



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

Date: January 16, 2006
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **School Pedestrian Safety Program**

Recommendation: Receive and file

Previous Directives: None

Prepared by: JoNette Kuhnau, P.E., PTOE, Traffic and Parking Services
Jon Wertjes, P.E., PTOE, Director, Traffic and Parking Services

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

Presenters: Jon Wertjes, P.E., PTOE, Director, Traffic and Parking Services

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

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget
 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

Background/Supporting Information

The School Pedestrian Safety Program was developed and implemented in July 2005 to improve the safety environment at schools, recognizing that additional safety measures are needed to address the needs of school children. In the 2005-2006 school year, 20 elementary schools throughout the City were reviewed and evaluated, with improvements in signing,

striping, and signal timing to improve the safety around the schools. Some funding-dependent recommendations were also developed, for which Public Works submitted an application to MnDOT for Safe Routes to School funds. Both Public Works and Minneapolis Public Schools were successful in their applications for \$173,000 and \$10,000, respectively.

To date in the 2006-2007 school year, evaluations have been completed at 6 of the below listed schools and preliminary reviews for Safe Routes project eligibility have been made at 13 additional schools also listed below.

School Year 2006-2007 School Evaluations:

- Lake Harriet Community School, Upper Campus (completed)
- Carondelet Catholic School, Upper Campus (completed)
- Sojourner Truth Academy (completed)
- Tuttle Community School (completed)
- Lyndale Community School (completed)
- Kenny Community School (completed)
- Jefferson Community School (preliminary)
- Whittier School for the Arts (preliminary)
- Harry Davis Academy (preliminary)
- Lincoln/Willard Community School (preliminary)
- Bethune Community School (preliminary)
- Pope John Paul II Catholic School (preliminary)
- New City Charter School (preliminary)
- Dowling Urban Environmental School (preliminary)
- Aurora Charter School (preliminary)
- Seward Montessori School (preliminary)
- Longfellow/Cooper Community School (preliminary)
- Andersen Elementary School (preliminary)
- Anishinabe Academy (preliminary)

Improvements that have been made to date at some of these schools have included installing school crossing signs, repainting crosswalk markings, installing zebra crosswalk markings, adjusting signal timings, and installing a pedestrian countdown timer. Several City-wide and site-specific projects that would depend on additional funding sources were also identified through these reviews.

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 K-8 schools. 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 life of SAFETEA-LU.

The Minnesota Department of Transportation (Mn/DOT) is currently soliciting applications for the Fiscal Year 2007 Safe Routes to School funding, and a total of \$1.3 million will be awarded

for infrastructure projects and \$250,000 for non-infrastructure projects. A maximum award of \$175,000 is available per school district for infrastructure improvements. The Safe Routes to School awards do not require any local matching funds; however, the first solicitation in July 2006 was extremely competitive with only 17 of 76 applications receiving funding. It is expected that the communities that did not receive funding will re-apply for the FY 2007 funds, in addition to other agencies that did not submit in the first round of applications.

Mn/DOT's stated objective in the first two years of the program is to launch Safe Routes to School programs in as many communities as possible. Realizing that that the first Safe Routes solicitation had seventeen successful projects and that there are approximately 350 school districts in the state, Minneapolis will have a challenge to be successful with our current submittal for FY 2007 funds. However, funding awards in future years are expected to be evaluated based on proven success of past projects, which will be an advantage for Minneapolis due to the strong walking and biking facilities and programs that already exist in the city.

To maximize the potential for a Safe Routes funding award in the current solicitation, Public Works intends to submit three separate applications with different funding levels. The projects for which Public Works is requesting funding are for needs identified from the evaluations of the 39 K-8 schools reviewed in the School Pedestrian Safety Program in the 2005-2006 and 2006-2007 school years. The three applications will include:

- a project to install the collector/arterial crosswalk treatment at one additional location, which is a continuation of the program of improvements that was successful in receiving Safe Routes funding in the last solicitation (approximately \$35,000);
- a project to construct a missing sidewalk connection at one location adjacent to a school (approximately \$25,000);
- a project to install durable crosswalk markings and strong yellow-green sign post sleeves at all school patrolled crossings reviewed in the 2005-2006 and 2006-2007 school years (approximately 80 intersections throughout the City) (approximately \$125,000).

