



**FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT VI**  
**TRANSPORTATION ALTERNATIVES**  
**APPLICATION FOR FISCAL YEAR 2026/2027**  
**2021 Application Cycle**

**A. APPLICANT INFORMATION**

<b>AGENCY (Local Agency PROJECT SPONSOR):</b> University of Miami School of Medicine	
<b>APPLICATION CONTACT PERSON:</b> Gillian Hotz, Ph.D.	<b>TITLE:</b> Professor
<b>ADDRESS:</b> 1095 NW 14 Terrace, 1-29	<b>CITY / STATE / ZIP:</b> Miami, FL 33136
<b>PHONE:</b> 305-243-4004	<b>EMAIL:</b> ghotz@med.miami.edu
<b>PROJECT SPONSOR'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS</b> <sup>1</sup> <small>Select one response</small>	

- Full Certification: *Click here to enter text.* Responsible Charge: *Click here to enter text.*  
Phone: *Click here to enter text.*
- Project Specific Certification: *Click here to enter text.* Responsible Charge: *Click here to enter text.*  
Phone: *Click here to enter text.*
- Not Certified, Local Agency has attached a Certification Schedule \*
- Not Certified, Local Agency does not have a Certification Schedule\* **\*\*Not applicable to non-infrastructure proposals**

**B. PROJECT INFORMATION**

<b>PROJECT TITLE:</b> Sustainability and Expansion of the WalkSafe and BikeSafe Programs for K-8 Grades in Miami-Dade County
<b>PROJECT LOCATION:</b> Miami-Dade County
<b>ROADWAY NAME AND/OR NUMBER:</b> n/a
<b>PURPOSE OF PROJECT:</b> Educate elementary and middle school age children and families in the importance of walking and pedacycling safety and injury prevention
<b>PROJECT BRIEF DESCRIPTION:</b> To sustain and expand the WalkSafe and BikeSafe Programs in Miami-Dade County

**Note:** All questions on the application **must** have a response. Failure to respond **to all** questions will result in a **disqualification** of the application. Should you feel that a question is not applicable to your project, please respond "not applicable."

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> YES	<input type="checkbox"/> NO
Project Eligible	<input type="checkbox"/> YES	<input type="checkbox"/> NO

<sup>1</sup> All Agencies shall be certified according to the Local Agency Program Manual Chapter 2, for more details contact the Local Programs office at (305) 470-5141 [https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lap/manual/final-ch2-20190319.pdf?sfvrsn=a03958a9\\_2](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/programmanagement/lap/manual/final-ch2-20190319.pdf?sfvrsn=a03958a9_2)

## C. TA QUALIFYING ACTIVITIES - PROJECT CRITERIA

Select the Transportation Alternative activity that the proposed project will address. Please select one activity that represents most of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 101(a) (29) and 213(b). (Note: selecting more than one activity does not ensure or increase eligibility.)

1.  Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety - related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
2.  Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes or for non-drivers, including children, older adults, and individuals with disabilities to access daily needs
3.  Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized Transportation users
4.  Construction of turnouts, overlooks, and viewing areas
5.  Community improvement activities, which include but are not limited to:
  - a)  Inventory, control, or removal of outdoor advertising
  - b)  Historic preservation and rehabilitation of historic transportation facilities
  - c)  Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
  - d)  Archaeological activities relating to impacts from implementation of a transportation project eligible under Title 23
6.  Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
  - a)  Address storm water management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 133(b) (11), 328(a), and 329 of Title 23; or
  - b)  Reduce vehicle-caused wildlife mortality or restore and maintain connectivity among terrestrial or aquatic habitats
7.  SRTS program-eligible projects and activities listed in section 1404(f) of the SAFETEA-LU:
  - a)  Infrastructure-related projects
  - b)  Non-infrastructure-related projects
  - c)  Safe Routes to School Coordinator
8.  Planning, designing, and constructing boulevards<sup>2</sup> and other roadways largely in the Right-of-Way of former Interstate System routes or other divided highways
9.  Recreational trails program<sup>3</sup>

<sup>2</sup> A boulevard is defined as a walkable, low speed (35 mph or less) divided arterial thoroughfare in urban environments designed to carry both through and local traffic, pedestrians and bicyclists. Boulevards may be long corridors, typically four lanes but sometimes wider, serve longer trips, provide pedestrian access to land, may be high ridership transit corridors, are primary emergency response routes and use vehicular and pedestrian access management techniques. Curb parking is encouraged.

<sup>3</sup> [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/guidance/guidance\\_2016.cfm#RecreationalTrails](https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/guidance_2016.cfm#RecreationalTrails)

## D. PROJECT DETAILS

**1. Roadway Classification:** N/A

- State Roadway     
  Federal Aid Roadway     
  Local Roadway     
  Other

**2. Project Termini:**

**Begin:** 08/01/2022      **End:** 07/31/2025      **Project Length:** 36 months

If the project has various locations, include an attachment specifying each termini and project length.

Attachment included?  Yes       No

**3. Location maps and aerials are attached:** REQUIRED  Yes       No

**4. Provide the Scope of Work:** See attached SRTS Application

A detailed scope of work is attached  Yes       No

Conceptual plans are attached  Yes       No

Typical section drawings are attached  Yes       No

**5. Identify the project stakeholders:** N/A

Has the Local Agency received input from stakeholders?  Yes       No

Briefly explain [Click here to enter text.](#)

**6. Has the Local Agency performed public awareness activities or held community meetings?**  Yes       No

If yes, provide a brief description and attach supporting documentation: The WalkSafe and BikeSafe safety and injury prevention programs have been presented at community outreach events and meetings such as Community Traffic Team, M-DC Injury Prevention Coalition, Bicycle Pedestrian Advisory Committee, and Health & Built Environment Committee.

**7. Is there public and/or private support for the project?**  Yes       No

If yes, provide a brief description and attach supporting documentation (e.g. petitions, written endorsements, resolutions, letters of support, etc.): Please see attached letter of support from Miami-Dade County Public Schools supporting the WalkSafe and BikeSafe programs in elementary schools.

## E. PROJECT IMPLEMENTATION PLAN

**1. Select the project phase(s) the local agency is applying for in this application:**

- Planning Activities       Project Development & Environment<sup>4</sup>  
 Preliminary Engineering/Final Design       Right of Way<sup>5</sup>  
 Construction       Construction Engineering & Inspection (CEI)

*NOTE: Local agencies are not eligible to be certified in PD&E and/or ROW; therefore, funds cannot be requested to self-administer PD&E and/or ROW phase (s).*

**2. Select who will execute the project phase (s) identified in the question above. Check all applicable boxes:**

PLANNING	PD&E	DESIGN	ROW	CONSTRUCTION	CEI
<input checked="" type="checkbox"/> Local Agency Staff	<input type="checkbox"/> FDOT	<input type="checkbox"/> Local Agency Staff	<input type="checkbox"/> FDOT	<input type="checkbox"/> Contractor	<input type="checkbox"/> Local Agency Staff <sup>6</sup>
<input type="checkbox"/> Consultant	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> Consultant	<input type="checkbox"/> Not Applicable	<input type="checkbox"/> FDOT	<input type="checkbox"/> Consultant
<input type="checkbox"/> Not Applicable		<input type="checkbox"/> FDOT		<input type="checkbox"/> Not Applicable	<input type="checkbox"/> FDOT

<sup>4</sup> Refer to LAP Manual Chapter 11

<sup>5</sup> Refer to LAP Manual Chapter 12

<sup>6</sup> Work done by local agency staff requires prior FDOT approval in any phase identified

Not Applicable

 Not Applicable

**Note:** Chapter 337.14 Florida Statutes was amended by HB 905, effective July 1, 2019 prohibiting an entity from performing both design services and construction engineering and inspection services for a project wholly or partially funded by the Department of Transportation and administered by a local governmental entity.

**3. Is this project related to other FDOT funded phase(s) that are complete, underway or in FDOT's 5-year Work Program?**  Yes  No

If yes, provide the associated 11-digit Financial Management number(s): Program implementation of the WalkSafe Curricula in elementary schools and BikeSafe Curricula in Middle Schools is already underway in Miami-Dade County.

