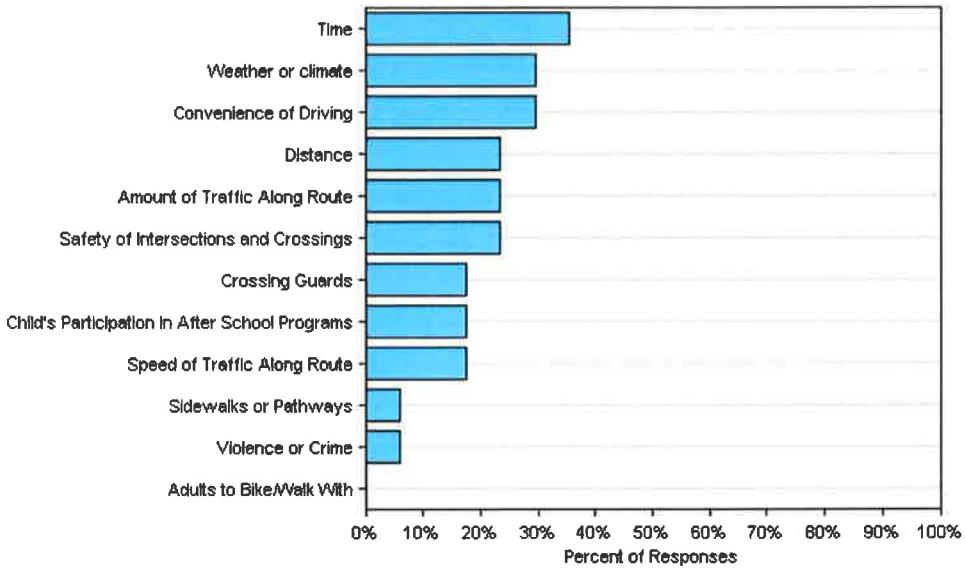


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

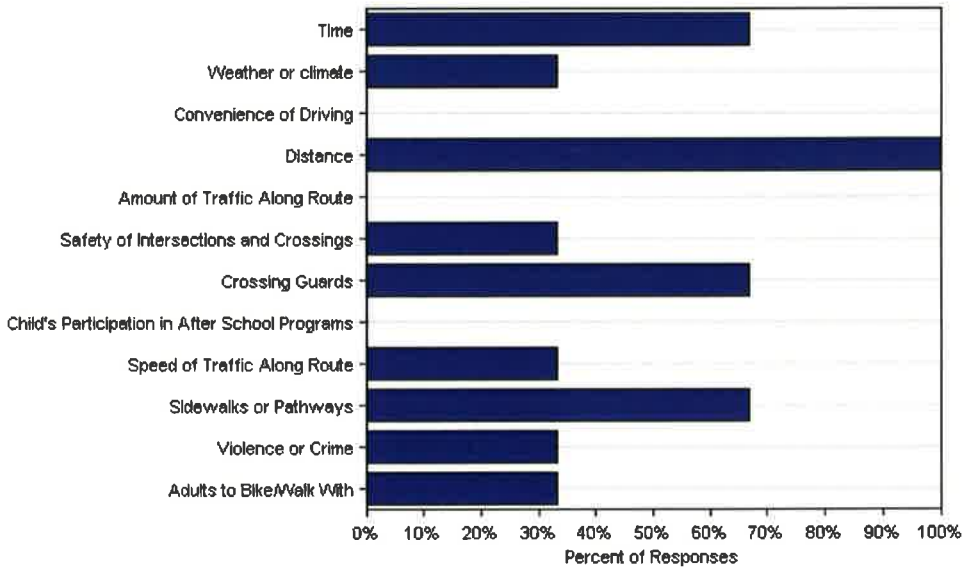
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	75%	86%	67%	50%	17%
No	10	25%	14%	33%	50%	83%

Don't know or No response: 11
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

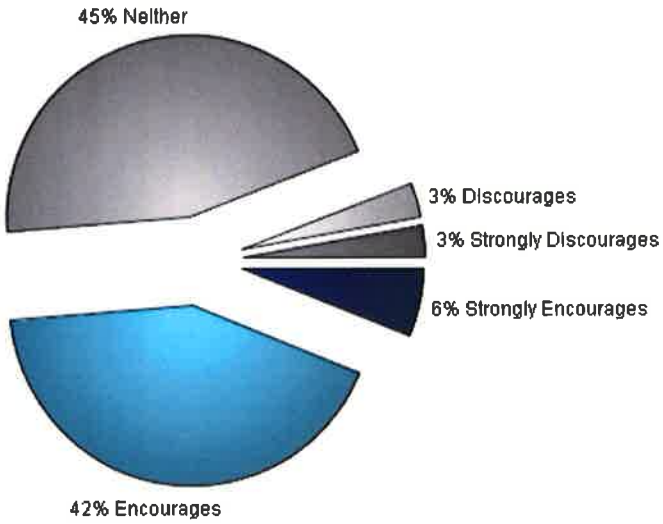


Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

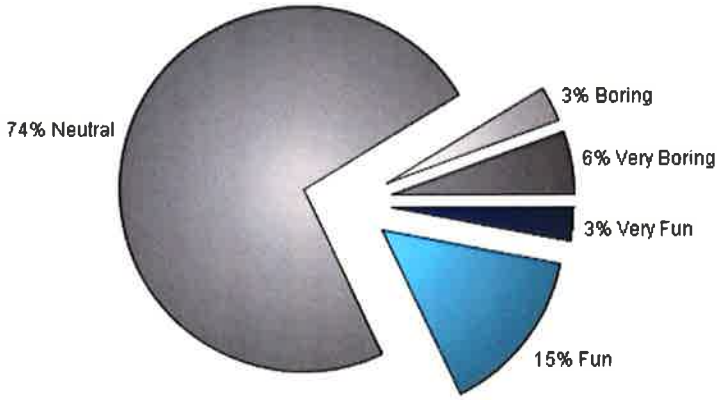
Issue	Child does not walk/bike to school	Child walks/bikes to school
Time	35%	67%
Weather or climate	29%	33%
Convenience of Driving	29%	0%
Distance	24%	100%
Amount of Traffic Along Route	24%	0%
Safety of Intersections and Crossings	24%	33%
Crossing Guards	18%	67%
Child's Participation in After School Programs	18%	0%
Speed of Traffic Along Route	18%	33%
Sidewalks or Pathways	6%	67%
Violence or Crime	6%	33%
Adults to Bike/Walk With	0%	33%
Number of Respondents per Category	**17**	**3**

No response: 16
Note:
--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.
--Each column may sum to > 100% because respondent could select more than issue
--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

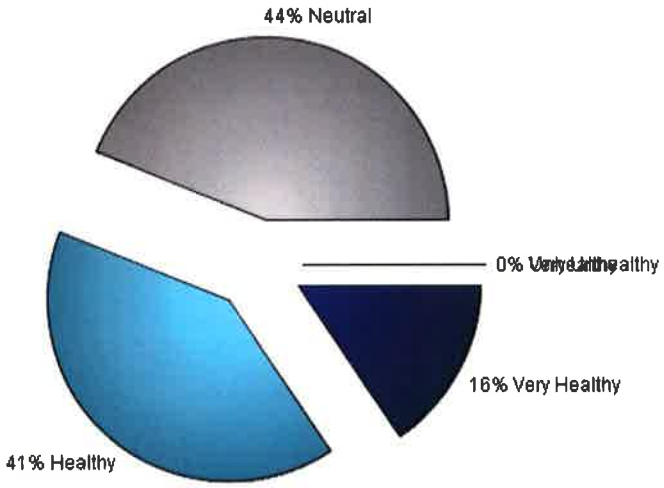
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1039975	QUESTION #10 - BACKPACK EXTREMELY HEAVY
1040005	MY CHILDREN HAVE TO CARRY BIG AND HEAVY BACKPACKS EVERYDAY TO SCHOOL PLUS THEIR LUNCH BOXES THATS MAKES DIFFICULT TO BIKE.

4.0 AGENCY COORDINATION

This aspect of the project consisted of a technical review of a variety of information and a coordination with the project management team and the school. At several times during the project, The Corradino Group reported back to the project committee and the Miami Dade County Public Schools Community Traffic Safety Team.

4.1 Technical Review

An extensive technical review was undertaken, including a review of accident data, and a review of existing traffic counts. Additionally, site visits were performed and each route was physically examined, its deficiencies were identified and measured, and estimates of probable costs were provided. A full map series has been produced including the suggested Safe Routes, the existing land use, and the existing traffic control devices in the study area.

4.2 Distribution Mailing List

The school principal was contacted by mail and by telephone. Meetings were held with the principal and the PTA board to further explain the study and provide a forum for feedback. Additionally, the School Board Member for District 6 was contacted by phone. Village of Key Biscayne police were also contacted.

4.3 Letter to Key Biscayne K-8 Center

January 5, 2015

Silvia Tarafa
Principal
Key Biscayne K-8 Center

150 W. McIntyre Street
Key Biscayne, FL 33149
Phone: (305) 361-5418
starafa@dadeschools.net

RE: Safe Routes to School Program in Key Biscayne

Dear Principal Tarafa:

I am contacting you on behalf of the Village of Key Biscayne, who in cooperation with the Florida Department of Transportation and the Miami Dade Public Schools system is conducting a "Safe Routes to School" study in Key Biscayne. This letter is to make you aware of the program and study, and make the project team available to you to answer any questions. We will be calling to see if we can set up an appointment to meet with you and subsequently the PTA chairperson.

The Safe Routes to School Program is a national program that was developed to encourage children to walk and bicycle to school. The purpose of this project is to prepare Safe Routes to School plans for the schools in Key Biscayne. The product will be the identification of a safe route within the school attendance boundary of your school. The result will be to recommend infrastructure improvements and cost estimates for each route. These improvements will be focused on improving safety, reducing traffic conflicts, and mitigating environmental considerations.

Collecting data and working with each individual school is integral to this effort. We hope to interact with you as principal and with the PTA to survey the parents and students concerning their attitudes about walking or biking to school.

A Study Committee is being formed, consisting of individuals from the Miami Dade

MPO, Miami Dade County Public Schools, Florida Department of Transportation, and Village of Key Biscayne Police Department. Throughout the project, we will be interacting with the Miami-Dade County Public Schools Community Traffic Safety Team (MDCPS CTST) for interagency coordination.

We will collect and map a series of data on a Geographic Information System database. The information we are looking for includes:

- mode split and attitudinal information
- current school attendance boundary
- roadway facilities data
- pedestrian and bicycling facilities data
- traffic controls and devices
- existing and proposed land use
- traffic volumes
- pedestrian and bicycle crash data

The survey will provide us with attitudinal information and potential in regards to walking and bicycling. We are also requesting assistance in conducting a student tally sheet (Attached). In addition, we will be verifying facilities data via a field investigation, which will also include site assessments. These assessments will be made to verify existing data, obtain other relevant data and identify preliminary safe routes. If deficiencies are identified, a list of recommended improvements will be prepared for the safe route and intersection crossings, and cost estimates for each improvement will be provided. Finally, a funding application to the State will be prepared so that the improvements may be moved toward implementation.

Please feel free to contact me if you have any questions or concerns about this effort. Again, we will be calling to set up a meeting at your convenience.

Sincerely,

Edward Ng, MPP, MPL
The Corradino Group

Enclosed

5.0 CRASH HISTORY

Integral to selecting each school for study was an examination of the pedestrian and bicycle crashes reported in the two mile radius of the school's attendance boundary for the previous five (5) years. This data was provided by the Key Biscayne Police Department. The analysis identified fatal crashes, hit and run crashes, injury crashes and bicycle and pedestrian crashes.

Crash data for this study was collected for the years 2010 through 2015. Within the study area, 803 crashes occurred in the five year period, with 426 accidents occurring within the hours of 7:00 to 14:59 (7 AM to 2:59 PM). Overall, in the five year analysis period there have been 145 injuries and 1 fatality due to crashes in the area. Of these accidents, 39 involved injuries to bicyclists, and 5 involved injuries to pedestrians.

Traffic data within the 0.25 mile radius of the Key Biscayne K-8 Center indicated 6 pedestrian accidents and 9 bicycle accidents during the period of 2011 to 2014.

In addition, there were 149 hit and run accidents. Of these accidents, 4 involved bicyclists with 3 injuries, and 1 involved a pedestrian with injury. The single fatality occurred at the intersection of East Enid Drive and Crandon Boulevard, which is within a 0.25 mile proximity of the school. The following tables detail the data.

Based on the field reviews that were conducted for this study recommended improvements were developed to address roadway and traffic deficiencies that would enhance overall safety conditions for pedestrian and bicycle traffic using the proposed safe routes.

Accident Statistics for Pedestrians/Bicyclists

Case Number	Location	Pedestrians	Bicycles	Injuries	Fatalities	Hit and Run?
1100246	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100254	Ocean Lane Drive	0	1	1	0	No
1100263	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100358	Crandon Boulevard/Sonesta Drive	0	1	0	0	No
1100368	Harbor Drive	0	1	1	0	No
1100447	Crandon Boulevard/Key Colony	0	1	1	0	Yes
1100450	West Mashta Drive/Crandon Boulevard	1	0	1	0	No
1100532	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100571	West Mashta Drive/Fernwood Road	0	1	0	0	No
1100602	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100708	Crandon Boulevard/West Mashta Drive	0	1	0	0	No
1100794	East Wood Drive/Crandon Boulevard	1	0	0	0	No
1100823	Harbor Drive/West Mashta Drive	0	1	1	0	No
1100899	Crandon Boulevard	0	1	1	0	Yes
1100912	Crandon Boulevard	0	1	1	0	No
1100989	Crandon Boulevard	1	0	1	0	No
1101054	Crandon Boulevard	0	1	1	0	No
1101128	Galen Drive/Crandon Boulevard	0	1	0	0	No
1101173	Crandon Boulevard	0	1	1	0	No
1101335	Crandon Boulevard (Sidewalk)	0	1	1	0	No
1101345	Crandon Boulevard	0	1	1	0	No
1200153	Crandon Boiulevard/Key Colony Drive	0	1	0	0	No
1200385	Crandon Boulevard	0	1	0	0	No
1200510	Crandon Boulevard/Key Colony Drive	0	1	0	0	No
1200679	Knollwood Drive	1	0	1	0	Yes
1200924	Crandon Boulevard/Sonesta Drive	0	1	1	0	No
1200957	Crandon Boulevard/Sonesta Drive	0	1	1	0	No
1200987	Crandon Boulevard	0	2	2	0	No
1201034	West Mashta Drive/Crandon Boulevard	0	1	0	0	No
1201036	Knollwood Drive	0	1	1	0	No
1201342	Harbor Drive	0	1	1	0	No
1201352	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1201533	Crandon Boulevard	0	1	1	0	No
1300122	Crandon Boulevard/Harbor Drive	0	1	0	0	No
1300228	Crandon Boulevard	0	1	0	0	No
1300241	Crandon Boulevard	1	0	1	0	No
1300294	Crandon Boulevard	0	1	1	0	No
1300414	Crandon Boulevard/Key Colony	0	1	1	0	No
1300824	Crandon Boulevard	0	1	1	0	No
1301180	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1301185	Crandon Boulevard	0	1	0	0	No
1400018	Island Drive/Cape Florida Drive	0	1	0	0	No
1400033	Grandbay Drive	1	0	1	0	No
1400071	Crandon Boulevard/Village Green Way	0	1	1	0	No
1400093	Harbor Drive/West Mashta Drive	0	1	0	0	No
1400231	Crandon Boulevard	0	1	0	0	No
1400259	Crandon Boulevard/East Enid Drive	0	1	1	0	Yes
1400288	Crandon Boulevard/Key Colony	0	1	1	0	No
1400447	Crandon Boulevard	0	1	0	0	No
1400495	N/A	1	0	0	0	No
1400497	Harbor Drive/Harbor Lane	0	1	1	0	No
1400510	Crandon Boulevard	0	1	1	0	No
1400572	Crandon Boulevard	1	0	1	0	No
1400782	Crandon Boulevard	0	1	1	0	No
1400811	Crandon Boulevard/East Enid Drive	1	0	0	1	No
1400882	Crandon Boulevard	0	1	1	0	No
1400989	West McIntyre Street/Crandon Boulevard	0	1	1	0	No
1400998	Crandon Boulevard	1	0	0	0	Yes
1401028	Warren Lane	1	0	1	0	Yes
1401246	Crandon Boulevard/Grand Bay Drive	1	0	1	0	No
1401619	Crandon Boulevard	0	1	1	0	No
1500037	Crandon Boulevard	1	0	1	0	No

Accident Count by Intersection

For Key Biscayne PD between 1/1/2011 and 12/31/2015

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/	40	88	65	25	8	6	232
HARBOR DRIVE/	12	18	9	3	0	2	44
CRANDON BOULEVARD/	0	7	7	6	1	0	21
CRANDON BLVD/KEY COLONY	7	2	8	1	1	1	20
CRANDON BLVD/HARBOR DRIVE	5	7	6	0	1	0	19
CRANDON BLVD./	2	13	2	2	0	0	19
OCEAN LANE DRIVE/	2	10	3	1	0	1	17
CRANDON BLVD/HARBOR DR	5	3	3	2	3	0	16
HARBOR DR/	5	6	2	0	0	1	14
GRAND BAY DRIVE/	2	2	4	1	0	3	12
OCEAN DRIVE/	1	4	4	0	1	0	10
CRANDON BLVD/SONESTA DRIVE	1	2	3	1	0	0	7
CRANDON BLVD (PARKING LOT)/	0	1	4	1	0	0	6
CRANDON BOULEVARD (PARKING LOT)/	1	1	4	0	0	0	6
FERNWOOD ROAD/	1	0	1	1	3	0	6
GALEN DRIVE/	0	2	2	1	0	0	5
HARBOR COURT/	0	2	0	0	3	0	5
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/KEY COLONY DRIVE	2	1	2	0	0	0	5
VILLAGE GREEN WAY/	0	2	2	1	0	0	5
W MCINTYRE STREET/	0	3	0	2	0	0	5
SUNRISE DRIVE/	1	2	1	0	0	0	4
OCEAN DR/	0	2	1	1	0	0	4
CRANDON BLVD/SONESTA DR	0	3	1	0	0	0	4
CRANDON BLVD/W MCINTYRE ST	0	2	0	1	0	1	4
CRANDON BLVD/EAST HEATHER DRIVE	0	1	3	0	0	0	4
HARBOR DR (PARKING LOT)/	0	0	4	0	0	0	4
GRAND BAY DRIVE/CRANDON BLVD	0	1	1	0	2	0	4
GRAND BAY DR/	1	1	1	0	1	0	4
FERNWOOD RD/W HEATHER DR	0	0	4	0	0	0	4
CRANDON BOULEVARD/OCEAN LANE DRIVE	0	0	3	1	0	0	4
CRANDON BOULEVARD/SONESTA DRIVE	1	1	1	0	0	0	3
E ENID DRIVE/	1	2	0	0	0	0	3
GALEN DR. (NORTH SIDE PARKING LOT)/	0	0	3	0	0	0	3
FERNWOOD ROAD/W MCINTYRE STREET	0	1	1	1	0	0	3
FERNWOOD RD/	2	0	1	0	0	0	3
HAMPTON LANE/	0	0	0	2	0	1	3
HARBOR DR. (PUBLIC P. LOT)/	0	3	0	0	0	0	3
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
HARBOR DR/WOODCREST RD	0	1	1	1	0	0	3
CRANDON BLVD/GRAND BAY DR	2	0	0	0	1	0	3
CRANDON BLVD/W ENID DR	1	0	1	1	0	0	3
BAY LANE /	0	0	3	0	0	0	3
HARBOR DRIVE/FERNWOOD ROAD	1	1	1	0	0	0	3
KEY COLONY/CRANDON BLVD	0	1	2	0	0	0	3
KNOLLWOOD DR/	0	1	1	1	0	0	3
MARINER DRIVE/	0	1	0	1	0	0	2
ISLAND DR/CAPE FLORIDA DR	0	0	0	2	0	0	2
OCEAN DRIVE/E. ENID DRIVE	0	2	0	0	0	0	2
OCEAN LANE DRIVE/CRANDON BLVD	0	1	1	0	0	0	2
HARBOR DRIVE/WOODCREST ROAD	1	0	0	1	0	0	2
RIDGEWOOD ROAD/	0	2	0	0	0	0	2
W HEATHER DR/ALLENDALE RD	1	1	0	0	0	0	2
WARREN LANE/	1	1	0	0	0	0	2
SEAVIEW DRIVE/CRANDON BLVD	0	2	0	0	0	0	2
WEST ENID DRIVE/CRANDON BLVD	0	0	2	0	0	0	2
WEST HEATHER DRIVE/	0	2	0	0	0	0	2
WEST MASHTA DRIVE/MYRTLEWOOD LANE	0	0	1	1	0	0	2
WEST MCINTYRE STREET/	0	1	1	0	0	0	2
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
WEST WOOD DRIVE/CRANDON BLVD	1	1	0	0	0	0	2
WOODCREST RD/	0	0	2	0	0	0	2
WOODCREST ROAD/	1	0	1	0	0	0	2
CRANDON BLVD/	0	2	0	0	0	0	2
CRANDON BLVD (SIDEWALK)/	2	0	0	0	0	0	2
CRANDON BLVD (PARKING LOT)/	0	0	1	1	0	0	2
CRANDON BLVD./HARBOR DR.	1	0	1	0	0	0	2
CRANDON BLVD./KEY COLONY DR.	1	1	0	0	0	0	2
CRANDON BLVD./OCEAN LANE DRIVE	0	1	0	1	0	0	2
CRANDON BLVD./SONESTA DR.	0	2	0	0	0	0	2
CRANDON BLVD/WEST WOOD DR	0	0	1	1	0	0	2
CRANDON BLVD/SUNRISE DRIVE	0	0	1	1	0	0	2
CRANDON BLVD/OCEAN LANE DRIVE	1	0	0	1	0	0	2
CRANDON BLVD/KEY COLONY DR	0	2	0	0	0	0	2
CRANDON BLVD/EAST ENID DRIVE	0	0	2	0	0	0	2
CRANDON BLVD/E ENID DRIVE	0	0	0	2	0	0	2
CRANDON BLVD/E. ENID DR	0	2	0	0	0	0	2
HARBOR DRIVE (PARKING LOT)/	0	2	0	0	0	0	2
HARBOR DR./	1	1	0	0	0	0	2
HAMPTON LN/	1	0	1	0	0	0	2
Totals	155	271	231	89	31	26	803

1/29/2015 2:47:23 PM

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
FERNWOOD RD/WEST HEATHER DR	2	0	0	0	0	0	2
GALEN DR/	0	1	1	0	0	0	2
GLENRIDGE ROAD/	2	0	0	0	0	0	2
EAST WOOD DRIVE/CRANDON BLVD	2	0	0	0	0	0	2
FERNWOOD ROAD/WEST ENID DRIVE	0	0	0	0	0	2	2
EAST ENID DRIVE (PRIVATE PROPERTY)/	0	2	0	0	0	0	2
EAST HEATHER DRIVE/CARIBBEAN ROAD	0	0	1	0	0	0	1
EAST ENID DR/	0	0	0	1	0	0	1
CRANDON BOULEVARD/EAST HEATHER DRIVE	0	0	1	0	0	0	1
CRANDON BOULEVARD/HARBOR DRIVE	1	0	0	0	0	0	1
CRANDON BOULEVARD/KEY COLONY DRIVE	0	1	0	0	0	0	1
CRANDON BOULEVARD/KNOLLWOOD DRIVE	0	0	1	0	0	0	1
CRANDON BOULEVARD/WEST MASHTA DRIVE	0	0	0	0	1	0	1
CRANDON BOULEVATD/	0	0	1	0	0	0	1
CRANWOOD DR./HARBOR CT.	1	0	0	0	0	0	1
CRANWOOD DR/	0	1	0	0	0	0	1
CRANWOOD DRIVE/HAMPTON LANE	1	0	0	0	0	0	1
CURTISWOOD DR/	0	0	0	0	1	0	1
CURTISWOOD DRIVE/	0	1	0	0	0	0	1
FERNWOOD ROAD/WESTWOOD DRIVE	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
GALEN DR (PARKING LOT)/	0	0	1	0	0	0	1
FERNWOOD RD/BUTTONWOOD DR	0	1	0	0	0	0	1
GALEN DR./	0	0	0	0	1	0	1
FERNWOOD RD/W. HEATHER DR	1	0	0	0	0	0	1
GALEN DRIVE/CRANDON BOULEVARD	1	0	0	0	0	0	1
GLENRIDGE RD./	1	0	0	0	0	0	1
GLENRIDGE RD/	1	0	0	0	0	0	1
GLENRIDGE ROAD/WEST ENID DRIVE	1	0	0	0	0	0	1
GRAND BAY DR./	0	0	1	0	0	0	1
HAMPTON LANE/RIDGEWOOD ROAD	1	0	0	0	0	0	1
GRAND BAY DRIVE/CRANDON BLVD.	0	0	1	0	0	0	1
GRAND BAY ESTATES CIRCLE/	1	0	0	0	0	0	1
GRANDBAY DR/	0	0	0	0	0	1	1
GRANDBAY DRIVE/	1	0	0	0	0	0	1
GRAPETREE DRIVE/	0	1	0	0	0	0	1
GULF ROAD/	1	0	0	0	0	0	1
HABROR DR/	0	0	0	1	0	0	1
HARBOR DR/CRANDON BLVD	0	1	0	0	0	0	1
HARBOR DR/CRANDON BLVD	0	1	0	0	0	0	1
HARBOR DR/FERNWOOD RD	0	0	0	0	0	1	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
HARBOR DR/W MCINTYRE ST	1	0	0	0	0	0	1
HARBOR DR/WEST MASHTA DR	0	0	0	1	0	0	1
HARBOR DRIVE /	0	1	0	0	0	0	1
HARBOR DRIVE./HARBOR CT.	1	0	0	0	0	0	1
HARBOR DR/WOODCREST ROAD	1	0	0	0	0	0	1
HARBOR DRIVE/BAY LANE	0	0	0	0	0	1	1
HARBOR DRIVE/CYPRESS DRIVE	0	0	0	0	0	1	1
HARBOR DRIVE/FERNWOOD RD	0	0	0	1	0	0	1
HARBOR DRIVE/FERNWOOD RD	0	0	1	0	0	0	1
CRANDON BLVD/E.WOOD DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/EAST DR	0	1	0	0	0	0	1
CRANDON BLVD/EAST ENID DR	0	0	0	1	0	0	1
CRANDON BLVD/EAST HEATHER DR.	0	1	0	0	0	0	1
CRANDON BLVD/200 BLOCK	0	0	1	0	0	0	1
CRANDON BLVD/CALUSA CIRCLE	0	0	0	0	1	0	1
CRANDON BLVD/EASTWOOD DR	0	1	0	0	0	0	1
CRANDON BLVD/GALEN DR	0	1	0	0	0	0	1
CRANDON BLVD/GALEN DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/OCEAN LANE	0	1	0	0	0	0	1
CRANDON BLVD/VILLAGE GREEN WAY	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/SONESTA DR.	1	0	0	0	0	0	1
CRANDON BLVD/WESTWOOD DRIVE	0	1	0	0	0	0	1
CRANDON BOULEVARD (LOADING DOCK)/	0	1	0	0	0	0	1
CRANDON BLVD/W MASHTA DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/W. MASHTA DR.	0	0	1	0	0	0	1
CRANDON BLVD/WEST ENID DRIVE	0	1	0	0	0	0	1
CRANDON BLVD/WEST MCINTYRE STREET	0	0	1	0	0	0	1
CRANDON BLVD./VILLAGE GREEN WAY	0	0	1	0	0	0	1
CRANDON BLVD./OCEAN LN DR.	0	1	0	0	0	0	1
CRANDON BLVD./OCEAN LANE DR.	0	1	0	0	0	0	1
CRANDON BLVD./HARBOR DRIVE	1	0	0	0	0	0	1
CRANDON BLVD (LAKE DRIVE)/	0	1	0	0	0	0	1
CRANDON BLVD./EAST HEATHER DR.	0	1	0	0	0	0	1
CRANDON BLVD - PARKING GARAGE/	1	0	0	0	0	0	1
CRANDON BLVD PARKING LOT/	0	0	0	1	0	0	1
CRANDON BLVD(PUBLIC PARKING LOT)/	0	1	0	0	0	0	1
CRANDON BOULEVARD/	1	0	0	0	0	0	1
CRANDON BOULEVARD/KEY COLONY DRIVE	0	0	1	0	0	0	1
CRANDON BLVD PARKING LOT/	0	0	1	0	0	0	1
BEECHWOOD DR./	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
BEECHWOOD DR/	0	0	0	1	0	0	1
BLOCK OF CRANDON BLVD/	0	0	1	0	0	0	1
BUTTONWOOD DR/	0	1	0	0	0	0	1
CAPE FLORIDA DR/	0	1	0	0	0	0	1
CRANDON BLVD (PARKING LOT)/	0	0	1	0	0	0	1
100 BLK OF GALEN DRIVE/CRANDON BLVD.	0	0	0	0	0	1	1
328/CRANDON BLVD	0	1	0	0	0	0	1
500 BLOCK CRANDON BLVD/SUNRISE DRIVE	1	0	0	0	0	0	1
604 CRANDON BLVD - PARKING LOT/	0	0	1	0	0	0	1
799 CRANDON BLVD/	0	0	0	0	0	1	1
ALLENDALE ROAD/REDWOOD LANE	0	1	0	0	0	0	1
ATLANTIC RD/	0	1	0	0	0	0	1
ATLANTIC ROAD/	0	0	1	0	0	0	1
WOODCREST ROAD/WEST HEATHER DRIVE	0	0	1	0	0	0	1
WEST WOOD DRIVE/RIDGEWOOD ROAD	0	0	1	0	0	0	1
WESTWOOD DR/CRANDON BLVD	0	0	0	1	0	0	1
WESTWOOD DR/FERNWOOD RD	0	0	0	1	0	0	1
WESTWOOD DRIVE/CRANDON BLVD.	0	1	0	0	0	0	1
WESTWOOD RD./	0	0	1	0	0	0	1
WOODCREST LANE/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
WEST WOOD DR/CRANDON BLVD	0	0	0	0	1	0	1
WEST MCINTYRE ST/	0	1	0	0	0	0	1
WEST MCINTYRE ST/CRANDON BLVD	0	0	1	0	0	0	1
WEST HEATHER DRIVE/HAMPTON LANE	0	0	1	0	0	0	1
WEST MASHTA DR./FERNWOOD RD.	0	0	1	0	0	0	1
WEST MASHTA DRIVE/CRANDON BLVD	1	0	0	0	0	0	1
WEST MASHTA DRIVE/CRANDON BOULEVARD	0	0	1	0	0	0	1
WEST MASHTA DRIVE/GLENRIDGE ROAD	1	0	0	0	0	0	1
WEST ENID DRIVE/WOODCREST ROAD	0	0	1	0	0	0	1
SONESTA DR/CRANDON BLVD	1	0	0	0	0	0	1
SUNRISE DR/	0	0	1	0	0	0	1
WARREN LN/	1	0	0	0	0	0	1
WEST ENID DR./	0	0	1	0	0	0	1
WEST ENID DR./CURTISWOOD DR.	0	0	1	0	0	0	1
WEST ENID DRIVE/	0	0	0	1	0	0	1
W MASHTA DR/	0	1	0	0	0	0	1
W MASHTA DR/ALLENDALE ROAD	1	0	0	0	0	0	1
W MASHTA DR/CRANDON BLVD	0	1	0	0	0	0	1
W MCINTYRE SREET/	1	0	0	0	0	0	1
W MCINTYRE ST/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
BEECHWOOD DR/	0	0	0	1	0	0	1
BLOCK OF CRANDON BLVD/	0	0	1	0	0	0	1
BUTTONWOOD DR/	0	1	0	0	0	0	1
CAPE FLORIDA DR/	0	1	0	0	0	0	1
CRANDON BLVD (PARKING LOT)/	0	0	1	0	0	0	1
100 BLK OF GALEN DRIVE/CRANDON BLVD.	0	0	0	0	0	1	1
328/CRANDON BLVD	0	1	0	0	0	0	1
500 BLOCK CRANDON BLVD/SUNRISE DRIVE	1	0	0	0	0	0	1
604 CRANDON BLVD - PARKING LOT/	0	0	1	0	0	0	1
799 CRANDON BLVD/	0	0	0	0	0	1	1
ALLENDALE ROAD/REDWOOD LANE	0	1	0	0	0	0	1
ATLANTIC RD/	0	1	0	0	0	0	1
ATLANTIC ROAD/	0	0	1	0	0	0	1
WOODCREST ROAD/WEST HEATHER DRIVE	0	0	1	0	0	0	1
WEST WOOD DRIVE/RIDGEWOOD ROAD	0	0	1	0	0	0	1
WESTWOOD DR/CRANDON BLVD	0	0	0	1	0	0	1
WESTWOOD DR/FERNWOOD RD	0	0	0	1	0	0	1
WESTWOOD DRIVE/CRANDON BLVD.	0	1	0	0	0	0	1
WESTWOOD RD./	0	0	1	0	0	0	1
WOODCREST LANE/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
WEST WOOD DR/CRANDON BLVD	0	0	0	0	1	0	1
WEST MCINTYRE ST/	0	1	0	0	0	0	1
WEST MCINTYRE ST/CRANDON BLVD	0	0	1	0	0	0	1
WEST HEATHER DRIVE/HAMPTON LANE	0	0	1	0	0	0	1
WEST MASHTA DR./FERNWOOD RD.	0	0	1	0	0	0	1
WEST MASHTA DRIVE/CRANDON BLVD	1	0	0	0	0	0	1
WEST MASHTA DRIVE/CRANDON BOULEVARD	0	0	1	0	0	0	1
WEST MASHTA DRIVE/GLENRIDGE ROAD	1	0	0	0	0	0	1
WEST ENID DRIVE/WOODCREST ROAD	0	0	1	0	0	0	1
SONESTA DR/CRANDON BLVD	1	0	0	0	0	0	1
SUNRISE DR/	0	0	1	0	0	0	1
WARREN LN/	1	0	0	0	0	0	1
WEST ENID DR./	0	0	1	0	0	0	1
WEST ENID DR./CURTISWOOD DR.	0	0	1	0	0	0	1
WEST ENID DRIVE/	0	0	0	1	0	0	1
W MASHTA DR/	0	1	0	0	0	0	1
W MASHTA DR/ALLENDALE ROAD	1	0	0	0	0	0	1
W MASHTA DR/CRANDON BLVD	0	1	0	0	0	0	1
W MCINTYRE SREET/	1	0	0	0	0	0	1
W MCINTYRE ST/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
W MCINTYRE STREET/FERNWOOD ROAD	1	0	0	0	0	0	1
W WOOD DR/CRANDON BLVD	0	1	0	0	0	0	1
W WOOD DRIVE/GLENRIDGE ROAD	1	0	0	0	0	0	1
W. ENID DR/	1	0	0	0	0	0	1
W. ENID DR/GLENRIDGE RD	0	0	1	0	0	0	1
W. ENID DR/WOODCREST RD	0	0	1	0	0	0	1
W. HEATHER DRIVE/HARBOR DRIVE	0	1	0	0	0	0	1
W. MASHTA DR/CRANDON BLVD	0	0	1	0	0	0	1
W. MCINTYRE ST./	0	1	0	0	0	0	1
W. MCINTYRE ST/RIDGEWOOD RD	0	1	0	0	0	0	1
W.HEATHER DRIVE/	0	0	1	0	0	0	1
W.MCINTYRE STREET/	0	0	1	0	0	0	1
SEAVIEW DRIVE/	0	0	1	0	0	0	1
HARBOR/	0	1	0	0	0	0	1
SUNRISE DRIVE/OCEAN DRIVE	0	0	0	0	1	0	1
TURTLE WALK/	0	0	0	1	0	0	1
VILLAGE DREEN WAY/WEST ENID DRIVE	1	0	0	0	0	0	1
VILLAGE GREEN WAY PARKING/	0	1	0	0	0	0	1
VILLAGE GREEN WAY/CRANDON BLVD	1	0	0	0	0	0	1
VILLAGE GREEN WAY/W MCINTYRE ST	1	0	0	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
VILLAGE GREEN WAY/W MCINTYRE STREET	1	0	0	0	0	0	1
W ENID DR/	1	0	0	0	0	0	1
W ENID DR/VILLAGE GREEN WAY	0	0	0	1	0	0	1
W ENID DRIVE/	0	1	0	0	0	0	1
W ENID DRIVE/WOODCREST ROAD	0	0	1	0	0	0	1
OCEAN LN DR/	0	1	0	0	0	0	1
OCEAN LN DRIVE/	0	1	0	0	0	0	1
PACIFIC ROAD/	0	1	0	0	0	0	1
PACIFIC ROAD/SONESTA DR	0	0	1	0	0	0	1
PALMWOOD LANE/W HEATHER DRIVE	0	0	0	0	0	1	1
REDWOOD LANE/	0	1	0	0	0	0	1
RIDGEWOOD RD/MCINTYRE ST	1	0	0	0	0	0	1
OCEAN LANE DR/	0	0	0	1	0	0	1
OCEAN LANE DRIVE (REAR PARKING LOT)/	0	0	1	0	0	0	1
OCEAN DRIVE (2ND FLOOR PARKING LOT)/	0	0	0	1	0	0	1
OCEAN DRIVE (PARKING LOT)/	0	0	1	0	0	0	1
OCEAN DRIVE (PRIVATE LOT)/	0	1	0	0	0	0	1
ISLAND DRIVE/HARBOR DR	1	0	0	0	0	0	1
ISLAND DRIVE/ISLAND DRIVE & CAPE FLORIDA DRIVE	0	0	1	0	0	0	1
KEY COLONY DR/CRANDON BLVD	1	0	0	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
KEY COLONY DRIVE/CRANDON BLVD	0	0	0	1	0	0	1
HARBOR DRIVE/HARBOR LANE	1	0	0	0	0	0	1
HARBOR DRIVE/W MASHTA DRIVE	0	0	1	0	0	0	1
HARBOR DRIVE/W. MASHTA DRIVE	1	0	0	0	0	0	1
HARBOR DRIVE/WEST ENID DRIVE	0	1	0	0	0	0	1
HARBOR DRIVE/WEST MASHTA DRIVE	0	0	1	0	0	0	1
HARBOR DRIVE/WEST MCINTYRE STREET	1	0	0	0	0	0	1
MASHTA PLACE/	0	0	0	1	0	0	1
MC INTYRE STREET/	0	0	1	0	0	0	1
MCINTYRE STREET/	0	0	0	0	0	1	1
MYRTLEWOOD LANE/WESTWOOD DR	0	1	0	0	0	0	1
NORTH MASHTA DR/	1	0	0	0	0	0	1
NORTH PERIMETER ROED - KEY COLONY COMPLEX/CRANDON BOULEVARD	0	0	0	1	0	0	1
KNOLLWOOD DRIVE/	0	0	0	1	0	0	1
KNOLLWOOD RD/ISLAND DRIVE	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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6.0 ROUTE DEFICIENCY IDENTIFICATION / FIELD REVIEW

