



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

Date: February 27, 2007
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral to: None
Subject: Non-Motorized Transportation Pilot Program (NTP)
City Solicitation Process and Ranking Criteria

Recommendation:

- a. Receive and File

Previous Directives:

January 26, 2007 City Council – Authorized Amendment #1 to grant agreements
August 4, 2006 City Council – Authorized original grant agreements and appropriations
April 18, 2006 TPW Receive & File – Project Status Update
February 13, 2007 &PW Receive & File – Project Status Update

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Approved by:

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

Presenters: Donald Pflaum, P.E., Traffic and Parking Services

Permanent Review Committee (PRC)	Approval _____	Not applicable <u> X </u>
Policy review Group (PRG)	Approval _____	Not applicable <u> X </u>

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Business Plan: Action is within the plan. Action requires a change to plan.
- Other financial impact (Explain):
- Request provided to department's Finance Dept. contact when provided to the Committee Coordinator

Community Impact

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

Background/Supporting Information

Transit for Livable Communities (TLC) recently released its 2007 NTP solicitation for applications that are focused on improving bicycle and pedestrian mode share. Applications are due April 10 as noted in the timeline below which was shared at the February 13, 2007 TPW meeting. The highlighted items below represent the City's estimated internal timeline to effectively review and recommend a list of projects.

February 14, 2007 11am–12:00 220 City Hall	Internal City Coordination Meeting for all city department representatives to learn more about this funding source and to have any questions answered
February 21, 2007 1:30pm–3:30pm Sumner Library	TLC Kick-off Meeting for all agency partners and the public
February 21, 2007 4pm–8pm 220 City Hall	Public Open House for the public to recommend projects and initiatives if they have not done so already. Staff is encouraged to attend from various departments as well as BAC and PAC members.
February 28, 2007	All public and neighborhood comments due to Public Work resulting a comprehensive list of potential solicitation projects
March 7, 2007 10am-11:30am 220 City Hall	BAC Meeting for review and comment on the solicitation projects
March 8, 2007 3PM-4:30PM 220 City Hall	PAC Meeting for review and comment on the solicitation projects
March 12	Public Works pulls together the NTP package and prepares a draft submittal recommendation
March 13-20	Public Works sends to the Mayor and City Council Members for review and comment (this happens during the scheduled off-week)
March 21	Mayor and City Council comments due back to Public Works
March 22-23	Public Works updates the draft recommendation and prepares TPW letter
April 3, 2007	T&PW Committee -- Public Works will submit the requested action.
April 9, 2007	W&MB Committee
April 13, 2007	City Council approval
April 10, 2007	Applications due at Transit for Livable Communities (626 Selby Ave Saint Paul, MN 55104) by Noon

The February 21 public open house had over 125 people in attendance and was an excellent way to provide input. In addition, this weekend Public Works will be at the Bike Expo (Convention Center) to listen and gain more public input.

As noted above a list of projects will be prepared by Public Works based on suggestions from the public, city departments, and from neighborhood and business groups. This list will be

brought before the Bicycle Advisory Committee (BAC) and the Pedestrian Advisory Committee (PAC) for discussion and prioritization

A balance of bicycle and pedestrian projects/funding will be sought between the two planned solicitations. An effort will be made to ensure that the best possible projects will be submitted for both bicycles and pedestrians. The City of Minneapolis will provide letters of support to adjacent communities and regional partners for proposals that can demonstrate benefit to the City of Minneapolis.

Proposed NTP Solicitation Criteria

In order to ensure fairness, striving for a citywide system approach, and to focus on projects suitable for the NTP program, the proposed criteria have been developed by Public Works to help the BAC and PAC with reviewing the proposed projects, ranking the projects and advising the City on this solicitation submittal. The proposed criteria below are intended to be exclusive to this NTP solicitation, are intended to be equally weighted and have been developed with the NTP solicitation criteria in mind.

Travel Demand - Proposals should demonstrate a travel demand need that links origins to destinations. Proposals should serve population and employment concentrations, with a focus on high trip generation areas. Preference should be given to projects that connect users to schools, parks, and public spaces. Public spaces may include museums, theatres, community centers, government buildings, and shopping malls.

System connectivity – Project removes a barrier or closes a system gap. Proposed projects should demonstrate that the projects or planning effort will connect to or will supplement the existing bicycle and pedestrian system. Preference will be given to projects that connect to transit or are multi-modal in nature. Preference should also be given to projects that serve more of a regional benefit.

Safety, convenience, and appeal – Proposals need to consider safety, convenience, and user appeal. Preference will be given to projects that address a safety need, improve mobility, and make bicycling and walking more convenient. All proposals must consider ADA compliance, user accessibility, and context sensitivity when being designed.

Approved plan – Are the proposed projects part of an approved plan (city plan, neighborhood plan, or regional plan) before being submitted for funding? Planning grants may result in an approved plan or amendment to an existing plan.

Comprehensive approach – Projects should consider how education, enforcement, promotion, and encouragement can help an infrastructure project be more successful. Priority should be given to infrastructure projects that include non-infrastructure strategies to help improve the modal shift.

Project readiness – Studies or projects must be completed by the deadlines posted in the solicitation requirements. Projects that can not achieve the prescribed deadlines should not be submitted.

Innovation – Creativity in design has been shown to increase bike and pedestrian use. Innovative treatments often solve difficult problems that traditional treatments can not solve.

Preference should be given to projects that use innovative treatments or techniques to increase modal shift.

Public support – It is important that any proposed project be supported by the public. A project should not compete for funding unless there is general support from the public and the neighborhoods affected by the proposed project.

Regional equity – Preference should be given to proposals in underserved areas. An underserved area is place in the city where a user is more than one mile from an off-street trail or more than one half mile from a designated on-street bikeway. For pedestrians an underserved area is an area with limited facilities. Limited facilities could be a lack of sidewalks, missing pedestrian crossings, or poorly designed facilities. In many areas throughout the city there is also poor pedestrian access to transit, schools, and parks.

Potential use – Projects must be able to show projected use and how the project will result in a modal shift from single occupancy vehicle to a non-motorized mode. The methodology used to determine projected use and how a project will create a modal shift must be presented.

Cost effectiveness – Projects must demonstrate proposals are cost effective. Proposals will be measured against similar successful past projects and common sense. Proposals will look at how much the project will cost compared to the number of users it benefit. Preference will be given to projects that can demonstrate improved safety, reduced congestion, better air quality, and health benefits. Innovative cost saving ideas should also be given preference.

Leveraging - Cost leveraging should also be considered when determining if a project should proceed. Multiple funding sources reduce the financial burden for one agency and result in more collaboration and cooperation. Priority should be given to projects already in the City of Minneapolis 5-Year CIP that are not fully funded.

Operations and maintenance - Proposed projects must identify how a project will be maintained before it can be submitted. Projects must also demonstrate that the project can be maintained in a cost effective manner for the life of the project.

Cc: Mayor, City Council Members, and their offices