**4. Are signed and sealed design plans available for the project associated with this application?**  Yes  No

a. If yes, are design plans updated to current standards and existing conditions?  Yes  No

1. Specify the date of design plans developed? [Click here to enter text.](#)

2. Enter Engineer of Record contact information: [Click here to enter text.](#)

b. If no, identify status of design plans

No plans

30%

60%

90%

Other Describe: [Click here to enter text.](#)

**5. Attach a project schedule (dates may be tentative) N/A**

Include (as applicable):

Consultant acquisition & award  Yes  No

Contractor acquisition & award  Yes  No

Project schedule and production dates  Yes  No

Plans preparation & review submittal (FDOT 30 days review)  Yes  No

Environmental Assessments  Yes  No

Permit Acquisition  Yes  No

**6. Identify permits required: N/A**

Copies of permits are attached to this application  Yes  No

**7. Is a maintenance plan proposed?**  Yes  No

Describe: [Click here to enter text.](#)

**8. Attach documents requested as exhibits to this application. List exhibits:** Please see SRTS application attached

## F. RIGHT OF WAY

**1. Is the project within the Local Agency's right of way?**  Yes  No

If yes, describe the project's existing Right-of-Way ownership as it relates to the project. (i.e. plats, deeds, prescriptions, certified surveys, easements). [Click here to enter text.](#)

If no, describe the existing ROW conditions. [Click here to enter text.](#)

**2. Is Right-of-Way acquisition proposed in this application?**  Yes  No

If yes, describe the proposed acquisition and provide a ROW map [Click here to enter text.](#)

Identify entity acquiring and retaining ownership of proposed Right-of-Way<sup>7</sup>: [Click here to enter text.](#)

Will temporary construction easements be required?

Yes  No

If yes, please describe: [Click here to enter text.](#)

## **G. ENVIRONMENTAL EVALUATION**

*Coordination with the Federal Highway Administration and the State Historic Preservation Officer will be required by Section 106 of the National Historic Preservation Act.*

**A. Has the Local Agency performed an environmental assessment for the project?**

Yes  No

List the environmental assessments performed: [Click here to enter text.](#)

**B. Does the Local Agency have a historic preservation planner?**

Yes  No

If yes, provide contact information: [Click here to enter text.](#)

**C. Is the proposed project located adjacent to a locally designated historic property or a National Register of Historic places-listed historic site?**

Yes  No

If yes, have any historic properties/places received Florida Department of State Historic Preservation Grant funds?

Yes  No

If yes, attach preservation agreements, covenants, or easements.

**D. Are archeological sites or Native American sensitive sites located within proximity to or adjacent to the project?**

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**E. Has the Local Agency coordinated with any Federal or State Agencies for this project?**

Yes  No

If yes, provide a brief description and submit supporting documentation: [Click here to enter text.](#)

**F. Are parks, recreation areas or wildlife or waterfowl refuges in close proximity to the project?**

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**G. Are there any navigable waterways adjacent or near the project?**

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**H. Does the project have any wetland impacts?**

Yes  No

If yes, will wetlands mitigation be needed?

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**I. Has the Local Agency reviewed the project for potential protected species/ critical habitat impacts?**

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**J. Has the Local Agency reviewed the project for potential contamination that could affect the area?**

Yes  No

If yes, provide a brief description: [Click here to enter text.](#)

**K. Are there noise sensitive areas?**

Yes  No

<sup>7</sup> All right-of-way acquisitions must comply with State and Federal rules, regulations and procedures.

If yes, provide a brief description: *Click here to enter text.*

## H. COST ESTIMATE

1. For projects that have not been designed, an opinion of probable cost **must be** submitted with this application. Utilize the FDOT's Basis of Estimates Manual<sup>8</sup> to develop a **detailed** estimate with FDOT pay items for construction phase estimates. **If the project has been designed, then, a detailed engineer cost estimate must be submitted with this application.**

The opinion of probable cost or engineers cost estimate is attached to this application  Yes  No

2. Provide a summary of the estimated costs for the proposed work in the table below

A project cost estimate **must** be attached to this application **\*\*Please see attached SRTS application for budget details**

Activities	Total Cost	Local Funds	TA Funds
Planning Activities	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Project Development & Environmental Study	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Design Costs/ Plans Preparation	\$ <i>Click here to enter text.</i>	<i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Environmental Assessment(s) associated with the design phase	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Permits associated with the design phase (including application fees, mitigation, and permit acquisition work)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Right of Way	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Construction Engineering and Inspection activities (CEI)	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
Other Costs (describe) <sup>9</sup> <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>	\$ <i>Click here to enter text.</i>
<b>Total Estimated Project Cost</b>	\$903,870	\$ <i>Click here to enter text.</i>	\$903,870

## I. PROJECT FUNDING

TA FUNDS	\$ 903,870	PERCENTAGE OF TA FUNDS	100%
LOCAL FUNDS ALLOCATED	\$ <i>Click here to enter text.</i>	PERCENTAGE OF LOCAL CONTRIBUTION	<i>Click here to enter text.</i> %

<sup>8</sup> Use the following links to access the Basis of Estimates Manual as well as historical cost information for your area:

<http://www.fdot.gov/programmanagement/Estimates/BasisofEstimates/BOEManual/BOEOnline.shtm>

<http://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

<sup>9</sup> FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.

<b>TOTAL PROJECT COST</b>	\$ 903,870	
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Note: The percentage of local contribution indicated above will be greater than or equal to the local contribution to the final contract award.

Example A: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,000,000. The awarded amount would be reduced to \$800,000. The local agency would contribute \$200,000.

Example B: A 20% local contribution is indicated for a construction project. The local agency was awarded \$1,000,000. The bid amount is \$1,400,000. The awarded amount would remain \$1,000,000. The local agency would contribute \$400,000.

- 1. Describe in detail how the project will be funded** (include funding types and commitment of funds):  
This project will be funded 100% with TP funds. Year 1 - \$285,806, Year 2 - \$312,263, Year 3 - \$305,801. A detailed budget and budget justification are attached.
- 2. Provide the funding year for each phase(s) of the project:**  
2022 - 2025
- 3. Provide a letter from the Local Agency’s Budget Office committing Local Funds to the project.**  
A copy of the letter is included with this application.  Yes  No

**J. Project Sponsorship Certification**

I hereby certify that the proposed project herein described is supported by University of Miami Miller School of Medicine (Local Agency, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation (FDOT); (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) Comply with Local Agency Program Manual during all phases of the project, (5) comply with the NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction, and (6) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs are reasonable and understand that University of Miami Miller School of Medicine (Local Agency, county, state or federal agency, or tribal council) will bear all expenses in excess of the total cost of the project. Upon notification of project award, I further certify that the aforementioned entity will work with the FDOT to ensure the associated contracts are executed in the fiscal year programmed. Project deferrals are highly discouraged and are subject to fund availability.

**Name (please type or print):** K. Brandon Strickland

**Title:** Executive Director

**Signature:** K. Brandon Strickland  
Digitally signed by K. Brandon Strickland  
Date: 2021.02.17 12:01:39 -0500

**Date:** *Click here to enter text.*



# Florida's Safe Routes to School Non-Infrastructure Information Form



## Section 1 – School & Applicant Information

### Proposed Activity or Program

Name of Proposed Activity or Program: *Sustainability and Expansion of the WalkSafe and BikeSafe Programs for K-8 Grades in Miami-Dade County*

**Brief Description of Proposed Activity or Program:**

For the past 16 years, the University of Miami KiDZ Neuroscience Center (KNC) has annually provided professional training for more than 500 educators, and safety education to over 200,000 Miami-Dade County Public School (MDCPS) students in grades K-8 with its WalkSafe and BikeSafe education injury prevention programs. The need for these two successful educational programs continues, since the population in the county and the number of student enrollment in public education have steadily increased, and the critical need to reduce the number of pedalcycling injuries and fatalities remains.

Through the proposed project, KNC will address these needs by continuing assistance in implementing, monitoring, and evaluating the WalkSafe and BikeSafe programs in MDCPS, as well as developing a complete *K-8 Grades WalkSafe and BikeSafe Virtual Education* version of the programs, including curricula, teacher training, and family education. Sustainability will also be reflected by incorporating new educational videos, classroom topics, assessment tools, and family resources in both programs. In addition, programmatic components of the two programs will be expanded by creating a brand new *WalkSafe Middle School Virtual Education* program and a *Family Safety Virtual Education* component across all grade levels. The new WalkSafe curriculum in middle school will include topics such as, physical and socioemotional benefits of walking, active transportation, mobility and transit, equity issues, and complete streets that will provide a more comprehensive and inclusive picture of walkability and bikeability in society. For sustainability and expansion purposes, KNC's Social Marketing Department will routinely provide resources and updated information on pedestrian and bicycling safety affecting Miami-Dade (M-D), and create communication avenues for community engagement, discussion, and active participation in outreach events and community meetings.