In this task, the school survey was reviewed, and the boundaries are explained and mapped. Additionally, the existing facilities have been inventoried through site visits, aerial photography review and other means of data collection. These facilities included roadway facilities, pedestrian facilities, and traffic control devices. A base map has been produced, and Safe Routes have been identified.

6.1 Survey

After contact was made with the school principal, meetings were set up between the project team, the Principal, and the PTA board. The main goal was to explain the project, its process, the intended results and to determine how best to understand the feelings of the parents, students and teachers relative to walking or biking to school. Bike Safe conducted two surveys at Key Biscayne K-8 Center in February and May 2013, which were reviewed as part of this study and attached as an appendix. A student tally survey was completed in November 2014, with statistical data representing over ¾ of the student population.

6.2 School Zone Boundary

The Key Biscayne K-8 Center School boundary is completely within the 2-mile radius of the school. The school's attendance boundary includes the islands of Key Biscayne and Virginia Key. Actual school attendance is thus confined to the same boundary as the Village of Key Biscayne boundary. The school sits in the center of this portion of the attendance area, which bound by the ocean on the east and west and by Crandon Park to the north and Bill Baggs State Park to the south.

6.3 Land Use

Land use immediately surrounding the school is medium density residential. Within the school attendance area, most of the land use is residential at varying levels. East of Crandon Boulevard, most of the developments are multifamily residential units, with medium and high density in the north. Demographic shifts currently results in higher school traffic across Crandon Boulevard as the population shifts from part-time residents to full-year families in residence, and will continue to result in higher enrollment from the eastern part of the island. New construction is also expected to increase the student population in the eastern part of the island. Commercial uses in the Village are primarily along Crandon Boulevard and create frequent pedestrian/bicyclist/vehicular contact points.

VILLAGE OF KEY BISCAYNE LAND USE MAP

6.4 Existing Roadway Characteristics

Through site assessments and research of existing data, roadway characteristics have been developed for each of the Safe Routes. Roads in the area are predominantly local streets, with low speed limits. These roads are generally suburban in nature. The roads around the school have been changed to one way streets circling the school.

Roadway Characteristics

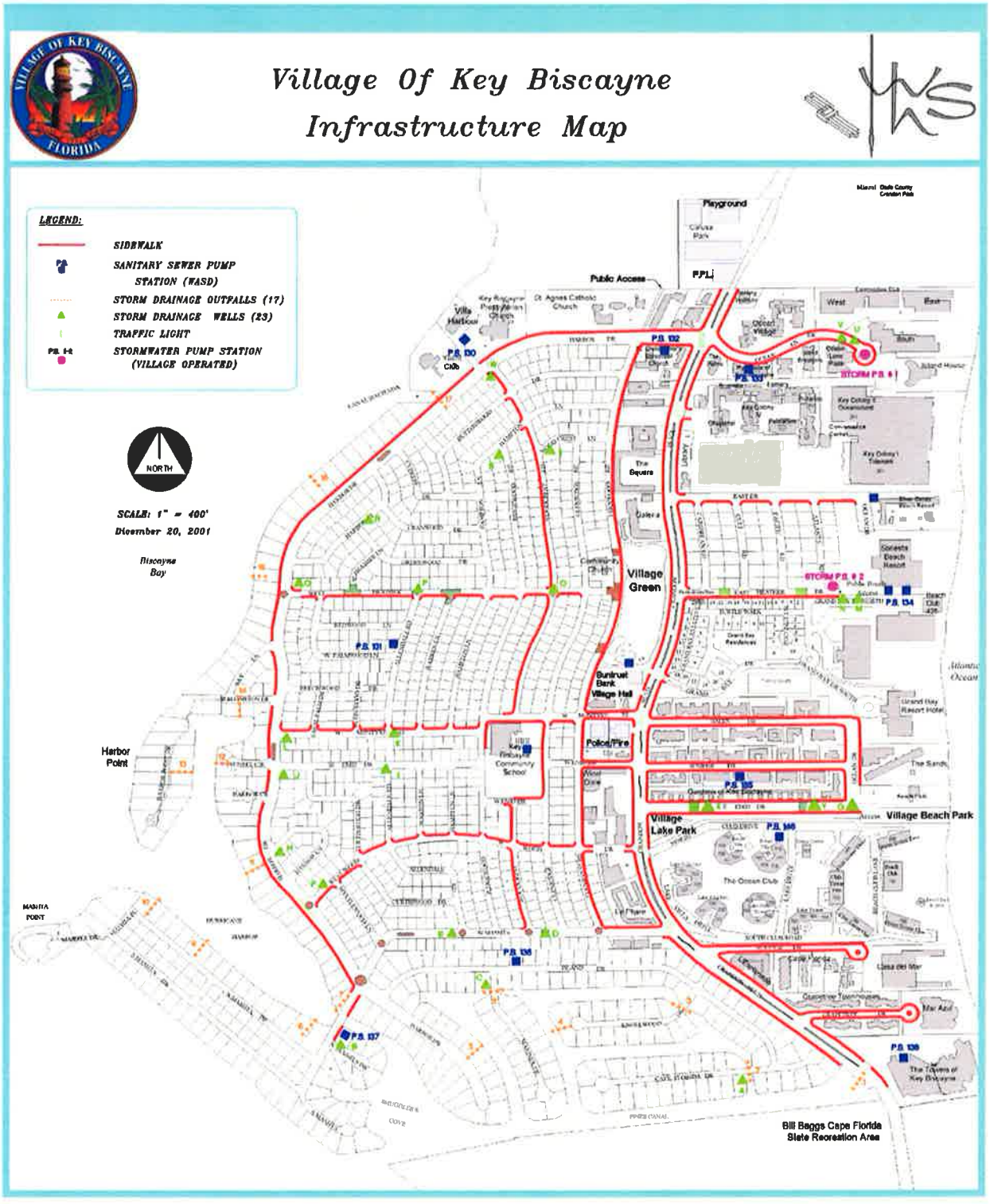
Road	Segment		Facility Type	Speed Limit	AADT	Sidewalks	Sidewalk Gaps	Closest Point to School
	From	To						
Crandon Blvd	Key Colony	E Heather Dr	Urban Arterial	35	Medium	Yes	No	0 to 1/2 Mile
Crandon Blvd	Grand Bay Dr	W Enid Dr	Urban Arterial	35	Medium	Yes	No	0 to 1/2 Mile
Crandon Blvd	E Enid Dr	Westwood Dr	Urban Arterial	35	Medium	Yes	No	0 to 1/2 Mile
E Enid Dr	Ocean Dr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
E Heather Dr	Ocean Dr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Fernwood Rd	Harbor Dr	W McIntyre St	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Galen Dr	Ocean Dr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Glenridge Rd	W McIntyre St	Mashta Dr	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Grand Bay Dr	Grand Bay Estates Clr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Ocean Lane Dr	Ocean Lane Dr	Fernwood Rd	Local Street (Urban)	20	Low	Yes	No	1/2 Mile to 1 Mile
Ridgewood Rd	W Heather Dr	Mashta Dr	Local Street (Urban)	20	Low	Yes	Yes	0 to 1/2 Mile
Sonestra Dr	Ocean Dr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Sunrise Dr	Ocean Dr	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W Enid Dr	Harbor Dr	Ridgewood Rd	Local Street (Urban)	20	Low	No	Yes	0 to 1/2 Mile
W Enid Dr	Ridgewood Rd	Glenridge Rd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W Heather Dr	Harbor Dr	Ridgewood Rd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W Mashta Dr	Harbor Dr	Ridgewood Rd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W Mashta Dr	Glenridge Rd	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W McIntyre St	Harbor Dr	Ridgewood Rd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W McIntyre St	Ridgewood Rd	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
W Wood Dr	Harbor Dr	Ridgewood Rd	Local Street (Urban)	20	Low	Yes	Yes	0 to 1/2 Mile
W Wood Dr	Glenridge Rd	Crandon Blvd	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile
Woodcrest Rd	Buttonwood Dr	W McIntyre St	Local Street (Urban)	20	Low	Yes	No	0 to 1/2 Mile

6.5 Site Assessment and Inventory of Existing Facilities

Field reviews for Key Biscayne K-8 Center were conducted in January 2015. The primary deficiencies that were identified along the proposed safe routes were missing sidewalks and missing crosswalks, with some minor repairs needed for cracked sidewalks in the vicinity of the school. Drainage on the north side of the school may need to be addressed, given flooding in heavier rains. Where sidewalks exist, they are ADA compliant. The area surrounding the school currently has active construction/reconstruction, which occurs periodically within Key Biscayne and should be accounted for. The school's bicycle facilities are inadequate for the level of demand; unsecured bicycles were found along the school's perimeter, some having fallen over and blocking the sidewalk. The bicycle parking area was also full, and the estimated ratio of secured to unsecured bicycles was approximately 1 to 2 onsite, with a deficit of at least 110 spaces based on survey data. Parking on the south side of the school needs to be removed as, having 0 ft setback from the crosswalk, results in vehicles backing into the crosswalk.

6.5.1 Roadway Facilities / Pedestrian Facilities / Traffic Controls and Devices

There are no traffic lights in the immediate area except on Crandon Boulevard. Traffic signals locations are noted in the map below. Six (6) signals are currently located within the attendance boundary. These traffic control devices at intersections are primarily along Crandon Boulevard. Sidewalks gaps are prevalent along some paths, and if Safe Routes were adjusted solely to existing sidewalks, the resulting paths would be highly circuitous and unappealing to some parents and their children. Infrastructure improvements are necessary to create more direct paths that parents and their children would be willing to take.



Source: Village of Key Biscayne

7.0 RECOMMENDED SAFE ROUTES AND IMPROVEMENTS AND PROBABLE COSTS

Following the process described in Section 2, "Development of Safe Routes", the recommended SRTS were developed for Key Biscayne K-8 Center School. The map in the next section shows the recommended SRTS. The table in section 7.2 shows pertinent roadway and traffic improvements for the road segments along the recommended SRTS.

Safe routes for the Key Biscayne K-8 School were designated to be as direct as possible, while avoiding potential pedestrian/vehicular conflicts or bicycle/vehicular conflicts. In some cases, the existence of hazards such as loading zones on West Enid Drive or other difficult to mitigate challenges presented particular concerns which would encourage alternative routing to be developed. Where possible, the routes designated utilized available existing infrastructure, such as wide sidewalks, or existing parks, with recommendations serving to enhance the safety along the route. Especial considerations were particularly provided at points of crossing.

7.1 SAFE ROUTES MAP

7.2 RECOMMENDED IMPROVEMENTS AND OPINION OF PROBABLE COSTS

Road/Path Segment	Recommendations	Unit Cost	Unit	QTY	Total
Crandon Blvd	**Crossing Improvement at Harbor Drive/Ocean Lane Drive**				
	Crossing Guard	$ 8,100.00	EA	1	$ 8,100.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Crossing Improvement at East Heather Drive				
	Crossing Guard	$ 5,400.00	EA	1	$ 5,400.00
	High Visibility Striping				
	Thermoplastic Striping 24"	$ 2.74	LF	700	$ 1,918.00
	Thermoplastic Striping 12"	$ 1.47	LF	380	$ 558.60
	Pedestrian Signals				
	Ground Flashers (Solar Powered)	$ 40,000.00	EA	1	$ 40,000.00
	Flashing Beacons	$ 15,000.00	EA	3	$ 45,000.00
	Crossing Improvement at East Enid Drive				
	Pedestrian Signals				
	Ground Flashers (Solar Powered)	$ 40,000.00	EA	1	$ 40,000.00
	Flashing Beacons	$ 15,000.00	EA	3	$ 45,000.00
	Crossing Improvement at West McIntyre Street/Galen Road				
	Crossing Guard/Post Police Officer	$ 5,400.00	EA	1	$ 5,400.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Crossing Improvement at West Mashta Drive				
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Pedestrian Crosswalk Signals	$ 2,076.08	EA Corner	4	$ 8,304.32
	Crossing Improvement at Westwood Drive				
	Crossing Guard	$ 5,400.00	EA	1	$ 5,400.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
E Enid Dr	**None Needed**				$ -
E Heather Dr	**None Needed**				$ -
Fernwood Rd	**Crossing Improvements at Buttonwood Drive**				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Hampton Lane				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Woodcrest Lane				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at West McIntyre				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Retain Crossing Guard at Intersection	$ 5,400.00	EA	1	$ 5,400.00
Galen Dr	**None Needed**				$ -
Glenridge Rd	**Sidewalks (5 ft wide) West Enid Drive to Mashta Road**	$ 35.00	LF	566.67	$ 19,833.33
	Crosswalk Improvements at West Enid Drive (South)				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (North Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	High Visibility Striping (West Side of Intersection)				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	Crosswalk Improvements at West Enid Drive (North)				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Crosswalk Improvements at West McIntyre Road				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	

Road/Path Segment	Recommendations	Unit Cost	Unit	QTY	Total
Grand Bay Dr	**None Needed**				$ -
Ocean Lane Dr	**None Needed**				$ -
Ridgewood Rd	**Crossing Improvements at West McIntyre (South)**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	Crossing Improvements at West Enid				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	High Visibility Striping (South Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at West Heather Drive				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Stop Sign Warrant Analysis (North-South)	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	High Visibility Striping (West Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Sidewalks Improvements (5 ft wide) from West Enid Drive to Mashta Drive	$ 35.00	SY	566.67	$ 19,833.33
	Sidewalks Improvements (5 ft wide) from West McIntrye to West Heather Road	$ 35.00	SY	580.56	$ 20,319.44
	Sidewalk Replacement	$ 35.00	SY	8.89	$ 311.11
Sunrise Dr	**None Needed**				$ -
Sonestra Dr	**Crossing Improvements at Atlantic Road**				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Pacific Road				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Gulf Road				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Carribbean Road				
	High Visibility Striping				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
W Enid Dr	**Crossing Improvements at Satinwood Drive**				
	High Visibility Striping				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	Crossing Improvements at Woodcrest Road				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	Sidewalks (5 ft wide) from Ridgewood Road to Harbor Drive	$ 35.00	SY	883.33	$ 30,916.67
W Heather Dr	**Crossing Improvements at Hampton Lane**				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
W Mashta Dr	**Crossing Improvements at Harbor Drive**				
	High Visibility Striping				$ 456.50
	Thermoplastic Striping 24"	$ 2.72	LF	130	
	Thermoplastic Striping 12"	$ 1.47	LF	70	
	Pedestrian Signals (4-way Intersection)	$ 11,563.00	EA	1	$ 11,563.00
	Sidewalk (5 ft wide)	$ 35.00	SY	11.11	$ 388.89
	ADA-Compliant Curb Ramps at Crosswalk	$ 1,150.00	EA	2	$ 2,300.00
W McIntyre St	**Crossing Improvements at Ridgewood Road (North)**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 456.50
	Thermoplastic Striping 24"	$ 2.72	LF	130	
	Thermoplastic Striping 12"	$ 1.47	LF	70	
	High Visibility Striping (North Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	ADA-Compliant Curb Ramps at Crosswalk	$ 1,150.00	EA	2	$ 2,300.00

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION ALTERNATIVES PROGRAM
APPLICATION

APPLICANT INFORMATION

PROJECT SPONSOR: Village of Key Biscayne

CONTACT PERSON: John Gilbert **TITLE:** Village Manager

ADDRESS: 88 West McIntyre Street, Suit FL, **ZIP:** 33149

PHONE: (305) 365-5514 **FAX:**

EMAIL: jgilbert@keybiscayne.fl.gov

PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS:

☒ Currently LAP Certified ☐ Not LAP Certified
(Year of Certification:)

☐ Seeks Project Specific Certification

PROJECT INFORMATION

PROJECT PRIORITY NO.:

PROJECT TITLE: Safe Routes to School - Key Biscayne K-8 Center

PROJECT LOCATION: Village of Key Biscayne, FL

PROJECT LENGTH: Various **TERMINI:** Various

BRIEF PROJECT DESCRIPTION: Implementation of SRTS study recommendations.

PROJECT IS SUBMITTED UNDER WHICH ELIGIBLE PROGRAM TYPE:

☐ Transportation Alternative, defined in 23 USC 101

☐ Recreational Trail, defined in 23 USC 206

☒ Safe Routes to School, defined in 23 USC 402 note, Public Law 109-59
*(Safe Routes to School Application **must** accompany this application)*

☐ Roadway construction within former interstate routes or other divided highways

PROJECT IMPLEMENTATION INFORMATION

Project phases included in funding request:

- ☐ Planning Activities
- ☐ Project Development & Environment Study
- ■ Preliminary Engineering/Final Design Plans
- ■ Construction
- ■ Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Safe Routes to Study completed in January 2015.

Describe the proposed method of performing and administering each work phase of the project. (*If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)*

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff
☐ Applicant's Cons	☐ Applicant's Cons	☐ Applicant's Cons	☐ FDOT	☐ Applicant's CEI
☐ FDOT	☐ FDOT	☐ FDOT		☐ FDOT

Have any public information, or community, meetings been held? ■ **Yes** ☐ **No**

Describe public, and private, support for the project. *(Examples: petitions, written endorsements, resolutions, etc.)*

Please see attached CTST, Miami-Dade Public Schools Resolutions.

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Proposed ownership and maintenance responsibilities will be with the Village of Key Biscayne.

Are matching funds being applied to the project? If so, explain any limitations to those funds. ■ **Yes** ☐ **No**

Provide any additional implementation information that should be considered.

No permitting expected given nature of proposed improvements.

Expected project schedules are contingent on timing and availability of funding.

Tentative Project(s) Schedule:

Phase I Design:
Funding Determination: June/July 2016
Determination of Project Phases/Priorities: August 2016
Project Design Bid Advertisement: August 2016
Project Design Bid: September 2016
Project Design Award: November 2016
Complete Design(s): January 2016
Review on Permitting/Complete Permitting: February 2017

Phase I Implementation:
Project Advertise for Bids: March 2017
Project Bid: April 2017
Project Award: July 2017
NTP Phase I Construction: August 2017
End Phase I Construction: November 2017

Subsequent Phases as deemed necessary.

Please see attached SRTS Application and January 2015 report.

PROJECT DESCRIPTION

Roadway Name and/or Number:

(A location map with aerial view must be attached)

☐ **On-System Project** (State Roadway) ■ **Off-System Project** (Local Roadway)

Project Termini- Begin: July 1, 2016 **End:** June 30, 2019

Project Length: 3 Years

Scope of Work *(Attach conceptual plans if available)*:

Implementation of Safe Routes to School Study recommendations for Key Biscayne K-8 Center. Details in SRTS Attachmen

Summarize any special characteristics of the project *(Provide Typical Section drawings and describe the typical section here.)*:

N/A

Describe existing right-of-way ownerships along the project *(Describe when the right-of-way was obtained and how ownership is documented, i.e., plats, deeds, prescriptions, easements)*:

Village owns Rights of Way along the project.

Is right-of-way acquisition proposed? If Yes, describe proposed acquisition including expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way. ☐ **Yes** ■ **No**

N/A

Provide any additional project specific information that should be considered.

No permitting expected to be necessary given project list. Please also see attached SRTS Report.

PROJECT IMPLEMENTATION INFORMATION

Project phases included in funding request:

- ☐ Planning Activities
- ☐ Project Development & Environment Study
- ■ Preliminary Engineering/Final Design Plans
- ■ Construction
- ■ Construction Engineering & Inspection

Describe any project work phases that are currently underway or have been completed.

Safe Routes to Study completed in January 2015.

Describe the proposed method of performing and administering each work phase of the project. (*If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the entity must be certified to administer Federal Aid project in accordance with the Department Local Agency Program (LAP) Manual (Topic No. 525-010-300).)*

Refer to Chapter 18 of the LAP Manual requirements regarding use of consultants.

Planning	PD&E	Design	R/W Acquisition	Construction
☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff	☐ Applicant's Staff
☐ Applicant's Cons	☐ Applicant's Cons	☐ Applicant's Cons	☐ FDOT	☐ Applicant's CEI
☐ FDOT	☐ FDOT	☐ FDOT		☐ FDOT

Have any public information, or community, meetings been held? ■ **Yes** ☐ **No**

Describe public, and private, support for the project. *(Examples: petitions, written endorsements, resolutions, etc.)*

Please see attached CTST, Miami-Dade Public Schools Resolutions.

Explain the proposed ownership and maintenance responsibilities for the project when complete?

Proposed ownership and maintenance responsibilities will be with the Village of Key Biscayne.

Are matching funds being applied to the project? If so, explain any limitations to those funds. ■ **Yes** ☐ **No**

Provide any additional implementation information that should be considered.

No permitting expected given nature of proposed improvements.

Expected project schedules are contingent on timing and availability of funding.

Tentative Project(s) Schedule:

Phase I Design:
Funding Determination: June/July 2016
Determination of Project Phases/Priorities: August 2016
Project Design Bid Advertisement: August 2016
Project Design Bid: September 2016
Project Design Award: November 2016
Complete Design(s): January 2016
Review on Permitting/Complete Permitting: February 2017

Phase I Implementation:
Project Advertise for Bids: March 2017
Project Bid: April 2017
Project Award: July 2017
NTP Phase I Construction: August 2017
End Phase I Construction: November 2017

Subsequent Phases as deemed necessary.

Please see attached SRTS Application and January 2015 report.

PROJECT COST ESTIMATE

Below, provide a summary of the estimated cost for the work being proposed. ***(A detailed project cost estimate must be attached to this application.)***

Planning Activities	10775
Project Development & Environment Study	
Preliminary Engineering / Final Design Plans	113483
Construction	756551
Construction Engineering & Inspection Activities	113483
Other (Describe) _____	
Total Estimated Cost	994292

PROJECT FUNDING

TA FUNDS	LOCAL FUNDS	TOTAL
		0

TA FUND %	LOCAL FUND %	TOTAL
		0

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by 0 (sponsoring entity) and that said entity will: (1)provide any required funding match; (2)enter into a maintenance agreement with the Florida Department of Transportation, as necessary; (3)comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act (The Uniform Act) for any right-of-way actions required for the project; (4)comply with NEPA process prior to construction which may require involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction; and (5)support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and that 0 (sponsoring entity) will follow through on the project once programmed in the Florida Department of Transportation's Work Program.

_____

Signature

_____

Print Name

_____

Title

_____

Date

FOR FDOT USE ONLY		
Application Complete	☐ Yes	☐ No
Project Eligible	☐ Yes	☐ No
Implementation Feasible	☐ Yes	☐ No
Include in Work Program	☐ **Yes**	☐ **No**

Florida's Safe Routes to School Infrastructure Application

2015 Call for Applications

For anticipated funds through FFY 2018/19

Note: fields will expand as needed

SafeRoutes Florida Safe Routes to School

www.srtsfl.org

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 Florida's Safe Routes to School (SRTS) Program. The Maintaining Agency is generally responsible for entering into a Local Agency Program (LAP) agreement with the Florida Department of Transportation (FDOT) to design, construct, &/or maintain the project. FDOT 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: **Village of Key Biscayne**

School Name: **Key Biscayne K-8 Center** Congressional District: **FL-27th**

Type: Elementary: ☒ Middle: ☒ High: ☐

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

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

Name of Applicant Agency/Organization: **Village of Key Biscayne**

Contact Person: **John Gilbert** Title: **Village Manager**

Mailing Address: **Village Hall, 88 West McIntyre Street**

City: **Key Biscayne** State: **Florida** Zip: **33149**

Daytime Phone: **(305) 365 - 5514** E-mail: **jgilbert@keybiscayne.fl.gov**

Signature: Date:

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

Signature: Date:

Typed name: Vivian Villaamil Title:

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

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

Name of Maintaining Agency: **Village of Key Biscayne** DUNS Number:

Contact Person: **John Gilbert** Title: **Village Manager**

Mailing Address: **Village Hall, 88 West McIntyre Street**

Daytime Phone: **(305) 365 - 5514** E-mail: **jgilbert@keybiscayne.fl.gov**

City: **Key Biscayne** State: **Florida** Zip: **33149**

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:

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

Name of MPO: **Miami-Dade MPO**

Contact Person: **Susan Schreiber** Title: **Transportation Systems Analyst**

Mailing Address: **111 NW 1st Street Suite 920**

City: **Miami** State: **Florida** Zip: **33128**

Daytime Phone: **(305) 385 - 1887** E-mail: **sschreiber@miamidadempo.org**

Signature: Date:

Designated Contact: Check below the primary contact (the one the District should coordinate with):

Applicant: ☒ Maintaining Agency: ☐ MPO: ☐

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 form at http://www.saferoutesinfo.org/resources/index.cfm following the schedule provided by the District? x Yes ☐ No
B2. Have you attached the National Center's data summary for the Travel Tally to this application? x 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 Local Agency Program (LAP) Certified? (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 ***No***:
  - Are they willing to become LAP Certified? ☐ Yes ☐ No
  - If the agency is not willing to become LAP Certified, explain how this project could be built without this certification:

E. Who do you propose to be responsible for each phase of the project?

Design:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)
Construction:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)
Maintenance:	☐ City	☐ County	☐ Other, Including FDOT (Explain below)

If you checked ***Other, including FDOT*** for any of the above, please explain the responsible party for each phase, including who you have been talking to about this:

F. 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 engineering equipment included in this project? ☐ Yes ☐ No
- Construct and maintain the project on a state road? ☐ Yes ☐ No ☐ N/A

G. 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? Safe Routes was presented to Village of Key Biscayne at Council Meeting.
- What PTA/PTO/school meetings have been held to inform parents and school staff about this project and the reaction? Meeting with PTA board. Sign-in sheet and minutes attached.
- 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? Miami-Dade Public Schools Community Traffic Safety Team, Endorsement by the Miami-Dade Public Schools Board (Attached)
- 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

H. 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: N/A

I. OTHER INFORMATION: Describe below other relevant information that you believe further supports funding

1. Opportunity to resolve a documented hazardous walking condition and eliminate the resultant school busing. Include a discussion of public support for the project if busing were eliminated: N/A

2. Opportunity to eliminate current courtesy busing being done for a perceived hazardous condition. Include a discussion of public support for the project if busing were eliminated: N/A

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/*

A1. Engineering Past: The Village has realigned the traffic pattern around the school, as well as posted new signage and implemented traffic calming where necessary. The area around the school has had its speed limit lowered to the 15 MPH school zone limits.	**A2. Engineering Future:** The Village intends to increase education on signage, and will continue to monitor traffic patterns around the school. Along designated Safe Routes, the Village intends to ensure crosswalks are implemented and maintained where necessary. The Village is also continuing measures to implement traffic calming where necessary. The Village will be conducting a Multi-modal Study, and will incorporate its Safe Routes to School findings into that study.
B. 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.*	
B1. Past: In addition to encouragement of local bike/walk to school events, the School and the Village Police also provide parents with an informational handout at the beginning of each school year. The school served as a pilot program school for a Bike Safe Middle School program, and actively participates in the Miami-Dade Public School WalkSafe program.	**B2. Future:** Key Biscayne K-8 Center will continue to be part of the WalkSafe program and will work with the Village Police in providing a handout to parents regarding traffic safety and other pertinent information each year.
C1. Encouragement Past: The School have participated in multiple Bike/Walk to School Day events in the past, and local community groups such as Bike Key Biscayne hosted a "Bike Rodeo" in May 2013.	**C2. Encouragement Future:** The school will continue to participate in events which encourage bicycling and walking as in the past.
D1. Enforcement Past: The Village of Key Biscayne currently posts 6 crossing guards in the vicinity of the school and officers along Crandon Boulevard. The School and Village Police have supported and participated in multiple events which promote bicycling safety knowledge in the past several years.	**D2. Enforcement Future:** The Village recognizes that with changing demographics, more students will cross Crandon Boulevard. Increased crossing guard or police presence during school transit hours will aid in increased enforcement.
E1. Evaluation Past: The Village funded and executed a Safe Routes to School Study for the Key Biscayne K-8 Center in January 2015. The School and Village Police monitor existing conditions regularly and cooperate to determine appropriate courses of action. The School also worked with BikeSafe and mandatory WalkSafe in collecting data and reports back for the Curriculum Completion Form, and was program evaluated as a pilot program school for a Bike Safe Middle School bicycling education program.	**E2. Evaluation Future:** The Village will monitor pre- and post-construction in order to determine effects of the SRTS program. As the monitoring progresses, conditions and new objectives can be modified and added deemed necessary by evolving conditions (i.e. more bicyclists, more bicycle parking infrastructure funding needed, etc.).

