12/2/08 - Subject matter sent forward without recommendation to Special T&PW meeting (12/9/08).

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

Date: December 2, 2008

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

Referral to: Honorable Paul Ostrow, Chair Ways & Means Budget Committee

Subject: **Non-Motorized Transportation Pilot Program (NTP) Round 3 Solicitation**

Recommendation:

a. Authorize Public Works to submit a letter to Transit for Livable Communities (TLC) outlining the City's interest for the Non-Motorized Transportation Pilot Project (NTP) Round 3 solicitation
b. Authorize Public Works to submit "*Letter(s) of Intent for Capital Projects as Demonstration Innovations*" to Transit for Livable Communities (TLC) for the Non-Motorized Transportation Pilot Project (NTP) Round 3 solicitation.

Previous Directives:

- July 15, 2008 – Bike Walk Ambassadors Update
- April 8, 2008 – Authorized submittal of eighteen applications for NTP Round 2
- September 25, 2007 – Authorized acceptance of twenty-four competitive NTP grants
- April 3, 2007 – Authorized submittal of forty-two applications for NTP Round 1
- April 3, 2007 – Authorized acceptance of two NTP direct grants
- February 27, 2007 – Approved the city's ranking criteria for NTP applications
- February 13, 2007 – Project Status Update
- January 16, 2007 – Authorized Amendment #1 to grant agreements
- July 25, 2006 – Authorized original grant agreements and appropriations
- April 18, 2006 – Project Status Update

Prepared by: Jon Wertjes, Director of Traffic & Parking Services, 673-2614
Shaun Murphy, NTP Project Coordinator, 333-2450

Approved by:

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

Presenter: Jon Wertjes, Director of Traffic & Parking Services, 673-2614

Reviews:

Permanent Review Committee (PRC):	Not Applicable
Civil Rights Affirmative Action Plan:	Not Applicable
Policy review Group (PRG):	Not Applicable

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
_X_ Business Plan:_X_ 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

In the first two rounds of NTP solicitations, the City of Minneapolis has been awarded $7,275,000 as noted in the table below. Most of these are bicycle projects (see Attachment A for a map which shows NTP project locations):

Bike/Ped Focus*	**Project**	**Bike $ Amount**	**Ped $ Amount**
Bike	Bicycle Parking	$200,000	
Bike	Bicycle Operations (30 miles of bicycle boulevards, bicycle lanes, and marked/shared lanes)	$1,900,000	
Bike	Bicycle Planning (Central and Hennepin)	$100,000	
Bike	Fillmore St/6th Ave Bike Walk Street	$325,000	
Bike	Hiawatha Trail Connection	$800,000	
Bike	RiverLake Greenway	$400,000	
Bike	U of M Trail	$2,500,000	
Bike/Pedestrian	Bike Walk Ambassador Program	$450,000	$450,000
Pedestrian	Pedestrian Master Plan		$150,000
		$6,675,000 (92%)	**$600,000 (8%)**

**Focus indicates majority improvements. Several bike projects entail minor improvements for pedestrians.*

NTP Round 3 Solicitation -- Background

TLC has created a final Round 3 NTP solicitation. Approximately $6.5 million of NTP funding remains to be allocated. TLC has expressed their intention to allocate approximately $1.5 million for education, enforcement and outreach efforts and about $5 million for additional infrastructure projects (see Attachment B – Round 3 Solicitation Overview). Infrastructure projects may entail:

- Unfunded Round 1 & Round 2 Projects
- Potential Projects Resulting from Previously Funded NTP Planning Studies
- Innovative Demonstration Projects

TLC has requested that City of Minneapolis identify and consolidate priorities for 1) previously submitted proposals that were not funded and 2) project recommendations resulting from the Minneapolis Pedestrian Master Plan. TLC has also asked for letters of intent for innovative demonstration capital projects by December 15th (see Attachment C – Letters of Intent).