The project will target all MDCPS elementary (171), K-8 centers (48), and middle schools (75) serving K-8 students and their families by making all program components accessible over the course of the three-year grant. The *WalkSafe Middle School Virtual Education* program will be piloted in a total of 30 MDCPS middle schools throughout the three-year grant with free access to the curriculum, training, resources, and technical assistance. Priority will be given to those middle schools located in communities with high percentages of pedestrian and bicyclist injuries and fatalities, and serving students from low socioeconomic and diverse backgrounds. The *Family Education Virtual Education* program will be provided for all Miami-Dade families through KNC website, M-D public libraries, and the WalkSafe and BikeSafe programs in schools. This family safety program will be fully created in English, Spanish, and Haitian Creole.

To develop, facilitate, and evaluate this project, KNC will continue working in partnership with several partners and stakeholders in the county, including MDCPS, M-D Parks and Recreation Department, M-D Public Library, M-D Police Department, and the Metropolitan/Transportation Planning Organization. Based on the 6-E model and the need for equity and inclusivity, a mixed-methods evaluation will assess quality implementation and program impact during the development of the three-year project. A formative and process evaluation approach will be used to assess all components of the project.



School Information		
County or Counties: Miami-Dade County		
City or Cities: Multiple municipalities and unincorporated areas		
Type of school(s) (check all that apply): <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private		
<input checked="" type="checkbox"/> Elementary <input checked="" type="checkbox"/> Middle <input type="checkbox"/> High <input checked="" type="checkbox"/> Other types of schools*		
* Explain Other schools below		
K-8 centers will also be targeted by the proposed project.		
Number of schools involved		
<input type="checkbox"/> 1-3 schools involved. Name(s) of school(s)		
#1:		
#2:		
#3:		
<input checked="" type="checkbox"/> Multiple schools. Explain below how many schools will be involved, and their involvement.		
<p>All Miami-Dade County Public Elementary, K-8 Centers, and Middle Schools will be targeted over the course of the proposed project. The current WalkSafe (K-5) and BikeSafe (K-8) curricula will include new educational videos, classroom topics, and assessment tools which will be provided as free resources to all schools. The 2003 mandate of the WalkSafe curriculum and the 2019 legislation on the integration of BikeSafe into the MDCPS physical education curriculum will facilitate implementation of the teacher training and curricula, both in-person and virtual modes, as well as the commitment of schools to be part of the programs.</p> <p>Over the course of the three-year grant, the proposed <i>WalkSafe Middle School Virtual Education</i> program will be piloted in a total of 30 MDCPS middle schools serving students in grades 6-8. The selected schools will be located across the three Miami-Dade school regions (North, Central, South), and priority will be given to those middle schools located in communities with high percentages of pedestrian and bicyclist injuries/fatalities, and that serve students from low socioeconomic and diverse backgrounds. Participating middle schools will be provided with free access to the curriculum, training, resources, and technical assistance by KNC staff. In addition, the <i>Family Education Virtual Education</i> component will be provided to all Miami-Dade families through the KNC website and the WalkSafe and BikeSafe programs in schools.</p> <p>KNC staff will coordinate with MDCPS regional directors, school administrators, and teachers the planning and scheduling of the teacher training and the implementation of the WalkSafe and BikeSafe curricula in schools and in virtual mode. An estimated 232,058 students from 171 elementary, 48 K-8 centers, and 75 middle schools will be reached over the course of the three-year project.</p>		
Applicant Information		
<input type="checkbox"/> School Board <input type="checkbox"/> Private School <input type="checkbox"/> Governmental Agency <input checked="" type="checkbox"/> Other		
Name of Agency/Organization: <b>University of Miami Miller School of Medicine</b>		
Contact Person: <b>K. Brandon Strickland</b>		Title: <b>Executive Director</b>
Daytime Phone: <b>305-284-3952</b>		E-mail: <b>mra@miami.edu</b>
Mailing Address: <b>1320 S. Dixie Hwy, Suite 650</b>		
City: <b>Miami</b>		State: <b>Florida</b> Zip: <b>33146</b>
Signature: <small>K. Brandon Strickland</small> <small>Digitally signed by K. Brandon Strickland</small> <small>Date: 2021.02.17 09:27:37 -05'00'</small>		Typed Name: <b>K. Brandon Strickland</b> Date: <b>02/10/21</b>
Signature of School Board or school representative required when different from applicant:		
Signature:		Typed Name: Date:

## Section 2 – General Program Information

1. **Data Collection:** Please review the data collection forms found at this link: <http://www.saferoutesinfo.org/resources/index.cfm>. Baseline data collection is required at the beginning of your program and follow-up data collection is required at its completion. Do you agree to provide this data following the FDOT District's schedule?  Yes  No  
Please describe how you plan to collect this data.

A mixed-methods evaluation, employing both quantitative and qualitative, tools will be used to collect baseline data at the beginning of the project, as well as follow-up data at its completion. The project's evaluation will monitor fidelity of implementation in and program impact on the participating schools, based on the 6-E model and equity and inclusivity goals. At the beginning of the project, an evaluation plan with a logic model and a data-point timeline will be created, and proposed activities and evaluation tools will be pilot tested to ensure they are appropriate for and understood by the target population. Also, effective communication, logistics, and technology set up will be defined with partners before full implementation of the project for both in-person and virtual modes. Monthly virtual meetings will be scheduled with partners to discuss the project's progress. Evaluation tools and type of data to be collected for both in-person and virtual Student Education through the WalkSafe and BikeSafe programs, the Family Education, and Community Engagement are indicated in the table below.

Student Education	<ul style="list-style-type: none"> <li>▪ Demographics for students and teachers served by school and region</li> <li>▪ Number of elementary and middle school students and teachers served by school and region</li> <li>▪ Average student class size per curriculum session by school</li> <li>▪ Number of completed <i>WalkSafe &amp; BikeSafe Curriculum Completion Forms</i></li> <li>▪ Number of completed <i>Elementary and Middle School Student Pre-Curriculum Survey</i></li> <li>▪ Number of completed <i>Elementary and Middle School Student Post-Curriculum Survey</i></li> <li>▪ Quality of curricula content and delivery mode as rated by teachers</li> <li>▪ Quality of curricula content and delivery mode as rated by students</li> <li>▪ Number of teacher training sessions by school and region</li> <li>▪ Number of observations of service delivery and activities by school and region</li> <li>▪ Quality, timeliness &amp; accessibility of training content and delivery as rated by teachers</li> <li>▪ KNC professionalism, accessibility, and courtesy through the program as rated by teachers</li> </ul>
Family Education	<ul style="list-style-type: none"> <li>▪ Number of completed <i>Family Pedalcycling Safety Surveys</i></li> <li>▪ Number of hits on the KNC website and downloads of Family Virtual information</li> <li>▪ Number of newsletters, flyers, and other material developed for families</li> <li>▪ Number of families served by type of service delivery and activities</li> <li>▪ Families demographics (i.e., age, gender, race/ethnicity, educational degree, occupation)</li> <li>▪ Number of parents and family members by type of activity and delivery mode</li> <li>▪ Quality of the Family Virtual content as rated by families</li> <li>▪ KNC professionalism, accessibility &amp; courtesy throughout the program as rated by families</li> <li>▪ Percentage of parents and family members satisfied with program's content and delivery</li> </ul>
Community Engagement	<ul style="list-style-type: none"> <li>▪ Number of hits on the KNC website and downloads of Community Virtual information</li> <li>▪ Number of educational workshops and informational talks in the county</li> <li>▪ Number of rodeos, outreach events, and partner meetings in the county</li> <li>▪ Number of posts in social media and type of topics and concerns discussed</li> <li>▪ Quality of organization &amp; discussion topics of meetings/events as rated by community members</li> </ul>

Throughout the three-year grant, the evaluation will monitor progress implementation on a regular basis to adjust and modify curricula and/or technology as needed. Multiple sources of information, including online surveys, classroom assessment tools, classroom observations and field notes using a *Fidelity of Implementation Checklist*, meeting minutes logs, attendance logs, and photographs and videos of community and schools events, will be used to collect and analyze information from participating teachers, students, and families.

Secondary-analysis data of pedacycling crash data and injuries in M-D county will be collected for further analysis. Qualtrics will be the main online platform to be used for data collection, as well as data analysis and reporting.