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. For a successful SRTS project, we would expect applicants to answer Yes to A, B or both.

A. Are many children already walking or bicycling to this school in less than ideal conditions? x Yes ☐ No

If Yes:

- Explain more about the number of children affected: School enrollment is 1474. Appx. 31% of all morning and afternoon trips are conducted by walking or bicycling.

- Explain more about the conditions/obstacles which prevent walking or bicycling to your school: Missing crosswalks, sidewalk gaps, vehicles behind stopped vehicles at crosswalks will go around the stopped vehicle and through the crosswalks. Lack of bicycle parking results in inability to secure bicycle for many students (see attached SRTS Report). In addition, during field review it was seen that unsecured bicycles would fall over and block sidewalks.

B. Are enough students living near the school to allow many children to walk or bike to school if conditions were improved? x Yes ☐ No

If Yes:

- Explain more about the number of children living near the school and how this relates to the anticipated success of the proposed SRTS project:
  School enrollment is 1474 for the 2014-2015 school year. This number is also expected to remain steady or continue to increase as in prior years, due to demographic changes. Past education events, such as Bike to School/ Walk to School initiatives were well attended with high participation rates.

C. Write a brief history of the neighborhood traffic issues as background for the proposed project: Neighborhood surrounding the school is primarily medium density residential. Traffic calming has been studied in the past and is currently under implementation around the school. Congestion around the school is significant during the school peak hours in the morning and in the afternoon. The Village and school tried to ameliorate this issue by restricting traffic turning at specific intersections, designing three specific drop off areas separated by grade, and having the roadway around the school altered to a 1-way roadway. During heavy rainfall, due to temporary flooding, all students are released at the main entrance only during those times, resulting in increased localized congestion.

D. 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 residents of Key Biscayne live in a weather and distance friendly conditions conducive to walking and bicycling, both of which are transit options already employed by a significant portion of the student body. Survey results from 2013 (attached) indicated a significant portion of students have asked their parents for permission to walk to school, especially those in the immediate vicinity of the school.

E. Provide the percent of free or reduced lunch program at the affected school: 10%

F. Have you included 5 years of crash data for the project location? **X** Yes ☐ No
If no, then why?

G. STUDENT TRAVEL DATA:

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

a. Number of students currently walking to school:	**200**
b. Number of students currently biking to school:	**130**
c. Total currently walking or biking to school (add a & b)	**330**
d. Number of students in this school:	**1474**
e. Percent of children in school currently walking or biking to school: (c divided by d):	**22.3%**

2. Route Data:

a. Number of students from the affected schools living along the proposed routes: **1100**
b. Based on (mark all that apply): *Existing School Data: **x** *Visual Observation Survey: ☐ *Estimates: **x**
c. Number of children currently walking or biking along this route: **250**
d. Number of children who could walk or bike along the proposed route after improvements: **1100**

SECTION 5: Current Conditions

A. LOCATION *Notes: the entire proposed project must be within 2 miles of the school and in the attendance area for the affected schools. You must attach maps illustrating the area.*

Request #1 St. Name: PLEASE SEE ATTACHED. 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: PLEASE SEE ATTACHED. 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: X

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: The projects listed are on Route paths which also lead to 3 private schools, at least 2 parks, the local public library, the Village Hall, the Village Police Station, and the Village Community Center. Part of the Safe Routes is routed through a local park, which has a direct paved path free from vehicular/pedestrian and vehicular/bicycle contact.

B. ROADWAY CHARACTERISTICS

Roadway Type: ☐ Urban (curb & gutter) ☐ Rural

Shoulder Type: ☐ Grass ☐ Paved ☐ Curb

Shoulder Grade: ☐ Flat ☐ Steep-Up ☐ Steep-Down

Drainage: ☐ Swale ☐ Concrete Ditch ☐ Curb/Gutter

Status of walking surface: ☐ No walking surface, paved or unpaved ☐ Unpaved surface ☐ Paved surface with gaps ☐ Continuous paved sidewalks

Describe the status of the current walking surface, or other existing facilities or signs and markings which affect this project (bike lanes, multi-use paths, school zone signs & markings, marked crosswalks, bike parking, etc):

Section 6 – Specific Infrastructure Improvements Requested

A. LOCATION ***Notes: 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: PLEASE SEE ATTACHED. 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: PLEASE SEE ATTACHED. 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 REQUESTED

☒ 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

Describe below your requests in detail, including location, length, side of road, etc.

Request #1: PLEASE SEE ATTACHED.

Request #2: PLEASE SEE ATTACHED.

See Attachment for additional project sites: ☒

C. OTHER REQUESTS *(describe the location & project characteristics of other requests such as bike parking, traffic calming, or other improvements not listed above)*

- Bike parking: include the current and potential numbers of K-8 students who could use the facilities: Based on November 2014 tally, 130 students currently utilize the facilities, which currently allows bicycle parking in the range of 50 bicycles. Based on prior parent surveys and changes in student population numbers, we expect a modest increase over time from 11 percent to 15 - 20 percent of the student population with encouragement, necessitating approximately 220 to 300 bicycle parking slots in total.
- Traffic calming: describe the relevance of the request to school safety, traffic speed, whether a speed study has been done and your efforts to work with law enforcement and the community to solve the speeding problems: N/A; Not requested.

Describe any other requests: Removal of up to 4 parking spaces at Key Biscayne K-8 Center on West Enid Drive (South side of the school). These 4 spaces currently adjacent to an existing crosswalk, with a zero (0) ft offset. The space should be repurposed as a bicycle parking area, allowing for a new area to emplace new bicycle racks on the school's location. Other parking will be converted to parallel parking.

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

☐ We have all necessary traffic control devices **(Stop here)**

☒ We need pedestrian signals (features)	☐ We need other school-related signals
☒ 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: Needed traffic controls as indicated include stops at proposed new crosswalks. Pedestrian cross signals needed.

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

St 1: Posted Speed Limit: PLEASE SEE ATTACHED	Operating Speed:	AADT:
St 2: Posted Speed Limit: PLEASE SEE ATTACHED	Operating Speed:	AADT:

Section 7 - Cost Estimate

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

- This FDOT Transportation Costs website gives various resources, including FDOT District contacts in the Estimates Offices, who can help you with your cost estimate: http://www.dot.state.fl.us/planning/policy/costs/default.shtm.
- If your project is seriously considered for funding, a detailed cost estimate, which may be different from the one you submit. However, some Districts fund projects according to the Cost Estimate listed here, and the Applicant and/or Maintaining Agency are responsible for any difference in cost. Contact your District Safety Engineer if you have any questions.
- Infrastructure projects must follow appropriate design criteria. Projects on the State Highway System must follow the criteria in the Plans Preparation Manual (PPM) 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: http://www.dot.state.fl.us/rddesign/CS/CS.shtm

Construction Cost	$ 510,539.25
Maintenance of Traffic (MOT)	$ 51,053.93

Mobilization	$ 51,053.93
Subtotal	$ 657,870.02
Contingency (15% of Subtotal)	$ 98,680.50
Total Construction Cost	$ 756,550.52
Professional Engineering Design (15% of Total)	$ 113,482.58
Construction Engineering and Inspection (CEI) (15% of Total)	$ 113,482.58
Grand Total	***$ 994,292.76***

Section 7 B– Cost Estimate Narrative

1. Attach a **MANDATORY** breakdown of the construction costs & quantities by pay item. (PLEASE SEE ATTACHED EXHIBIT)

Section 8 - Submission Checklist

Notes: This checklist includes required attachments. These will be counted toward total application score.

Color project maps and/or aerial photos clearly identifying:

A. ☐ School location
B. ☐ 2 mile radius around school
C. ☐ School's attendance area
D. ☐ Existing conditions
E. ☐ Proposed improvements
F. ☐ Adopted School Walking Map

G. ☐ Travel Survey Tally
H. ☐ Sign in sheets and minutes from all meetings
I. ☐ Letters of support
J. ☐ Map showing where students live
K. ☐ Color digital photos of existing conditions
L. ☐ Detailed Crash Data
M. ☐ Traffic/Engineering report evaluating the problem
N. ☐ Detailed Cost Estimate

For FDOT District Use Only

Notes: Please complete this information before sending to Central Office.

Funding type used: _____

FPID: _____

Does this project fill in a gap or provide a continuous route/path to school? ☐ Yes ☐ No

Once application is reviewed, please check the appropriate box. Both SRTS Coordinator and Liaison should review.
Reviewed by: Liaison ☐ SRTS Coordinator ☐ Other ☐ _____

VILLAGE OF KEY BISCAYNE **K-8 CENTER LOCATION MAP**

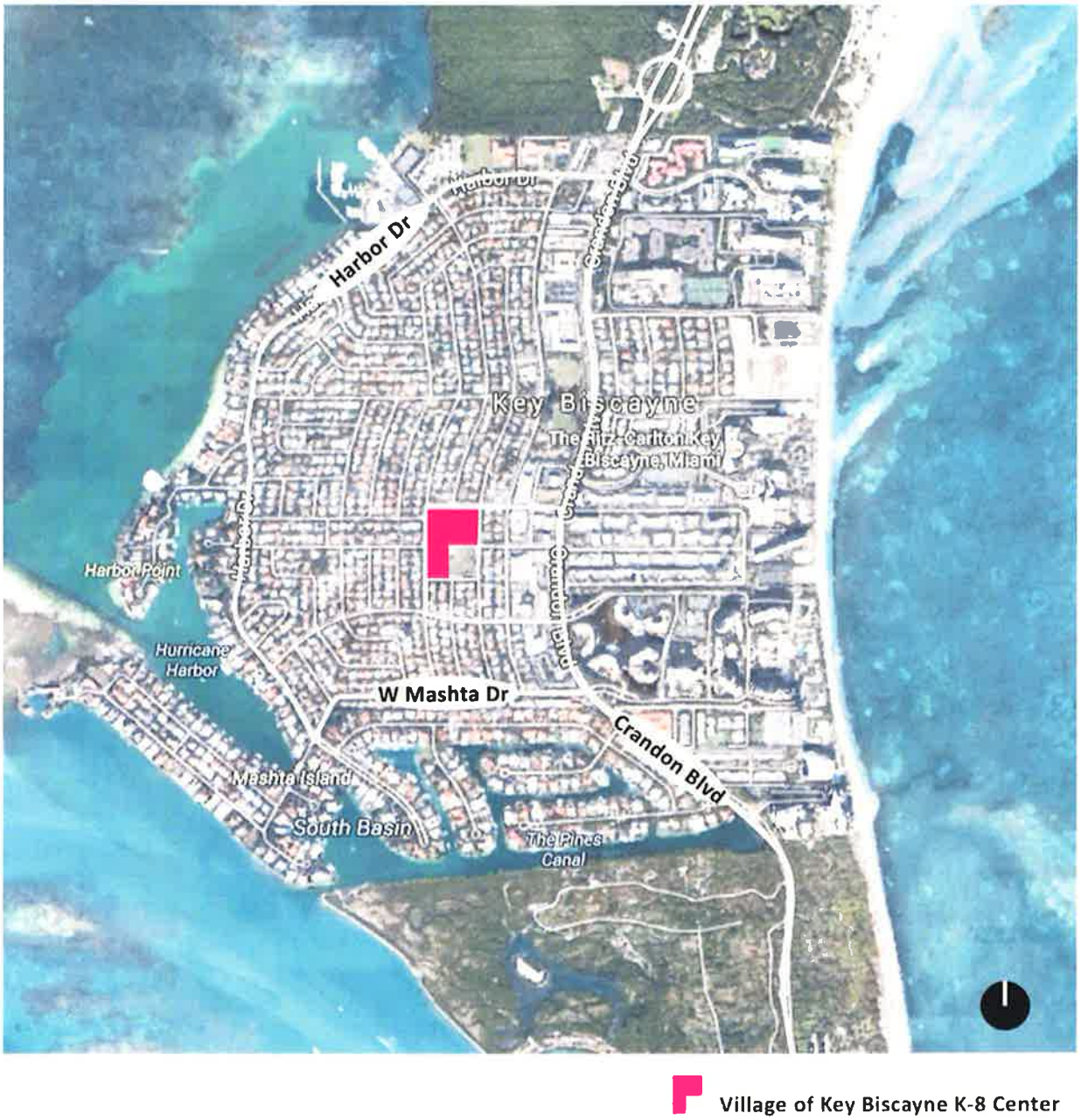
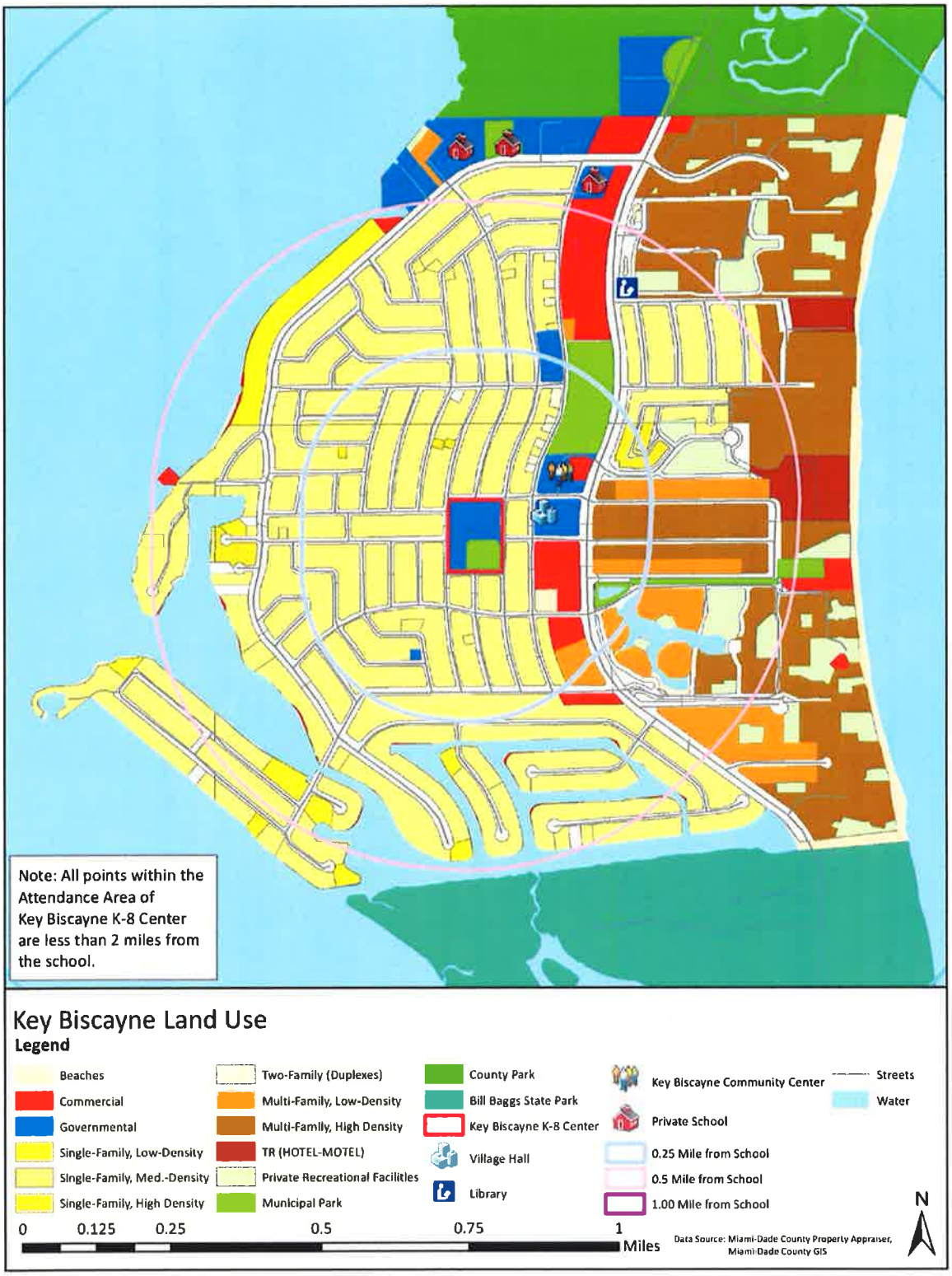
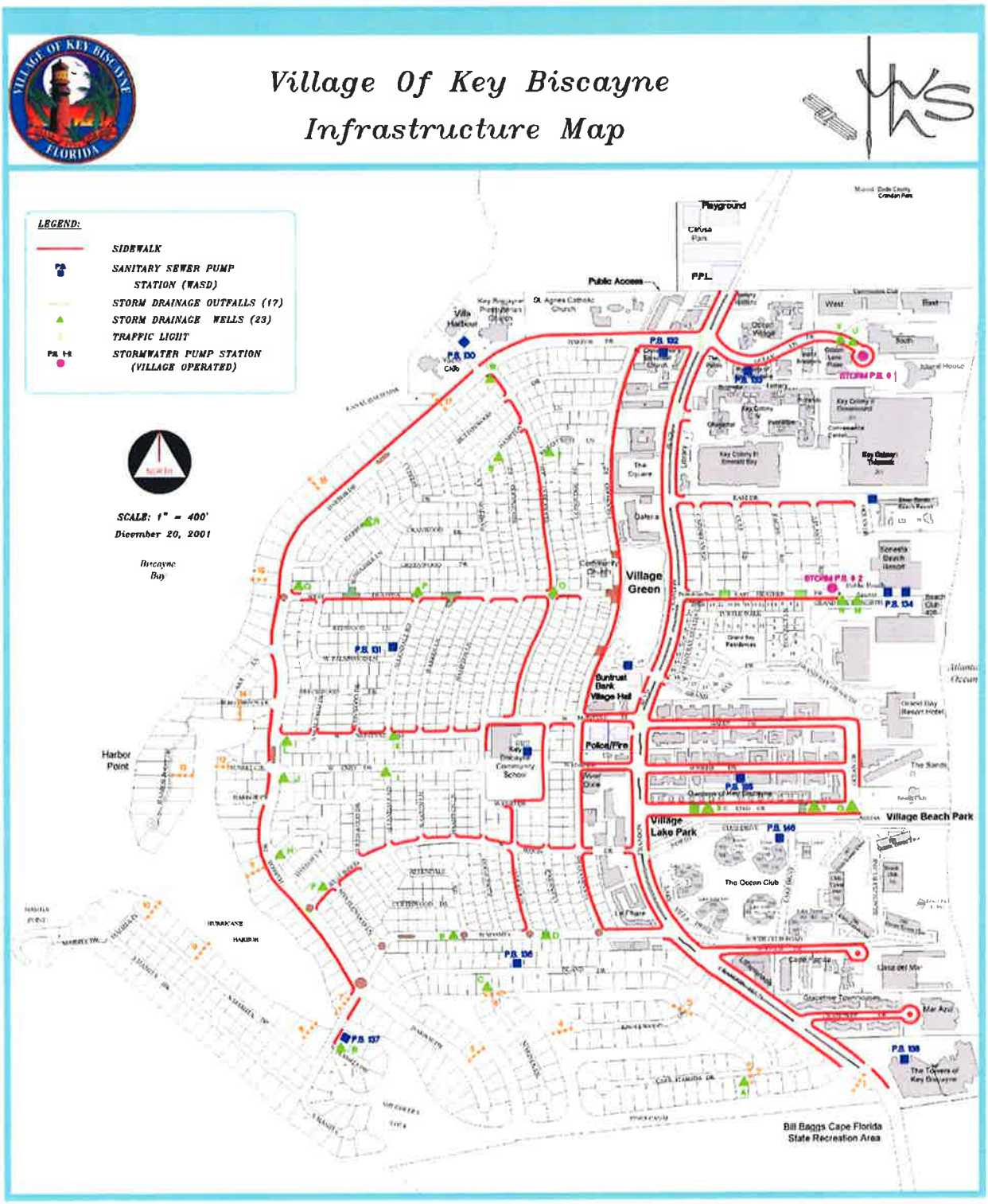


Figure 2. Key Biscayne K-8 Center Location Map

VILLAGE OF KEY BISCAYNE LAND USE MAP





Source: Village of Key Biscayne

SAFE ROUTES MAP

Student Travel Tally Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

School Group: BikeSafe

School Enrollment: 0

% of Students reached by SRTS activities: 76-100%

Number of Classrooms Included in Report: 60

Set ID: 16866

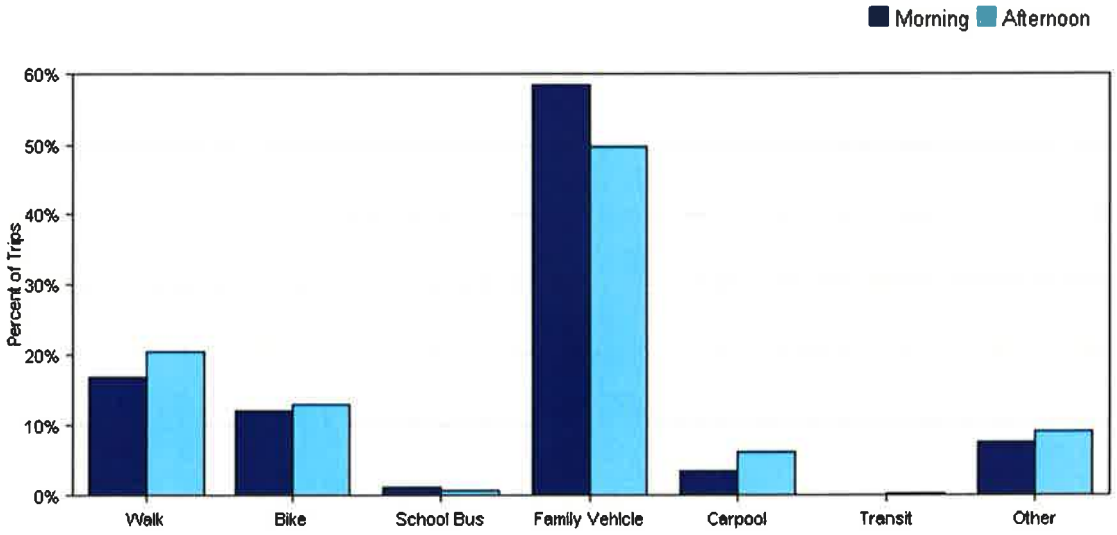
Month and Year Collected: November 2014

Date Report Generated: 01/08/2015

Tags:

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison

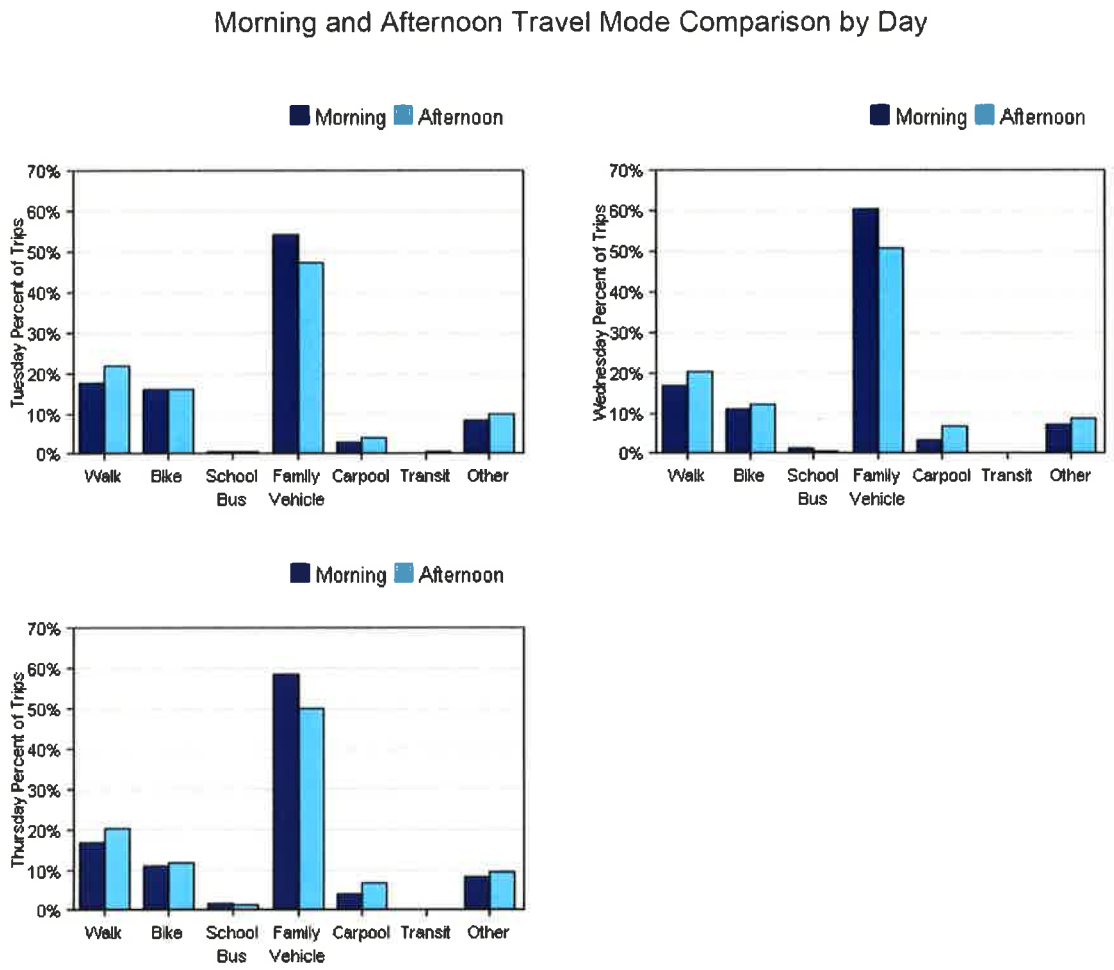


Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	3032	17%	12%	1%	58%	3%	0.1%	8%
Afternoon	2736	21%	13%	0.9%	50%	6%	0.3%	9%

Percentages may not total 100% due to rounding.

Figure 3. Morning and Afternoon Travel Mode Comparison

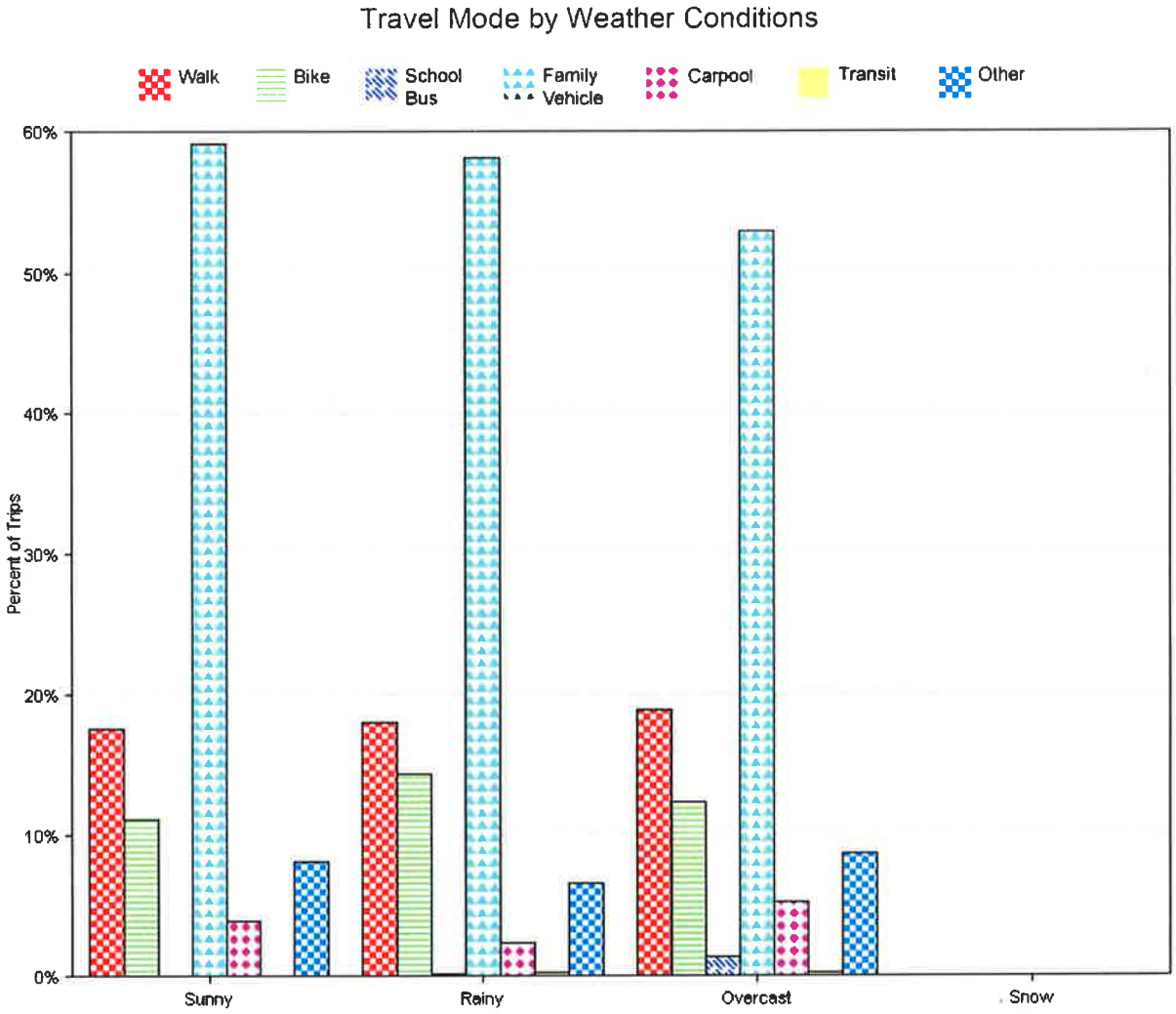


Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	710	18%	16%	0.6%	55%	3%	0.1%	8%
Tuesday PM	703	22%	16%	0.6%	47%	4%	0.4%	10%
Wednesday AM	1177	17%	11%	1%	61%	3%	0.1%	7%
Wednesday PM	1036	20%	12%	0.8%	51%	7%	0.3%	9%
Thursday AM	1145	17%	11%	2%	59%	4%	0.1%	8%
Thursday PM	997	20%	12%	1%	50%	7%	0.3%	10%

Percentages may not total 100% due to rounding.