NTP Round 3 BAC and PAC Input

To respond to TLC's request, Public Works has presented the Round 3 solicitation background information to the Bicycle and Pedestrian Advisory Committees, as well as CPED and Public Works staff closely involved with NTP. Three basic questions were formulated for discussion:

Question 1: How should the remaining funds be divided between bicycle and pedestrian projects?
Question 2: To what extent should bike sharing be a part of the City's NTP proposal?

To facilitate the process to answer questions one and two, Public Works developed the following scenarios under the assumption that $5 million would be available for infrastructure projects:

Scenario	Bicycle Projects (not bike share related)	Bike Sharing	Pedestrian Projects	Bike/Ped Split %*
1	$0	$0	$5 million	54/46
2	$1.25 million	$0	$3.75 million	65/35
3	$0.25 million	$1.0 million	$3.75 million	65/35
4	$0	$1.75 million	$2.75 million	69/31
5	$0.75 million	$1.75 million	$2.5 million	75/25

*The "Bike/Ped Split %" takes into account all NTP funding received to date.

Question 3: Should bicycle and pedestrian projects be prioritized? If so, how?

Based on the above information, a condensed bicycle project list and a condensed pedestrian project list were presented.

Bicycle Projects	Per Project Estimated Cost
Bicycle Planning Results	$250,000 to $600,000
Bike Sharing	$1.75 million
Bike Walk Streets – Round 2	$175,000 to $375,000
City Wide Bicycle Improvements	$134,600
Infrastructure – Round 1	$250,000 to $2 million
Operations – Round 1	$50,000 to $150,000

Pedestrian Projects	Per Project Estimated Cost
City Wide Pedestrian Improvements	$500,000 to $788,000
Infrastructure – Round 1	$3.5 million
Livable Streets – Round 2	$750,000
Pedestrian Master Plan – Accessibility ½ Mile Corridor	$400,000 to $600,000
Pedestrian Master Plan – Street Crossing ½ Mile Corridor	$400,000 to $600,000
Pedestrian Master Plan – Bridge Improvements	$500,000 to $750,000
Pedestrian Master Plan – Freeway Intersections	$100,000 to $300,000
Pedestrian Master Plan – Sidewalk Gaps/Shortcuts	$50,000 to $150,000
Pedestrian Master Plan – Street Crossings at a Complex Intersection	$200,000 to $400,000
Pedestrian Master Plan – Comprehensive Streetscape & Safety Improvements 1 to 2 Block Corridor	$1 million to $2 million

On November 19, 2008 the Minneapolis Bicycle Advisory Committee (BAC) and Pedestrian Advisory Committee (PAC) met and provided their input on these questions.

The BAC chose to average individual votes on each question into a consolidated vote. The results of their exercise were the following:

Questions 1& 2:

Scenario	Bicycle Projects (not bike share related)	Bike Sharing	Pedestrian Projects	Bike/Ped Split %
Hybrid	$0.75 million	$1.43 million	$2.82 million	72/28

Question 3:

Ranking	Bicycle Projects
1	Bike Sharing
2	Bicycle Planning Projects
3	City Wide Bicycle Improvements
4	Operations – Round 1
5	Bike Walk Streets – Round 2
6	Infrastructure – Round 1

The PAC chose to vote on Questions 1 & 2 and to pass a recommendation on Question 3 as follows:

Questions 1 & 2:

Scenario	Bicycle Projects (not bike share related)	Bike Sharing	Pedestrian Projects	Bike/Ped Split %
1	$0	$0	$5 million	54/46

Question 3:

The PAC made a recommendation that one or more projects should be selected to demonstrate a comprehensive package of pedestrian improvements in a highly visible pedestrian activity area. These improvements should encompass a broad range of pedestrian needs including accessibility, safe street crossings, streetscape, and other innovative treatments which foster street life and place making. Committee members also provided feedback recognizing the need for pedestrian improvements outside of pedestrian activity centers, such as near neighborhood schools.