KNC will provide a full report on project implementation and its impact to inform decisions at the completion of the grant. Data will be gathered on the overall satisfaction of participating teachers, students, and families in relation to their preferences and opinions on the quality of service delivery and recommendations for improvement for both in-person and virtual education curricula, including:

- Quality, timeliness, and accessibility of activity content and delivery
- KNC staff professionalism, accessibility, and courtesy
- Convenience and conditions of setting (i.e., location, amount of time of activity received)
- Overall satisfaction with activities, materials, and resources
- Overall impression of the information provided and accessibility to KNC website and related interactive portals (e.g., Google slides and Kahoot)
- Easiness and quality of information through KNC social media and technical assistance

**2. Target population information:** Describe below the population targeted, including:

- the demographics of your target population
- the number of children in the school or schools
- how many children you plan to target with your program
- how many children currently walk or cycle to school
- how many more children would be able to walk or cycle to school if your program is successful
- if your program (or part of it) is directed toward adults, how many adults you plan to involve

This three-year project will be conducted in partnership with Miami-Dade County Public Schools (MDCPS). MDCPS is the fourth largest public-school district in the nation serving approximately 150,366 elementary K-5 students and 81,692 middle school students, many of whom come from culturally and linguistically diverse, and economically disadvantaged backgrounds. Based on the 2019-2020 MDCPS statistical highlights, 73% of elementary, 62% K-8, and 72% middle school students were eligible for free/reduced priced lunch during that school year (MDCPS, 2020). Most students in grades K-12 were of Hispanic descent (72%), followed by Black/Non-Hispanic (20%) and White/Non-Hispanic (7%). The top five languages (other than English) used as primary languages by students are Spanish, Haitian Creole, Portuguese, French, and Russian.

This project will target all elementary, K-8 centers, and middle schools in the county, serving an estimated 232,058 students in grades K-8. Specific attention will be placed on those schools located in high-risk zones for pedestrian and bicycling injury and fatality, and serving low socioeconomic and diverse local communities. The *WalkSafe Middle School Virtual Education* program will be piloted in 30 middle schools throughout the three-year grant. Based on the most current data from the 2017-2018 *UM/MDCPS School Traffic Survey*, a considerable number of MDCPS students walk or bike to/from school (109/307 schools reported 20% or higher as student walkers and 112/307 reported at least 1% of their students as bikers).

This project aims to encourage and support wellness and safety through the implementation of the WalkSafe and BikeSafe educational safety curricula. The project includes a *Family Education Virtual Education* component, which will be directed towards adults, especially parents who play a critical role in modeling safety behavior and supporting schools' efforts. Through both student and family education, it is expected that participants will not only gain knowledge on the benefits and safety aspects of pedalcycling, but also learn new concepts related to active transportation, equity, and safe

street design.

**3. Problem identification:** Describe below what problem you are trying to address. Consider the current walking and cycling conditions in your project area, any problems or obstacles children encounter when they walk or cycle to school, educational needs, etc.

Florida consistently ranks as one of the most dangerous states for pedestrians and bicyclists, and “older adults, people of color, and people walking in low-income communities are disproportionately represented in fatal crashes involving people walking” (Dangerous by Design, 2019). When ranked by state in 2017, Florida reported the second highest number of pedestrian fatalities (654) in the nation; nearly one-fifth of children 14 and younger killed nationwide in traffic crashes were pedestrians (National Highway Traffic Safety Administration, 2019). In 2017, Florida reported 125 fatal bike crashes, the most in any state (National Highway Traffic Safety Administration, 2019). In the United States, pedal cycling injury is the eighth leading cause of unintentional injury for children and adolescents ages 5 to 14 (Center for Disease Control and Prevention, 2018). Miami-Dade (M-D) county is ranked 1<sup>st</sup> for Group 1 counties (population 200,001 and above), for pedestrian or bicycle related injuries and fatalities (FDOT Highway Safety Matrix, FY2022). Table 1 provides information on pedestrian and bicycle crashes and fatalities for all ages in M-D from 2015 to 2017.

Table 1. Pedestrian and Bicycle Crashes and Fatalities for All Ages in M-D

M-DC	2015			2016			2017		
	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities
Pedestrian	1768	1562	95	1563	1358	86	955	796	56
Bicycle	672	582	10	870	692	17	513	413	15

Table 2 presents information regarding pedestrian and bicycle crashes and fatalities under 15 years of age in M-D from 2015 to 2017.

Table 2. Pedestrian and Bicycle Crashes and Fatalities Under 15 Years of Age in M-D

M-DC	2015			2016			2017		
	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities
Pedestrian	317	268	14	313	253	15	181	146	5
Bicycle	33	30	0	51	41	1	34	28	0

Pedestrian and bicycling safety education in the school setting has been shown to be effective in increasing knowledge of safety concepts (Hooshmand, Hotz, Neilson, & Chandler, 2014; Schwebel, Davis, & O’Neal 2012). In addition, studies on the effects of bicycling on preadolescents and adolescents indicate that the increase of physical activity through bicycling as a school-based activity decreases the likelihood of unhealthy weight gain in young adulthood (Ostergaard, et al., 2012; Priedt, 2010), and improves cardiorespiratory fitness (Borrestad, et al., 2012). Funded by the FDOT SRTS initiative and implemented by KNC, the WalkSafe program (2005) and the BikeSafe program (2009) include evidence-based and nationally recognized curricula. Both programs continue to be implemented and evaluated, and they have shown increased students’ awareness and knowledge of pedestrian and bicycle safety concepts. Both programs include the comprehensive implementation of the 6-E Model.

Parents who are trained in pedal cycling safety can serve as effective role models for their children, and studies have shown that children who are exposed to both school-based and parent education showed greater safe behaviors compared to children who only received in-school instruction (Schwebel, Davis, & O’Neal 2012). The *Family Education Virtual Education* component of the proposed project would help respond to the need for research-based and effective education for

families regarding pedestrian and bicycle safety. M-D county continues to face challenges during the COVID-19 pandemic, presenting some of the highest numbers of cases nationwide. Daily routines of public schools have drastically changed, adding remote education for the safety of students, families, and faculty. This has also affected the programming and evaluation of KNC programs, including communication with schools, public officials, community leaders and liaisons. Through this grant, KNC will focus on reframing all program materials to make them accessible in a virtual mode.

**4. Proposed solution:** Describe below your proposed solution is and how it will help solve the problems you have identified. Please write this in the form of a Scope of Services narrative. Include:

- what the program consists of
- what students you are targeting (the whole school or targeted groups)
- who your partners are and how they will help you with this program
- if there is personnel involved, explain who the personnel are, what they will be doing, and how compensation was figured
- whether the project addresses problems within two miles of the school

*The Sustainability and Expansion of the WalkSafe and BikeSafe Programs for K-8 Grades in Miami-Dade County (M-DC)* project will address the need of pedalcycling education and injury prevention by continuing assistance with the implementation, monitoring, and evaluation of the WalkSafe and BikeSafe programs in MDCPS, as well as by expanding services through the development of a complete *K-8 Grades WalkSafe and BikeSafe Virtual Education* version of the programs. The sustainability of these two programs is critical in the education of children ages 4-12, the professional training of teachers, and the dissemination of research-based information on pedestrian and bicycling safety to families and local communities in Miami-Dade.

The project will target all MDCPS elementary (171), K-8 centers (48), and middle schools (75) serving K-8 students and their families by making all program components accessible over the course of the three-year grant. The *WalkSafe Middle School Virtual Education* program will be piloted in a total of 30 MDCPS middle schools throughout the three-year grant with free access to the curriculum, training, resources, and technical assistance. Priority will be given to those middle schools located in communities with high percentages of pedestrian and bicyclist injuries/fatalities, and that serve students from low socioeconomic and diverse backgrounds. The *Family Education Virtual Education* program will be provided for all Miami-Dade families through KNC website, M-D public libraries, and the WalkSafe and BikeSafe programs in schools.

KNC will work collaboratively with several partners and stakeholders in the county, including MDCPS, M-D Parks and Recreation Department, M-D Public Library, M-D Police Department, and the Metropolitan/Transportation Planning Organization. KNC staff will coordinate the logistics and efforts with each partner. Partners will assist in the coordination and implementation of main program components, including: (a) teacher training, (b) in-person and virtual curricula, (c) program evaluation, and (d) community engagement events. This collaborative approach will seek to increase awareness and understanding of safety issues and promote physical and socioemotional wellbeing in MDCPS K-8 grade students and their families.