Figure 4. Morning and Afternoon Travel Mode Comparison by day



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	615	18%	11%	0%	59%	4%	0%	8%
Rainy	714	18%	14%	0.1%	58%	2%	0.3%	7%
Overcast	4439	19%	12%	1%	53%	5%	0.2%	9%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

Figure 5. Travel Mode by Weather Condition

Parent Survey Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

Set ID: 9555

School Group: BikeSafe

Month and Year Collected: February 2013

School Enrollment: 380

Date Report Generated: 01/29/2015

% Range of Students Involved in SRTS:

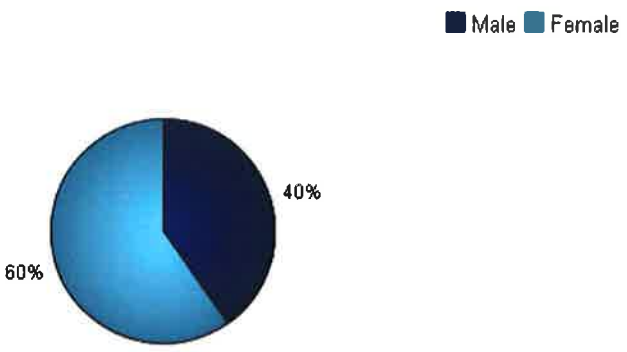
Tags:

Number of Questionnaires Distributed: 400

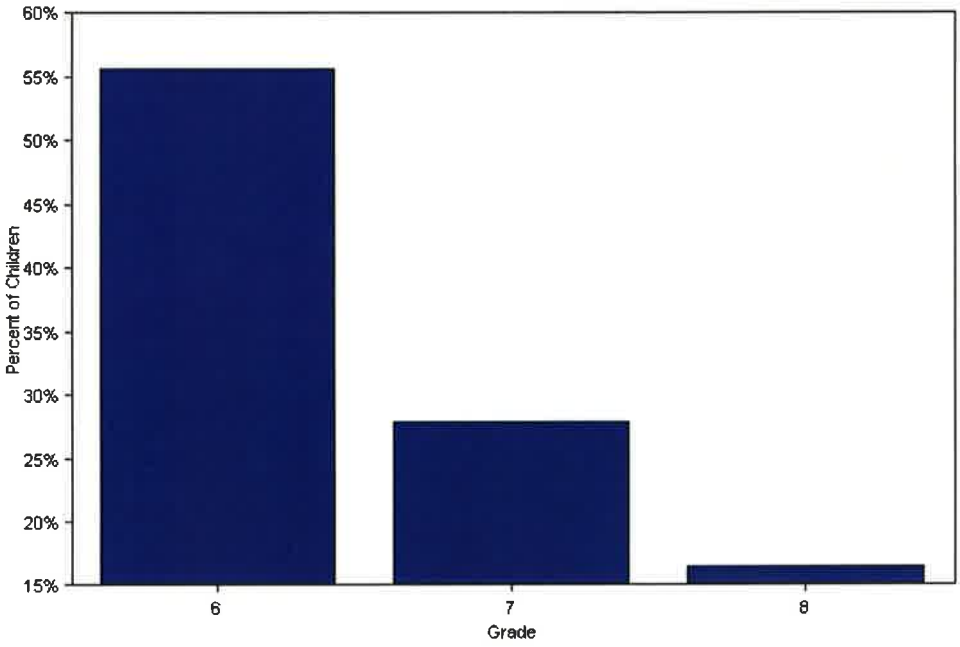
Number of Questionnaires Analyzed for Report: 97

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

Sex of children for parents that provided information



Grade levels of children represented in survey

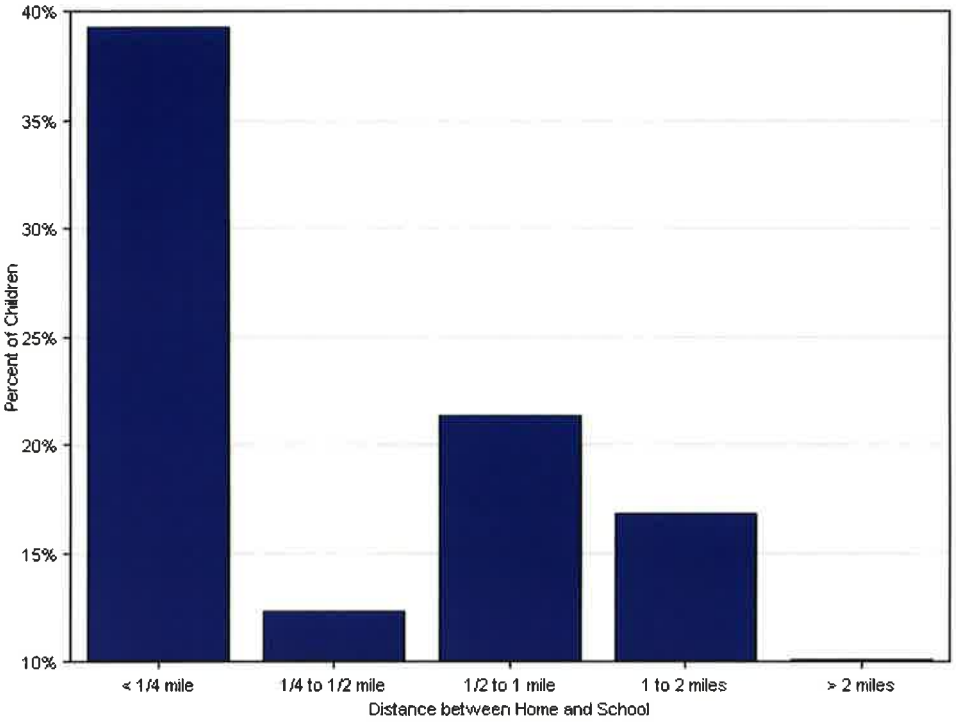


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	54	56%
7	27	28%
8	16	16%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

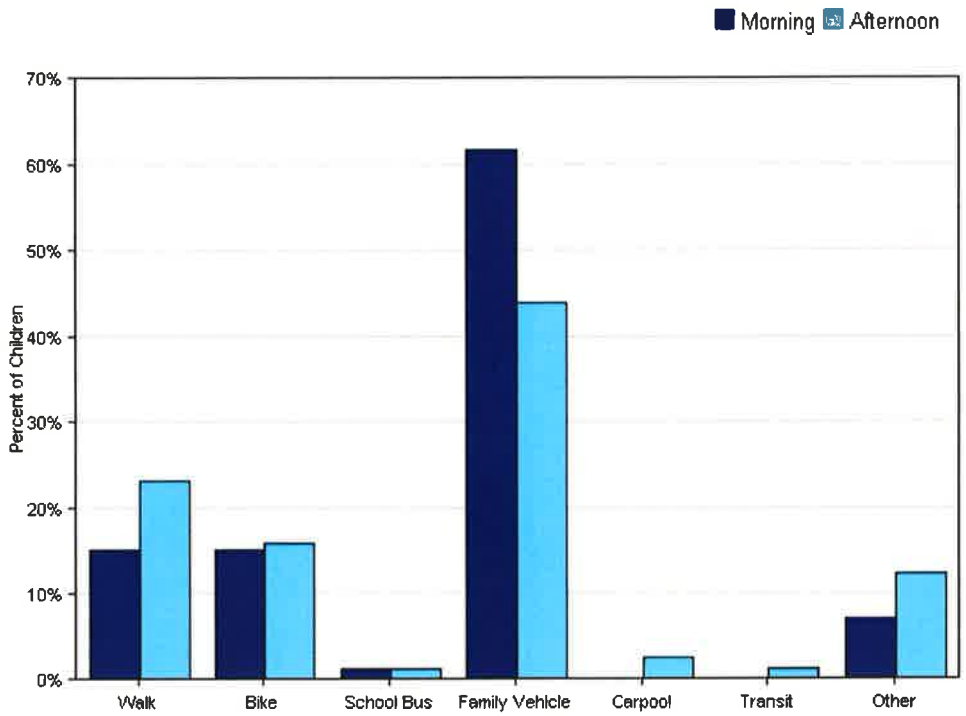


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	35	39%
1/4 mile up to 1/2 mile	11	12%
1/2 mile up to 1 mile	19	21%
1 mile up to 2 miles	15	17%
More than 2 miles	9	10%

Don't know or No response: 8
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

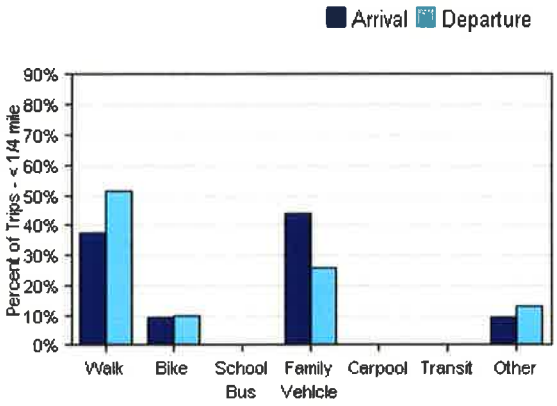


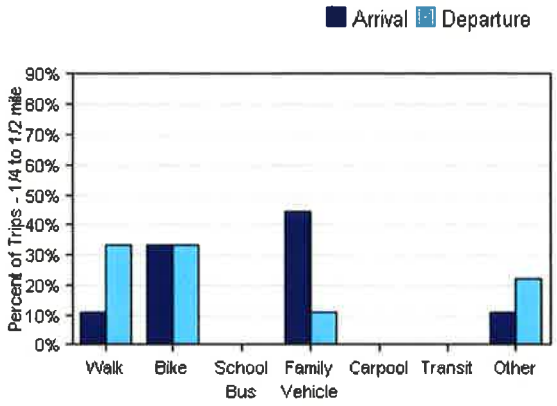
Typical mode of arrival at and departure from school

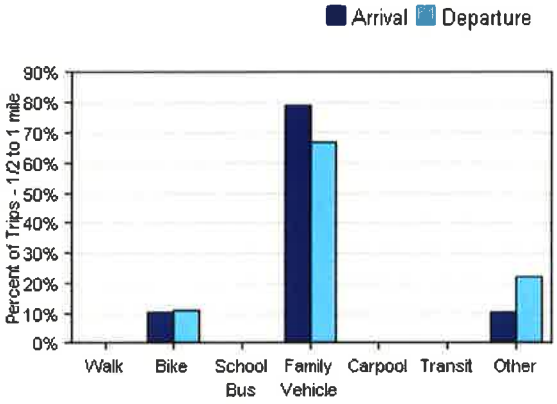
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	86	15%	15%	1%	62%	0%	0%	7%
Afternoon	82	23%	16%	1%	44%	2%	1%	12%

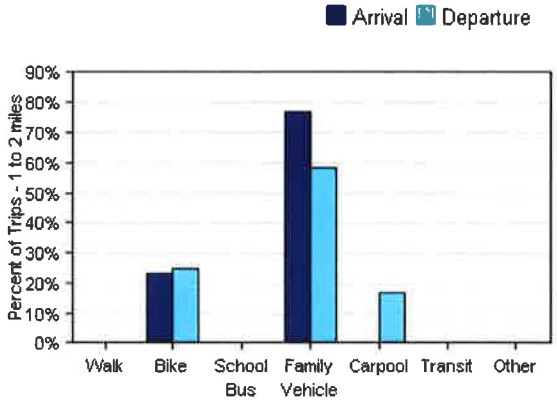
No Response Morning: 11
No Response Afternoon: 15
Percentages may not total 100% due to rounding.

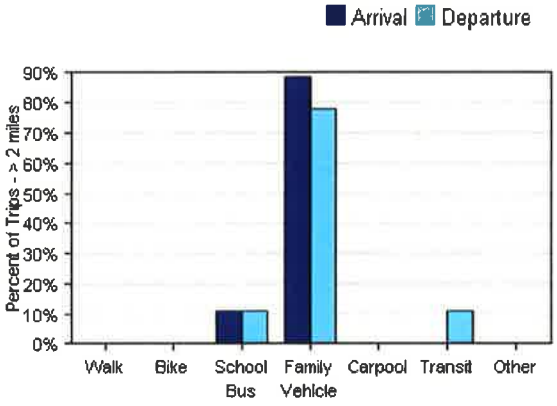
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	32	38%	9%	0%	44%	0%	0%	9%
1/4 mile up to 1/2 mile	9	11%	33%	0%	44%	0%	0%	11%
1/2 mile up to 1 mile	19	0%	11%	0%	79%	0%	0%	11%
1 mile up to 2 miles	13	0%	23%	0%	77%	0%	0%	0%
More than 2 miles	9	0%	0%	11%	89%	0%	0%	0%

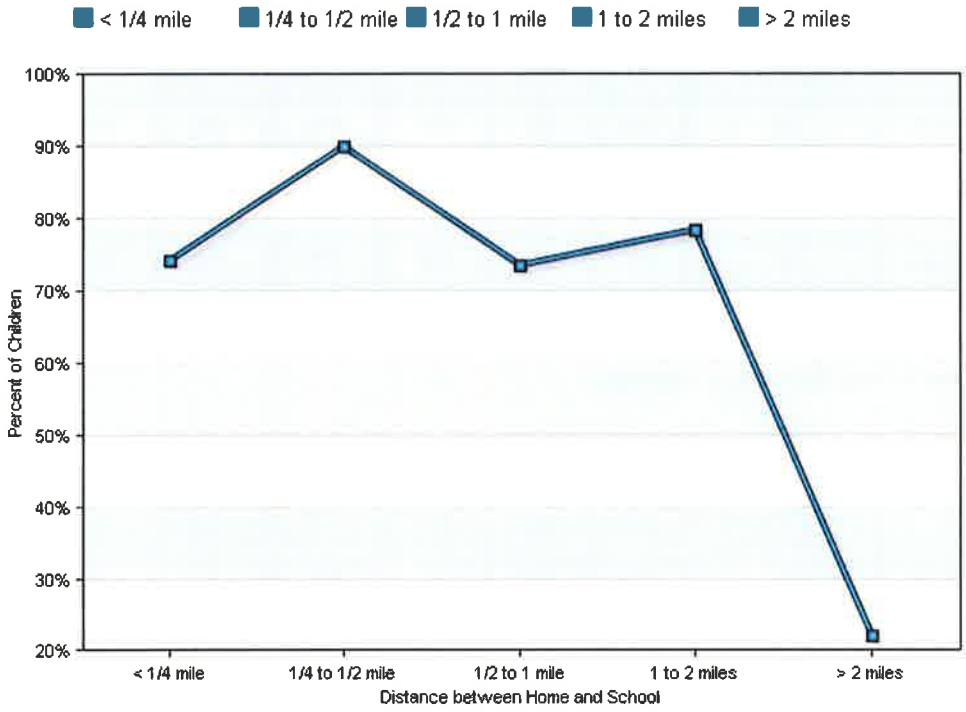
Don't know or No response: 15
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	31	52%	10%	0%	26%	0%	0%	13%
1/4 mile up to 1/2 mile	9	33%	33%	0%	11%	0%	0%	22%
1/2 mile up to 1 mile	18	0%	11%	0%	67%	0%	0%	22%
1 mile up to 2 miles	12	0%	25%	0%	58%	17%	0%	0%
More than 2 miles	9	0%	0%	11%	78%	0%	11%	0%

Don't know or No response: 18
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

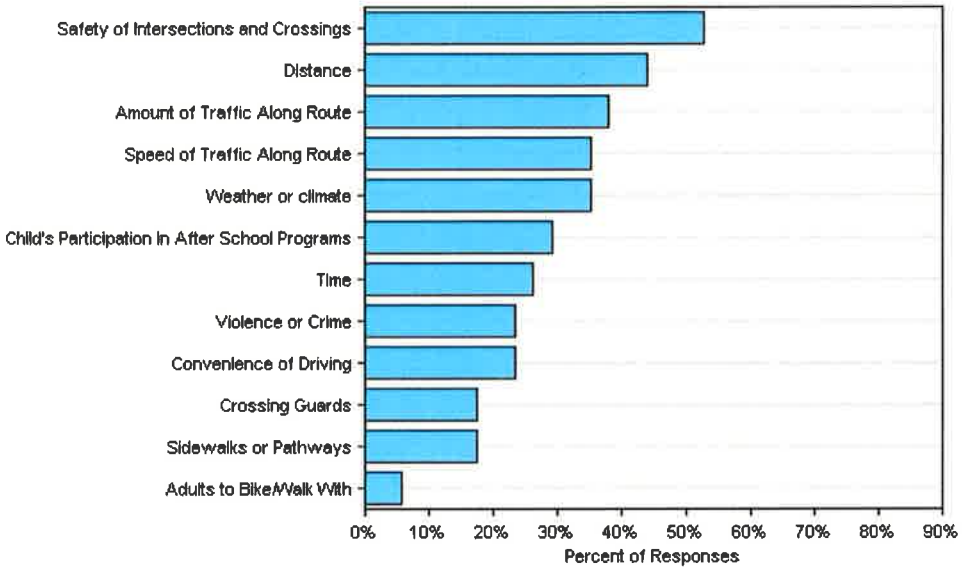


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

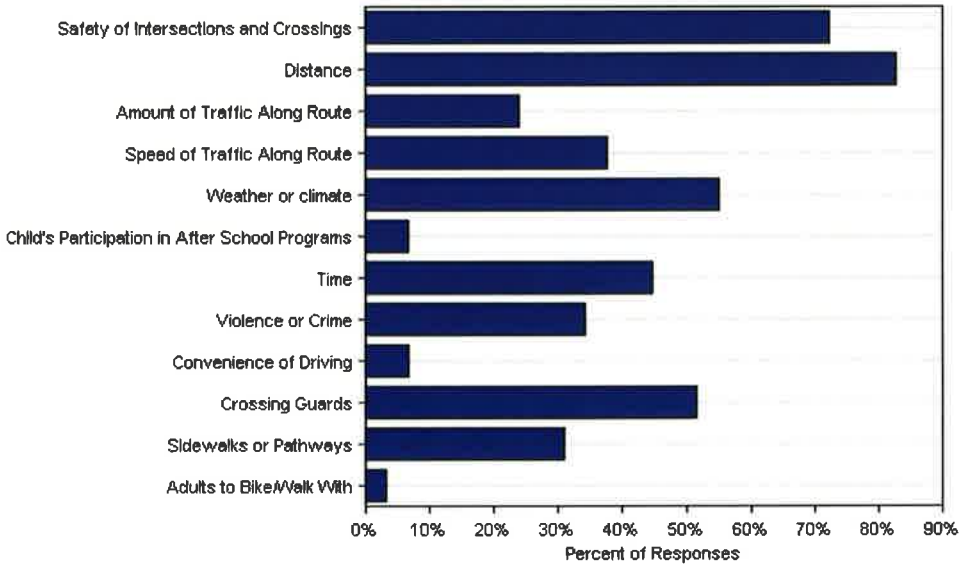
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	62	74%	90%	74%	79%	22%
No	25	26%	10%	26%	21%	78%

Don't know or No response: 10
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Safety of Intersections and Crossings	53%	72%
Distance	44%	83%
Amount of Traffic Along Route	38%	24%
Speed of Traffic Along Route	35%	38%
Weather or climate	35%	55%
Child's Participation in After School Programs	29%	7%
Time	26%	45%
Violence or Crime	24%	34%
Convenience of Driving	24%	7%
Crossing Guards	18%	52%
Sidewalks or Pathways	18%	31%
Adults to Bike/Walk With	6%	3%
Number of Respondents per Category	**34**	**29**

No response: 34

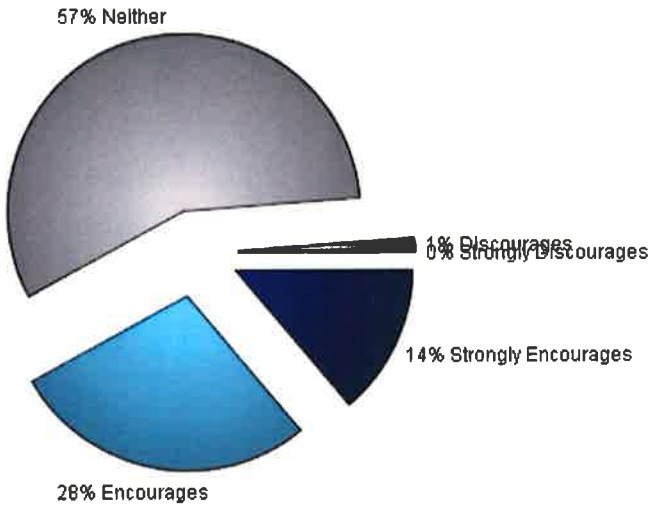
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

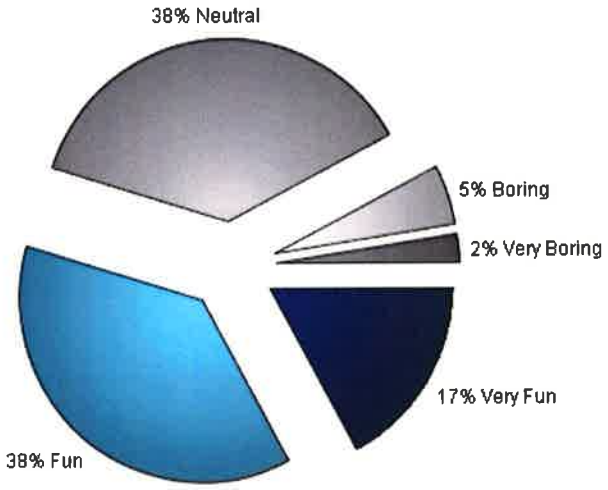
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

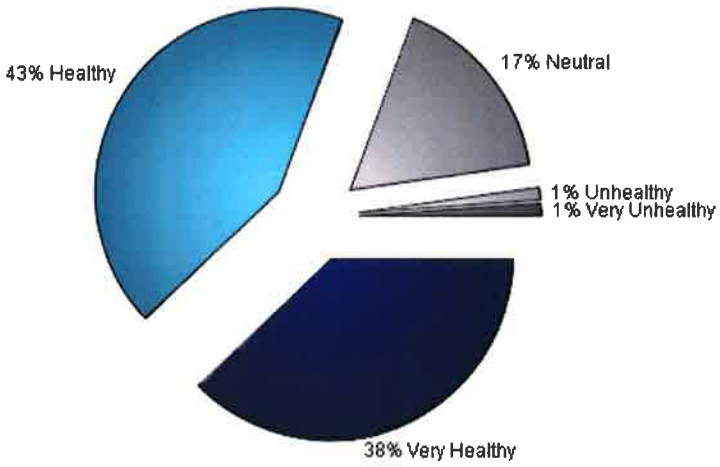
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1022371	MY CHILDREN WOULD RIDE A BIKE EVERYDAY IF WE WERE ABLE TO GET READY ON TIME.
1022400	MANY JVILLAGERS WHILE DRIVING DO NOT RESPECT TRAFFIC LAWS. EVEN PARENTS WHO PICK UP CHILDREN FROM KBCS DO NOT FOLLOW TRAFFIC LAWS. WE NEED TO EDUCATE PARENTS ABOUT TRAFFIC LAWS AS MANY OF THEM ARE FOREIGNERS AND DON'T KNOW LOCAL LAWS.
1022423	DEBIDO AL AUMENTO DESMEDIDO DE ;A POBLACION DE KEY BISCAYNE LA SUPERVICION DE LOS CRUCES SOBRETODO DR CRANDON PARK ES PRIMODIAL Y NO SOLAMENTE DURANTE HORADIOS DE LA ESCUELA SINO QUE DUPANTE TODA LA TARDE.
1022438	THERE ARE NO CROSSING GUARDS ON THIS SIDE OF THE KEY (CAPE FLORIDA) AND CARS SPEED UP IN THIS SECTION.
1022358	IF THEIR BACKPACKS WERE LIGHTER THEY COULD WALK OR BIKE TO SCHOOL - THE SCHOOL DOES NOT PROVIDE ANY LOCKER - THE BACKPACKS ARE EXTREMELY HEAVY 14 POUNDS.
1022387	CREO QUE KEY BISCAYNE ES UN LUGAR PRIVILEGIODO PARA QUE LOS NINOS SE MIEVON EN BICICLETO O CAMINANDO AYUOLOSALO SIEMPRE POR LOS COHOBINEROS Y PERSONAS QUE AVIDAN LAS ESPINAS OJALA NUNCO SE PERELO.
1022389	THE CAR DRIVERS ARE VERY AGGESIVE AND ARE IN A HURRY IN THE MORNINGS. THIS MAKES IT DANGEROUS FOR CHILDREN TO RIDE BIKES AND SKATEBOARDS TO SCHOOL.
1022390	THEY DON'T STOP CARS STILL DON'T RESPECT THE BIKE TO CROSS THE STREET THE GOLF CARTS ARE THE WORST. CAR PARK ON THE SIDEWALK. SOME PARENTS ARE LATE AND SPEED TOO MUCH.
1022398	QUESTION #8 - HE HAS PERMISSION
1022430	IF HIS BACKPACK WAS LIGHTER HE COULD WALK TO SCHOOL OR BIKE. THE SCHOOL DOES NOT PROVIDE A LOCKER TO THE STUDENT THE BACKPACK IS EXTREMELY HEAVY ABOUT 13 POUNDS.
1022356	IT WOULD BE HELPFUL TO HAVE A CROSSING GUARD ON WESTWOOD AND WOODCREST WITH A CROSSWALK.
1022374	WE ONLY LIVE 2 BLOCKS AWAY FROM SCHOOL MY ANSWERS MIGHT BE A LOT DIFFERENT FROM OTHERS.
1022379	THE ONLY ISSUE I HAVE W/ THE WALKING IS THE WEIGHT OF MY CHILD'S BOOKBAG. I WOULD SAY EXTREMELY HEAVY. ROLLING BOOKBAG HAS ITS DOWNSIDE SINCE MY CHLD WOULD HAVE TO PULL IT THREE FLIGHTS OF STAIRS. CLASSROOM IS ON THE THIRD FLOOR.
1022392	HAVING NO EXERCISE / PE EVERYDAY AT SCHOOL. I T WOULD BE VERY GOOD IF MOVING (WALKING AND BIKING AND SKATING) WOULD BE ENCOURAGE.
1022403	TAMBIEN ME DA MIEDO QUE SE LASTIME Y MO ESTOY DE ACUERDO CON ENTREGAR LE UN CELULAR A LOS 11 ANOS-
1022422	LA CANTIDAD DE UTILES Y LIBROS QUE DEBEN LLEVAR CADA DIA AL COLEGIO HACE QUE LAS MOCHILAS SEAN MUY PESADAS. ADEMAS DE LLEVAR SUS LUNCERAS. DEMASIADO PESO PARA MANEJAR BIEN LA BICICLETA.
1022439	I USUALLY DRIVE HER TO AND FROM SCHOOL. WHEN I CAN'T DO IT I FEEL COMFORTABLE WITH THE FACT THAT SHE CAN WALK OR BIKE TO/FROM SCHOOL.
1022352	THE WEIGHT OF THEIR BACKPACKS IS ALSO AN ISSUE.
1022419	QUESTION #7 - DEPENDE SI ES EN AUTO 5 E 10 MINUTO
1022428	THE CROSSING GUARDS ARE INEPT AND POORLY TRAINED!! THEY MAKE VEHICLES STOP SHORT AND HOLD TRAFFIC WHEN THERE ISN'T ANYONE WAITING TO CROSS.
1022376	BECAUSE THERE ARE NO SIDEWALKS I DO NOT FEEL COMFORTABLE WITH MY KIDS WALKING OR BIKING HOME.

1022386	MIS HIJAS NO QUIEREN NI IR CAMINANDO NIEN BICICLETA POQUE EL COBGIO NO ES TAN CERCA Y TARDAN 30 MINUTOS SI LO HACEN CAMINANDO QUESTION #10 - NO QUIEREN CAMINAR
1022393	BACKPACKS ARE TO HEAVY I DONT WANT MY CHILDREN TO HAVE BACK ISSUES WHEN THEY ARE OLDER SO I PREFER THEY DO NOT WALK.
1022409	QUESTION #10 - THEY DON'T WANT TO WALK OR BIKE
1022429	I LIKE TO TAKE MY KIDS TO SCHOOL IT IS A TIME TO TALK. THEY DO MANY SPORTS ACTIVITIES IN THE AFTERNOON SO THEY DON'T NEED EXTRA EXERCISE.
1022413	THE BACKPACKS ARE TOO HEAVY.

Parent Survey Report: One School in One Data Collection Period

School Name: Key Biscayne K-8 Center

Set ID: 9818

School Group: BikeSafe

Month and Year Collected: May 2013

School Enrollment: 372

Date Report Generated: 01/29/2015

% Range of Students Involved in SRTS:

Tags:

Number of Questionnaires Distributed: 400

Number of Questionnaires Analyzed for Report: 36

This report contains information from parents about their children's trip to and from school. The report also reflects parents' perceptions regarding whether walking and bicycling to school is appropriate for their child. The data used in this report were collected using the Survey about Walking and Biking to School for Parents form from the National Center for Safe Routes to School.

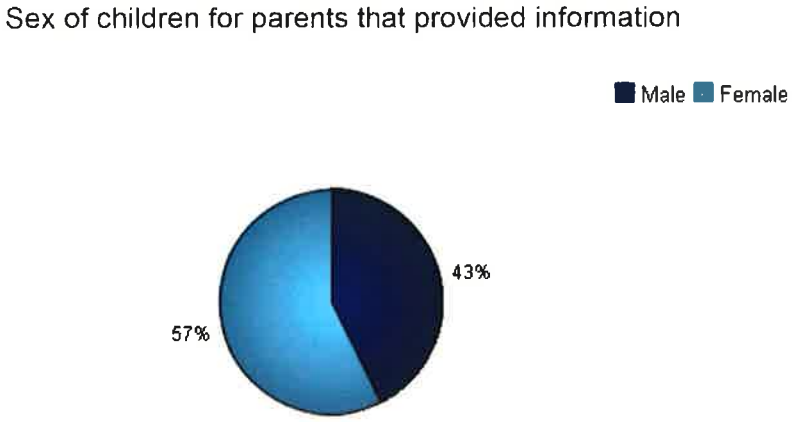
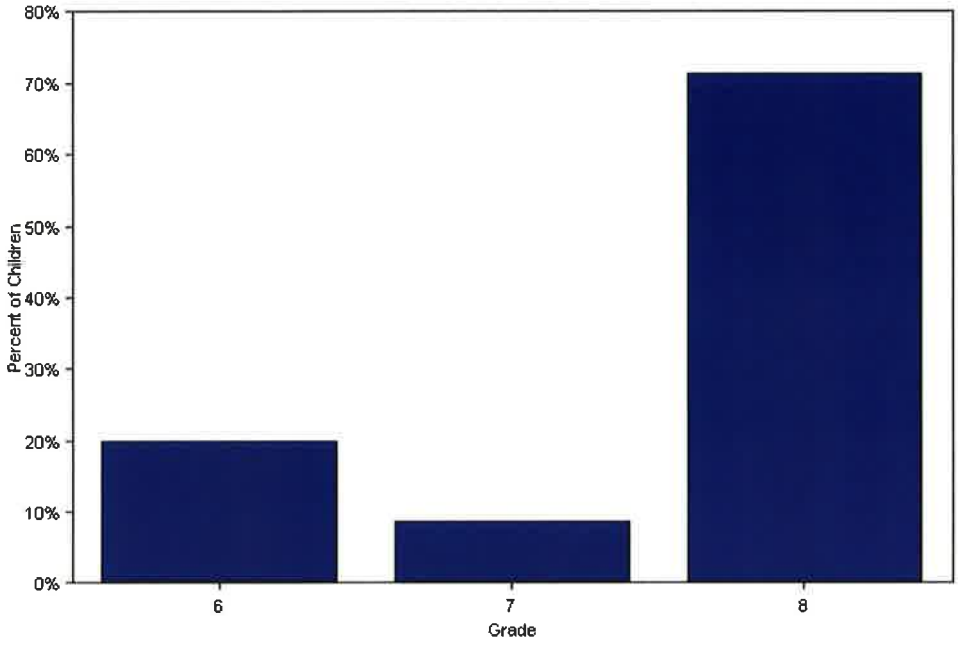


Figure 6. Parent Survey Report May 2013

Grade levels of children represented in survey

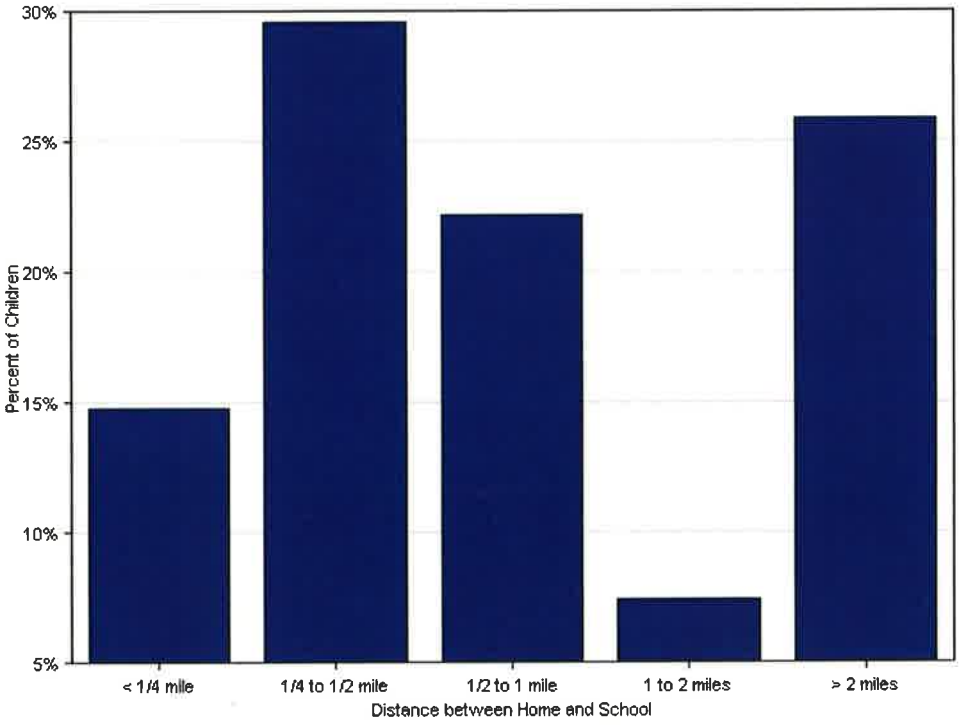


Grade levels of children represented in survey

Grade in School	Responses per grade	
	Number	Percent
6	7	20%
7	3	9%
8	25	71%

No response: 0
Percentages may not total 100% due to rounding.