NTP Round 3 BWAC Input

On Thursday, November 20, 2008 the Bike/Walk Advisory Committee (BWAC) members met. The next day TLC sent out BWAC a draft spreadsheet of potential projects they are considering. This spreadsheet is Attachment D and for correlation purposes we have highlighted these projects in the lists below. It should be noted that our Round 1 and 2 submittals and the TLC cost estimates are not the same. The TLC list totals to $3.85 million.

NTP Round 3 Solicitation – City Direction and Interest

The following list is a potential pool of projects known by Public Works staff which fit the categories laid out by TLC in this final solicitation round. The breadth of this list is long, with at least 35 projects coming in at approximately $20 million. Each project is preceded by *bike* or *pedestrian* to indicate the primary focus. Some projects entail more minor benefits to the opposite mode.

Unfunded Round 1 Projects ($7.23 million) This solicitation occurred in the spring of 2007.

Infrastructure ($6.13 million):

1. *Bike:* 18th Avenue NE, from Marshall Street to Monroe Avenue (Off-Street Path, - $380,000)
2. *Bike:* 26th Avenue N, from I-94 to Emerson Avenue N (Off-Street Path, $2 million)
3. *Bike:* Ryan Lake Trail, near Osseo Road & 45th Avenue N (Off-Street Path, $250,000)
4. *Pedestrian:* 9th Street S, from Chicago Avenue to Nicollet Mall (Livable Street, $3.5 million)

Operations ($1.1 million):

1. *Bike:* 2nd Street N and S, from 3rd Avenue N to Marquette Avenue S (Bike Lanes, $150,000)
2. *Bike:* Cedar Lake Trail to NE Diagonal Trail (Bike Boulevard, $50,000)
3. *Bike:* Main & Marshall Streets NE, from Hennepin Avenue to 18th Avenue NE (Bike Lanes, $150,000)
4. *Bike:* Park & Portland Avenues S, from 45th Street to Minnehaha Parkway (Bike Lanes, $150,000)
5. *Bike:* Thomas Avenue N, from Plymouth Ave to 44th Ave N (Bike Boulevard, $100,000)
6. *Pedestrian:* Citywide Crosswalks Improvement and Enforcement (30 intersections, $150,000)
7. *Pedestrian:* Citywide Pedestrian Countdown Signals (35 intersections , $150,000)
8. *Pedestrian:* School Patrol Crosswalks (79 intersections at 31 schools, $125,000)
9. *Pedestrian:* School Sidewalks (2 schools, $75,000)

Unfunded Round 2 Projects ($8.7 million) This solicitation occurred in the spring of 2008.

Bike Walk Streets ($1.95 million):

1. *Bike:* 11th Avenue S – Andersen Lane to Powderhorn Park/35th Street ($250,000)
2. *Bike:* 18th Avenue S – Minnehaha Pkwy to 24th Street ($275,000)
3. *Bike:* 29th Avenue S – Franklin to Minnehaha Avenues ($175,000)
4. *Bike:* 30th/Nokomis Avenues S – 38th to 56th Streets ($250,000)
5. *Bike:* 33rd Avenue N – Victory Memorial Pkwy to 4th Street ($225,000)
6. *Bike:* 49th Street W – Upton to Pleasant Avenues ($175,000)
7. *Bike:* Oak Park Avenue N – Theo Wirth Park to Van White Blvd ($200,000)
8. *Bike:* Pleasant Avenue S – Minnehaha Pkwy to Franklin Avenue ($375,000)

Livable Streets ($6.93 million):