The design and implementation of the virtual version of the WalkSafe and BikeSafe programs, and the technical and social media efforts will be key to the sustainability of these two successful programs, as well as the need for uninterrupted, comprehensive, free, and accessible educational services during emergency times, such as the pandemic, in which in-person education is not possible. Social media will be used to communicate, disseminate information, and engage M-D families and community members with pedalcycling education and primary prevention. Multimedia content will focus on eliminating barriers for walking, bicycling, or rolling, and inspiring mode shift towards safer streets and infrastructure. Multimedia may include but is not limited to: local television, school video presentations, social media, video sites, website, blog posts, and game development. KNC Technical Assistance Center (TAC) will assist teachers and families by phone, email, and online, and provide resources, such as safety news and videos through the KNC website and social media accounts.

Materials will be available in English, Spanish, and Haitian Creole as needed. Potential users will have the opportunity to navigate, select, and utilize resources at their convenience, and TAC will be responsible for assisting users when obstacles or question arise through updated FAQ's and direct responses to inquiries.

The proposed program will be coordinated, implemented, and evaluated by the KNC staff, which includes project director/principal investigator, grant administrator, program manager, research and evaluation manager, research coordinator, two research assistants, a media/research support specialist, an educational web developer consultant, as well as high school student volunteers, as needed, who will earn community hours. Detailed description of involved personnel and compensation are included in the narrative budget section of this proposal.

Main components of the project are described below:

Program Components	Main Activities
<b>Student Education</b>	<p>Curriculum implementation, both in-person and virtual modes, as well as teacher training will be based on the already successful WalkSafe and BikeSafe curricula. New educational videos, classroom topics, and assessment tools will be created to update and enrich the delivery of instruction of the current WalkSafe (K-5) and BikeSafe (K-8) programs. Two new programmatic components of the programs, a <i>WalkSafe Middle School Virtual Education</i> program and a <i>Family Safety Virtual Education</i> component, will be added to expand services to a broader audience.</p> <p>The <i>WalkSafe Middle School Virtual Education</i> for 6-8 grade (12-14 years of age) will be delivered through a series of 3 walkability safety and wellbeing lessons. Topics such as, physical and socioemotional benefits of walking, active transportation, mobility and transit, equity issues, and complete streets will provide a comprehensive, age-appropriate, and inclusive picture of walkability and bikeability in society. In-person and virtual lessons for both WalkSafe and BikeSafe will be delivered in a variety of formats, including brief presentations, educational videos, hands-on activities, demonstrations, simulations, and interactive games and tasks. In addition, classroom assessments tools at the end of each lesson and a final satisfaction survey will be created to assess students' content knowledge and skills.</p> <p>For both programs, an annual teacher training on content and use of technology will be scheduled and facilitated by KNC staff at the beginning of the year. Technical assistance will be provided throughout the three-year grant using the KNC website. Curricula, materials, and technical assistance will be accessible at no cost to participating MDCPS schools. KNC staff will coordinate with MDCPS district regional directors, school administrators, and teachers to plan and schedule the teacher training, pilot the WalkSafe Middle School Virtual Education curriculum, and implement the WalkSafe and BikeSafe programs in in-person and virtual modes. During the three-year program, KNC will work closely with its partners to provide student education services and evaluate the quality and impact of the programs.</p>
<b>Family Education</b>	<p>KNC will create a <i>Family Safety Virtual Education</i> component for the WalkSafe and BikeSafe programs based on the current family services provided in partnership with M-D public libraries. This new family educational component will be formatted as a series of lessons that will be inserted in each one of the WalkSafe and BikeSafe student education curricula to reinforce and supplement content knowledge and skills learned by students. The family educational component will be fully virtual and will include interactive educational and health promotion activities, videos, and information for M-D families.</p> <p>In-person core services (e.g., safety workshops, informative talks, and school/park events) will be coordinated with partners and delivered at public libraries and schools throughout the three-year grant. Topics will include, but will not be limited to, walking and bicycling safety strategies and skills, rules of the road, risks and guidance, supervision, use of cell phones, and equity and health promotion issues. The family education will increase pedalcycling awareness and knowledge, while supporting their children's safety practices. Materials and resources will be free of charge and formatted for a diverse multicultural and multilingual family audience</p>

**Community  
Engagement**

Community participation will be encouraged through the planning and implementation of engagement events, discussions, and meetings across M-D county, and via the KNC website and social media. The conditions and community efforts in the county will guide the KNC staff in making accommodations of the dissemination efforts based on the county's needs. To ensure the sustainability and expansion of the WalkSafe and BikeSafe programs in M-D county, particular attention will be given in the creation of engagement opportunities and access to safety information for community members and stakeholders.

## Section 3 A– Background Information: Planning

### SRTS projects are most successful in the context of comprehensive planning

Describe below your past school planning efforts:

- Has your school used the Florida Safe Ways to School Tool Kit, or a similar planning process to develop its proposals? (see [http://www.dcp.ufl.edu/centers/trafficSafetyEd/html\\_safe-ways.html](http://www.dcp.ufl.edu/centers/trafficSafetyEd/html_safe-ways.html))
- Who participated in the school planning efforts?
- Describe the planning process for accessibility to your school
- Does your school have approved walking maps? If so, how were these developed?
- Have you discussed school traffic, safety, or access problems with the Community Traffic Safety Team? If so, what were the results?

The WalkSafe and BikeSafe programs follow a similar planning process as the one outlined in the Florida Safe Ways to School Tool Kit. The WalkSafe curriculum has been implemented in Miami-Dade County Public Schools (MDCPS) since 2003, and BikeSafe since 2009. The programs have established key relationships with school district personnel, including region directors, physical education and afterschool directors, the traffic safety and emergency management director, and teachers. In addition, KNC is an active member of the M-DC Community, participating in regular meetings, such as the Public School and University of Miami Community Traffic Safety Teams (CTSTs), Miami-Dade County Injury Prevention Coalition, and the Bicycle Pedestrian Advisory Committee. These committees have continuously offered their support and expert opinion to the WalkSafe and BikeSafe programs, especially in high-risk crash districts.

Additionally, KNC will continue to rely on the guidance and recommendations of our Task Force members, a multidisciplinary group of people from different backgrounds and professional experiences, including representatives of the M-DC Transportation and Public Works Department, Transportation Planning Organization, CTSTS, and municipalities. The Task Force has been invested in pedestrian and bicycling safety issues faced by school-aged children and adolescents, and their expert opinion and guidance continue to be critical.

KNC has created M-DC pedestrian and bicyclist injury and fatality heat maps with the identification of high-risk zip codes that are of great importance in selecting schools for targeted programming. KNC will continue to work closely with the M-DC CTST to provide appropriate walking/biking maps to schools and families. The maps will also be used in community meetings and events, including the annual Walk and Bike to School Day events.

KNC has served as a resource center and advocate for pedestrian and bicycle safety issues surrounding public schools at all educational levels, presented pedestrian and bicycling safety incident reports and concerns to the CTSTs, and developed action plans to address safety issues on a continual basis.

Describe below your future school planning efforts:

- What method do you plan to use?
- Who do you plan to involve?
- What is your timeline?

For future school planning efforts, the proposed project will implement a mixed-methods approach using qualitative and quantitative tools, including surveys, curricula forms, classroom assessments, family education attendance logs, and community meetings minute logs, as well as recordings from virtual meetings and presentations. The project will also conduct classroom observations, and community and school events that will be recorded using a *Fidelity of Implementation Checklist*. Field notes, photographs, and videos will be included (see Section 2). Secondary-analysis data of M-D county crash data will be collected from Nicklaus Children's Hospital, Ryder Trauma Center, and Florida Department of Transportation.



The methods mentioned above and described in Section 2 will be employed to monitor the project’s progress and provide yearly programmatic guidance for both WalkSafe and BikeSafe programs throughout the three-year grant. Feedback from participating teachers, students, families, and community members will play a critical role in the development and improvement of the in-person and virtual program modes.

Table 3 presents a timeline of the project with main tasks and activities to be accomplished within the three-year grant; the table reflects Year 1 of the grant, and modifications and additions of the WalkSafe and BikeSafe programs will be considered as needed for Year 2 and 3. Progress reports of the project will be submitted on a quarterly basis to the FDOT-District 6 office for its consideration. During the three-year grant, dissemination efforts will include the presentation of the project and its impact on students and families at virtual national and state professional meetings and conferences.