Parent estimate of distance from child's home to school

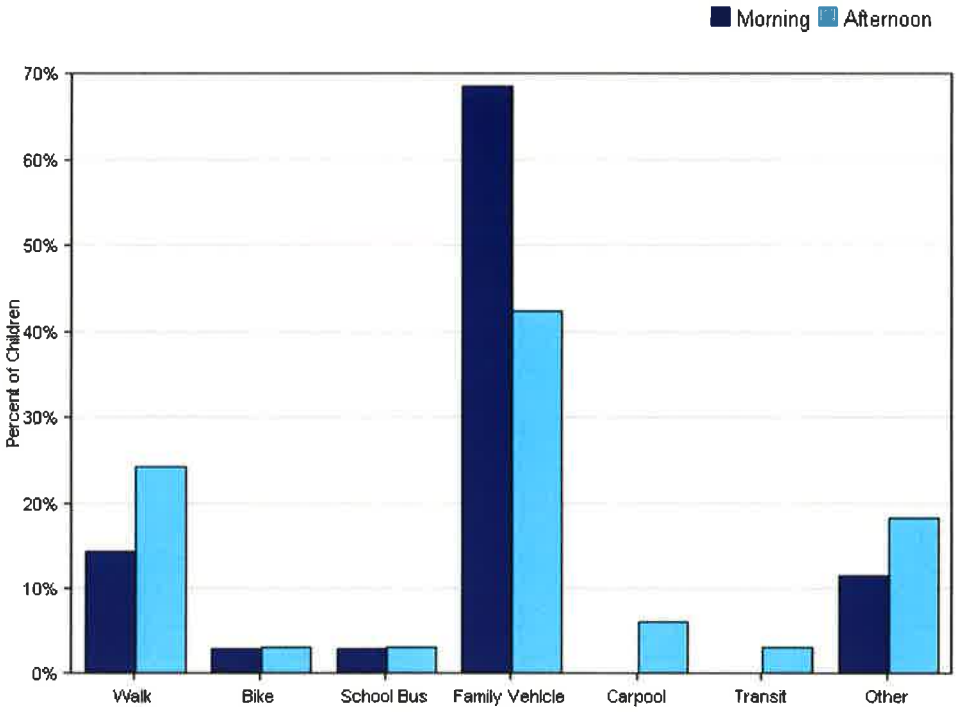


Parent estimate of distance from child's home to school

Distance between home and school	Number of children	Percent
Less than 1/4 mile	4	15%
1/4 mile up to 1/2 mile	8	30%
1/2 mile up to 1 mile	6	22%
1 mile up to 2 miles	2	7%
More than 2 miles	7	26%

Don't know or No response: 9
Percentages may not total 100% due to rounding.

Typical mode of arrival at and departure from school

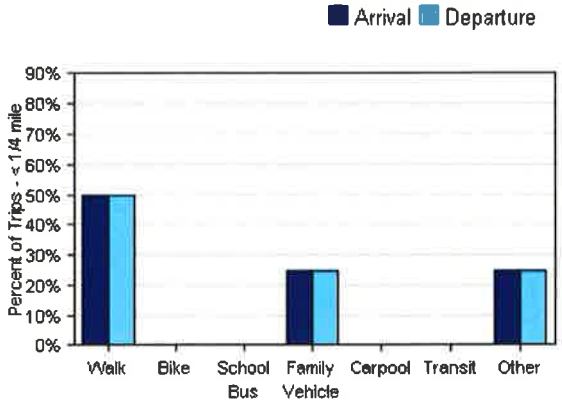


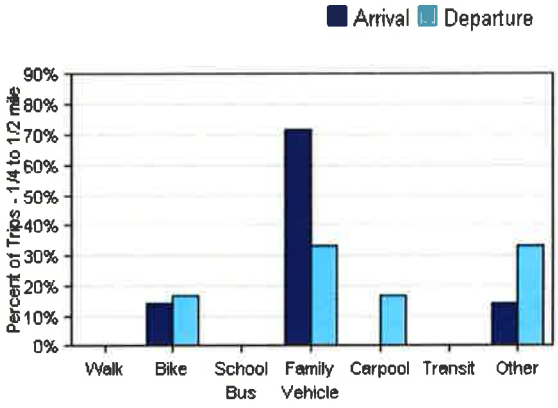
Typical mode of arrival at and departure from school

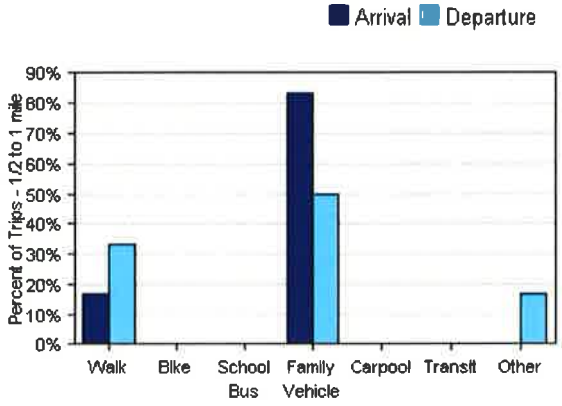
Time of Trip	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	35	14%	3%	3%	69%	0%	0%	11%
Afternoon	33	24%	3%	3%	42%	6%	3%	18%

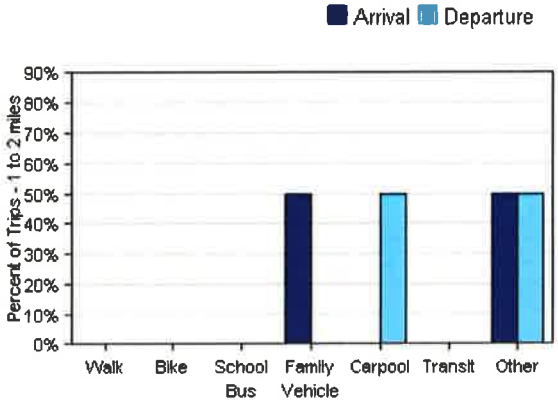
No Response Morning: 1
No Response Afternoon: 3
Percentages may not total 100% due to rounding.

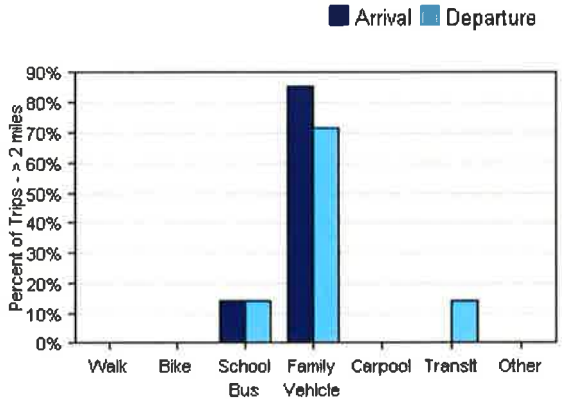
Typical mode of school arrival and departure by distance child lives from school











Typical mode of school arrival and departure by distance child lives from school

School Arrival

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	0%	25%	0%	0%	25%
1/4 mile up to 1/2 mile	7	0%	14%	0%	71%	0%	0%	14%
1/2 mile up to 1 mile	6	17%	0%	0%	83%	0%	0%	0%
1 mile up to 2 miles	2	0%	0%	0%	50%	0%	0%	50%
More than 2 miles	7	0%	0%	14%	86%	0%	0%	0%

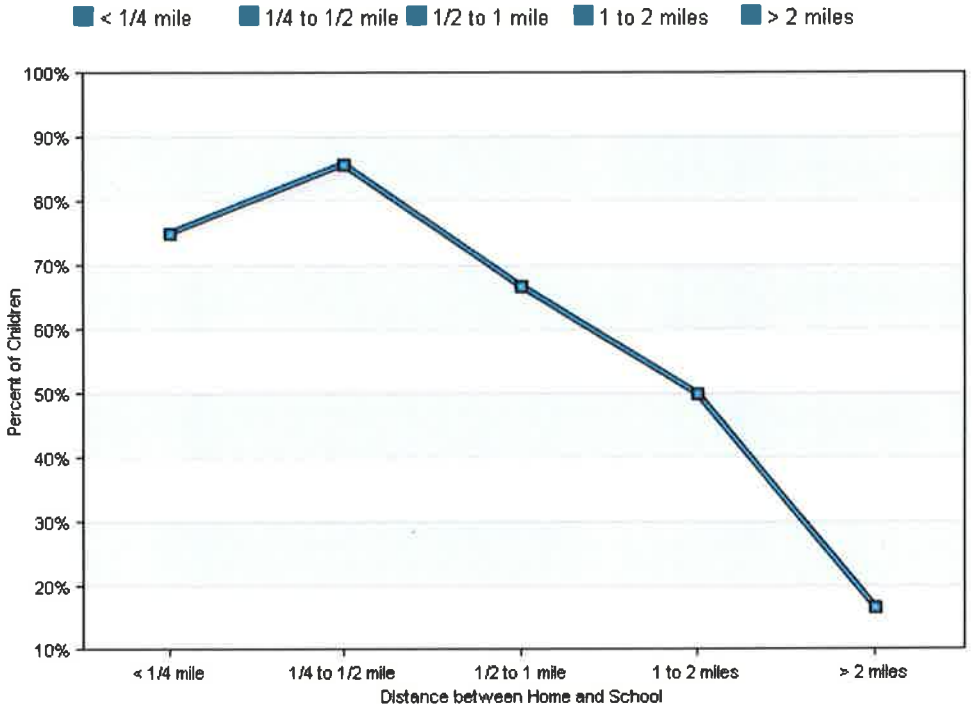
Don't know or No response: 10
Percentages may not total 100% due to rounding.

School Departure

Distance	Number within Distance	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Less than 1/4 mile	4	50%	0%	0%	25%	0%	0%	25%
1/4 mile up to 1/2 mile	6	0%	17%	0%	33%	17%	0%	33%
1/2 mile up to 1 mile	6	33%	0%	0%	50%	0%	0%	17%
1 mile up to 2 miles	2	0%	0%	0%	0%	50%	0%	50%
More than 2 miles	7	0%	0%	14%	71%	0%	14%	0%

Don't know or No response: 11
Percentages may not total 100% due to rounding.

Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

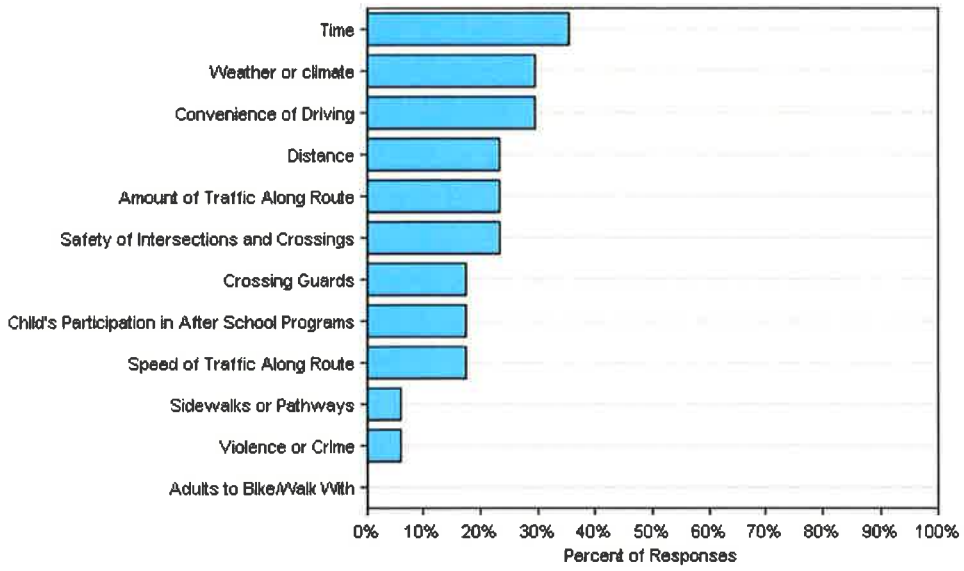


Percent of children who have asked for permission to walk or bike to/from school by distance they live from school

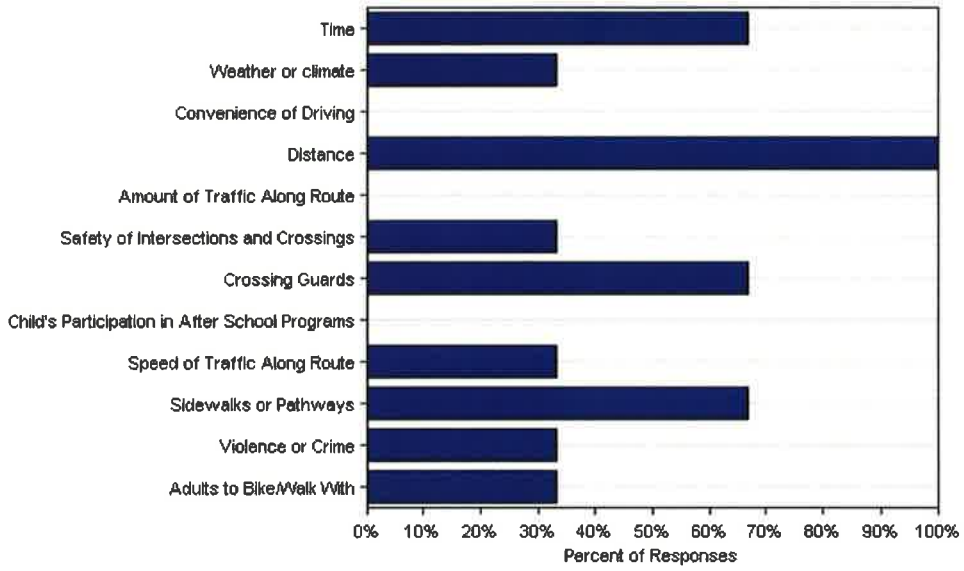
Asked Permission?	Number of Children	Less than 1/4 mile	1/4 mile up to 1/2 mile	1/2 mile up to 1 mile	1 mile up to 2 miles	More than 2 miles
Yes	15	75%	86%	67%	50%	17%
No	10	25%	14%	33%	50%	83%

Don't know or No response: 11
Percentages may not total 100% due to rounding.

Issues reported to affect the decision to not allow a child to walk or bike to/from school by parents of children who do not walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school



Issues reported to affect the decision to allow a child to walk or bike to/from school by parents of children who already walk or bike to/from school

Issue	Child does not walk/bike to school	Child walks/bikes to school
Time	35%	67%
Weather or climate	29%	33%
Convenience of Driving	29%	0%
Distance	24%	100%
Amount of Traffic Along Route	24%	0%
Safety of Intersections and Crossings	24%	33%
Crossing Guards	18%	67%
Child's Participation in After School Programs	18%	0%
Speed of Traffic Along Route	18%	33%
Sidewalks or Pathways	6%	67%
Violence or Crime	6%	33%
Adults to Bike/Walk With	0%	33%
Number of Respondents per Category	**17**	**3**

No response: 16

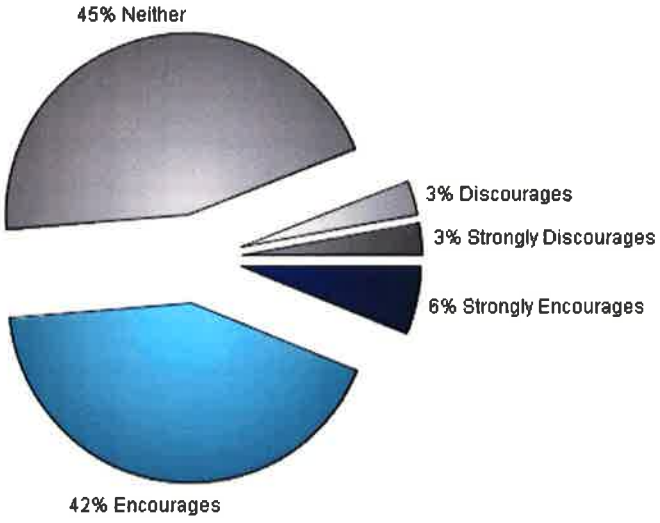
Note:

--Factors are listed from most to least influential for the 'Child does not walk/bike to school' group.

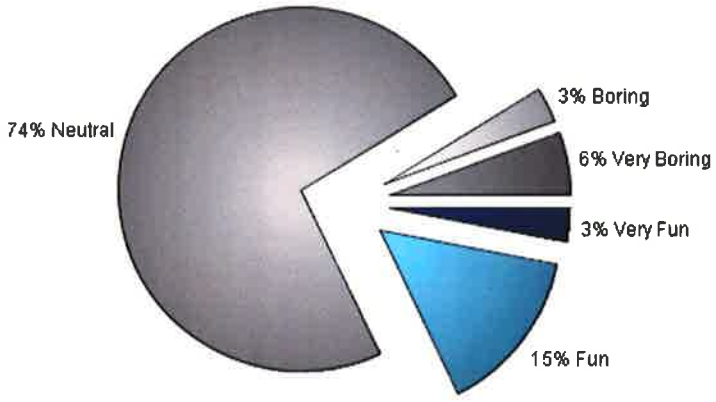
--Each column may sum to > 100% because respondent could select more than issue

--The calculation used to determine the percentage for each issue is based on the 'Number of Respondents per Category' within the respective columns (Child does not walk/bike to school and Child walks/bikes to school.) If comparing percentages between the two columns, please pay particular attention to each column's number of respondents because the two numbers can differ dramatically.

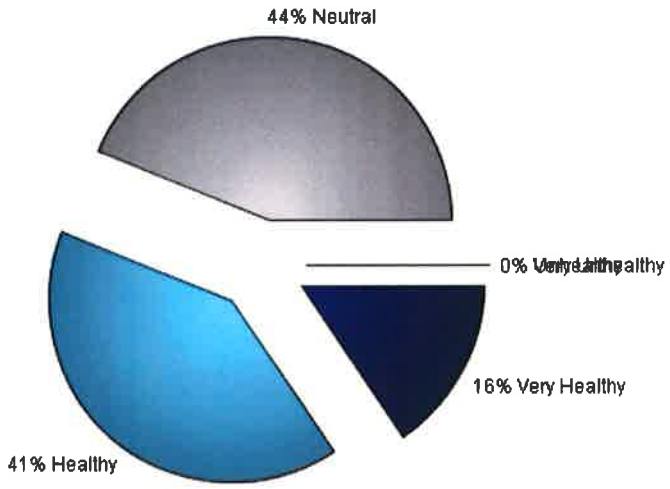
Parents' opinions about how much their child's school encourages or discourages walking and biking to/from school



Parents' opinions about how much fun walking and biking to/from school is for their child



Parents' opinions about how healthy walking and biking to/from school is for their child



Comments Section

SurveyID	Comment
1039975	QUESTION #10 - BACKPACK EXTREMELY HEAVY
1040005	MY CHILDREN HAVE TO CARRY BIG AND HEAVY BACKPACKS EVERYDAY TO SCHOOL PLUS THEIR LUNCH BOXES THATS MAKES DIFFICULT TO BIKE.

KEY BISCAYNE K-8 CENTER STUDENTS MAP

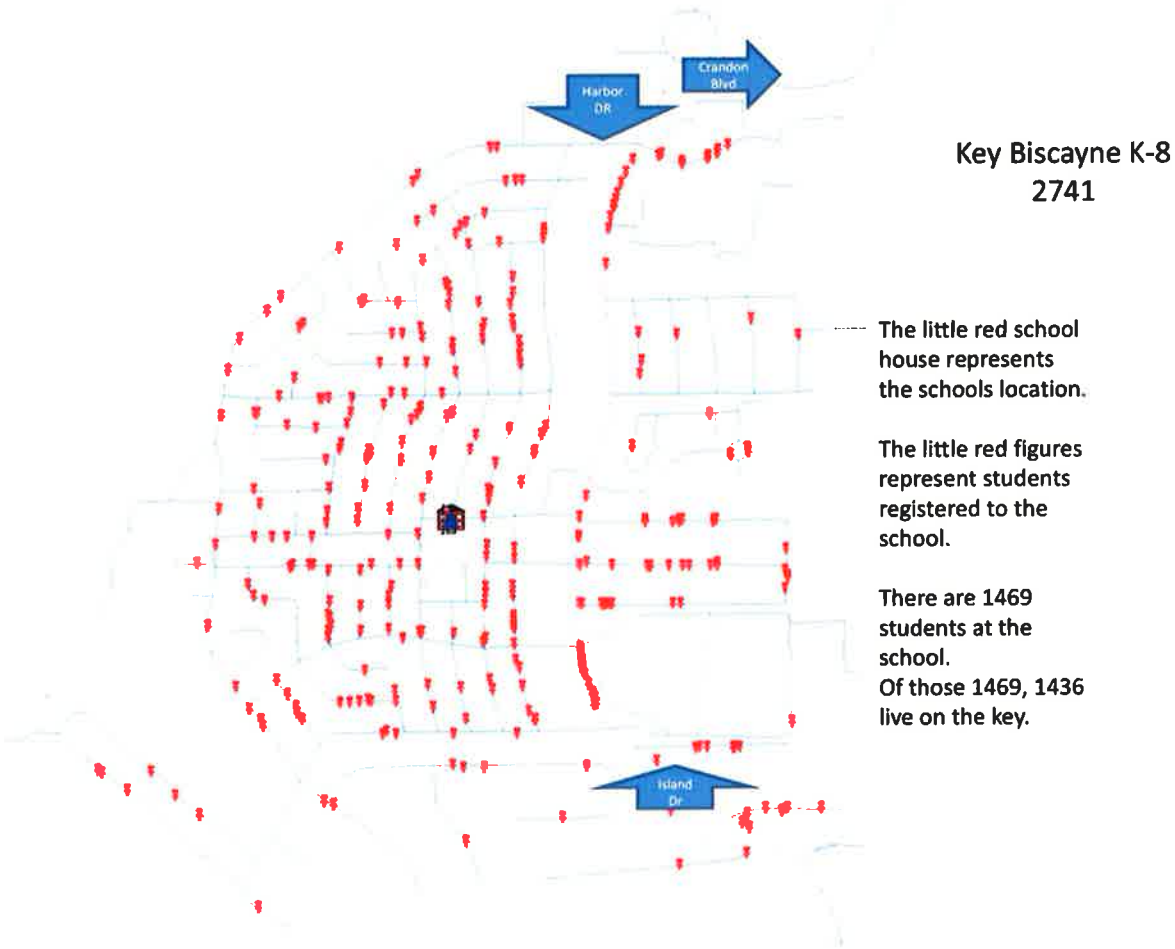


Figure 7. K-8 Center Students Map (Source: Miami-Dade County Public Schools)

CRASH HISTORY

Accident Statistics for Pedestrians/Bicyclists

Case Number	Location	Pedestrians	Bicycles	Injuries	Fatalities	Hit and Run?
1100246	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100254	Ocean Lane Drive	0	1	1	0	No
1100263	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100358	Crandon Boulevard/Sonesta Drive	0	1	0	0	No
1100368	Harbor Drive	0	1	1	0	No
1100447	Crandon Boulevard/Key Colony	0	1	1	0	Yes
1100450	West Mashta Drive/Crandon Boulevard	1	0	1	0	No
1100532	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100571	West Mashta Drive/Fernwood Road	0	1	0	0	No
1100602	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1100708	Crandon Boulevard/West Mashta Drive	0	1	0	0	No
1100794	East Wood Drive/Crandon Boulevard	1	0	0	0	No
1100823	Harbor Drive/West Mashta Drive	0	1	1	0	No
1100899	Crandon Boulevard	0	1	1	0	Yes
1100912	Crandon Boulevard	0	1	1	0	No
1100989	Crandon Boulevard	1	0	1	0	No
1101054	Crandon Boulevard	0	1	1	0	No
1101128	Galen Drive/Crandon Boulevard	0	1	0	0	No
1101173	Crandon Boulevard	0	1	1	0	No
1101335	Crandon Boulevard (Sidewalk)	0	1	1	0	No
1101345	Crandon Boulevard	0	1	1	0	No
1200153	Crandon Boiulevard/Key Colony Drive	0	1	0	0	No
1200385	Crandon Boulevard	0	1	0	0	No
1200510	Crandon Boulevard/Key Colony Drive	0	1	0	0	No
1200679	Knollwood Drive	1	0	1	0	Yes
1200924	Crandon Boulevard/Sonesta Drive	0	1	1	0	No
1200957	Crandon Boulevard/Sonesta Drive	0	1	1	0	No
1200987	Crandon Boulevard	0	2	2	0	No
1201034	West Mashta Drive/Crandon Boulevard	0	1	0	0	No
1201036	Knollwood Drive	0	1	1	0	No
1201342	Harbor Drive	0	1	1	0	No
1201352	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1201533	Crandon Boulevard	0	1	1	0	No
1300122	Crandon Boulevard/Harbor Drive	0	1	0	0	No
1300228	Crandon Boulevard	0	1	0	0	No
1300241	Crandon Boulevard	1	0	1	0	No
1300294	Crandon Boulevard	0	1	1	0	No
1300414	Crandon Boulevard/Key Colony	0	1	1	0	No
1300824	Crandon Boulevard	0	1	1	0	No
1301180	Crandon Boulevard/Harbor Drive	0	1	1	0	No
1301185	Crandon Boulevard	0	1	0	0	No
1400018	Island Drive/Cape Florida Drive	0	1	0	0	No
1400033	Grandbay Drive	1	0	1	0	No
1400071	Crandon Boulevard/Village Green Way	0	1	1	0	No
1400093	Harbor Drive/West Mashta Drive	0	1	0	0	No
1400231	Crandon Boulevard	0	1	0	0	No
1400259	Crandon Boulevard/East Enid Drive	0	1	1	0	Yes
1400288	Crandon Boulevard/Key Colony	0	1	1	0	No
1400447	Crandon Boulevard	0	1	0	0	No
1400495	N/A	1	0	0	0	No
1400497	Harbor Drive/Harbor Lane	0	1	1	0	No
1400510	Crandon Boulevard	0	1	1	0	No
1400572	Crandon Boulevard	1	0	1	0	No
1400782	Crandon Boulevard	0	1	1	0	No
1400811	Crandon Boulevard/East Enid Drive	1	0	0	1	No
1400882	Crandon Boulevard	0	1	1	0	No
1400989	West McIntyre Street/Crandon Boulevard	0	1	1	0	No
1400998	Crandon Boulevard	1	0	0	0	Yes
1401028	Warren Lane	1	0	1	0	Yes
1401246	Crandon Boulevard/Grand Bay Drive	1	0	1	0	No
1401619	Crandon Boulevard	0	1	1	0	No
1500037	Crandon Boulevard	1	0	1	0	No