1. *Bike/Pedestrian:* City Wide Bicycle & Pedestrian Improvements ($922,600 – estimate has increased from original application)
   - 25 miles of bike street name signs ($48,200)
   - 15 intersections of bicycle actuated stoplights ($86,400)
   - 110 intersections of pedestrian countdown timers ($253,000)
   - 22 crosswalks with overhead LED signs, permanent pavement markings, updated pedestrian ramps ($480,000)
   - Dowling School missing link sidewalk ($55,000)
2. *Pedestrian:* 38th Street E – Chicago to Minnehaha Avenues ($750,000)
3. *Pedestrian:* Cedar Avenue – 6th Street to Washington Avenue ($750,000)
4. *Pedestrian:* Hennepin & 1st Avenues – Mississippi River to Lyndale Avenue ($750,000)
5. *Pedestrian:* Lake St W & Lagoon Avenue – Lake Calhoun Pkwy to Dupont Ave ($750,000)
6. *Pedestrian:* Main & Marshall Streets NE – Hennepin to 37th Avenues ($750,000)
7. *Pedestrian:* Penn/44th Avenues N & Osseo Road Intersection ($750,000)
8. *Pedestrian:* Penn Avenue N & West Broadway Avenue Intersection ($750,000)
9. *Pedestrian:* Washington Avenue S – Chicago to 19th Avenues ($750,000)

Potential Projects Resulting from Previously Funded NTP Planning Studies ($3.5 to $5.55 million)

Three planning projects were funded in 2007.

A. *Bike:* Central Ave Bicycle Planning (study completion Summer 2009), estimated $600,000
B. *Bike:* Hennepin Ave Bicycle Planning (study completion Spring 2009), estimated $250,000

C. *Pedestrian:* Pedestrian Master Plan (completion January 2009)

Pedestrian projects originating from the nearly complete Pedestrian Master Plan have gained special attention because of the comprehensive results generated from the project team. Several specific projects have arisen out of the Pedestrian Master Plan in each of the categories listed below.

1. Accessibility Improvements in a ½ Mile Corridor – Pedestrian Ramps, Obstruction Bypasses, Steep Slope Corrections ($400,000 to $600,000*)
2. Street Crossing Improvements in a ½ Mile Corridor – Curb Extensions, Zebra Crosswalks, Pedestrian Countdown Timers –($400,000 to $600,000*)
3. Bridge Sidewalk Improvements ($500,000 to $750,000*)
4. Street Crossing Improvements at a Freeway Intersection ($100,000 to $200,000*)
5. Sidewalk Gaps, Short Trails, Shortcuts ($50,000 to $150,000*)
6. Street Crossing Improvements at a Complex Intersection ($200,000 to $400,000*)
7. Comprehensive Streetscape & Safety Improvements in a 1-2 Block Corridor – Wider Sidewalks, Improved Street Crossings, Trees, Furniture, Lighting, Way Finding ($1 to $2 million*)

   ** Project cost ranges are estimated on a per project basis.*

TLC requested an understanding of sample projects that may fit within each category. The sample Pedestrian Master Plan project types are included in Attachment E. An overview summary labeled "Pedestrian Master Plan Capital Improvement Priorities" for each of the seven project types will be briefly presented at the Transportation and Public Works Committee meeting.

<u>Innovative Demonstration Projects ($ amount to be determined)</u>

One potential innovative demonstration projects have been considered as noted below.

A. *Bike Sharing:* One project which has gained interest since the Round 2 solicitation is bike sharing. The City of Lakes Nordic Foundation was hired by CPED staff to write a business plan for a bike sharing program in Minneapolis. The bike sharing program summary is:
   - 1000 bikes, 75 bike stations
   - Proposed project area is bounded is generally downtown, University of Minnesota area, St Anthony Main area, and northerly sections of south Minneapolis
   - Estimated capital cost is $3,387,000
   - Estimated annual operations and maintenance cost is $1,574,000
   - Private capital grant to be determined

   The business plan has estimated and identified a potential NTP funding need of $1.75 million. A more formal review and due diligence of this draft business plan is needed by CPED, Finance, and any outside experts which can be accomplished over the next few months.