**Table 3. Miami-Dade WalkSafe and BikeSafe Sustainability Project Timeline**

Main Tasks & Activities	9	10	11	12	1	2	3	4	5	6	7	8
Meet with M-D partners to endorse and coordinate project’s activities and events for the grant-funded year, as well as follow-ups. Determine logistics for school implementation and evaluation with school administrators.	x	x			x	x			x	x		
Review and update the WS Elementary curriculum. Include new videos, assessment tools, and resources. Create the WS Virtual Middle School curriculum. Incorporate new topics, activities, and classroom assessments.	x	x	x	x	x							
Review and update the BS Elementary and Middle school curricula. Include new videos, assessment tools, and resources.	x	x	x	x	x						x	x
Plan/develop/deliver the WS & BS virtual teacher training. Revise as needed.	x	x	x	x						x	x	
Assist school administrators and teachers in setting up, organizing, and selecting implementation dates, materials, and website resources of the curricula. Regular communication via emails and virtual meetings.			x	x	x	x					x	x
Implement full BS Virtual Middle School curriculum in selected schools (Year 1 pilot test). Provide guidance and technical support. Monitor social media.		x	x	x	x	x	x	x	x			
Revise and make modifications to the WS & BS in-person and virtual curricula as needed based on teachers’ and students’ feedback, and observations.										x	x	x
Design the WS & BS Family Education virtual component and create the family section in the KNC website. Revise and modify as needed throughout the grant.	x	x	x							x	x	
Monitor and evaluate the family education component through surveys and virtual meetings. Coordinate in-person and virtual workshops at selected local libraries with the assistance of M-D public library director.			x	x	x	x	x	x	x			
Organize and participate in community engagement events and virtual meetings. Contribute to Task Force meetings.	x	x	x	x	x	x	x	x	x	x	x	x
Program evaluation: design, plan, and implement. Create tools and adjust as needed. Data collection and analysis processes through Qualtrics. Monitor implementation. Write quarterly and final reports.	x	x	x	x	x	x	x	x	x	x	x	x

This project would be possible with the cooperation and involvement of multiple partners in the county, including MDCPS, M-D Parks and Recreation Department, M-D Public Library, M-D Police Department, and the Metropolitan/Transportation Planning Organization, and community stakeholders. KNC’s close relationship with these partners will facilitate the organization of activities and dissemination of information to teachers, students, and families attending MDCPS schools.

### Section 3B– Background Information: The 5 E’s

Safe Routes to School is designed to be a comprehensive program, encompassing the Five E’s listed below. Describe what efforts your school has made to address the identified problem through each E so far, and what is planned in the future. Each box must be filled in. For more explanation of the Five E’s, the Florida’s Safe Routes to School Guidelines or <http://www.saferoutesinfo.org/guide/>

<u>Past</u>	<u>Future</u>
<p><b>Engineering:</b></p> <p>KNC works in partnership with the Miami-Dade Department of Transportation and Public Works at the School District Community Traffic Safety Team (CTST) to identify and address existing concerns and barriers of walking and biking to and from school. KNC collects and reports the engineering and infrastructural concerns of school administrators to the appropriate entities, assisting in the formulation of action plans to resolve engineering deficiencies within school zones. Also, WalkSafe and BikeSafe sit on the Bicycle Pedestrian Advisory Committee, where they work closely with the Florida Department of Transportation to review infrastructure projects throughout the county.</p>	<p><b>Engineering:</b></p> <p>Through this project, KNC will continue to promote infrastructure improvements to school via the Safe Routes to School grants. KNC will work in collaboration with the Transportation Planning Agency and the CTST to promote a more complete streets approach to education, and support safer infrastructure for vulnerable populations in Miami-Dade County (M-DC). KNC team will continue to actively participate in city and county pedalcycling committees to prioritize infrastructure issues within school zones. The goal is to continue to uphold KNC’s mission and vision of advocating for safe walking and biking environments, and to promote physical activity and wellness for children and adolescents.</p>
<p>If your school has taught or plans to teach the Florida Traffic and Bicycle Safety Education Program (FTBSEP) or a similar program, provide details in the “Past Education” box below. For more information on this program, see <a href="http://www.dcp.ufl.edu/centers/trafficSafetyEd/">http://www.dcp.ufl.edu/centers/trafficSafetyEd/</a></p>	
<p><b>Education:</b></p> <p>Funded by the FDOT SRTS initiative, the WalkSafe program (2005), a mandatory pedestrian safety program for elementary school children in MDCPS, and the BikeSafe program (2009), a bicycle safety program for middle school children, are evidence-based and nationally recognized curricula, based on the 6-E Model. Both programs continue to be successfully implemented and evaluated, and they have shown increased students’ awareness and knowledge of pedestrian and bicycle safety concepts.</p>	<p><b>Education:</b></p> <p>Through this project, KNC will continue to implement the WalkSafe and BikeSafe curricula in MDCPS. The programs will evaluate and extensively update the curricula, expanding on the educational concepts previously taught in the classroom. Also, KNC will develop a middle school virtual version of the WalkSafe curriculum, for students in grades 6-8, and a virtual family education component will be created and disseminated in conjunction with the WalkSafe and BikeSafe curricula. All MDCPS elementary, K-8 centers, and middle schools will have free access to the curricula, technical assistance, and participation in community engagement events.</p>

<p><b>Encouragement:</b></p> <p>For the past 16 years, KNC has participated in numerous monthly committee and coalition meetings, and it has worked collaboratively and in partnership with many community stakeholders. Through these partnerships, KNC has been provided with assistance, expert knowledge, and guidance to help support the WalkSafe and BikeSafe programs. Also, KNC staff has been involved in yearly community engagement events to improve public awareness and inform the public of benefits of active transportation and safety. On an annual basis, KNC plans and hosts Walk and Bike to School Day events and bike rodeos throughout M-DC.</p>	<p><b>Encouragement:</b></p> <p>Through this project, KNC will continue to work with its community partners to encourage safe walking and bicycling as forms of transportation, and as a means for children and adolescents to not only commute to and from school, but also to enjoy the activities as recreational and physical exercise. KNC will be involved in community meetings, outreach events, and conferences throughout the year to raise awareness and encourage local communities to become actively involved in pedalcycling safety and health promotion efforts. The programs will add new methods of providing community education via virtual platforms.</p>
<p><b>Enforcement:</b></p> <p>WalkSafe and BikeSafe have partnered with various police departments, crossing guards, and public safety officials to address safety concerns in M-DC. Successful events have been coordinated with Miami-Dade School Police, Doral Police Department, Miami Gardens Police Department, and City of Miami Police Department, to name a few. WalkSafe and BikeSafe have also worked with the MDCPS Community Traffic Safety Team to address disparities in crossing guard presence throughout M-DC.</p>	<p><b>Enforcement:</b></p> <p>Through the proposed project, KNC will continue to build collaborations with law enforcement agencies in all Miami-Dade municipalities. The programs will work with these agencies to address driver behaviors that put pedestrians and bicyclists at great risk for injury, such as speeding and failure to follow traffic signs and signals. The WalkSafe and BikeSafe programs will also continue to advocate for increased crossing guard presence where needed.</p>
<p><b>Evaluation:</b></p> <p>WalkSafe and BikeSafe receive and analyze data from the Florida Department of Transportation (police crash reports), and the county's two level-one trauma centers- Nicklaus Children's Hospital and Ryder Trauma Center. Annual data is also collected from several program tools and surveys, including the School Traffic Survey, and Safe Routes to School Student Travel Tally and Parent Survey. These sources assist KNC with the yearly monitoring of pedestrian and bicycle trends and with identifying high-risk crash districts for targeted pedestrian and bicycle safety programming.</p>	<p><b>Evaluation:</b></p> <p>WalkSafe and BikeSafe will continue to receive and analyze data from FDOT, Niklaus Children's Hospital, and the Ryder Trauma Center. Throughout the three-year grant, the evaluation will monitor progress implementation on a regular basis to adjust and modify curricula and/or technology as needed. Multiple sources of information, including online surveys, classroom assessment tools, classroom observations and field notes using a <i>Fidelity of Implementation Checklist</i>, meeting minutes logs, attendance logs, and photographs and videos of community and schools events, will be used to collect and analyze information from participating teachers, students, and families.</p>

## Section 4– Budget Detail & Narrative

Below each item, explain how the item will support the program, and other appropriate details.