Key Biscayne K-8 Center **Safe Routes To School**

Accident Count by Intersection

For Key Biscayne PD between 1/1/2011 and 12/31/2015

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/	40	88	65	25	8	6	232
HARBOR DRIVE/	12	18	9	3	0	2	44
CRANDON BOULEVARD/	0	7	7	6	1	0	21
CRANDON BLVD/KEY COLONY	7	2	8	1	1	1	20
CRANDON BLVD/HARBOR DRIVE	5	7	6	0	1	0	19
CRANDON BLVD./	2	13	2	2	0	0	19
OCEAN LANE DRIVE/	2	10	3	1	0	1	17
CRANDON BLVD/HARBOR DR	5	3	3	2	3	0	16
HARBOR DR/	5	6	2	0	0	1	14
GRAND BAY DRIVE/	2	2	4	1	0	3	12
OCEAN DRIVE/	1	4	4	0	1	0	10
CRANDON BLVD/SONESTA DRIVE	1	2	3	1	0	0	7
CRANDON BLVD (PARKING LOT)/	0	1	4	1	0	0	6
CRANDON BOULEVARD (PARKING LOT)/	1	1	4	0	0	0	6
FERNWOOD ROAD/	1	0	1	1	3	0	6
GALEN DRIVE/	0	2	2	1	0	0	5
HARBOR COURT/	0	2	0	0	3	0	5
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/KEY COLONY DRIVE	2	1	2	0	0	0	5
VILLAGE GREEN WAY/	0	2	2	1	0	0	5
W MCINTYRE STREET/	0	3	0	2	0	0	5
SUNRISE DRIVE/	1	2	1	0	0	0	4
OCEAN DR/	0	2	1	1	0	0	4
CRANDON BLVD/SONESTA DR	0	3	1	0	0	0	4
CRANDON BLVD/W MCINTYRE ST	0	2	0	1	0	1	4
CRANDON BLVD/EAST HEATHER DRIVE	0	1	3	0	0	0	4
HARBOR DR (PARKING LOT)/	0	0	4	0	0	0	4
GRAND BAY DRIVE/CRANDON BLVD	0	1	1	0	2	0	4
GRAND BAY DR/	1	1	1	0	1	0	4
FERNWOOD RD/W HEATHER DR	0	0	4	0	0	0	4
CRANDON BOULEVARD/OCEAN LANE DRIVE	0	0	3	1	0	0	4
CRANDON BOULEVARD/SONESTA DRIVE	1	1	1	0	0	0	3
E ENID DRIVE/	1	2	0	0	0	0	3
GALEN DR. (NORTH SIDE PARKING LOT)/	0	0	3	0	0	0	3
FERNWOOD ROAD/W MCINTYRE STREET	0	1	1	1	0	0	3
FERNWOOD RD/	2	0	1	0	0	0	3
HAMPTON LANE/	0	0	0	2	0	1	3
HARBOR DR. (PUBLIC P. LOT)/	0	3	0	0	0	0	3
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
HARBOR DR/WOODCREST RD	0	1	1	1	0	0	3
CRANDON BLVD/GRAND BAY DR	2	0	0	0	1	0	3
CRANDON BLVD/W ENID DR	1	0	1	1	0	0	3
BAY LANE /	0	0	3	0	0	0	3
HARBOR DRIVE/FERNWOOD ROAD	1	1	1	0	0	0	3
KEY COLONY/CRANDON BLVD	0	1	2	0	0	0	3
KNOLLWOOD DR/	0	1	1	1	0	0	3
MARINER DRIVE/	0	1	0	1	0	0	2
ISLAND DR/CAPE FLORIDA DR	0	0	0	2	0	0	2
OCEAN DRIVE/E. ENID DRIVE	0	2	0	0	0	0	2
OCEAN LANE DRIVE/CRANDON BLVD	0	1	1	0	0	0	2
HARBOR DRIVE/WOODCREST ROAD	1	0	0	1	0	0	2
RIDGEWOOD ROAD/	0	2	0	0	0	0	2
W HEATHER DR/ALLENDALE RD	1	1	0	0	0	0	2
WARREN LANE/	1	1	0	0	0	0	2
SEAVIEW DRIVE/CRANDON BLVD	0	2	0	0	0	0	2
WEST ENID DRIVE/CRANDON BLVD	0	0	2	0	0	0	2
WEST HEATHER DRIVE/	0	2	0	0	0	0	2
WEST MASHTA DRIVE/MYRTLEWOOD LANE	0	0	1	1	0	0	2
WEST MCINTYRE STREET/	0	1	1	0	0	0	2
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
WEST WOOD DRIVE/CRANDON BLVD	1	1	0	0	0	0	2
WOODCREST RD/	0	0	2	0	0	0	2
WOODCREST ROAD/	1	0	1	0	0	0	2
CRANDON BLVD/	0	2	0	0	0	0	2
CRANDON BLVD (SIDEWALK)/	2	0	0	0	0	0	2
CRANDON BLVD (PARKING LOT)/	0	0	1	1	0	0	2
CRANDON BLVD./HARBOR DR.	1	0	1	0	0	0	2
CRANDON BLVD./KEY COLONY DR.	1	1	0	0	0	0	2
CRANDON BLVD./OCEAN LANE DRIVE	0	1	0	1	0	0	2
CRANDON BLVD./SONESTA DR.	0	2	0	0	0	0	2
CRANDON BLVD/WEST WOOD DR	0	0	1	1	0	0	2
CRANDON BLVD/SUNRISE DRIVE	0	0	1	1	0	0	2
CRANDON BLVD/OCEAN LANE DRIVE	1	0	0	1	0	0	2
CRANDON BLVD/KEY COLONY DR	0	2	0	0	0	0	2
CRANDON BLVD/EAST ENID DRIVE	0	0	2	0	0	0	2
CRANDON BLVD/E ENID DRIVE	0	0	0	2	0	0	2
CRANDON BLVD/E. ENID DR	0	2	0	0	0	0	2
HARBOR DRIVE (PARKING LOT)/	0	2	0	0	0	0	2
HARBOR DR./	1	1	0	0	0	0	2
HAMPTON LN/	1	0	1	0	0	0	2
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
FERNWOOD RD/WEST HEATHER DR	2	0	0	0	0	0	2
GALEN DR/	0	1	1	0	0	0	2
GLENRIDGE ROAD/	2	0	0	0	0	0	2
EAST WOOD DRIVE/CRANDON BLVD	2	0	0	0	0	0	2
FERNWOOD ROAD/WEST ENID DRIVE	0	0	0	0	0	2	2
EAST ENID DRIVE (PRIVATE PROPERTY)/	0	2	0	0	0	0	2
EAST HEATHER DRIVE/CARIBBEAN ROAD	0	0	1	0	0	0	1
EAST ENID DR/	0	0	0	1	0	0	1
CRANDON BOULEVARD/EAST HEATHER DRIVE	0	0	1	0	0	0	1
CRANDON BOULEVARD/HARBOR DRIVE	1	0	0	0	0	0	1
CRANDON BOULEVARD/KEY COLONY DRIVE	0	1	0	0	0	0	1
CRANDON BOULEVARD/KNOLLWOOD DRIVE	0	0	1	0	0	0	1
CRANDON BOULEVARD/WEST MASHTA DRIVE	0	0	0	0	1	0	1
CRANDON BOULEVATD/	0	0	1	0	0	0	1
CRANWOOD DR./HARBOR CT.	1	0	0	0	0	0	1
CRANWOOD DR/	0	1	0	0	0	0	1
CRANWOOD DRIVE/HAMPTON LANE	1	0	0	0	0	0	1
CURTISWOOD DR/	0	0	0	0	1	0	1
CURTISWOOD DRIVE/	0	1	0	0	0	0	1
FERNWOOD ROAD/WESTWOOD DRIVE	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
GALEN DR (PARKING LOT)/	0	0	1	0	0	0	1
FERNWOOD RD/BUTTONWOOD DR	0	1	0	0	0	0	1
GALEN DR./	0	0	0	0	1	0	1
FERNWOOD RD/W. HEATHER DR	1	0	0	0	0	0	1
GALEN DRIVE/CRANDON BOULEVARD	1	0	0	0	0	0	1
GLENRIDGE RD./	1	0	0	0	0	0	1
GLENRIDGE RD/	1	0	0	0	0	0	1
GLENRIDGE ROAD/WEST ENID DRIVE	1	0	0	0	0	0	1
GRAND BAY DR./	0	0	1	0	0	0	1
HAMPTON LANE/RIDGEWOOD ROAD	1	0	0	0	0	0	1
GRAND BAY DRIVE/CRANDON BLVD.	0	0	1	0	0	0	1
GRAND BAY ESTATES CIRCLE/	1	0	0	0	0	0	1
GRANDBAY DR/	0	0	0	0	0	1	1
GRANDBAY DRIVE/	1	0	0	0	0	0	1
GRAPETREE DRIVE/	0	1	0	0	0	0	1
GULF ROAD/	1	0	0	0	0	0	1
HABROR DR/	0	0	0	1	0	0	1
HARBOR DR/CRANDON BLVD	0	1	0	0	0	0	1
HARBOR DR/CRANDON BLVD	0	1	0	0	0	0	1
HARBOR DR/FERNWOOD RD	0	0	0	0	0	1	1
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
HARBOR DR/W MCINTYRE ST	1	0	0	0	0	0	1
HARBOR DR/WEST MASHTA DR	0	0	0	1	0	0	1
HARBOR DRIVE /	0	1	0	0	0	0	1
HARBOR DRIVE./HARBOR CT.	1	0	0	0	0	0	1
HARBOR DR/WOODCREST ROAD	1	0	0	0	0	0	1
HARBOR DRIVE/BAY LANE	0	0	0	0	0	1	1
HARBOR DRIVE/CYPRESS DRIVE	0	0	0	0	0	1	1
HARBOR DRIVE/FERNWOOD RD	0	0	0	1	0	0	1
HARBOR DRIVE/FERNWOOD RD	0	0	1	0	0	0	1
CRANDON BLVD/E.WOOD DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/EAST DR	0	1	0	0	0	0	1
CRANDON BLVD/EAST ENID DR	0	0	0	1	0	0	1
CRANDON BLVD/EAST HEATHER DR.	0	1	0	0	0	0	1
CRANDON BLVD/200 BLOCK	0	0	1	0	0	0	1
CRANDON BLVD/CALUSA CIRCLE	0	0	0	0	1	0	1
CRANDON BLVD/EASTWOOD DR	0	1	0	0	0	0	1
CRANDON BLVD/GALEN DR	0	1	0	0	0	0	1
CRANDON BLVD/GALEN DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/OCEAN LANE	0	1	0	0	0	0	1
CRANDON BLVD/VILLAGE GREEN WAY	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
CRANDON BLVD/SONESTA DR.	1	0	0	0	0	0	1
CRANDON BLVD/WESTWOOD DRIVE	0	1	0	0	0	0	1
CRANDON BOULEVARD (LOADING DOCK)/	0	1	0	0	0	0	1
CRANDON BLVD/W MASHTA DRIVE	0	0	1	0	0	0	1
CRANDON BLVD/W. MASHTA DR.	0	0	1	0	0	0	1
CRANDON BLVD/WEST ENID DRIVE	0	1	0	0	0	0	1
CRANDON BLVD/WEST MCINTYRE STREET	0	0	1	0	0	0	1
CRANDON BLVD./VILLAGE GREEN WAY	0	0	1	0	0	0	1
CRANDON BLVD./OCEAN LN DR.	0	1	0	0	0	0	1
CRANDON BLVD./OCEAN LANE DR.	0	1	0	0	0	0	1
CRANDON BLVD./HARBOR DRIVE	1	0	0	0	0	0	1
CRANDON BLVD (LAKE DRIVE)/	0	1	0	0	0	0	1
CRANDON BLVD./EAST HEATHER DR.	0	1	0	0	0	0	1
CRANDON BLVD - PARKING GARAGE/	1	0	0	0	0	0	1
CRANDON BLVD PARKING LOT/	0	0	0	1	0	0	1
CRANDON BLVD(PUBLIC PARKING LOT)/	0	1	0	0	0	0	1
CRANDON BOULEVARD/	1	0	0	0	0	0	1
CRANDON BOULEVARD/KEY COLONY DRIVE	0	0	1	0	0	0	1
CRANDON BLVD PARKING LOT/	0	0	1	0	0	0	1
BEECHWOOD DR./	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
BEECHWOOD DR/	0	0	0	1	0	0	1
BLOCK OF CRANDON BLVD/	0	0	1	0	0	0	1
BUTTONWOOD DR/	0	1	0	0	0	0	1
CAPE FLORIDA DR/	0	1	0	0	0	0	1
CRANDON BLVD (PARKING LOT)/	0	0	1	0	0	0	1
100 BLK OF GALEN DRIVE/CRANDON BLVD.	0	0	0	0	0	1	1
328/CRANDON BLVD	0	1	0	0	0	0	1
500 BLOCK CRANDON BLVD/SUNRISE DRIVE	1	0	0	0	0	0	1
604 CRANDON BLVD - PARKING LOT/	0	0	1	0	0	0	1
799 CRANDON BLVD/	0	0	0	0	0	1	1
ALLENDALE ROAD/REDWOOD LANE	0	1	0	0	0	0	1
ATLANTIC RD/	0	1	0	0	0	0	1
ATLANTIC ROAD/	0	0	1	0	0	0	1
WOODCREST ROAD/WEST HEATHER DRIVE	0	0	1	0	0	0	1
WEST WOOD DRIVE/RIDGEWOOD ROAD	0	0	1	0	0	0	1
WESTWOOD DR/CRANDON BLVD	0	0	0	1	0	0	1
WESTWOOD DR/FERNWOOD RD	0	0	0	1	0	0	1
WESTWOOD DRIVE/CRANDON BLVD.	0	1	0	0	0	0	1
WESTWOOD RD./	0	0	1	0	0	0	1
WOODCREST LANE/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
WEST WOOD DR/CRANDON BLVD	0	0	0	0	1	0	1
WEST MCINTYRE ST/	0	1	0	0	0	0	1
WEST MCINTYRE ST/CRANDON BLVD	0	0	1	0	0	0	1
WEST HEATHER DRIVE/HAMPTON LANE	0	0	1	0	0	0	1
WEST MASHTA DR./FERNWOOD RD.	0	0	1	0	0	0	1
WEST MASHTA DRIVE/CRANDON BLVD	1	0	0	0	0	0	1
WEST MASHTA DRIVE/CRANDON BOULEVARD	0	0	1	0	0	0	1
WEST MASHTA DRIVE/GLENRIDGE ROAD	1	0	0	0	0	0	1
WEST ENID DRIVE/WOODCREST ROAD	0	0	1	0	0	0	1
SONESTA DR/CRANDON BLVD	1	0	0	0	0	0	1
SUNRISE DR/	0	0	1	0	0	0	1
WARREN LN/	1	0	0	0	0	0	1
WEST ENID DR./	0	0	1	0	0	0	1
WEST ENID DR./CURTISWOOD DR.	0	0	1	0	0	0	1
WEST ENID DRIVE/	0	0	0	1	0	0	1
W MASHTA DR/	0	1	0	0	0	0	1
W MASHTA DR/ALLENDALE ROAD	1	0	0	0	0	0	1
W MASHTA DR/CRANDON BLVD	0	1	0	0	0	0	1
W MCINTYRE SREET/	1	0	0	0	0	0	1
W MCINTYRE ST/	0	0	0	1	0	0	1
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
W MCINTYRE STREET/FERNWOOD ROAD	1	0	0	0	0	0	1
W WOOD DR/CRANDON BLVD	0	1	0	0	0	0	1
W WOOD DRIVE/GLENRIDGE ROAD	1	0	0	0	0	0	1
W. ENID DR/	1	0	0	0	0	0	1
W. ENID DR/GLENRIDGE RD	0	0	1	0	0	0	1
W. ENID DR/WOODCREST RD	0	0	1	0	0	0	1
W. HEATHER DRIVE/HARBOR DRIVE	0	1	0	0	0	0	1
W. MASHTA DR/CRANDON BLVD	0	0	1	0	0	0	1
W. MCINTYRE ST./	0	1	0	0	0	0	1
W. MCINTYRE ST/RIDGEWOOD RD	0	1	0	0	0	0	1
W.HEATHER DRIVE/	0	0	1	0	0	0	1
W.MCINTYRE STREET/	0	0	1	0	0	0	1
SEAVIEW DRIVE/	0	0	1	0	0	0	1
HARBOR/	0	1	0	0	0	0	1
SUNRISE DRIVE/OCEAN DRIVE	0	0	0	0	1	0	1
TURTLE WALK/	0	0	0	1	0	0	1
VILLAGE DREEN WAY/WEST ENID DRIVE	1	0	0	0	0	0	1
VILLAGE GREEN WAY PARKING/	0	1	0	0	0	0	1
VILLAGE GREEN WAY/CRANDON BLVD	1	0	0	0	0	0	1
VILLAGE GREEN WAY/W MCINTYRE ST	1	0	0	0	0	0	1
Totals	155	271	231	89	31	26	803

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Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
VILLAGE GREEN WAY/W MCINTYRE STREET	1	0	0	0	0	0	1
W ENID DR/	1	0	0	0	0	0	1
W ENID DR/VILLAGE GREEN WAY	0	0	0	1	0	0	1
W ENID DRIVE/	0	1	0	0	0	0	1
W ENID DRIVE/WOODCREST ROAD	0	0	1	0	0	0	1
OCEAN LN DR/	0	1	0	0	0	0	1
OCEAN LN DRIVE/	0	1	0	0	0	0	1
PACIFIC ROAD/	0	1	0	0	0	0	1
PACIFIC ROAD/SONESTA DR	0	0	1	0	0	0	1
PALMWOOD LANE/W HEATHER DRIVE	0	0	0	0	0	1	1
REDWOOD LANE/	0	1	0	0	0	0	1
RIDGEWOOD RD/MCINTYRE ST	1	0	0	0	0	0	1
OCEAN LANE DR/	0	0	0	1	0	0	1
OCEAN LANE DRIVE (REAR PARKING LOT)/	0	0	1	0	0	0	1
OCEAN DRIVE (2ND FLOOR PARKING LOT)/	0	0	0	1	0	0	1
OCEAN DRIVE (PARKING LOT)/	0	0	1	0	0	0	1
OCEAN DRIVE (PRIVATE LOT)/	0	1	0	0	0	0	1
ISLAND DRIVE/HARBOR DR	1	0	0	0	0	0	1
ISLAND DRIVE/ISLAND DRIVE & CAPE FLORIDA DRIVE	0	0	1	0	0	0	1
KEY COLONY DR/CRANDON BLVD	1	0	0	0	0	0	1
Totals	155	271	231	89	31	26	803

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Key Biscayne K-8 Center **Safe Routes To School**

Intersection	7:00-10:59	11:00-14:59	15:00-18:59	19:00-22:59	23:00-2:59	3:00-6:59	Total
KEY COLONY DRIVE/CRANDON BLVD	0	0	0	1	0	0	1
HARBOR DRIVE/HARBOR LANE	1	0	0	0	0	0	1
HARBOR DRIVE/W MASHTA DRIVE	0	0	1	0	0	0	1
HARBOR DRIVE/W. MASHTA DRIVE	1	0	0	0	0	0	1
HARBOR DRIVE/WEST ENID DRIVE	0	1	0	0	0	0	1
HARBOR DRIVE/WEST MASHTA DRIVE	0	0	1	0	0	0	1
HARBOR DRIVE/WEST MCINTYRE STREET	1	0	0	0	0	0	1
MASHTA PLACE/	0	0	0	1	0	0	1
MC INTYRE STREET/	0	0	1	0	0	0	1
MCINTYRE STREET/	0	0	0	0	0	1	1
MYRTLEWOOD LANE/WESTWOOD DR	0	1	0	0	0	0	1
NORTH MASHTA DR/	1	0	0	0	0	0	1
NORTH PERIMETER ROED - KEY COLONY COMPLEX/CRANDON BOULEVARD	0	0	0	1	0	0	1
KNOLLWOOD DRIVE/	0	0	0	1	0	0	1
KNOLLWOOD RD/ISLAND DRIVE	0	0	1	0	0	0	1
Totals	155	271	231	89	31	26	803

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Detailed Report

For FL0134300 between 1/1/2011 and 12/31/2015

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	1/11/2011	1100052	CRANDON BLVD (PARKING LOT)	82161587			0	0	
2	1/11/2011	1100053	CRANDON BLVD (PARKING LOT)	82161588			0	0	
1	1/26/2011	1100125	604 CRANDON BLVD - PARKING LOT	82161596			0	0	
1	1/28/2011	1100132	HARBOR COURT	82161598	X		0	0	
1	2/6/2011	1100167	FERNWOOD ROAD / WEST ENID DRIVE	82161600	X		0	0	
1	2/8/2011	1100180	HARBOR DRIVE (PARKING LOT)	82161672			0	0	
1	2/14/2011	1100200	CRANDON BOULEVARD / EAST HEATHER DRIVE	82161673			0	2	$1,300
1	2/17/2011	1100192	CRANDON BOULEVARD	82161693			0	0	
1	2/18/2011	1100220	CRANDON BLVD (PARKING LOT)	82161674			0	0	
1	2/24/2011	1100246	CRANDON BLVD / HARBOR DRIVE	82161675			0	1	
2	2/24/2011	1100247	CRANDON BOULEVARD	82161692			0	0	
1	2/25/2011	1100254	OCEAN LANE DRIVE	82161695			0	1	
1	2/28/2011	1100263	CRANDON BLVD / HARBOR DR	82161696			0	1	
2	2/28/2011	1100265	CRANDON BOULEVARD (PARKING LOT)	82161694			0	0	
1	3/1/2011	1100268	CRANDON BOULEVARD (PARKING LOT)	82161698			0	0	
1	3/7/2011	1100296	WEST ENID DRIVE / WOODCREST ROAD	82161700			0	0	
1	3/10/2011	1100303	CRANDON BLVD	82161691			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	3/11/2011	1100306	CRANDON BLVD	82161591	X		0	0	$500
1	3/12/2011	1100318	BAY LANE	82161706	X		0	0	
1	3/15/2011	1100330	HARBOR DRIVE	82161707			0	0	
1	3/18/2011	1100344	CRANDON BOULEVATD	82161710			0	0	
2	3/18/2011	1100434	HARBOR DR (PARKING LOT)	82161709	X		0	0	
1	3/22/2011	1100355	CRANDON BLVD / HARBOR DRIVE	82161712			0	0	
2	3/22/2011	1100356	CRANDON BOULEVARD	82161711			0	0	
3	3/22/2011	1100358	CRANDON BLVD / SONESTA DRIVE	82161713			0	0	
1	3/23/2011	1100361	CRANDON BLVD	82161714			0	0	
2	3/23/2011	1100363	CRANDON BLVD / EAST DR	82161716			0	0	
3	3/23/2011	1100458	CRANDON BLVD	82161715			0	0	$3,000
1	3/24/2011	1100366	CRANDON BLVD / HARBOR DR	82161697			0	0	
2	3/24/2011	1100368	HARBOR DRIVE	82161717			0	1	
1	3/28/2011	1100379	CRANDON BOULEVARD	82161718			0	0	
1	3/29/2011	1100382	CRANDON BLVD	82161719			0	0	
1	3/31/2011	1100392	HARBOR DR	82161720			0	0	
2	3/31/2011	1100393	CRANDON BLVD (LAKE DRIVE)	82161631			0	0	$2,300
1	4/1/2011	1100399	CRANDON BLVD / KEY COLONY	82161732			0	1	
1	4/2/2011	1100403	OCEAN DRIVE (PARKING LOT)	82161733			0	0	
1	4/3/2011	1100406	KEY COLONY / CRANDON BLVD	82161699			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	4/7/2011	1100418	NORTH PERIMETER ROED - KEY COLONY COMPLEX / CRANDON BOULEVARD	82161734		X	0	0	$250
1	4/8/2011	1100421	SEAVIEW DRIVE	82161671			0	0	$450
1	4/9/2011	1100426	HARBOR DRIVE	82161681			0	0	
1	4/11/2011	1100438	OCEAN DRIVE (2ND FLOOR PARKING LOT)	82161735			0	0	
1	4/14/2011	1100447	CRANDON BLVD / KEY COLONY	82161751			0	1	
2	4/14/2011	1100450	WEST MASHTA DRIVE / CRANDON BLVD	82161752			0	1	
3	4/14/2011	1100452	GRAND BAY DRIVE / CRANDON BLVD	82161753	X		0	1	$200
1	4/15/2011	1100455	CRANDON BOULEVARD (PARKING LOT)	82161754			0	2	
1	4/21/2011	1100490	CRANDON BLVD / HARBOR DRIVE	82161755			0	0	
2	4/21/2011	1100492	WEST MCINTYRE ST	82161757			0	0	$300
3	4/21/2011	1100493	HARBOR DR. (PUBLIC P. LOT)	82161756	X		0	0	
1	4/27/2011	1100519	CRANDON BLVD (PARKING LOT)	82161758	X		0	0	
1	4/30/2011	1100532	CRANDON BLVD / HARBOR DRIVE	82161759			0	1	
1	5/2/2011	1100539	CRANDON BOULEVARD (PARKING LOT)	82161760			0	0	
1	5/4/2011	1100541	HARBOR DRIVE	82161726	X		0	0	$200
1	5/6/2011	1100551	CRANDON BLVD / HARBOR DR	82161786			0	1	
2	5/6/2011	1100552	E ENID DRIVE	82161788			0	0	
1	5/7/2011	1100558	GALEN DR (PARKING LOT)	82161789			0	0	
1	5/9/2011	1100566	FERNWOOD RD / WEST HEATHER DR	82161790	X		0	2	
1	5/10/2011	1100570	HARBOR DRIVE	82161727	X		0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	5/10/2011	1100571	WEST MASHTA DR. / FERNWOOD RD.	82161621			0	0	
1	5/12/2011	1100576	OCEAN LANE DRIVE	82161811			0	0	
1	5/14/2011	1100583	EAST ENID DRIVE (PRIVATE PROPERTY)	82161812	X		0	0	
2	5/14/2011	1100589	HARBOR DR.	82161622			0	0	$500
1	5/16/2011	1100589	CRANDON BLVD	82161813	X		0	0	
2	5/16/2011	1100590	W MCINTYRE STREET	82161682			0	0	
1	5/19/2011	1100599	KNOLLWOOD RD / ISLAND DRIVE	82161814			0	0	
1	5/20/2011	1100602	CRANDON BLVD / HARBOR DRIVE	82161597			0	1	
1	5/25/2011	1100615	OCEAN LANE DRIVE	82161646			0	0	$1,000
1	5/27/2011	1100621	CRANDON BOULEVARD / KNOLLWOOD DRIVE	82161815			0	0	
1	5/28/2011	1100623	CRANDON BLVD / W MCINTYRE ST	82161836			0	0	$1,000
1	5/31/2011	1100635	CRANDON BLVD	82161731			0	0	
2	5/31/2011	1100638	CRANDON BLVD / HARBOR DRIVE	82161787			0	0	
3	5/31/2011	1100640	SUNRISE DRIVE	82161837			0	0	$50
1	6/9/2011	1100676	CRANDON BLVD / E.WOOD DRIVE	82161838			0	0	
2	6/9/2011	1100679	KEY COLONY DRIVE / CRANDON BLVD	82161839			0	0	
1	6/10/2011	1100680	FERNWOOD ROAD	82161840			0	0	$500
1	6/16/2011	1100698	CRANDON BLVD / KEY COLONY	82161851			0	0	
1	6/17/2011	1100702	CRANDON BLVD / HARBOR DRIVE	82161846			0	0	
1	6/19/2011	1100708	CRANDON BLVD / W MASHTA DRIVE	82161683			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	6/23/2011	1100724	CRANDON BLVD	82161852			0	0	
1	6/28/2011	1100739	GALEN DR. (NORTH SIDE PARKING LOT)	82161853	X		0	0	
1	6/29/2011	1100741	HARBOR DRIVE	82161854			0	0	
1	7/1/2011	1100745	CRANDON BOULEVARD	82161855			0	0	
1	7/2/2011	1100750	OCEAN LANE DRIVE	82161766			0	0	
1	7/3/2011	1100753	CRANDON BLVD / WEST ENID DRIVE	82161684			0	0	
2	7/3/2011	1100756	OCEAN DRIVE	82161685			0	0	
1	7/4/2011	1100762	FERNWOOD ROAD	82161860			0	0	
2	7/4/2011	1100778	VILLAGE GREEN WAY	82161861	X		0	0	$8,817
1	7/5/2011	1100768	CRANDON BLVD	82161856			0	0	
1	7/6/2011	1100771	HARBOR DRIVE / WEST MCINTYRE STREET	82161816			0	1	
1	7/7/2011	1100780	CRANDON BLVD	82161857	X		0	2	
1	7/8/2011	1100783	CRANDON BLVD	82161858			0	0	
2	7/8/2011	1100785	CRANDON BLVD.	82161859			0	0	
1	7/11/2011	1100794	EAST WOOD DRIVE / CRANDON BLVD	82161862			0	0	
1	7/15/2011	1100812	WEST MASHTA DRIVE / GLENRIDGE ROAD	82161863	X		0	0	
1	7/17/2011	1100823	HARBOR DRIVE / W. MASHTA DRIVE	82161866			0	1	
1	7/19/2011	1100831	CRANDON BLVD. / HARBOR DR.	82161867			0	0	
1	7/26/2011	1100882	CRANDON BLVD	82161868			0	0	
1	7/28/2011	1100892	MARINER DRIVE	82161736			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	7/30/2011	1100899	CRANDON BLVD	82161869	X		0	1	
1	8/3/2011	1100912	CRANDON BLVD	82161870			0	1	
2	8/3/2011	1100915	CRANDON BLVD / W. MASHTA DR.	82161881			0	0	$3,000
1	8/4/2011	1100918	HARBOR DRIVE	82161886			0	0	
2	8/4/2011	1100919	CRANDON BLVD PARKING LOT	82161887			0	0	
1	8/6/2011	1100929	OCEAN LANE DRIVE	82161737	X		0	0	
1	8/11/2011	1100946	CRANDON BLVD	82161888			0	0	
1	8/12/2011	1100948	SUNRISE DRIVE	82161771			0	0	
2	8/12/2011	1100950	WEST WOOD DRIVE / RIDGEWOOD ROAD	82161772			0	0	$1,500
1	8/20/2011	1100989	CRANDON BLVD	82161738			0	1	
1	8/23/2011	1101004	CURTISWOOD DRIVE	82161616			0	0	
2	8/23/2011	1101005	CRANDON BLVD	82161921			0	0	
1	8/24/2011	1101013	OCEAN DRIVE	82161739			0	0	
1	8/26/2011	1101018	SEAVIEW DRIVE / CRANDON BLVD	82161922			0	0	
2	8/26/2011	1101020	CRANDON BLVD / HARBOR DRIVE	82161923			0	0	
3	8/26/2011	1101021	CRANDON BLVD	82161773	X		0	0	
1	8/30/2011	1101036	CRANDON BLVD. / OCEAN LANE DRIVE	82161847			0	1	
1	8/31/2011	1101040	HARBOR DRIVE	82161774			0	0	
1	9/4/2011	1101054	CRANDON BLVD.	82161924			0	1	
1	9/5/2011	1101056	CRANDON BLVD	82161889			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	9/9/2011	1101073	CRANDON BLVD	82161890			0	0	
1	9/16/2011	1101109	HARBOR DR / WEST MASHTA DR	82161966	X		0	0	
1	9/19/2011	1101122	WEST HEATHER DRIVE / HAMPTON LANE	82161973			0	0	$500
1	9/21/2011	1101128	GALEN DRIVE / CRANDON BOULEVARD	82161974			0	0	
1	9/26/2011	1101147	CRANDON BLVD	82161931			0	0	
2	9/26/2011	1101151	CRANDON BLVD / KEY COLONY	82161932			0	0	
1	10/1/2011	1101167	GRAND BAY DRIVE	82161968	X		0	0	$500
2	10/1/2011	1101173	CRANDON BLVD	82161925			0	1	
3	10/1/2011	1101176	WEST ENID DRIVE	82161956	X		0	0	
1	10/5/2011	1101188	WEST ENID DR.	82161967			0	1	
1	10/6/2011	1101191	HARBOR DRIVE	82161848			0	0	
1	10/8/2011	1101203	HARBOR DRIVE	82161957			0	0	$4,000
1	10/9/2011	1101206	HARBOR DRIVE	82161958			0	0	
1	10/12/2011	1101220	WEST MCINTYRE STREET	82161959			0	0	$200
1	10/13/2011	1101223	WEST HEATHER DRIVE	82161775			0	0	
1	10/15/2011	1101229	CRANDON BLVD	82161960			0	2	$100
1	10/16/2011	1101234	799 CRANDON BLVD	82162021			0	0	
2	10/16/2011	1101235	CRANDON BLVD	82161933			0	0	
1	10/19/2011	1101242	CRANDON BLVD. / KEY COLONY DR.	82161849	X		0	0	
1	10/25/2011	1101270	CRANDON BLVD	82161934			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	10/27/2011	1101274	CRANDON BLVD	82161617			0	0	
1	10/28/2011	1101279	HARBOR DR	82161935			0	0	
2	10/28/2011	1101280	CRANDON BLVD.	82161850			0	0	
1	11/1/2011	1101296	CRANDON BLVD	82162022	X		0	0	
2	11/1/2011	1101297	CRANDON BLVD	82162023			0	0	
1	11/7/2011	1101319	CRANDON BOULEVARD / KEY COLONY DRIVE	82161902			0	0	
1	11/8/2011	1101328	W.MCINTYRE STREET	82162024			0	1	
1	11/9/2011	1101330	CRANDON BLVD / KEY COLONY	82162026	X		0	0	
1	11/11/2011	1101335	CRANDON BLVD (SIDEWALK)	82161740			0	1	$150
1	11/12/2011	1101345	CRANDON BLVD	82162031			0	1	
1	11/15/2011	1101359	CRANDON BOULEVARD	82161975			0	0	
1	11/16/2011	1101365	W HEATHER DR / ALLENDALE RD	82162032			0	0	
1	11/18/2011	1101372	CRANDON BLVD	82161946			0	0	
1	11/20/2011	1101380	OCEAN DRIVE	82161626	X		0	0	
1	11/21/2011	1101387	HARBOR DRIVE	82161871			0	0	
1	11/30/2011	1101432	CRANDON BLVD / HARBOR DRIVE	82162025			0	1	
1	12/1/2011	1101459	CRANDON BOULEVARD / OCEAN LANE DRIVE	82162001			0	0	
1	12/2/2011	1101439	W MCINTYRE SREET	82162036			0	0	
2	12/2/2011	1101442	CRANDON BLVD / EAST ENID DRIVE	82162037			0	0	
1	12/4/2011	1101450	CRANDON BOULEVARD	82161903			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	12/7/2011	1101463	OCEAN LANE DRIVE	82161970			0	0	
1	12/8/2011	1101467	WEST MASHTA DRIVE / MYRTLEWOOD LANE	82162038			0	0	$250
1	12/10/2011	1101478	CRANDON BOULEVARD (PARKING LOT)	82162005			0	0	
1	12/16/2011	1101505	CRANDON BLVD / EAST HEATHER DRIVE	82162046			0	0	
1	12/20/2011	1101523	HARBOR DR.	82162047			0	0	
1	12/23/2011	1101531	CRANDON BLVD(PUBLIC PARKING LOT)	82161647			0	0	
2	12/23/2011	1101534	CRANDON BLVD / KEY COLONY	82162048			0	1	
1	12/26/2011	1101545	CRANDON BOULEVARD / OCEAN LANE DRIVE	82162002			0	1	
1	12/29/2011	1101559	ISLAND DRIVE / HARBOR DR	82162049	X		0	0	$520
2	12/29/2011	1101562	OCEAN DRIVE (PRIVATE LOT)	82162050			0	0	
3	12/29/2011	1101563	FERNWOOD RD / W HEATHER DR	82162051			0	0	
1	12/31/2011	1101565	CRANDON BLVD	82162052			0	0	
1	1/4/2012	1200014	CRANDON BLVD / KEY COLONY DRIVE	82162041			0	0	
1	1/5/2012	1200017	CRANDON BLVD	82162042			0	0	
2	1/5/2012	1200019	CRANDON BLVD	82162043	X		0	0	
1	1/8/2012	1200039	CRANDON BOULEVARD	82162053	X		0	0	
1	1/9/2012	1200044	CRANDON BLVD	82162054	X		0	0	
1	1/12/2012	1101497	HARBOR DRIVE	82162044			0	0	
1	1/18/2012	1200080	RIDGEWOOD RD / MCINTYRE ST	82162055			0	0	
1	1/27/2012	1200131	FERNWOOD RD / W HEATHER DR	82162045		X	0	0	$1,000

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	1/27/2012	1200141	WOODCREST RD	82162061		X	0	0	
1	1/30/2012	1200153	CRANDON BOULEVARD / KEY COLONY DRIVE	82162003			0	0	
2	1/30/2012	1200154	ALLENDALE ROAD / REDWOOD LANE	82162063			0	0	
3	1/30/2012	1200156	CRANDON BOULEVARD	82162064			0	0	$0
1	2/2/2012	1200168	CRANDON BOULEVARD / WEST MASHTA DRIVE	82162004			0	2	$2,200
1	2/21/2012	1200239	CRANDON BOULEVARD / SONESTA DRIVE	82162071			0	0	
1	3/1/2012	1200282	RIDGEWOOD ROAD	82162072			0	0	
1	3/2/2012	1200288	CRANDON BLVD / SONESTA DRIVE	82162056			0	0	
1	3/4/2012	1200298	OCEAN LANE DRIVE / CRANDON BLVD	82162057			0	0	
1	3/6/2012	1200309	CRANDON BLVD PARKING LOT	82162058	X		0	0	
1	3/7/2012	1200315	CRANDON BOULEVARD	82162073			0	0	
1	3/9/2012	1200326	ATLANTIC ROAD	82162027			0	0	
1	3/10/2012	1200329	CRANDON BLVD / HARBOR DR	82161821			0	0	
1	3/15/2012	1200352	HARBOR DRIVE (PARKING LOT)	82162074	X		0	0	
1	3/16/2012	1200355	HARBOR DRIVE	82162059			0	0	
1	3/19/2012	1200376	CRANDON BOULEVARD / OCEAN LANE DRIVE	82162075			0	1	
1	3/21/2012	1200385	CRANDON BLVD	82162060			0	0	
1	3/23/2012	1200396	OCEAN DRIVE	82161961			0	0	$2,000
1	3/28/2012	1200415	OCEAN LANE DRIVE (REAR PARKING LOT)	82162076			0	0	
1	3/30/2012	1200426	OCEAN LANE DRIVE	82162081			0	0	$500

