



From the Department of Public Works

Date: March 6, 2007
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
From: Jon Wertjes, Director of Traffic & Parking Services
Subject: Non-Motorized Transportation Pilot Program (NTP)
City Solicitation Process and Ranking Criteria

The February 27 T&PW Committee requested that the solicitation criteria be tiered for the Non-Motorized Transportation Pilot Project. Here are the proposed tiered criteria that will be used by the BAC on March 7 and the PAC on March 8. This information will be discussed as needed at the March 8 Committee of the Whole meeting.

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.

Tier 1 – Essential Criteria:

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.

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.

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.

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.

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.

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.

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.

Tier 2 – Desirable Criteria

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.

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.

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.

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.

Cc: Mayor, City Council Members