Budget Item	Requested Funds
<p><b>Personnel Services*</b> (List titles and totals in first boxes below)                      In Narrative, include numbers of hours, hourly rates, who this person is, and whether it's a new position or hours and duties added to an existing position.</p>	
Principal Investigator – Gillian Hotz, PhD	\$ 94,508
<p><b>Narrative:</b> Will serve as Project Director/Principal Investigator at 15% effort throughout the course of the project. The Principal Investigator (PI) will be responsible for all aspects of the project and will oversee the quality of the implementation and evaluation of the project. The PI will also ensure that the work is completed on time and within budget, and will work closely with key personnel and institutional partners to coordinate and develop all major activities.</p>	
Research/Evaluation Manager	\$89,064
<p><b>Narrative:</b> Evaluations Manager will serve at 30% effort throughout the course of the project. The Evaluation Manager will be responsible for coordinating all aspects of the evaluation, including design measures, data collection, data analysis, interpretation and summary of results, and report writing. The EM will also be in charge of facilitating focus groups and assisting with dissemination efforts, such as the writing of scientific papers, case studies, and preparation of presentations.</p>	
Program Manager	\$166,835
<p><b>Narrative:</b> Will serve at 50% in the first year and 75% in the out years of the project and will be responsible for carrying out and monitoring the project's initiatives. The RSM will coordinate the development of the WalkSafe middle school curriculum and the virtual family education component. They will coordinate and provide fundamental training and resources in implementing the WalkSafe and BikeSafe Programs in elementary, middle, and K-8 centers in Miami-Dade Public Schools. They will also be coordinating and conducting the virtual family education workshops and informational talks. This individual will regularly assist participating schools' administrators and teachers in curriculum planning and implementation, and work collaboratively with the PI and EM in dissemination efforts.</p>	
Research Coordinator	\$218,715
<p><b>Narrative:</b> Will serve at 100% from for the entire project year. The RC will assist the RSM in all facets of the project's initiatives by providing fundamental training and resources in the development and implementation of the WalkSafe middle school curriculum and virtual family education component. They will also provide resources for the implementation of the WalkSafe and BikeSafe programs in Miami-Dade Public Schools, as well as virtual family education workshops and informational talks. The RC will also aid the Evaluation Manager in the collection, storing, and analysis of data, and will be involved in the writing of monthly reports and publications, and organization of presentations. This individual will regularly participate in community engagement activities including meetings and outreach events.</p>	
Research Assistant	\$83,112
<p><b>Narrative:</b> Will serve at 50% each from for the entire project year and assist both project implementation and evaluation. The RA's will help the PI and key personnel with project related tasks and other office duties. Project tasks will include the assistance in the logistics of events/activities and data collection efforts at participating schools. Office duties will consist of, but not limited to, copying, printing literature searches, general office</p>	

communication, and assisting the research-evaluation staff in compiling and administrating the database of information for both quantitative and qualitative analysis	
Media/Research Support Specialist	\$106,012
<p><b>Narrative:</b> Will serve at 45% and be responsible for production, concept, and development of marketing campaigns, web-based initiatives, and the social media component of the project. The media/research support specialist will coordinate the production of the updated videos and content for the WalkSafe and BikeSafe curriculums. He will be instrumental in delivering information through planned webinars, providing technical assistance, and monitoring and updating the center’s website with information related to the project.</p>	
Grant Manager	\$75,660
<p><b>Narrative:</b> Will serve as the Financial Administrator of the project at 25% effort for the course of the project and will be responsible for managing the financial aspects of the grant including, but not limited to, monthly financial reconciliations, staff effort allocations, and financial reports and invoicing. The Grant Manager will regularly interact with the University of Miami Office of Research Administration and the FDOT grant project officer.</p>	
<b>Expenses:</b>	
Materials and Supplies:	
Items include but not limited to copy paper, binders, folders, packing tape, batteries, label maker tape, headsets, pen/pencils, highlighters, printing supplies and plastic storage bins.	\$600
Technology and Software - Software needed to create game-based learning quizzes and games such as Kahoot! Construct 3 and Flipsnack. These softwares will allow students to learn interactively. KNC will develop pedestrian and bicycle safety quizzes for schools to use in conjunction with the WalkSafe and BikeSafe elementary and middle school curriculums. The games will also allow both teachers and KNC staff to evaluate the level at which students retain the core concepts taught in the curriculums. The Family Education component will include a brochure/booklet which accompanies the pedestrian and bicycle safety lessons presented to families at school and safety workshops. Through flipsnack, KNC will offer free virtual education materials for families and communities.	\$3,615
Educational items:	
	\$0
Promotional Items:	
Promotional items for outreach events and participating schools in the BikeSafe Regions – such as First-Aid-Kit, water-bottles, 3M reflective tape, wrist/ankle band, bicycle tire tube, plastic tire levers, tire gauges, caps/hats, T-Shirts, whistle, reflective products, bookmarks, stickers, brochures, posters, and other educational items that are necessary for the programs as it evolves.	\$20,000

Other Expenses:	
Outside Services – Video Production: Assistance with video production to complete bicycle safety videos. CMS Developer: The CMS Developer will work with the EM, RSM, and media/research support specialist to conceptualize and develop an online platform for the implementation of the WalkSafe, BikeSafe, and Family Education curriculums in Miami-Dade County Public Schools. The individual will be responsible for creating the virtual component of the programs, and will provide training to KNC staff on the use of the online platform.	\$42,000
Travel - Travel costs will include trips to/from outreach events, meetings, and training at participating schools, libraries and parks. During the course of the project, travel to/from participating sites will also be related to the project’s monitoring and evaluation, including observations and data collection efforts. Travel costs include mileage, hotel, parking, tolls, registration and parking.	\$750
Website/Online Support - Maintenance, update and upgrade cost necessary for optimal program reach	\$3,00
<b>Operating Capital Outlay:</b>	
Equipment:	

**Total Request: \$903,870**

<b>Section 4B – Budget Narrative</b>
Explain any voluntary local matches for your program: n/a
Explain in more detail below: 1. What each requested budget item listed is 2. How each will be used in your activity

**Personnel Services:**

1. Item detail: Personnel services provided salary and fringe for project team. The team will include the Principal Investigator who will be responsible for all aspects of the project. The Evaluation Manager, Program Manager, Research Coordinator, Media/Research Support Specialist and Research Assistant, will assist the PI in carrying out the planning, implementation, evaluation, and dissemination of the program, as well as writing the project's quarterly reports. The Grant Manager will be responsible for the financial management of the project. The total cost for personnel on this project for the 3 years: \$833,905.
2. Activity: The personnel hired for this project will be responsible for the planning, training, implementation, dissemination, and evaluation of the *Sustainability and Expansion of the WalkSafe and BikeSafe Programs for K-8 Grades in Miami-Dade County* program

**Expenses: Materials and Supplies**

1. Item detail: These items include copy paper, binders, packing tape, batteries, label maker tape, shipping labels, folders, envelopes, pen/pencils, highlighters, bin/lids, printing supplies, staples, and printer ink, hair nets, helmet disinfectant, water cooler, bike repair kit, water bottles, snacks for participating students, and other supplies specific to the implementation of the program.
2. Activity: Supplies necessary to complete the work on the grant and provide training and educational materials to the schools participating in the *BikeSafe Elementary School* program.

**Expenses: Educational Items**

1. Item detail:
2. Activity:

**Expenses: Promotional Items**

1. Item detail: First-Aid-Kit, bike bells, water bottles, wrist/ankle band, caps/hats, front/rear bike lights, whistles, reflective products, bookmarks, stickers and brochures. BikeSafe t-shirts for students and teachers.
2. Activity: These items are important and necessary for teaching the *WalkSafe and BikeSafe Elementary School* programs. Items will be distributed to students, teachers, families, and community members during school visits and community engagement events to disseminate the mission and vision of the BikeSafe program and encourage bike safety practices.