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	3/30/2012	1200428	CRANDON BLVD / KEY COLONY DRIVE	82162082			0	0	
3	3/30/2012	1200429	CRANDON BLVD	82162065	X		0	0	
1	3/31/2012	1200435	HARBOR DRIVE	82162083			0	0	
2	3/31/2012	1200436	CRANDON BLVD (PARKING LOT)	82161648			0	0	
1	4/1/2012	1200444	W.HEATHER DRIVE	82162066			0	0	
1	4/2/2012	1200446	HARBOR DRIVE / WEST MASHTA DRIVE	82162028			0	1	
1	4/4/2012	1200461	CRANDON BLVD	82162084			0	0	
1	4/5/2012	1200471	CRANDON BLVD	82162067			0	0	
1	4/12/2012	1200502	CRANDON BLVD	82162029			0	0	
2	4/12/2012	1200503	WOODCREST ROAD / WEST HEATHER DRIVE	82162077			0	0	
1	4/14/2012	1200510	CRANDON BLVD / KEY COLONY DRIVE	82162085			0	0	
1	4/15/2012	1200514	CRANDON BOULEVARD	82162068	X		0	0	
1	4/17/2012	1200520	CRANDON BLVD / SONESTA DR.	82162030			0	1	
1	4/20/2012	1200539	CRANDON BLVD.	82162091			0	0	$20
1	4/21/2012	1200547	CRANDON BLVD	82162086			0	0	$100
1	4/22/2012	1200550	ISLAND DRIVE / ISLAND DRIVE & CAPE FLORIDA DRIVE	82162087	X		0	0	$2,000
1	4/23/2012	1200555	CRANDON BLVD	82162069			0	0	
1	4/24/2012	1200556	CRANDON BOULEVARD / HARBOR DRIVE	82162078			0	0	
1	4/29/2012	1200584	HARBOR DRIVE / CYPRESS DRIVE	82162096			0	1	$2,700
2	4/29/2012	1200585	HARBOR DR	82162070			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	5/1/2012	1200596	HARBOR DRIVE	82161904			0	0	
2	5/1/2012	1200598	WEST MASHTA DRIVE / CRANDON BOULEVARD	82161905			0	0	
1	5/2/2012	1200606	HARBOR DRIVE / WEST ENID DRIVE	82162079		X	0	2	$4,000
1	5/4/2012	1200623	GALEN DRIVE	82162117	X		0	0	
1	5/5/2012	1200624	CRANDON BLVD / HARBOR DRIVE	82162088			0	0	
1	5/8/2012	1200639	CRANDON BOULEVARD (LOADING DOCK)	82162080			0	0	
1	5/12/2012	1200652	CRANDON BLVD / HARBOR DRIVE	82162089			0	0	
1	5/16/2012	1200675	CRANDON BLVD	82162090			0	0	
1	5/17/2012	1200679	KNOLLWOOD DRIVE	82162097	X		0	1	
1	5/21/2012	1200695	CRANDON BLVD	82162111			0	0	
1	5/25/2012	1200713	WOODCREST ROAD	82162112			0	0	
2	5/25/2012	1200716	CRANDON BLVD	82162098			0	0	
3	5/25/2012	1200717	CRANDON BLVD	82162113	X		0	0	
1	5/28/2012	1200726	MASHTA PLACE	82162106	X		0	0	$500
1	5/29/2012	1200728	OCEAN LANE DRIVE	82162114	X		0	0	
1	6/4/2012	1200743	HARBOR DR / W MCINTYRE ST	82162099			0	0	
1	6/6/2012	1200755	OCEAN LANE DRIVE	82162100			0	0	
1	6/11/2012	1200775	WEST ENID DR. / CURTISWOOD DR.	82162092			0	0	
1	6/16/2012	1200800	CRANDON BLVD	82162118			0	0	$50
1	6/17/2012	1200802	CRANDON BLVD / CALUSA CIRCLE	82162119			0	0	$1,000

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	6/18/2012	1200807	HARBOR DRIVE	82162120			0	0	
1	6/24/2012	1200833	CRANDON BOULEVARD	82162126			0	0	
1	6/27/2012	1200839	CRANDON BLVD / HARBOR DR	82162127			0	0	$400
1	7/3/2012	1200867	HARBOR DRIVE / FERNWOOD ROAD	82162128			0	0	
1	7/6/2012	1200881	HARBOR DRIVE / WOODCREST ROAD	82162129			0	0	
2	7/6/2012	1200886	CRANDON BOULEVARD / OCEAN LANE DRIVE	82162121			0	0	
3	7/6/2012	1200891	WARREN LANE	82162122	X		0	0	
1	7/8/2012	1200896	FERNWOOD ROAD	82162123			0	0	$2,500
1	7/9/2012	1200898	CRANWOOD DR. / HARBOR CT.	82162093			0	0	
2	7/9/2012	1200899	MCINTYRE STREET	82162130			0	0	
1	7/11/2012	1200909	VILLAGE GREEN WAY / CRANDON BLVD	82162131			0	0	
2	7/11/2012	1200911	CRANDON BOULEVARD	82162132			0	0	
1	7/14/2012	1200924	CRANDON BLVD. / SONESTA DR.	82162133			0	1	
1	7/19/2012	1200947	CRANDON BLVD. / HARBOR DRIVE	82162134			0	0	
1	7/20/2012	1200951	HARBOR DRIVE	82162135			0	0	
1	7/22/2012	1200957	CRANDON BOULEVARD / SONESTA DRIVE	82162136			0	1	
1	7/29/2012	1200987	CRANDON BLVD	82162137			0	2	
1	7/31/2012	1200994	CRANDON BLVD	82162151	X		0	0	
1	8/1/2012	1201001	GULF ROAD	82162138	X		0	2	
1	8/2/2012	1201007	CRANDON BLVD / KEY COLONY DR	82162139			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	8/2/2012	1201008	HARBOR DR / WOODCREST RD	82162107			0	0	
1	8/3/2012	1201011	BEECHWOOD DR	82162108	X		0	0	$1,600
1	8/6/2012	1201023	CRANDON BLVD	82162109	X		0	0	
1	8/8/2012	1201034	W. MASHTA DR / CRANDON BLVD	82162140			0	0	
2	8/8/2012	1201036	KNOLLWOOD DR	82162110			0	1	
1	8/9/2012	1201044	CRANDON BLVD / HARBOR DR	82162146			0	0	
1	8/11/2012	1201054	OCEAN LANE DRIVE	82161911			0	2	$500
1	8/14/2012	1201067	CRANDON BLVD	82162147			0	0	
1	8/18/2012	1201098	CRANDON BLVD / GALEN DRIVE	82162141			0	2	
1	8/19/2012	1201101	CRANDON BLVD	82162142			0	0	
1	8/21/2012	1201112	CRANDON BLVD	82162148			0	0	
2	8/21/2012	1201113	CRANDON BLVD	82162149			0	0	
3	8/21/2012	1201115	WEST MASHTA DRIVE / MYRTLEWOOD LANE	82162143			0	0	$600
1	8/22/2012	1201119	HAMPTON LN	82162150	X		0	0	
1	8/24/2012	1201127	CRANDON BLVD / SONESTA DR	82162145			0	0	
1	8/27/2012	1201139	TURTLE WALK	82162124	X		0	0	
1	8/31/2012	1201148	GALEN DRIVE	82162125			0	0	
1	9/5/2012	1201173	CRANDON BLVD	82162157			0	0	
1	9/8/2012	1201191	CRANDON BLVD	82162158			0	0	
1	9/11/2012	1201196	CRANDON BLVD / HARBOR DR	82162153			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	9/11/2012	1201200	VILLAGE GREEN WAY	82162154			0	0	
3	9/11/2012	1201201	GALEN DRIVE	82162167	X		0	0	
1	9/14/2012	1201206	W ENID DRIVE / WOODCREST ROAD	82162192			0	0	
1	9/17/2012	1201220	SEAVIEW DRIVE / CRANDON BLVD	82162159			0	0	$1,500
1	9/18/2012	1201228	W. ENID DR / GLENRIDGE RD	82162155			0	0	
1	9/19/2012	1201232	CRANDON BLVD / KEY COLONY	82162156			0	0	
2	9/19/2012	1201233	W. MCINTYRE ST / RIDGEWOOD RD	82162172			0	0	
1	9/20/2012	1201241	W. ENID DR / WOODCREST RD	82162152			0	0	
1	9/25/2012	1201265	HARBOR DR	82162173			0	0	
1	9/26/2012	1201273	CRANDON BLVD	82162174			0	0	
1	9/27/2012	1201278	328 / CRANDON BLVD	82162160			0	0	
1	9/29/2012	1201288	100 BLK OF GALEN DRIVE / CRANDON BLVD.	82162168			0	1	$20
2	9/29/2012	1201295	GALEN DRIVE	82162161	X		0	0	
3	9/29/2012	1201300	HARBOR DRIVE	82162169			0	4	$4
1	10/2/2012	1201314	GLENRIDGE ROAD / WEST ENID DRIVE	82162177			0	0	
1	10/7/2012	1201338	HARBOR DRIVE / BAY LANE	82162178			0	0	$2,500
1	10/8/2012	1201342	HARBOR DR	82162175			0	1	
1	10/9/2012	1201350	CRANDON BLVD / SONESTA DR	82162176			0	0	
2	10/9/2012	1201351	CRANDON BLVD	82162179			0	0	
3	10/9/2012	1201352	CRANDON BLVD / HARBOR DR	82162182			0	1	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
4	10/9/2012	1201354	CRANDON BOULEVARD	82162170			0	0	
1	10/18/2012	1201419	CRANDON BLVD / EAST ENID DR	82162183			0	0	
1	10/19/2012	1201422	CRANDON BLVD (PARKING LOT)	82161912	X		0	0	
1	10/20/2012	1201429	CRANDON BLVD (PARKING LOT)	82161649			0	0	
1	10/24/2012	1201442	CRANDON BLVD	82162184			0	0	
1	11/1/2012	1201486	GRAND BAY DR	82162185			0	0	
1	11/7/2012	1201503	CRANDON BLVD	82162186	X		0	0	
2	11/7/2012	1201506	KNOLLWOOD DR	82162198			0	0	
1	11/10/2012	1201522	CRANDON BLVD / E ENID DRIVE	82162171			0	3	
1	11/12/2012	1201530	CRANDON BLVD / HARBOR DR	82162200			0	1	$5,000
1	11/13/2012	1201533	CRANDON BLVD	82162199			0	1	
1	11/21/2012	1201570	CRANDON BLVD / KEY COLONY	82162201			0	1	
1	11/24/2012	1201587	CRANDON BLVD	82162180	X		0	0	
1	11/25/2012	1201582	CRANDON BLVD	82161650	X		0	0	
1	11/30/2012	1201601	CRANDON BLVD / HARBOR DRIVE	82162213			0	0	
1	12/3/2012	1201611	CRANDON BLVD / KEY COLONY	82162187			0	0	
2	12/3/2012	1201614	CRANDON BLVD / EAST HEATHER DR.	82162188			0	0	
3	12/3/2012	1201615	FERNWOOD ROAD	82162189			0	0	
1	12/6/2012	1201626	HARBOR DRIVE	82162181	X		0	1	
1	12/10/2012	1201638	CRANDON BLVD	82162202			0	0	$100

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	12/10/2012	1201644	CRANDON BLVD	82162208			0	0	
1	12/11/2012	1201648	CRANDON BLVD	82162209			0	0	
1	12/20/2012	1201679	VILLAGE GREEN WAY PARKING	82162190	X		0	0	
2	12/20/2012	1201680	OCEAN DR	82162211			0	0	
1	12/26/2012	1201715	GRAND BAY DR	82162203			0	0	
1	12/27/2012	1201719	CRANDON BLVD / SONESTA DRIVE	82162212			0	0	
1	12/31/2012	1201734	CRANDON BLVD	82162204			0	0	
1	1/1/2013	1300002	HARBOR DR / FERNWOOD RD	82162205			0	0	$3,000
1	1/4/2013	1300014	FERNWOOD RD / W. HEATHER DR	82162206			0	0	
1	1/5/2013	1300024	CRANDON BLVD	82162210			0	1	
2	1/5/2013	1300026	HARBOR DRIVE	82162191			0	0	
1	1/6/2013	1300029	CRANDON BLVD	82162214			0	0	
1	1/8/2013	1300036	WARREN LN	82162207	X		0	0	$300
1	1/14/2013	1300059	CRANDON BLVD / SUNRISE DRIVE	82162224			0	1	
1	1/15/2013	1300062	CRANDON BLVD	82162225			0	0	
2	1/15/2013	1300063	KEY COLONY / CRANDON BLVD	82162226	X		0	0	
1	1/16/2013	1300067	CRANDON BLVD	82162219			0	0	
1	1/17/2013	1300069	HARBOR DRIVE	82162227			0	0	
1	1/21/2013	1300090	W MCINTYRE STREET	82162228	X		0	0	
1	1/28/2013	1300115	OCEAN DRIVE	82162230			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	1/30/2013	1300122	CRANDON BLVD. / HARBOR DR.	82162220			0	0	
2	1/30/2013	1300124	CRANDON BLVD	82162229			0	0	
1	1/31/2013	1300131	GRAND BAY DRIVE	82162231			0	0	
1	2/4/2013	1300146	GRAND BAY DRIVE	82162094			0	0	
2	2/4/2013	1300147	CRANDON BLVD / KEY COLONY	82162232			0	1	
1	2/6/2013	1300154	W MCINTYRE STREET	82162233			0	0	
1	2/7/2013	1300155	CRANDON BLVD	82162239			0	0	$300
1	2/10/2013	1300175	CRANDON BLVD	82161913			0	0	
1	2/11/2013	1300178	CRANDON BLVD	82162240			0	0	
1	2/13/2013	1300189	VILLAGE GREEN WAY	82162095	X		0	0	
1	2/15/2013	1300195	CRANDON BLVD	82162215			0	0	
1	2/19/2013	1300209	CRANDON BLVD	82162241			0	0	
2	2/19/2013	1300216	CRANDON BLVD	82162242			0	0	
1	2/20/2013	1300212	CRANDON BLVD	82162243			0	1	
1	2/21/2013	1300225	CRANDON BLVD / EAST ENID DRIVE	82162244			0	0	
1	2/22/2013	1300228	CRANDON BLVD	82162221			0	0	
2	2/22/2013	1300232	GRAND BAY DRIVE / CRANDON BLVD.	82162144			0	0	
1	2/24/2013	1300239	CRANDON BLVD / HARBOR DR	82162216			0	0	
2	2/24/2013	1300241	CRANDON BLVD.	82162222			0	1	
1	2/25/2013	1300242	CRANDON BLVD	82162245			0	0	$800

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	2/26/2013	1300250	HARBOR DRIVE	82162246	X		0	0	
1	2/27/2013	1300251	SUNRISE DRIVE	82162223			0	0	
2	2/27/2013	1300253	GRAND BAY DRIVE	82162249			0	0	
1	3/3/2013	1300277	WOODCREST ROAD	82162250	X		0	0	
1	3/4/2013	1300286	OCEAN DRIVE	82162251			0	0	
1	3/5/2013	1300288	W MASHTA DR	82162252			0	1	
1	3/6/2013	1300294	CRANDON BLVD	82162247			0	1	
2	3/6/2013	1300297	PACIFIC ROAD	82162248			0	0	
1	3/11/2013	1300317	W WOOD DR / CRANDON BLVD	82162253			0	0	
2	3/11/2013	1300318	CRANDON BLVD	82162259			0	0	
1	3/15/2013	1300340	CRANDON BLVD / KEY COLONY DRIVE	82162260			0	0	
1	3/16/2013	1300346	KNOLLWOOD DR	82162254			0	0	
1	3/17/2013	1300353	CRANDON BLVD	82162255			0	0	
1	3/19/2013	1300314	CRANDON BOULEVARD	82162261			0	0	
1	3/23/2013	1300373	CRANDON BLVD / KEY COLONY DR	82162217	X		0	0	
1	3/25/2013	1300387	CRANDON BLVD	82162040			0	0	
1	3/28/2013	1300399	HARBOR DRIVE	82162262			0	0	
2	3/28/2013	1300401	HABROR DR	82162256	X		0	0	
1	3/31/2013	1300414	CRANDON BLVD / KEY COLONY	82162218			0	1	
1	4/1/2013	1300416	HARBOR DRIVE	82162274			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	4/1/2013	1300417	HARBOR DRIVE	82162263			0	0	
3	4/1/2013	1300421	WESTWOOD RD.	82162257			0	0	$1,000
1	4/3/2013	1300427	CRANDON BLVD	82162275			0	0	
1	4/4/2013	1300429	FERNWOOD ROAD / WESTWOOD DRIVE	82162276			0	0	
1	4/5/2013	1300432	CRANDON BLVD / WEST MCINTYRE STREET	82162269			0	0	
1	4/6/2013	1300435	CRANDON BLVD. / KEY COLONY DR.	82162234			0	2	
1	4/16/2013	1300472	CRANDON BLVD	82162278			0	0	
1	4/17/2013	1300478	CRANDON BLVD	82162264	X		0	0	
2	4/17/2013	1300479	CRANDON BLVD	82162285			0	0	
1	4/19/2013	1300486	GRANDBAY DRIVE	82162284			0	1	
2	4/19/2013	1300493	CRANDON BLVD	82162162			0	0	
1	4/20/2013	1300499	KEY COLONY / CRANDON BLVD	82162286			0	0	
1	4/23/2013	1300515	WOODCREST LANE	82162270			0	0	$100
1	4/25/2013	1300519	CRANDON BLVD	82162287			0	0	
1	4/29/2013	1300535	CRANDON BLVD	82162163	X		0	0	
1	5/3/2013	1300543	OCEAN DRIVE	82162288			0	0	
2	5/3/2013	1300545	CRANDON BLVD.	82162258			0	0	
1	5/7/2013	1300568	SUNRISE DRIVE	82162265			0	1	
1	5/11/2013	1300581	MC INTYRE STREET	82162271			0	0	$100
1	5/13/2013	1300587	WEST MCINTYRE STREET	82162279			0	0	$100

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	5/16/2013	1300599	CRANDON BLVD	82162266			0	0	
1	5/17/2013	1300602	CRANDON BLVD	82162272	X		0	0	
1	5/20/2013	1300616	CRANDON BLVD	82162289			0	0	
1	5/21/2013	1300621	CRANDON BLVD	82162267			0	0	
1	5/24/2013	1300637	HARBOR DRIVE	82162268			0	0	$1,000
1	5/25/2013	1300644	GRAND BAY DRIVE / CRANDON BLVD	82162290			0	0	
1	5/26/2013	1300650	CRANDON BLVD	82162280			0	0	
2	5/26/2013	1300652	CRANDON BLVD	82162281			0	0	
1	5/29/2013	1300662	CRANDON BLVD	82162282			0	0	
1	5/31/2013	1300666	CRANDON BLVD	82162283			0	0	
1	6/2/2013	1300675	GRAND BAY DR.	82162304			0	0	
1	6/4/2013	1300683	W MCINTYRE STREET	82162291	X		0	0	
1	6/7/2013	1300695	PACIFIC ROAD / SONESTA DR	82162299			0	0	$30,000
1	6/10/2013	1300706	SUNRISE DRIVE / OCEAN DRIVE	82162305	X		0	2	
1	6/14/2013	1300728	CRANDON BLVD / OCEAN LANE DRIVE	82162306			0	0	
2	6/14/2013	1300729	CRANDON BLVD	82162293			0	0	
1	6/18/2013	1300743	CRANDON BLVD	82162292			0	0	
1	6/19/2013	1300750	CRANDON BLVD	82162309			0	0	
1	6/21/2013	1300764	OCEAN DRIVE	82162307			0	0	
1	6/22/2013	1300766	CRANDON BLVD	82162084			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	6/29/2013	1300796	CRANDON BLVD	82162193			0	0	
1	7/4/2013	1300816	CRANDON BLVD / KEY COLONY	82162313			0	0	
2	7/4/2013	1300818	CRANDON BLVD	82162312	X		0	0	
1	7/6/2013	1300824	CRANDON BLVD	82162308			0	1	
1	7/8/2013	1300833	OCEAN DRIVE	82162310			0	0	
2	7/8/2013	1300836	CRANDON BLVD	82162311			0	0	
1	7/13/2013	1300858	CRANDON BLVD / OCEAN LANE	82162300			0	0	
1	7/17/2013	1300877	CRANDON BLVD / OCEAN LANE DRIVE	82162301			0	0	
1	7/18/2013	1300879	CRANDON BLVD	82162329			0	0	
1	7/19/2013	1300882	CRANDON BLVD	82162330			0	0	
1	7/22/2013	1300897	CRANDON BLVD	82162302			0	0	
1	7/24/2013	1300908	CRANDON BLVD	82162319			0	0	
1	7/25/2013	1300917	CRANDON BOULEVARD	82162349			0	0	
1	7/26/2013	1300920	CRANDON BLVD. / SONESTA DR.	82162350			0	0	
2	7/26/2013	1300923	CRANDON BLVD	82162273	X		0	0	
1	7/28/2013	1300929	GRAND BAY DR	82162294			0	0	
1	7/29/2013	1300937	CRANDON BLVD	82162331	X		0	0	
1	7/30/2013	1300940	W MCINTYRE STREET / FERNWOOD ROAD	82162332			0	0	$100
1	8/1/2013	1300951	NORTH MASHTA DR	82162296			0	0	
2	8/1/2013	1300953	CRANDON BLVD.	82162320	X		0	1	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	8/7/2013	1300973	CRANDON BLVD	82162321			0	0	
1	8/8/2013	1300980	OCEAN DR	82162333	X		0	0	
1	8/9/2013	1300983	ATLANTIC RD	82162339			0	0	$800
2	8/9/2013	1300985	CRANDON BLVD	82162340			0	0	
1	8/13/2013	1301007	OCEAN LANE DRIVE	82162323			0	0	
1	8/14/2013	1301013	HARBOR DR	82162409			0	0	
2	8/14/2013	1301018	CRANDON BOULEVARD	82162387			0	0	$200
1	8/16/2013	1301023	CRANDON BLVD	82162341			0	0	$1,000
2	8/16/2013	1301027	CRANDON BLVD	82162085	X		0	0	
1	8/21/2013	1301067	CRANDON BLVD	82162342			0	0	
1	8/22/2013	1301072	CRANDON BLVD	82162303	X	X	0	0	$1,000
1	8/29/2013	1301103	HARBOR DRIVE	82162343			0	0	$300
1	8/30/2013	1101112	HARBOR DRIVE	82162344			0	0	
2	8/30/2013	1301108	OCEAN LANE DRIVE	82162352			0	0	
1	9/2/2013	1301121	CRANDON BLVD	82162334			0	0	
1	9/4/2013	1301130	HARBOR DRIVE / FERNWOOD RD	82162353			0	0	
1	9/5/2013	1301133	CRANDON BLVD	82162335			0	0	
1	9/11/2013	1301153	CRANDON BLVD	82162354			0	0	
1	9/12/2013	1301154	HARBOR DR	82162355			0	1	
1	9/18/2013	1301177	CRANDON BOULEVARD / SONESTA DRIVE	82162039			0	1	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	9/18/2013	1301180	CRANDON BLVD / HARBOR DRIVE	82162297	X		0	1	$1,000
1	9/21/2013	1301185	CRANDON BLVD	82162345			0	0	
1	9/24/2013	1301201	CRANDON BLVD	82162356			0	0	
2	9/24/2013	1301203	GRAPETREE DRIVE	82162362			0	0	
1	9/25/2013	1301206	HAMPTON LANE / RIDGEWOOD ROAD	82162363			0	0	
1	10/3/2013	1301249	HARBOR COURT	82162364			0	0	
1	10/5/2013	1301261	CRANDON BLVD	82162194	X		0	1	
1	10/7/2013	1301276	CRANDON BLVD	82162365	X		0	0	
1	10/8/2013	1301282	FERNWOOD RD	82162366			0	0	
1	10/10/2013	1301290	CRANWOOD DRIVE / HAMPTON LANE	82162367			0	0	
2	10/10/2013	1301293	CRANDON BLVD	82162368			0	0	
3	10/10/2013	1301295	CURTISWOOD DR	82162346	X		0	2	
1	10/11/2013	1301298	CRANDON BLVD / KEY COLONY	82162369			0	0	
1	10/12/2013	1301305	CRANDON BLVD / KEY COLONY	82162347			0	0	
1	10/13/2013	1301308	OCEAN LANE DRIVE	82162372			0	1	$800
1	10/14/2013	1301317	CRANDON BLVD	82162370			0	0	
1	10/15/2013	1301324	CRANDON BLVD	82162371			0	0	
1	10/22/2013	1301362	CRANDON BLVD / WESTWOOD DRIVE	82162336			0	0	
2	10/22/2013	1301364	CRANDON BLVD	82162373			0	0	
1	10/25/2013	1301388	CRANDON BLVD	82162374			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	10/26/2013	1301397	CRANDON BLVD	82162389			0	0	
1	10/28/2013	1301403	CRANDON BLVD	82162036			0	0	
1	10/31/2013	1301430	HARBOR DRIVE	82162375			0	0	
2	10/31/2013	1301431	EAST HEATHER DRIVE / CARIBBEAN ROAD	82162390	X		0	2	$1,200
1	11/1/2013	1301435	WEST WOOD DRIVE / CRANDON BLVD	82162376			0	0	$500
1	11/2/2013	1301446	W MCINTYRE STREET	82162394			0	0	
1	11/4/2013	1301453	CRANDON BLVD	82162391			0	0	
1	11/5/2013	1301465	CRANDON BLVD	82162395			0	0	
1	11/6/2013	1301473	HARBOR DR / CRANDON BLVD	82162396	X		0	0	
2	11/6/2013	1301474	CRANDON BLVD	82162298			0	0	
1	11/7/2013	1301476	GLENRIDGE RD.	82162397	X		0	0	
1	11/11/2013	1301493	HAMPTON LANE	82162377	X		0	1	$2,000
2	11/11/2013	1301499	CRANDON BLVD.	82162398	X		0	0	
1	11/12/2013	1301503	W. MCINTYRE ST.	82162399			0	0	$2,000
1	11/15/2013	1301519	CRANDON BLVD	82162392			0	0	
1	11/19/2013	1301544	MARINER DRIVE	82162400			0	0	
1	11/21/2013	1301556	CRANDON BLVD / GALEN DR	82162195			0	0	
1	11/22/2013	1301561	CRANDON BLVD	82162393			0	0	
1	11/24/2013	1301580	HARBOR DRIVE / FERNWOOD RD	82162401			0	0	$500
1	11/25/2013	1301582	GALEN DR.	82162402			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	11/27/2013	1301594	CRANDON BOULEVARD	82162410			0	0	
1	11/28/2013	1301597	HARBOR DR	82162404			0	1	
1	12/4/2013	1301614	CRANDON BLVD	82162403			0	0	$0
1	12/5/2013	1301620	CRANDON BLVD	82162382			0	0	
1	12/6/2013	1301631	CRANDON BLVD	82162420			0	0	
1	12/8/2013	1301636	CRANDON BLVD	82162415			0	0	
1	12/17/2013	1301677	CRANDON BLVD	82162416			0	0	
1	12/19/2013	1301684	CRANDON BLVD	82162383			0	0	
1	12/20/2013	1301689	HARBOR DR	82162421			0	0	
1	12/21/2013	1301692	CRANDON BLVD / HARBOR DRIVE	82162164			0	0	$0
1	12/23/2013	1301700	CRANDON BLVD	82162418			0	0	$3,600
1	12/26/2013	1301708	CRANDON BLVD	82162419			0	0	
1	12/27/2013	1301711	CRANDON BLVD.	82162425			0	0	
2	12/27/2013	1301713	CRANDON BLVD	82162384			0	0	
1	12/28/2013	1301717	CRANDON BLVD. / OCEAN LN DR.	82162426			0	0	
1	1/4/2014	1400015	CRANDON BOULEVARD	82162411			0	0	
2	1/4/2014	1400018	ISLAND DR / CAPE FLORIDA DR	82162427	X		0	0	
1	1/6/2014	1400027	CRANDON BLVD	82162429			0	0	
1	1/7/2014	1400026	HARBOR DR	82162337			0	0	
1	1/8/2014	1400033	GRANDBAY DR	82162378			0	1	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	1/8/2014	1400038	FERNWOOD ROAD / W MCINTYRE STREET	82162338			0	0	
3	1/8/2014	1400041	CRANDON BLVD	82162295	X		0	0	
1	1/10/2014	1400046	CRANDON BLVD (PARKING LOT)	82161914			0	0	
1	1/15/2014	1400071	CRANDON BLVD / VILLAGE GREEN WAY	82162435			0	1	
1	1/16/2014	1400072	CRANDON BLVD.	82162430			0	0	
1	1/17/2014	1400075	WEST WOOD DR / CRANDON BLVD	82162431			0	1	
2	1/17/2014	1400076	CRANDON BOULEVARD	82162412			0	0	
1	1/18/2014	1400080	WEST ENID DRIVE / CRANDON BLVD	82162432	X		0	0	
1	1/19/2014	1400084	CRANDON BLVD / HARBOR DRIVE	82162433			0	0	
2	1/19/2014	1400085	HARBOR DRIVE	82162385			0	0	
1	1/22/2014	1400091	W. ENID DR	82162379			0	0	$100
2	1/22/2014	1400093	HARBOR DRIVE / W MASHTA DRIVE	82162380			0	0	
1	1/24/2014	1400103	CRANDON BLVD / WEST WOOD DR	82161915			0	0	$500
1	1/31/2014	1400130	WESTWOOD DR / CRANDON BLVD	82162434			0	1	
1	2/1/2014	1400131	HARBOR DRIVE	82162386			0	0	
2	2/1/2014	1400134	CRANDON BLVD	82162405			0	0	
1	2/2/2014	1400140	CRANDON BLVD / EAST HEATHER DRIVE	82162445			0	0	
1	2/3/2014	1400141	CRANDON BLVD	82162446			0	0	
2	2/3/2014	1400142	OCEAN LANE DRIVE	82162436			0	0	$500
1	2/4/2014	1100147	CRANDON BLVD / WEST WOOD DR	82162381			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	2/4/2014	1400145	OCEAN DRIVE	82162447			0	0	
1	2/5/2014	1400151	CRANDON BLVD	82162437			0	1	$5,000
1	2/7/2014	1400160	CRANDON BLVD	82162455			0	0	
1	2/9/2014	1400179	CRANDON BLVD	82162440	X		0	0	
1	2/10/2014	1400184	CRANDON BLVD	82162439	X		0	0	
1	2/11/2014	1400190	CRANDON BLVD / W MCINTYRE ST	82162438	X		0	0	
1	2/16/2014	1400213	CRANDON BLVD	82162456			0	0	
2	2/16/2014	1400217	CRANDON BOULEVARD	82162413			0	1	
1	2/20/2014	1400231	CRANDON BLVD	82162457			0	0	
1	2/22/2014	1400245	CRANDON BLVD	82162322			0	0	
1	2/24/2014	1400251	CRANDON BLVD	82162450			0	0	
1	2/25/2014	1400259	CRANDON BLVD / E. ENID DR	82162466	X		0	1	
1	2/26/2014	1400265	CRANDON BLVD	82161991			0	0	
1	2/27/2014	1400272	CRANDON BLVD	82162458			0	0	
2	2/27/2014	1400273	HARBOR DR / WOODCREST RD	82162428			0	0	
1	3/4/2014	1400288	CRANDON BLVD / KEY COLONY	82162348			0	1	
1	3/5/2014	1400293	OCEAN LANE DRIVE / CRANDON BLVD	82162448			0	0	
1	3/7/2014	1400304	RIDGEWOOD ROAD	82162459			0	0	
2	3/7/2014	1400305	WEST WOOD DRIVE / CRANDON BLVD	82162475			0	0	
1	3/9/2014	1400319	CRANDON BLVD	82162476			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	3/9/2014	1400322	CRANDON BLVD	82162449			0	0	
1	3/10/2014	1400327	HARBOR DR	82162477			0	0	
2	3/10/2014	1400330	CRANDON BLVD	82162480			0	0	
1	3/12/2014	1400338	GRAND BAY DRIVE / CRANDON BLVD	82162478			0	0	
2	3/12/2014	1400339	OCEAN DR	82162481	X		0	0	
1	3/14/2014	1400343	CRANDON BLVD	82162324			0	0	
2	3/14/2014	1400350	WESTWOOD DR / FERNWOOD RD	82162467			0	1	
1	3/15/2014	1400354	VILLAGE GREEN WAY	82162479			0	0	
1	3/17/2014	1400360	HARBOR DRIVE	82162485	X		0	0	
1	3/18/2014	1400371	HARBOR DRIVE / FERNWOOD ROAD	82162451			0	0	
1	3/19/2014	1400375	CRANDON BLVD	82162465	X		0	0	
1	3/20/2014	1400379	CRANDON BLVD	84795211			0	0	
2	3/20/2014	1400380	HARBOR DR	82162468			0	0	
1	3/21/2014	1400387	W MCINTYRE ST	82162469			0	0	
1	3/25/2014	1400405	CRANDON BLVD.	82162482	X		0	0	
1	3/28/2014	1400418	E ENID DRIVE	82162483	X		0	1	
2	3/28/2014	1400421	EAST ENID DR	82162406	X		0	0	
3	3/28/2014	1400465	CRANDON BLVD	82162484			0	0	
1	3/29/2014	1400419	CRANDON BLVD	82162486			0	0	
2	3/29/2014	1400424	CRANDON BLVD	82162407			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	3/30/2014	1400426	CRANWOOD DR	82162487			0	0	
1	4/4/2014	1400447	CRANDON BLVD	82162488			0	0	
1	4/5/2014	1400459	CRANDON BLVD / W MCINTYRE ST	82162417			0	1	
1	4/7/2014	1400466	CRANDON BLVD.	82162495			0	0	
1	4/8/2014	1400468	GLENRIDGE ROAD	82162496			0	0	
1	4/10/2014	1400479	VILLAGE GREEN WAY / W MCINTYRE ST	82162490			0	1	
2	4/10/2014	1400483	CRANDON BLVD	82162489			0	0	
1	4/11/2014	1400486	CRANDON BLVD	82162497			0	0	
2	4/11/2014	1400490	CRANDON BLVD	82162498	X		0	0	
1	4/13/2014	1400497	HARBOR DRIVE / HARBOR LANE	84795212			0	1	
2	4/13/2014	1400500	CRANDON BLVD	82161501			0	0	
1	4/14/2014	1400495	CRANDON BLVD	84795214		X	0	1	
1	4/15/2014	1400510	CRANDON BLVD	82161502			0	1	
1	4/16/2014	1400511	CRANDON BLVD / W ENID DR	82162499			0	1	
2	4/16/2014	1400512	HARBOR DR	82161503	X		0	0	
1	4/18/2014	1400519	500 BLOCK CRANDON BLVD / SUNRISE DRIVE	82162196	X		0	0	
1	4/22/2014	1400534	CRANDON BLVD	84795213			0	0	
1	4/25/2014	1400545	CRANDON BLVD / HARBOR DR	82161504			0	0	
1	4/26/2014	1400555	CRANDON BLVD / HARBOR DR	82161506			0	0	
1	4/29/2014	1400562	CRANDON BLVD / EASTWOOD DR	82162491			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	4/30/2014	1400567	HARBOR DRIVE	82161507			0	0	
1	5/1/2014	1400572	CRANDON BLVD	82161508			0	1	
2	5/1/2014	1400574	HARBOR DRIVE	82161509			0	0	
3	5/1/2014	1400651	CRANDON BLVD	84795204			0	0	
1	5/5/2014	1400589	CRANDON BLVD.	82161586			0	0	
1	5/6/2014	1400594	OCEAN LANE DR	82162351			0	0	
1	5/7/2014	1400597	CRANDON BLVD	82161505			0	0	
1	5/9/2014	1400608	CRANDON BLVD. / VILLAGE GREEN WAY	82162452			0	1	
1	5/15/2014	1400627	GALEN DR	84795201			0	0	$600
1	5/16/2014	1400628	CRANDON BLVD	84795202			0	1	$500
1	5/17/2014	1400633	GRAND BAY DRIVE	82161513			0	0	
2	5/17/2014	1400637	CRANDON BLVD	82162492			0	0	
1	5/18/2014	1400642	CRANDON BLVD	82161516			0	1	
1	5/28/2014	1400689	CRANDON BLVD	84795206			0	0	$1,000
1	6/3/2014	1400720	CRANDON BLVD / W ENID DR	84795205			0	0	
1	6/6/2014	1400732	GRAND BAY DRIVE	84795216	X		0	0	
1	6/7/2014	1400734	BLOCK OF CRANDON BLVD	84795207			0	0	
1	6/16/2014	1400781	CRANDON BLVD	84795217			0	0	
2	6/16/2014	1400782	CRANDON BOULEVARD	82162326			0	1	
1	6/17/2014	1400785	GRAND BAY DR	84795208			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	6/17/2014	1400786	CRANDON BLVD. / EAST HEATHER DR.	84795218			0	0	
1	6/18/2014	1400794	OCEAN DRIVE / E. ENID DRIVE	84795209			0	0	
1	6/21/2014	1400811	CRANDON BLVD / E ENID DRIVE	84795219			1	0	
1	6/25/2014	1400822	CRANDON BLVD	84795210	X		0	0	
2	6/25/2014	1400824	CRANDON BLVD	84795226			0	1	
3	6/25/2014	1400825	CRANDON BLVD / KEY COLONY	82162327			0	1	
4	6/25/2014	1400826	CRANDON BLVD	84795220			0	0	
1	6/28/2014	1400835	HARBOR DRIVE	84795227			0	0	
1	6/29/2014	1400837	CRANDON BLVD	82162493			0	0	
1	6/30/2014	1400803	GALEN DR	84795236	X		0	0	
1	7/3/2014	1400859	CRANDON BLVD	84795221			0	0	
1	7/9/2014	1400881	FERNWOOD RD	84795228			0	0	
2	7/9/2014	1400882	CRANDON BLVD.	84795222			0	1	
1	7/10/2014	1400883	CRANDON BLVD	84795237			0	0	
2	7/10/2014	1400885	WEST HEATHER DRIVE	84795223	X		0	0	
1	7/12/2014	1400897	HARBOR DR (PARKING LOT)	82162441			0	0	
1	7/13/2014	1400901	GRAND BAY DRIVE	82162494			0	0	$3,000
1	7/15/2014	1400908	HARBOR	84795229			0	0	
1	7/19/2014	1400918	CRANDON BLVD	84795230			0	0	$3,000
1	7/20/2014	1400922	CRANDON BLVD	84795225			0	1	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	7/21/2014	1400927	CRANDON BLVD / EAST HEATHER DRIVE	84795241			0	0	
1	7/22/2014	1400928	CRANDON BLVD	82162442			0	0	
1	7/23/2014	1400932	W MASHTA DR / CRANDON BLVD	84795242			0	1	
1	7/24/2014	1400937	CRANDON BLVD	84795256			0	0	
1	7/28/2014	1400952	KEY COLONY DR / CRANDON BLVD	84795381			0	0	
1	7/30/2014	1400968	OCEAN LN DR	84795382			0	0	$600
1	8/4/2014	1400986	CRANDON BLVD	84795243			0	0	
2	8/4/2014	1400998	WEST MCINTYRE ST / CRANDON BLVD	84795253	X		0	0	
1	8/5/2014	1400989	CRANDON BLVD	84795244			0	1	$100
2	8/5/2014	1400990	CRANDON BLVD / KEY COLONY	82162453			0	0	
3	8/5/2014	1400991	CRANDON BLVD	84795251			0	0	
1	8/7/2014	1400997	CRANDON BLVD	84795252			0	0	
1	8/8/2014	1401001	CRANDON BLVD / HARBOR DR	84795254			0	0	
1	8/11/2014	1401012	CRANDON BLVD	84795257			0	0	
1	8/12/2014	1401018	CRANDON BLVD / W MCINTYRE ST	84795306			0	0	
1	8/15/2014	1401028	WARREN LANE	84795258	X		0	1	
2	8/15/2014	1401032	GRAND BAY DRIVE	84795259			0	0	
1	8/18/2014	1401041	SUNRISE DR	84795260			0	0	
1	8/19/2014	1401043	EAST WOOD DRIVE / CRANDON BLVD	84795316			0	0	$500
1	8/20/2014	1401048	HARBOR DRIVE. / HARBOR CT.	82162454	X		0	0	$1,000