   Initial discussions with federal and state partners have highlighted some risks and challenges. The key item is the understanding and willingness by the City, as the Bike Share Program fiscal agent, to assume the risk should the Bike Share Program (non profit corporation) not continue through its approved program life (estimated at ten years). This risk to the City would be to either continue to fund operations and maintenance of the Bike Share Program or to pay back federal funds. The other challenges identified which will need resolution over the next few months include: program life, equipment disposition, financial auditing, advertising if any, and any lease/ownership issues. Public Works believes these other challenges can be understood and resolved prior to any formal proposal submittal by the City to TLC in March 2009.

B. *Innovative Pedestrian Projects:* Keen interested has been expressed for pedestrian projects. While pedestrian projects are being considered by TLC, there is some question whether any of these projects rise to the innovation demonstration level. Some have suggested that projects like Cedar/Riverside, West Broadway near Dupont or others may be innovative. To engage TLC in discussions, one approach would be to submit an Innovation Demonstration letter of intent for Pedestrian Master Plan items. This would include Appendix E along with the Pedestrian Master Plan Capital Improvement Priorities summary sheets.

C. *Innovative Citywide Projects:* TLC has indicated that previously submitted Citywide projects that were submitted in Rounds 1 and 2 are not currently being considered for Round 3. These include Round 1 Operations projects #6 through #9 and Round 2 Livable Streets project #1 as listed above. City staff can simply re-package and these items and offer them ala carte to TLC for discussions and potential selection.

Staff Recommendation

Based upon the BAC, PAC, and city staff input, it is recommended that the following City of Minneapolis funding guidance and innovation demonstration priorities be communicated with TLC:

- Given the strong interest in infrastructure, TLC should consider whether the $1.5 million allocated for education, enforcement and outreach should be reduced and diverted to infrastructure grants.

- The City's PAC/BAC recommended funding range for projects are:

Bicycle Projects (not bike share related)	**Bike Sharing**	**Pedestrian Projects**
$0 to $0.75 million	$0 to $1.43 million	$2.82 to $5 million

- The majority of the remaining infrastructure funds should be directed to pedestrian projects with a broad range of attributes and elements that support safe enhanced street life, place making, and where possible – linkages to schools.

- The City is strongly interested in having discussions about the specific project types and locations. This is especially relevant with pedestrian projects where the Pedestrain Master Plan ideas can best meet the Round 3 criteria.

- Public Works has been directed to submit letters of intent by December 15th, 2008 for the following innovative demonstration projects: a) Bike Sharing Program and b) Innovative Pedestrian Projects and c) Innovative Citywide Projects.

- The timeline for completing projects by 2010 construction season leaves little time for partners to actually contract, design, bid, and build projects. The larger and more complicated or challenging the project the more time is needed. The City offers the recommended revised timeline presented below and recommends TLC aggressively try to meet the March 2009 decision making.

Dates	**Previous Projects and Planning Study Projects**	**New Innovative Demonstration Projects**
December 15th		Letters of intent due to TLC for innovative demonstration projects
December – January	TLC staff approaches City about unfunded project types and locations.	

Mid January 2009	Selected projects are developed in consultation with TLC staff	TLC invites selected innovative demonstration projects into a proposal stage
February 2009	City staff presents a final short list of projects for NTP funding to obtain BAC and PAC feedback and seeks City Council approval	
March 2009	**TLC makes funding decisions**	
April/May 2009	TIP/STIP approvals, agreements, and PE project memos	
June to Dec 2009	Design projects and get approvals	
January-March 2010	Bid and Let Projects	
Summer/Fall 2010	Construction and Projects are substantially completed	

Attachments: A – City of Minneapolis NTP Funded Projects
B – NTP Round 3 Solicitation Overview
C – NTP Round 3 Solicitation Letter of Intent
D – Bike/Walk Advisory Committee Chart
E – Pedestrian Master Plan Projects