**Expenses: Other Expenses**

1. Item detail:  
Travel: Costs will include trips to/from outreach events, conference, meetings, schools and parks (i.e., mileage, parking, tolls, hotel and parking).  
Technology & Software: Software needed to create educational game-based learning quizzes and games.  
Outside Services: Assistance with video production to complete educational bicycle safety videos.  
CMC Developer: The CMS Developer will work with the EM, RSM, and media/research support specialist to conceptualize and develop an online platform for the implementation of the WalkSafe, BikeSafe, and Family Education curriculums in Miami-Dade County Public Schools.  
Website/Online Support: Maintenance, update and upgrade cost necessary for optimal program reach

2. Activity: These Other Expenses are necessary to conduct all aspects of this entire project throughout the project.

**Operating Capital Outlay:**

1. Item detail:
2. Activity:





# Miami-Dade County Public Schools

*giving our students the world*

## **Superintendent of Schools**

Alberto M. Carvalho

## **Miami-Dade County School Board**

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*Luisa Santos*

February 19, 2021

Barbara Cole, Associate Vice President  
Office of Research Administration  
University of Miami  
320 South Dixie Highway, Suite 650  
Coral Gables, FL 33146

Dear Ms. Cole:

On behalf of Miami-Dade County Public Schools (M-DCPS), I am pleased to provide this letter of support for the grant application being submitted by the University of Miami KiDZ Neuroscience Center for the Walk Safe and Bike Safe Programs to the Florida Department of Transportation and Miami-Dade Transportation Planning Organization. The proposed project provides continued support for the implementation of the curriculum for students in grades K-8.

The school district has a long-standing relationship with the programs, which benefit over 230,000 students annually. The Walk Safe Pedestrian Safety Curriculum has been mandated in M-DCPS since 2003, and Bike Safe was officially integrated into the physical education curriculum in 2019. The ongoing implementation of these programs has ensured that our students learn core safety concepts in the classroom.

The addition of a family education component, as proposed by this project, is critical in ensuring the safety concepts taught by the classroom are reinforced at home. M-DCPS would be pleased to continue the collaboration with the Walk Safe and Bike Safe programs, led by Dr. Gillian Hotz.

Sincerely,

Alberto M. Carvalho  
Superintendent of Schools

AMC:sm  
L870

**Previous and Current FDOT Funding**

Funding Year	Agency/Grant Source	Funding Amount	KNC Program	Counties/Cities	Status
4/2003 – 9/2004	FDOT/Highway Safety Concept	\$136,000.00	WalkSafe		Completed
10/2004 – 9/2005	FDOT/Highway Safety Concept	\$136,000.00	WalkSafe	Miami-Dade Liberty City	Completed
10/2005 – 9/2006	FDOT/Highway Safety Concept	\$96,00.00	WalkSafe	Miami-Dade Liberty City/Overtown	Completed
09/27/07-06/30/08	FDOT TAP MPO	\$113,157.00	WalkSafe	Miami-Dade	Completed
10/26/07-06/30/08	FDOT-SRTS Non-Infrastructure	\$151,180.08	WalkSafe	Miami-Dade	Completed
07/01/08-06/30/09	FDOT-SRTS Non-Infrastructure	\$123,725.64	WalkSafe	Miami-Dade	Completed
07/01/08-06/30/09	FDOT TAP MPO	\$116,552.01	WalkSafe	Miami-Dade	Completed
07/01/09-06/30/10	FDOT TAP MPO	\$120,291.02	WalkSafe	Miami-Dade	Completed
08/01/09-07/31/10	FDOT TAP MPO	\$50,000.00	WalkSafe	Miami-Dade	Completed
08/11/09-06/30/10	FDOT-SRTS Non-Infrastructure	\$129,258.00	WalkSafe	Miami-Dade Monroe Monroe	Completed
02/05/10-09/30/10	FDOT/Highway Safety Concept	\$25,054.62	Walksafe		Completed
07/01/10-06/30/11	FDOT TAP MPO	\$63,000.00	WalkSafe	Miami-Dade	Completed
08/02/10-06/30/11	FDOT-SRTS Non-Infrastructure	\$120,500.00	WalkSafe	Miami-Dade Monroe	Completed
10/20/10-09/30/11	FDOT/Highway Safety Concept	\$58,675.00	Bikesafe		Completed
07/06/11-06/30/12	FDOT-SRTS Non-Infrastructure	\$120,000.00	WalkSafe	Miami-Dade	Completed
07/06/11-06/30/12	FDOT-SRTS Non-Infrastructure	\$100,000.00	BikeSafe	Miami-Dade	Completed
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	\$150,000.00	WalkSafe	Miami-Dade	Completed
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	\$150,000.00	BikeSafe	Miami-Dade	Completed
07/01/12-06/30/13	FDOT-SRTS Non-Infrastructure	\$150,000.00	WalkSafe/BikeSafe PSA/Media Campaign		Completed
08/17/12-06/30/13	FDOT- SRTS	\$129,018.00	WalkSafe/BikeSafe	Miami-Dade	Completed
8/27/12-06/30/13	FDOT TAP MPO	\$100,000.00	WalkSafe	Miami-Dade	Completed
06/13/12-09/30/13	FDOT/Highway Safety Concept	\$61,511.00	WalkSafe- Statewide	Polk Duval Leon Escambia Broward Orange Hillsborough	Completed
07/24/13-06/30/14	FDOT TAP MPO	\$103,000.00	WalkSafe	Miami-Dade	Completed
08/02/13-06/30/14	FDOT-SRTS Non-Infrastructure	\$150,360.00	WalkSafe/BikeSafe	Miami-Dade	Completed
08/02/13-06/30/14	FDOT-SRTS Non-Infrastructure	\$200,152.70	WalkSafe/BikeSafe PSA/Media Campaign	Miami-Dade	Completed

10/11/13-09/30/14	FDOT/Highway Safety Concept	\$150,000.00	WalkSafe- Statewide	Polk	Completed
				Duval	Completed
				Leon	Completed
				Escambia	Completed
				Broward	Completed
				Orange	Completed
Hillsborough	Completed				
10/01/13-06/30/16	FDOT-SRTS Non-Infrastructure	\$540,290.41	WalkSafe/BikeSafe	Miami-Dade	Completed
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure	\$178,363.00	WalkSafe/BikeSafe 5Es	Miami-Dade	Completed
					Completed
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure/UF	\$177,399.00	WalkSafe/BikeSafe SRTS	Miami-Dade	Completed
					Completed
07/01/14-06/30/15	FDOT-SRTS Non-Infrastructure/UF	\$229,130.00	WalkSafe/BikeSafe PSA/Media Campaign	Miami-Dade	Completed
					Completed
07/17/14-06/30/15	FDOT TAP MPO	\$106,000.00	WalkSafe	Miami-Dade	Completed
10/01/14-09/30/15	FDOT/Highway Safety Concept	\$163,000.00	WalkSafe- Statewide	Sarasota	Completed
				Alachua	Completed
				Baker	Completed
				Duval	Completed
				Broward	Completed
				Palm Beach	Completed
				Orange	Completed
07/01/15-07/31/16	FDOT-SRTS Non-Infrastructure/UF	\$372,678.00	WalkSafe/BikeSafe	Miami-Dade	Completed
10/01/16-09/30/16	FDOT/Highway Safety Concept	\$130,000.00	WalkSafe- Statewide	Sarasota	Completed
				Duval	Completed
				Leon	Completed
				Broward	Completed
				Palm Beach	Completed
				Orange	Completed
08/10/16-06/31/17	FDOT-SRTS Non-Infrastructure/UF	\$300,000.00	WalkSafe/BikeSafe	Miami-Dade	Completed
10/04/16-09/30/17	FDOT/Highway Safety Concept	\$130,000.00	WalkSafe- Statewide	Sarasota/Duval	Completed
				Escambia	Completed
				Santa Rosa	Completed
				Okaloosa	Completed
				Broward	Completed
				Palm Beach	Completed
Orange	Completed				
11/25/16-06/30/19	MDCPS – TAP – FDOT	\$639,958.00	WalkSafe	Miami-Dade	Completed
01/13/16-12/31/17	MDPROS – TAP – FDOT	\$300,000.00	BikeSafe	Miami-Dade	Completed
07/01/17-06/30/18	FDOT-SRTS Non-Infrastructure/UF	\$300,000.00	WalkSafe/BikeSafe	Miami-Dade	Completed
				Monroe	Completed
				Broward	Completed
				Orange	Completed
				Osceola	Completed
9/17/2018 - 8/31/2021	FDOT – TAP	\$891,300.00	WalkSafe/BikeSafe	Miami-Dade	In Progress/Final Year
				City of Miami parks	
04/14/20 - 04/30/23	FDOT - TIP	\$740,076.00	BikeSafe Middle School Club	Miami Dade	In progress
<b>Total Funding:</b>		<b>\$8,105,629.48</b>			