



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

Date: October 10, 2006
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: **School Pedestrian Safety Program**

Recommendation: Receive and file

Previous Directives:

- June 20, 2006: T&PW Committee, School Pedestrian Safety Program Update, Receive and File

Prepared by: Jim Steffel, Supervisor, Traffic and Parking Services

Approved by: _____
Steven A. Kotke, P.E., City Engineer/Director of Public Works

Presenters: Steve Mosing, P.E., P.T.O.E., Traffic Operations Engineer

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)

___ 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: Maintain the physical infrastructure to ensure a healthy, vital and safe city

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background/Supporting Information

The Minneapolis School Pedestrian Safety Program was developed and implemented in July 2005 to improve the traffic safety environment at school, recognizing that additional safety measures are needed to address the needs of elementary school children. Elementary schools were identified and reviewed within the first year of the program, at a rate of two schools per month. The program is now into its second year, reviewing elementary schools at the rate of two schools per month.

There are 87 schools in the Minneapolis School District that include grades K-8. In the 2005-2006 school year, 20 evaluations were completed:

- Hale Community
- Our Lady of Peace
- Richard R. Green Central Park Community
- Bancroft Community
- Burroughs Community
- Annunciation
- Ramsey International Fine Arts
- Carondelet Lower Campus
- Barton Open
- Kenwood Community/Performing Arts Magnet
- Bryn Mawr Community
- Elizabeth Hall International
- Nellie Stone Johnson Community
- Lucy Laney at Cleveland Park Community
- Jordan Park Community
- Cityview Performing Arts Magnet
- Sheridan Global Arts & Communication
- Marcy Open
- Emerson Spanish Immersion Learning Center
- Hiawatha/Howe Community



Examples of the improvements that have been or will be implemented at these schools include:

- 7 zebra crosswalks and 5 centerline pedestrian signs at school crossings on collector and arterial roadways.
- Double yellow centerline stripe at 2 locations to prevent passing of vehicles stopped at school crossings.
- Pedestrian-only actuated signal phase added at 1 location to reduce conflicts between school patrol and turning vehicles.
- Removal of mid-block school crossing at 1 location to improve pedestrian safety by crossing students at the adjacent all-way stop control intersections.
- Modification of bus staging at 3 locations to improve visibility of stop signs and crosswalks.

To date, Public Works has expended about \$26,800 in infrastructure improvements plus the extensive consultant and staff efforts to review each school.

In addition, a request has been submitted to the Federal Highway Administration for permission to experiment with strong yellow-green crosswalk markings on concrete pavement, to improve the visibility of the pavement markings.



A goal of the Minneapolis School Pedestrian Safety Program was to prepare a foundation for making use of potential federal safe routes to school funding. The foundation was laid by recognizing and prioritizing needs that were outside the funding scope of the City's School Pedestrian Safety Program and collecting and documenting the necessary data to demonstrate the need should future safe routes to school funding become available.

Safe Routes to School

The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed in August 2005 and included Safe Routes to School funding for each state. Safe Routes to School is designed to improve the conditions and quality of bicycling and walking to school. The goal of the program is to reverse the 30 year decline in the numbers of children walking to school and reintroduce opportunities for regular physical activity. An estimated \$8 million dollars has been authorized for Minnesota's Safe Routes to School program during the six year life of SAFETEA-LU.

The Minnesota Department of Transportation (MnDOT) recently solicited applications for the Fiscal Year 2005-2006 Safe Routes to School funding, with a minimum of \$1.45 million awarded for infrastructure projects and \$250,000 for non-infrastructure projects. A maximum award of \$175,000 was available per school district for infrastructure improvements. The Safe Routes to School awards do not require any local matching funds; the projects are 100 percent reimbursable. MnDOT received 76 applications totaling \$8 million

On September 22, 2006, MnDOT announced the recipients of more than \$1.7 million in grants to improve the conditions and quality of bicycling and walking to school.

The Public Works solicitation for \$173,000 to address school pedestrian safety needs identified through the Minneapolis School Pedestrian Safety Program was selected for funding by MnDOT. Below is the recipient list.