Public Works has been and will continue to work with the Minneapolis School District, the individual school principals, and Minneapolis Health and Family Support to coordinate the necessary information and inter-agency support for these projects. The Safe Routes to School application will be submitted to the Mn/DOT in January 2007, and funding awards are expected in March 2007.

Public Works intends to continue to apply for Safe Routes to School funding each year of the program, and Mn/DOT has stated that the FY 2008-2009 funding solicitation, the final year of SAFETEA-LU funding, will be released in August 2007. There are 25 K-8 remaining schools in Minneapolis that are eligible for Safe Routes to School funding that have not yet been reviewed and evaluated. In order to respond to the accelerated Safe Routes funding schedule and identify additional projects and needs, Public Works will be conducting preliminary evaluations at the remaining 25 schools during spring 2007. This represents a significant acceleration of the initial 4-5 year schedule to review all schools in Minneapolis.

Public Works will also continue to seek out additional funding sources for School Pedestrian Safety projects, including applying for Non-Motorized Transportation funding in March 2007 to address additional outstanding bicycle and pedestrian needs at Minneapolis schools.



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	<u> X </u>
Policy review Group (PRG)	Approval _____	Not applicable	<u> X </u>

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.

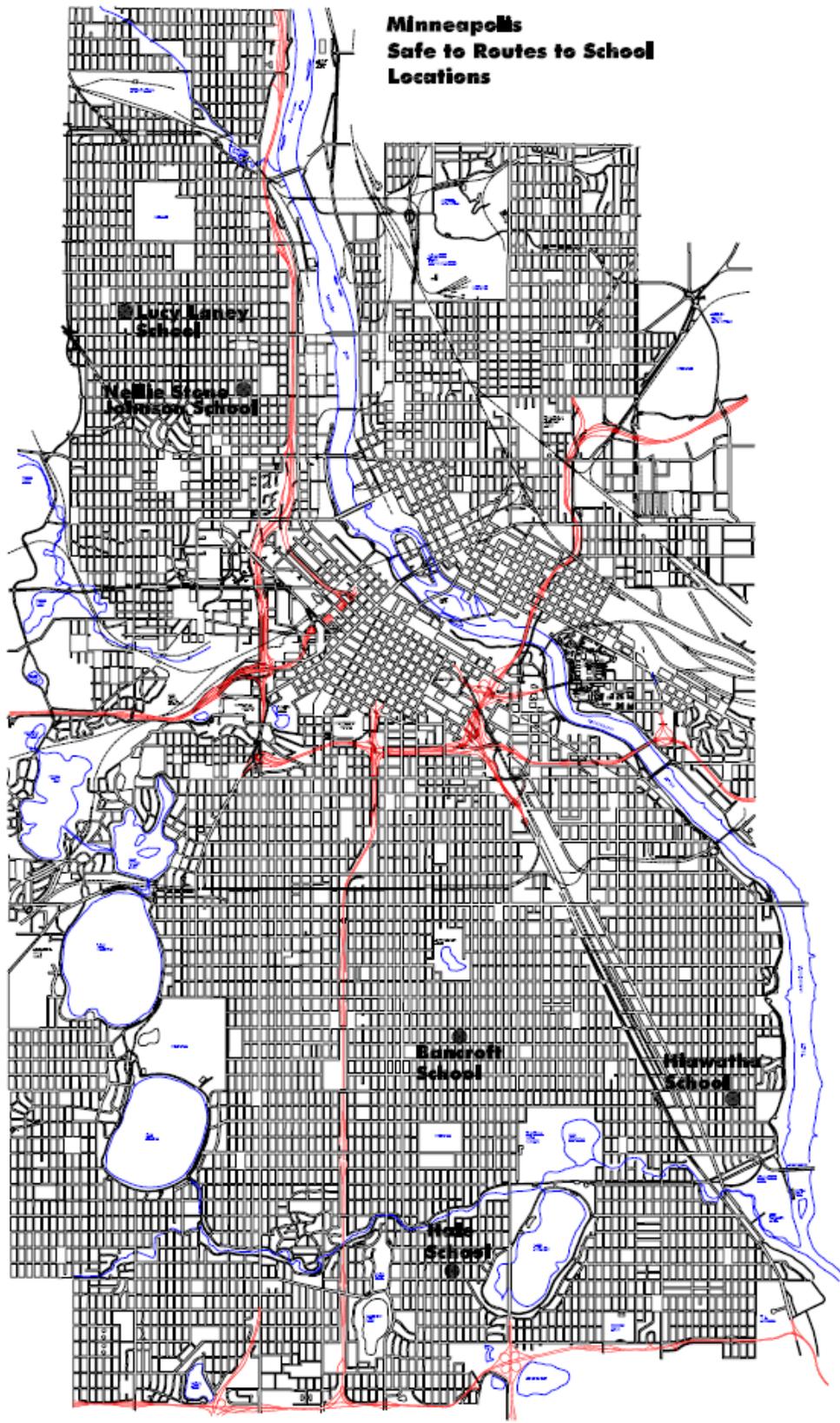
In addition, the Mayor's proposed 2007 Capitol Budget includes \$50,000 per year for Safe Routes to School infrastructure efforts.

