



Request for City Council Committee Action From the Department of Public Works

Date: January 29, 2013

To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: Safe Routes to School Grant Solicitation

Recommendation:

Authorize Public Works to submit grant applications to MNDOT for four Safe Routes to School projects

Prepared by: Forrest Hardy, Safe Routes to School Intern, 333-3410

Approved by:

Steven Kotke, P.E., City Engineer - Director of Public Works

Presenter: Forrest Hardy

Permanent Review Committee (PRC) Approval _____ Not applicable X
Policy review Group (PRG) Approval _____ Not applicable X

Financial Impact (Check those that apply)

X No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
X Business Plan: X Action is within the plan. ____ Action requires a change to plan.

Community Impact

Neighborhood Notification: Not Applicable
City Goals: Satisfies multi-modal transportation goals
Comprehensive Plan: Not Applicable
Zoning Code: Not Applicable

Background/Supporting Information

In October 2012, MNDOT released a solicitation for grant applications for Safe Routes to School Infrastructure. These grants will provide 100% federal funding for Safe Routes infrastructure projects ranging in cost from \$100,000 to \$300,000. These projects must be located within two miles of a school, or multiple schools in close proximity, with students in grades K-8.

The following are types of infrastructure projects that may be approved with SRTS funds:

- **Sidewalk improvements:** new sidewalks, sidewalk gap closures, curbs, gutters or curb ramps with sidewalks.
- **Traffic calming and speed reduction improvements:** curb extensions, speed humps, raised crossings, raised intersections or median refuges
- **Pedestrian and bicycle crossing improvements:** crossings, median refuges, raised crossings, raised intersections or traffic control devices (including timed on/off beacons, bicycle-sensitive signal actuation devices, pedestrian countdown signals, vehicle speed feedback signs at speed transitions and pedestrian-activated signal upgrades)
- **Off-street bicycle and pedestrian facilities:** exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.
- **Secure bicycle parking facilities:** designated areas (bicycle parking racks, bicycle lockers, etc.) with safety lighting and covered bicycle shelters.
- **Traffic diversion improvements:** separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities

Applications are due on February 15, 2013 and funding decisions will be announced before May 1st 2013. Projects are required to be complete by the end of the 2014 calendar year.

Project Evaluation Process

In order to create a list of potential Safe Routes projects, Public Works staff requested project ideas from the community at large through our bicycle and pedestrian e-mail lists, the Pedestrian Advisory Committee, the Bicycle Advisory Committee, and Minneapolis Public Schools staff. These ideas were examined for their eligibility within the Safe Routes infrastructure guidelines listed above. Eligible projects were then evaluated according to key criteria from the MNDOT grant solicitation. This method is shown in the table below:

Key Evaluation Criteria from Grant Solicitation	Equivalent Measure Used in Attached Evaluation Matrix
Number of Students Impacted	Number of Students in Walk Zone Per School
Geographic Location	CPED Geographic Sectors
Use of Assessment Tools to Identify Problems	- Community Survey of Potential Projects - Traffic Volume, ADT (Average Daily Trips) at Project Location - Proximity of Project to School - History of Project Requests and Incidents at Location
Utilize a Public Involvement Process	Community Survey of Potential Projects
SRTS Support From Faculty/Community	Strength and Diversity of Safe Routes Programs (based on MPS staff comments)
Project Stems from Existing Planning Efforts	MPS School Walking Route Locations and Bicycle Master Plan were Referenced in Evaluation

The results of this evaluation process were compiled into a list of four projects. See Attachment A for this list. In their recommendations, staff has considered geographic equity.

Attachment A – Recommended Projects and Criteria