Mn/DOT Safe Routes to School 2006 Grant recipients

Project Description	Location	Amount	Type
Hill City Safe Routes to School Plan	Hill City, MN	\$7,000.00	Non-Infrastructure
South West Elementary Safe Routes to School	Grand Rapids, MN	\$105,645.00	Infrastructure
Education & Safety Improvements for Lincoln Park School (K-8) (Combined 2 Apps-RJK)	Duluth, MN	\$30,030.00	Infrastructure
Community Assessment of Barriers for K-8 Bikers and Pedestrians	Bemidji, MN	\$10,000.00	Non-Infrastructure
North St. Cloud Safe Routes to School Project	St. Cloud, MN	\$175,000.00	Infrastructure
County Road 24 Trail	Becker, MN	\$175,000.00	Infrastructure
15th Street/Pinecone Road Path Connection	Sartell, MN	\$121,500.00	Infrastructure
Healthy Pathways to Hawley Elementary School	Hawley, MN	\$175,000.00	Infrastructure
LaCrescent Sidewalks	LaCrescent, MN	\$175,000.00	Infrastructure
2006 Safe Routes to School Improvements	Saint Peter, MN	\$173,965.00	Infrastructure
Minneapolis Collector Arterial School Crossing Improvement Project	Minneapolis, MN	\$173,000.00	Infrastructure
Minneapolis Public Schools: Safe Routes To School Pilot Project	Minneapolis, MN	\$10,000.00	Non-Infrastructure
Oakdale Safe Routes and Safe Walk	Oakdale, MN	\$151,300.00	Infrastructure
District 279, Cedar Island Elementary	Maple Grove	\$10,000.00	Non-Infrastructure
Hilltop Elementary Better Connections to School	Inver Grove Heights, MN	\$133,500.00	Infrastructure
District 281, Pilgrim Lane Elementary	Plymouth, MN	\$10,000.00	Non-Infrastructure
South Diamond Lake Road Trail	Dayton, MN	\$79,271.00	Infrastructure

The \$173,000 grant will be used to enhance collector/arterial school crossings at the following five schools:

- Hiawatha Community School
 - 42nd Street E crossing at 43rd Avenue S
- Hale Community School
 - 54th Street E crossing at 13th Avenue S
- Bancroft Community School
 - 38th Street E crossing at 14th Avenue S
- Nellie Stone Johnson Community School
 - 26th Avenue N crossing at Bryant Avenue N
 - Lyndale Avenue N crossing at 27th Avenue N
- Lucy Laney at Cleveland Park Community School
 - Penn Avenue N crossing at 33rd Avenue N

Enhancements will include an overhead, mast arm mounted, school crossing sign and enhanced crosswalks with durable pavement markings. These crossing locations were identified during the initial year of the School Pedestrian Safety Program (see map locations).

In addition, this grant includes funding to purchase two mobile driver feedback signs (speed wagons) to be used at schools throughout the City as a speed management measure.

The Minneapolis Public Schools (MPS) pilot project includes developing a pedestrian/bicycle safety curriculum for the schools where the collector/arterial crosswalk improvements are being proposed. The intent of the MPS program is to incorporate walk routes and walking and bicycling safety education into the existing curriculum used for School Bus Safety Week. Along with the curriculum, personnel from the MPS Department of Transportation Services will work with each of the schools to identify safe routes to school, schedule events to publicize the routes, and otherwise encourage students to use the safe routes. In addition, MPS Transportation Services will develop surveys to measure attitudes and behaviors in the school community that affect students walking and biking to school. The surveys will be conducted both before and after the implementation of the safety education program in order to measure its effectiveness in changing behaviors and attitudes.

Total funding for the MnDOT Safe Routes to School program is \$8 million through 2009. The program will provide grants for three more years. MnDOT will begin seeking grant requests for next year sometime in late Fall 2006. Given the significant demand as represented by the volume and funding request for dollars, it is likely that Minneapolis many not get funding every funding cycle.

Next Steps

Public Works is working with our partners in the School Pedestrian Safety Program, including Minneapolis Public Schools, Minneapolis Health and Family Support and the Minneapolis Park Police, to prepare an application for the upcoming Fall 2006 submittal. The new solicitation will address the needs identified by the Minneapolis School Pedestrian Safety Program since the last solicitation was submitted.

In addition, the Mayor's proposed 2007 Capitol Budget includes \$50,000 per year for Safe Routes to School infrastructure efforts.

Likewise, the City is working on the Non-motorized Transportation Project to promote and address biking and walking at our schools.

Public Works continues to maximize and leverage all available funds to improve our school safety and increase our biking/walking modes.

Attachment – Map

**Minneapolis
Safe to Routes to School
Locations**