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**





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

Date: May 1, 2007
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee

Subject: School Pedestrian Safety Program

Recommendation: Receive and file

Previous Directives: None

Prepared by: JoNette Kuhnau, P.E., PTOE, Traffic and Parking Services
Jon Wertjes, P.E., PTOE, Director of Traffic and Parking Services

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

Presenters: JoNette Kuhnau, P.E., PTOE, Traffic and Parking Services
Jon Wertjes, P.E., PTOE, Director of Traffic and Parking Services

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

Other financial impact (Explain):

Request provided to the Budget Office when provided to the Committee Coordinator

Background/Supporting Information

The School Pedestrian Safety Program was developed and implemented in July 2005 to improve the safety environment at schools, recognizing that additional safety measures are needed to address the needs of school children. In the 2005-2006 school year, 20 elementary schools throughout the City were reviewed and evaluated, with improvements in signing, striping, and signal timing to improve the safety around the schools. Recommendations for some additional funding-dependent infrastructure improvements including overhead school crossing signs and durable pavement markings were also developed.

In the 2006-2007 school year, evaluations have been completed at another 19 K-8 schools. Improvements that have been made at these schools have included installing school crossing signs, repainting crosswalk markings, installing zebra crosswalk markings, adjusting signal timings, and installing a pedestrian countdown timer. Several City-wide and site-specific projects that would depend on additional funding sources were also identified through these reviews.

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 life of SAFETEA-LU.

In the first round (FY 2005-2006) of Safe Routes to School funding, both Public Works and Minneapolis Public Schools were successful in their applications for \$173,000 and \$10,000, respectively.

The project memorandum and city force account documentation for the Minneapolis Collector/Arterial School Crossing Improvement Project, which was awarded FY 2006 Safe Routes to School funds, have recently been completed and submitted to Mn/DOT. Construction plans are currently being developed for the six intersections where overhead school crossing signing and durable pavement markings are being installed. Completion of the infrastructure portions of the project are anticipated in 2007.

In January 2007, the Minnesota Department of Transportation (Mn/DOT) solicited applications for the Fiscal Year 2007 Safe Routes to School funding, and received 111 applications, an increase of nearly 50 percent of the applications received for Fiscal Years 2005-2006 funds. The projects for which Public Works submitted applications were unfunded needs identified from the evaluations of the 39 schools reviewed in the School Pedestrian Safety Program in the 2005-2006 and 2006-2007 school years. The three applications included:

- a project to install the collector/arterial crosswalk treatment at one additional location, which is a continuation of the program of improvements that was successful in receiving Safe Routes funding in the last solicitation;
- a project to construct a missing sidewalk connection at one location adjacent to a school;
- a project to install durable crosswalk markings and strong yellow-green sign post sleeves at all school patrolled crossings reviewed in the 2005-2006 and 2006-2007 school years (approximately 80 intersections throughout the City).