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	8/21/2014	1401053	CRANDON BLVD	84795317			0	0	
1	8/22/2014	1401057	CRANDON BLVD / HARBOR DRIVE	84795318			0	1	
1	8/30/2014	1401087	CRANDON BLVD / GRAND BAY DR	84795255			0	1	
2	8/30/2014	1401088	CRANDON BLVD	84795319			0	0	
1	9/2/2014	1401096	CRANDON BLVD / KEY COLONY	84795245			0	0	
2	9/2/2014	1401098	CRANDON BLVD / HARBOR DRIVE	84795320			0	0	
1	9/3/2014	1401101	GRAND BAY ESTATES CIRCLE	84795331	X		0	0	
1	9/4/2014	1401105	CRANDON BLVD / HARBOR DR	84795286			0	0	
1	9/5/2014	1401107	HARBOR DRIVE / FERNWOOD ROAD	84795301			0	0	
2	9/5/2014	1401108	MYRTLEWOOD LANE / WESTWOOD DR	84795332			0	0	
1	9/7/2014	1401118	HARBOR DR / WOODCREST RD	84795333			0	1	
1	9/8/2014	1401121	CRANDON BLVD	84795334			0	0	$500
1	9/9/2014	1401124	HAMPTON LN	84795335			0	0	
1	9/10/2014	1401128	VILLAGE DREEN WAY / WEST ENID DRIVE	84795302			0	0	
1	9/12/2014	1401134	HARBOR COURT	84795303			0	0	
2	9/12/2014	1401135	CRANDON BLVD.	84795281			0	0	
3	9/12/2014	1401136	WESTWOOD DRIVE / CRANDON BLVD.	84795282			0	0	
1	9/15/2014	1401148	HARBOR DRIVE	84795304			0	0	
2	9/15/2014	1401149	FERNWOOD RD / BUTTONWOOD DR	84795287			0	0	
1	9/16/2014	1401151	CRANDON BLVD / W ENID DR	84795307			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	9/16/2014	1401155	CRANDON BLVD	84795288	X		0	0	
1	9/22/2014	1401174	W ENID DRIVE	84795305			0	0	
1	9/23/2014	1401180	CRANDON BLVD.	84795346	X		0	0	
1	9/26/2014	1401189	CRANDON BLVD	84795336			0	0	
2	9/26/2014	1401195	FERNWOOD ROAD / W MCINTYRE STREET	84795347			0	0	
1	9/28/2014	1401204	CRANDON BLVD	84795348			0	0	
1	9/29/2014	1401208	CRANDON BLVD	84795338			0	0	
1	9/30/2014	1401212	CRANDON BLVD	84795339			0	0	
1	10/1/2014	1401215	CRANDON BLVD	84795340			0	0	
1	10/2/2014	1401219	HAMPTON LANE	84795349	X		0	0	
1	10/3/2014	1401223	HARBOR DRIVE	84795350			0	3	$1,500
1	10/6/2014	1401235	SONESTA DR / CRANDON BLVD	84795371			0	0	
1	10/9/2014	1401246	CRANDON BLVD / GRAND BAY DR	84795289			0	1	
2	10/9/2014	1401247	HARBOR DR	84795290			0	0	
1	10/15/2014	1401274	BEECHWOOD DR.	84795366			0	0	
1	10/16/2014	1401276	CRANDON BLVD / HARBOR DR	84795372			0	0	
2	10/16/2014	1401278	CRANDON BLVD / HARBOR DRIVE	84795378			0	4	
1	10/18/2014	1401286	FERNWOOD RD	84795373			0	0	
1	10/20/2014	1401291	W WOOD DRIVE / GLENRIDGE ROAD	84795379			0	1	
1	10/21/2014	1401300	HARBOR DRIVE	84795380	X		0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
2	10/21/2014	1401302	W ENID DR / VILLAGE GREEN WAY	84795375			0	0	
1	10/24/2014	1401315	HARBOR DRIVE	84795393			0	0	
2	10/24/2014	1401318	GRAND BAY DRIVE	84795394			0	0	
1	10/25/2014	1401320	GLENRIDGE RD	84795367			0	1	$2,000
1	10/28/2014	1401335	CRANDON BLVD / SONESTA DRIVE	84795388			0	0	
2	10/28/2014	1401340	CRANDON BLVD	84795389			0	0	
1	10/29/2014	1401342	CRANDON BLVD	84795390			0	0	$5,000
2	10/29/2014	1401346	CRANDON BLVD. / OCEAN LANE DRIVE	84795395			0	0	
1	10/30/2014	1401348	CRANDON BLVD / SONESTA DR	84795391			0	0	
1	10/31/2014	1401352	W MASHTA DR / ALLENDALE ROAD	84795392			0	0	$0
1	11/4/2014	1401370	CRANDON BLVD	84795398	X		0	0	
1	11/5/2014	1401376	CRANDON BLVD / KEY COLONY	84795396			0	0	
1	11/6/2014	1401379	CRANDON BLVD	84795384			0	0	
1	11/7/2014	1401386	CAPE FLORIDA DR	84795368			0	0	
1	11/11/2014	1401405	CRANDON BLVD	84795385			0	0	
1	11/14/2014	1401416	GLENRIDGE ROAD	84795397	X		0	0	
1	11/16/2014	1401425	GRAND BAY DRIVE	84795399	X		0	0	
1	11/21/2014	1401449	CRANDON BLVD	84795400			0	0	
1	11/28/2014	1401469	REDWOOD LANE	84795401			0	0	
2	11/28/2014	1401471	CRANDON BLVD	84795402			0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	12/1/2014	1401484	HARBOR DRIVE / WOODCREST ROAD	84795403			0	1	$500
1	12/2/2014	1401486	HARBOR DR / WOODCREST ROAD	84795404			0	1	$50
1	12/3/2014	1401495	CRANDON BLVD / HARBOR DRIVE	84795408			0	0	
1	12/6/2014	1401506	CRANDON BLVD - PARKING GARAGE	84795405			0	0	
1	12/9/2014	1401523	CRANDON BLVD	84795386			0	0	
1	12/10/2014	1401529	BUTTONWOOD DR	84795409			0	0	
1	12/12/2014	1401540	CRANDON BLVD	84795387			0	0	$200
2	12/12/2014	1401541	CRANDON BLVD / KEY COLONY	84795406			0	0	
3	12/12/2014	1401543	CRANDON BLVD / KEY COLONY DRIVE	84795410			0	0	
1	12/13/2014	1401549	OCEAN LN DRIVE	84795369			0	0	
1	12/15/2014	1401561	HARBOR DRIVE	84795283			0	0	
2	12/15/2014	1401562	CRANDON BLVD.	84795407	X		0	0	
3	12/15/2014	1401563	CRANDON BLVD / 200 BLOCK	84795370			0	0	
1	12/16/2014	1401569	CRANDON BLVD	84795411	X		0	0	
1	12/18/2014	1401582	FERNWOOD ROAD / W MCINTYRE STREET	84795413			0	0	
1	12/24/2014	1401619	CRANDON BLVD	84795412			0	1	
2	12/24/2014	1401622	CRANDON BLVD.	84795418			0	0	
3	12/24/2014	1401628	CRANDON BLVD / SONESTA DRIVE	84795419			0	3	
1	12/26/2014	1401634	GRAND BAY DRIVE	84795414			0	0	
1	1/1/2015	1500001	PALMWOOD LANE / W HEATHER DRIVE	84795415	X		0	0	

Seq.	Date	Case	Location	Report #	Hit & Run	Operating Under the Influence	Fatal	Personal Injuries	Property Damage
1	1/2/2015	1500010	W HEATHER DR / ALLENDALE RD	84795433			0	0	
1	1/4/2015	1500017	CRANDON BLVD	84795422			0	0	
1	1/5/2015	1500024	CRANDON BLVD / SONESTA DR	84795416			0	0	
1	1/7/2015	1500031	CRANDON BLVD. / OCEAN LANE DR.	84795284			0	0	
1	1/8/2015	1500037	CRANDON BLVD	84795420			0	1	
1	1/11/2015	1500058	CRANDON BLVD	84795453	X		0	0	
1	1/12/2015	1500059	W ENID DR	84795424			0	0	
2	1/12/2015	1500061	CRANDON BLVD / SUNRISE DRIVE	84795421			0	0	
1	1/15/2015	1500072	W. HEATHER DRIVE / HARBOR DRIVE	84795417			0	0	
2	1/15/2015	1500073	HARBOR DRIVE	84795435			0	0	
3	1/15/2015	1500074	CRANDON BLVD / EAST HEATHER DRIVE	84795434			0	0	
1	1/17/2015	1500082	HARBOR DR / CRANDON BLVD	84795436			0	0	
1	1/20/2015	1500091	CRANDON BLVD	84795285			0	0	
1	1/22/2015	1500101	CRANDON BLVD	84795437			0	0	
1	1/23/2015	1500105	VILLAGE GREEN WAY / W MCINTYRE STREET	84795443			0	0	$5,000

MIAMI-DADE COUNTY PUBLIC SCHOOLS
COMMUNITY TRAFFIC SAFETY TEAM (CTST)
RESOLUTION #01- November 20, 2014

RESOLUTION ENDORSING ADDITIONAL SCHOOLS FOR THE 2015 SAFE ROUTES TO SCHOOL/TRANSPORTATION ALTERNATIVES APPLICATIONS

WHEREAS, the Miami-Dade Public Schools Community Traffic Safety Team (Public Schools CTST) has established a multi-agency task force, designed to provide recommendations to improve public school traffic safety, and

WHEREAS, the Public Schools CTST believes that the safety of school age children is of utmost importance to the community at large, and

WHEREAS, The Federal Safe Routes to School Program (SRTS) was created in 2005 to enable and encourage children, including those with disabilities, to walk and bicycle to school, by making pedestrian routes safer and more appealing. In 2012, MAP-21 transportation bill, which unlike previous legislation does not specifically earmark funding for SRTS. SRTS is now eligible to compete for funding, under the Transportation Alternatives program. The Florida Department of Transportation (FDOT) is processing all SRTS grant applications at the local level; and

WHEREAS, to date, the School Board has endorsed and submitted 91 schools for inclusion in the SRTS Program, all of which have been selected by FDOT for infrastructure improvements. All these schools were chosen in collaboration with the Public Schools CTST based on having a large population of students that walk to school and are located in areas where there have been high instances of pedestrian traffic accidents involving children between the ages of five and thirteen, and

WHEREAS, the Miami-Dade Metropolitan Planning Organization (MPO), in partnership with the Public Schools CTST, funded a study to augment and further refine the current prioritization system for all remaining elementary and K-8 Centers. The new prioritization process is based on the "Safety-based Prioritization of Schools for SRTS Infrastructure Projects" developed by the National Center for Safe Routes to School. In addition, the CTST welcomes municipalities that wish to "adopt" a school for the SRTS Program, by performing the requisite engineering studies and advancing capital dollars to construct the necessary infrastructure improvements, and

WHEREAS, on May, 28 2014, the Public Schools CTST authorized a subcommittee of the members to review the remaining schools in the MPO Prioritization matrix and develop a list of recommended schools for full committee review and adoption. The Subcommittee met on three separate occasions (7/14/14, 8/20/14, and 9/2/14).

WHEREAS, on June 19, 2014, the MPO approved the scope of work and budget to fund a general planning consultant (GPC) to develop at least 10 SRTS infrastructure grant applications, including the requisite engineering studies.

WHEREAS, at the September 17, 2014 and November 20, 2014 Public Schools CTST meetings, the Subcommittee presented its recommended list of schools under the following two (2) categories:

1. MPO/GPC Contract: Engineering studies for 10 schools (+2 middle schools) to be funded under the MPO GPC contract.

2. Municipalities: The School District is partnering with the Village of Key Biscayne and the Village of Palmetto Bay to perform the requisite engineering study at schools located within their respective jurisdictions.

After review and discussion, the schools listed below were endorsed for submittal under the SRTS Infrastructure grant 2015 application cycles.

NOW, THEREFORE, BE IT RESOLVED THAT THE PUBLIC SCHOOLS CTST HEREBY ENDORSES THE FOLLOWING SCHOOLS FOR SUBMITTAL TO THE SAFE ROUTES TO SCHOOL/TRANSPORTATION ALTERNATIVES 2015 INFRASTRUCTURE GRANT PROGRAM:

MPO/GPC Contract:

- Lakeview Elementary
- Arch Creek Elementary combined with North Miami Middle
- Eneida Massas Hartner Elementary combined with Jose de Diego Middle
- Edison Park K-8 Center
- Comstock Elementary
- Lorah Park Elementary
- Gratigny Elementary
- Hibiscus Elementary
- Sweetwater Elementary
- Crestview Elementary

Engineering Studies/Application Sponsored by Municipalities:
Village of Key Biscayne

- Key Biscayne K-8 Center

Village of Palmetto Bay

- Howard Drive Elementary (Priority improvements not previously funded)
- Coral Reef Elementary (Priority improvements not previously funded)
- Perrine Elementary (Priority improvements not previously funded)

The foregoing resolution was offered by David Henderson (representing Miami-Dade MPO) who moved its adoption. Miles Moss (representing the Miami-Dade Citizens Independent Transportation Trust) seconded the motion, which was unanimously approved.

The Chairperson thereupon declared the resolution duly passed and approved this 20th day of November, 2014.

PUBLIC SCHOOLS COMMUNITY TRAFFIC SAFETY TEAM (CTST)

BY: _____

Vivian G. Villaamil
Chair

Office of School Board Members
Board Meeting of January 14, 2015

January 7, 2015

Ms. Perla Tabares Hantman, Chair

SUBJECT: **SCHOOL BOARD ENDORSEMENT OF ADDITIONAL SCHOOLS FOR SUBMITTAL UNDER THE SAFE ROUTES TO SCHOOL INFRASTRUCTURE GRANT PROGRAM**

COMMITTEE: **INNOVATION, GOVERNMENTAL RELATIONS, AND COMMUNITY ENGAGEMENT** Revised

LINK TO STRATEGIC FRAMEWORK: **STUDENT, PARENT, AND COMMUNITY ENGAGEMENT**

The Federal Safe Routes to School Program (SRTS) was created in 2005 to enable and encourage children, including those with disabilities, to walk and bicycle to school, by making pedestrian routes safer and more appealing. SRTS also plays a critical role in reversing the alarming nationwide trend toward childhood obesity and inactivity. In 2012 the "Moving Ahead for Progress in the 21st Century" (MAP-21) Transportation Bill was enacted, which did not specifically earmark funding for SRTS, but instead included the SRTS Program along with a variety of other enhancement programs to compete for federal dollars under the Transportation Alternatives Program (TAP). The Florida Department of Transportation (FDOT) is processing all TAP grant applications at the local level.

The District's goal is to provide SRTS improvements for all public schools. Since 2007, the School Board has endorsed and submitted 91 SRTS applications. Funds totaling over $13.5 million have been awarded for necessary infrastructure improvements.

Due to limited funding, a prioritized list of remaining schools which have not yet participated in the program was developed in 2013. The prioritization study was headed by the Miami-Dade Metropolitan Planning Organization (MPO), in partnership with the District and the Public Schools Community Traffic Safety Team (CTST).

The school prioritization matrix was modeled on the "Safety-based Prioritization of Schools for SRTS Infrastructure Projects" developed by the National Center for Safe Routes to Schools, and includes pedestrian and bicyclist safety, traffic volume, and number of students currently walking and bicycling to school. In selecting schools, other factors are also considered such as recent pedestrian related incidents/concerns, and collaboration with municipalities to leverage available funds.

Revised
H-9

The following schools were identified as priority schools under this new process. MPO general planning consultants will perform the requisite engineering studies.

- Lakeview Elementary
- Arch Creek Elementary combined with North Miami Middle
- Eneida Massas Hartner Elementary combined with Jose de Diego Middle
- Edison Park K-8 Center
- Comstock Elementary
- Lorah Park Elementary
- Gratigny Elementary
- Hibiscus Elementary
- Sweetwater Elementary
- Crestview Elementary

In addition, the Village of Key Biscayne and Village of Palmetto Bay will be collaborating with the District, and its transportation partners, to develop SRTS Infrastructure Grant applications for schools located within their respective jurisdictions.

The Village of Key Biscayne will perform the requisite engineering studies, and will be sponsoring the development of an application for the following school.

- Key Biscayne K-8 Center

The Village of Palmetto Bay will perform the requisite engineering studies, and will be sponsoring the development of applications to fund additional infrastructure improvements at the following previously selected/awarded schools.

- Howard Drive Elementary
- Coral Reef Elementary
- Dr. Henry E. Perrine Academy of the Arts

All referenced applications will be submitted by the District as co-applicant for consideration by FDOT for the TAP 2015 application cycle.

ACTION PROPOSED BY CHAIR PERLA TABARES HANTMAN:

That The School Board of Miami-Dade County, Florida, endorse additional schools for submittal under the Safe Routes to School infrastructure grant program sponsored by the U.S. Department of Transportation, and request the Superintendent to formalize the grant applications accordingly.

Minutes – Meeting with PTA Board (Key Biscayne K-8 Center)

Present: Edward Ng (Corradino), Nicole Marley (PTA), Kate Asturias (PTA), Marina Ventura (PTA)

Minutes:

1. Meeting began with an introduction of the SRTS efforts and what the efforts would entail.
2. Edward presented a preliminary draft map to the parents, asking for feedback on proposed routes and current
3. Parents engaged in discussion and recommended:
    A. That Fernwood be utilized as a route.
    B. West Enid is missing sidewalks. A crossing guard at West Enid and Ridgewood should be examined.
    C. Crosswalks are conspicuous missing at certain intersections around the school and should be reviewed.
    D. Parents noted existing sidewalk locations and suggested that these be looked at as potential safe route designated roads.
    E. Crossing guards or increased police presence at the following intersections (ranked by order of importance):
        a. Harbor and Crandon
        b. West McIntyre and Crandon
        c. West Wood and Crandon
    F. Parents noted that the lack of sidewalk network completion was a major concern for the parents, and a contributing factor to why some people will not let their children walk (Safety concerns).
    G. The parents noted that the crossing guards have had a positive effect, particularly at Fernwood and West McIntyre.
    H. Recommended more bicycle racks; also recommended more strategic locations for any new bicycle racks, closer to the entrances and distributed accordingly to the entrances since different age groups enter by different entrances.
4. Parents noted the following issues which they believed needed addressing:
    a. Driver's Education is a concern, especially in regards to yielding to pedestrians while turning and with golf cart safety.
    b. Flooding is a concern around the school during heavy rains; in particular, the parents noted that the north side of the school is where the kindergarteners enter and has flooding issues. Schoolchildren are released through the main doors during heavier rains, leading to higher congestion at the Main Entrance by West Enid.
    c. Increased crossings across Crandon Boulevard is a concern, parents noted that more families increasingly live on the east side of Crandon.

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d. Parking for bicycles is a concern. One parent noted that she biked to the meeting and that it is normal for children to not be able to secure their bicycles due to lack of space.
e. Congestion is an issue around the school because of the one-way mechanism, and the frustration that some parents face may explain why some will ignore the new traffic rules and turn onto West Enid, etc.
f. Due to the commercial areas on Crandon, parents tend have their kids avoid Crandon and walk down Fernwood to avoid the commercial driveways.

5. PTA Board requested that an update or a presentation be given after the report is complete.

RECOMMENDED IMPROVEMENTS AND OPINION OF PROBABLE COSTS

Road/Path Segment	Recommendations	Unit Cost	Unit	QTY	Total
Crandon Blvd	**Crossing Improvement at Harbor Drive/Ocean Lane Drive**				
	Crossing Guard	$ 8,100.00	EA	1	$ 8,100.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Crossing Improvement at East Heather Drive				
	Crossing Guard	$ 5,400.00	EA	1	$ 5,400.00
	High Visibility Striping				
	Thermoplastic Striping 24"	$ 2.74	LF	700	$ 1,918.00
	Thermoplastic Striping 12"	$ 1.47	LF	380	$ 558.60
	Pedestrian Signals				
	Ground Flashers (Solar Powered)	$ 40,000.00	EA	1	$ 40,000.00
	Flashing Beacons	$ 15,000.00	EA	3	$ 45,000.00
	Crossing Improvement at East Enid Drive				
	Pedestrian Signals				
	Ground Flashers (Solar Powered)	$ 40,000.00	EA	1	$ 40,000.00
	Flashing Beacons	$ 15,000.00	EA	3	$ 45,000.00
	Crossing Improvement at West McIntyre Street/Galen Road				
	Crossing Guard/Post Police Officer	$ 5,400.00	EA	1	$ 5,400.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Crossing Improvement at West Mashta Drive				
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
	Pedestrian Crosswalk Signals	$ 2,076.08	EA Corner	4	$ 8,304.32
	Crossing Improvement at Westwood Drive				
	Crossing Guard	$ 5,400.00	EA	1	$ 5,400.00
	School Assembly Pedestrian Crossing Signs	$ 377.05	EA	4	$ 1,508.20
	Turning Vehicles Must Yield to Pedestrian Signs	$ 377.05	EA	4	$ 1,508.20
E Enid Dr	**None Needed**				$ -
E Heather Dr	**None Needed**				$ -
Fernwood Rd	**Crossing Improvements at Buttonwood Drive**				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Hampton Lane				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Woodcrest Lane				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at West McIntyre				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Retain Crossing Guard at Intersection	$ 5,400.00	EA	1	$ 5,400.00
Galen Dr	**None Needed**				$ -
Glenridge Rd	**Sidewalks (5 ft wide) West Enid Drive to Mashta Road**	$ 35.00	LF	566.67	$ 19,833.33
	Crosswalk Improvements at West Enid Drive (South)				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (North Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	High Visibility Striping (West Side of Intersection)				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	Crosswalk Improvements at West Enid Drive (North)				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Crosswalk Improvements at West McIntyre Road				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	

Key Biscayne K-8 Center **Safe Routes To School**

Road/Path Segment	Recommendations	Unit Cost	Unit	QTY	Total
Grand Bay Dr	**None Needed**				$ -
Ocean Lane Dr	**None Needed**				$ -
Ridgewood Rd	**Crossing Improvements at West McIntyre (South)**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	Crossing Improvements at West Enid				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	High Visibility Striping (South Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at West Heather Drive				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Stop Sign Warrant Analysis (North-South)	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	High Visibility Striping (West Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Sidewalks Improvements (5 ft wide) from West Enid Drive to Mashta Drive	$ 35.00	SY	566.67	$ 19,833.33
	Sidewalks Improvements (5 ft wide) from West McIntrye to West Heather Road	$ 35.00	SY	580.56	$ 20,319.44
	Sidewalk Replacement	$ 35.00	SY	8.89	$ 311.11
Sunrise Dr	**None Needed**				$ -
Sonestra Dr	**Crossing Improvements at Atlantic Road**				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Pacific Road				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Gulf Road				
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	Crossing Improvements at Carribbean Road				
	High Visibility Striping				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
W Enid Dr	**Crossing Improvements at Satinwood Drive**				
	High Visibility Striping				$ 525.60
	Thermoplastic Striping 24"	$ 2.72	LF	150	
	Thermoplastic Striping 12"	$ 1.47	LF	80	
	Crossing Improvements at Woodcrest Road				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	Sidewalks (5 ft wide) from Ridgewood Road to Harbor Drive	$ 35.00	SY	883.33	$ 30,916.67
W Heather Dr	**Crossing Improvements at Hampton Lane**				
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	High Visibility Striping				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
W Mashta Dr	**Crossing Improvements at Harbor Drive**				
	High Visibility Striping				$ 456.50
	Thermoplastic Striping 24"	$ 2.72	LF	130	
	Thermoplastic Striping 12"	$ 1.47	LF	70	
	Pedestrian Signals (4-way intersection)	$ 11,563.00	EA	1	$ 11,563.00
	Sidewalk (5 ft wide)	$ 35.00	SY	11.11	$ 388.89
	ADA-Compliant Curb Ramps at Crosswalk	$ 1,150.00	EA	2	$ 2,300.00
W McIntyre St	**Crossing Improvements at Ridgewood Road (North)**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East Side of Intersection)				$ 456.50
	Thermoplastic Striping 24"	$ 2.72	LF	130	
	Thermoplastic Striping 12"	$ 1.47	LF	70	
	High Visibility Striping (North Side of Intersection)				$ 414.60
	Thermoplastic Striping 24"	$ 2.72	LF	120	
	Thermoplastic Striping 12"	$ 1.47	LF	60	
	ADA-Compliant Curb Ramps at Crosswalk	$ 1,150.00	EA	2	$ 2,300.00

Key Biscayne K-8 Center **Safe Routes To School**

Road/Path Segment	Recommendations	Unit Cost	Unit	QTY	Total
W Wood Dr	**Crossing Improvements at Glenridge Road**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East and West Side of Intersection)				$ 829.20
	Thermoplastic Striping 24"	$ 2.72	LF	240	
	Thermoplastic Striping 12"	$ 1.47	LF	120	
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	Crossing Improvements at Ridgewood Road				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	High Visibility Striping (East and West Side of Intersection)				$ 829.20
	Thermoplastic Striping 24"	$ 2.72	LF	240	
	Thermoplastic Striping 12"	$ 1.47	LF	120	
	Sidewalk (5 ft wide) extensions to Crosswalk	$ 35.00	SY	11.11	$ 388.89
	ADA-Compliant Curb Ramps at Crosswalk	$ 1,150.00	EA	2	$ 2,300.00
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
	Crossing Improvements at Myrtlewood Lane				
	High Visibility Striping				$ 829.20
	Thermoplastic Striping 24"	$ 2.72	LF	240	
	Thermoplastic Striping 12"	$ 1.47	LF	120	
	Crossing Improvements at Allendale Road				
	High Visibility Striping (East and West Side of Intersection)				$ 829.20
	Thermoplastic Striping 24"	$ 2.72	LF	240	
	Thermoplastic Striping 12"	$ 1.47	LF	120	
	Stop Sign Warrant Analysis	$ 7,000.00	EA	1	$ 7,000.00
	Stop Signs	$ 377.05	EA	2	$ 754.10
Woodcrest Rd	**Crossing Improvements at West Heather Road**				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	2	$ 754.10
	Crossing Improvements at West McIntyre Street				
	In Street Crosswalk Stop Sign (Stop for Pedestrians within Crosswalk)	$ 377.05	EA	1	$ 377.05
	Retain Crossing Guard at West McIntyre Street	$ 5,400.00	EA	1	$ 5,400.00
Park	**None necessary**				$ -
School	**Bike Racks (10 ft, fits appx 8 bicycles each)**	$ 7,500.00	EA	22	$ 165,000.00
	Change parking to from head-in parking to parallel parking				
	Remove Concrete Wheel Stops	$ 80.00	EA	18	$ 1,440.00
	Thermoplastic Striping 12"	$ 1.47	LF	104	$ 152.88
	Parking Space (4) removal/Landscaping/Repave (4 in. thick) West Enid Drive	$ 35.00	SY	66	$ 2,310.00
			Non-Infrastructure Subtotal		***$ 35,100.00***
			Infrastructure Subtotal		***$ 555,762.17***
	Clearing and Grubbing, includes any tree removal (15% of Sidewalk Construction Cost)	$ 71,847.22	EST COST	0.15	$ 10,777.08
	Mobilization (Assumed 10% of Construction Costs)	$ 510,539.25	EST COST	0.10	$ 51,053.93
	Maintenance of Traffic (Assumed 10% of Construction Costs)	$ 510,539.25	EST COST	0.10	$ 51,053.93
	Contingency (Assumed 15% of Construction Costs - Incl. Mobilization and Maintenance of Traffic)	$ 657,870.02	EST COST	0.15	$ 98,680.50
	Professional Engineering Design (15% of Total)	$ 756,550.52	EST COST	0.15	$ 113,482.58
	Construction Engineering and Inspection (CEI) (15% of Total)	$ 756,550.52	EST COST	0.15	$ 113,482.58
			Total Infrastructure		***$ 994,292.76***
				Total	***$ 1,029,392.76***