In April 2007, the awards were announced totaling \$1.3 million for 13 infrastructure projects and \$250,000 for 10 non-infrastructure projects. Minneapolis and Duluth were the only two cities in the state to receive funding in each of the first two rounds of Safe Routes to School awards. For FY 2007, Minneapolis was awarded \$30,000 for the collector crosswalk treatment at Lake Harriet School Upper Campus, which is a continuation of the projects funded under the FY 2005-2006 Safe Routes to School program. Lake Harriet School has an extremely innovative bicycle skill and safety curriculum developed by one of its teachers that has resulted in as many as 120 students biking to school, so the project also includes the installation of new bike racks at the school to meet the demand for bike parking. Applications for Non-Motorized

Transportation Pilot Project Funds were submitted to TLC in April 2007 for the two school safety projects that were not selected for FY 2007 Safe Routes to School funds.

Public Works intends to continue to apply for Safe Routes to School funding each year of the program, and Mn/DOT has stated that the FY 2008-2009 funding solicitation, the final year of SAFETEA-LU funding, will be released in August 2007. There are approximately 50 remaining K-8 schools in Minneapolis that are eligible for Safe Routes to School funding that have not yet been reviewed and evaluated. In order to respond to the accelerated Safe Routes funding schedule and identify additional projects and needs, Public Works is currently conducting preliminary evaluations at the remaining 50 schools, to be completed by June 2007. These preliminary reviews will not replace the comprehensive evaluations completed as part of the School Pedestrian Safety Program, but are only intended to identify potential projects that would be eligible for Safe Routes to School or NTP funding.



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

Date: October 25, 2011
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Referral: Honorable Betsy Hodges, Chair Ways and Means/Budget Committee
Subject: **School Safety Program: Walking and Bicycle Education and Enforcement in North and Northeast Minneapolis**

Recommendation:

Authorize the proper City Officials to execute agreements with the State of Minnesota for the Preliminary Engineering associated with Safe Routes to School Projects S.P. 141-591-005 and 141-591-006; M.P SRTS 2710 (138) and SRTS 2710 (139)

Previous Directives:

None

Prepared by: Steve Mosing, P.E., PTOE, Traffic and Parking Services 673-5746
Allan Klugman, P.E., PTOE, Traffic and Parking Services 673-2743

Approved by:

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

Presenters: Steve Mosing P.E., PTOE, Traffic and Parking Services
Allan Klugman, P.E., PTOE, Traffic and Parking Services

Reviews

Permanent Review Committee (PRC):	NA
Civil Rights Affirmative Action Plan	NA
Policy Review Group (PRG):	NA

Financial Impact

Action is within current department

Community Impact

Neighborhood Notification: Not Applicable

City Goals: A SAFE PLACE TO CALL HOME: the city's infrastructure will be well-maintained, people will feel safe in the city.

Comprehensive Plan: Not Applicable

Zoning Code: Not Applicable

Background

The School Safety Program was developed and implemented in July 2005 to improve the safety environment at schools, recognizing that additional safety measures are needed to address the needs of school children while encouraging more walking and biking.

The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was passed in August 2005 and included Safe(r) Routes to School funding for each state. Safe(r) 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(r) Routes to School program during the life of SAFETEA-LU.

This walking and bicycle education and enforcement project in North and Northeast Minneapolis represents the final school safety effort funded by SAFETEA-LU.

Walking and Bicycle Education and Enforcement in North and Northeast Minneapolis

This project will conduct walking and bicycle education and enforcement. In addition, funds will be used for the production and distribution of maps outlining preferred walking and biking routes in these areas. The cost of this work (\$62,000) will be covered by Federal funds administered by Mn/DOT. The Mn/DOT agreement gives the City the right to solicit proposals for the Preliminary Engineering work.