



# **City of Grand Island**

**Tuesday, February 27, 2007**

**Council Session**

## **Item G10**

**#2007-48 - Approving Final Application for Safe Routes to Schools  
Project - Walnut Middle School**

**Staff Contact: Joni Kuzma**

# **Council Agenda Memo**

**From:** Steve Riehle, Public Works Director

**Council Meeting:** February 27, 2007

**Subject:** Approve Safe Routes to Schools Final application

**Item #'s:** G-10

**Presenter(s):** Steve Riehle, Public Works Director

## **Background**

The Nebraska Department of Roads instituted a new program in 2006 called Safe Routes to Schools to fund infrastructure (sidewalk and street crossing improvements, traffic diversion and bicycle facilities) and non-infrastructure projects (promotional materials, student bicycle and pedestrian safety education sessions). A maximum of \$250,000 is available to communities, schools or local agencies.

Safe Routes funding is 100 percent funded by the federal government and requires no matching funds by local entities. The Safe Routes to School program focuses on promoting physical activity and improving health, making routes to school safe, and reducing traffic congestion around schools by encouraging K-8 school children to walk and bike to school.

In December 2006, the City submitted Intent to Apply applications for projects at all three middle schools: Westridge, Barr, and Walnut. The grant review committee gave preliminary approval to one of the proposed projects: shifting the driveway of Walnut Middle School, installing a traffic signal, and educating pedestrians & drivers regarding walking/biking & vehicle safety. As a result, the City submitted a draft application for the Walnut Middle School project in January 2007. In February, the City was invited to submit final infrastructure and non-infrastructure applications for the project. The final application is due March 16, 2007.

## **Discussion**

The City of Grand Island (Public Works and Community Development) is partnering with Grand Island Public Schools, Central District Health Department, and Tri-Cities

Safe Kids on a project for Walnut Middle School. The Grand Island Police Department and School Resource Officers will play important roles in the success of the project when complete.

Grants will be considered in 2 categories, Infrastructure and Non-Infrastructure.

1) Infrastructure Grant Application

The infrastructure part of the project will shift the entrance to the school from Custer Avenue south to align with 15<sup>th</sup> Street and provide for installation of a traffic signal. The project will improve vehicular traffic flow and reduce numerous pedestrian safety concerns.

2) Non-Infrastructure Grant Application

The non-infrastructure part of the project will include education, enforcement, and encouragement to complement infrastructure improvements.

### **Alternatives**

It appears that the Council has the following alternatives concerning the issue at hand. The Council may:

1. Approve the Safe Routes to Schools applications and authorize the Mayor to sign all related documents.
2. Refer the issue to a Committee.
3. Postpone the issue to a later date.
4. Take no action.

### **Recommendation**

City Administration recommends that the Safe Routes to Schools grant applications be approved and authorize the Mayor to sign all related documents.

### **Sample Motion**

Motion to approve submission of the proposed applications and authorize the Mayor to sign all related documents.



## Nebraska Department of Roads Safe Routes to School Program

### *INFRASTRUCTURE*

### Final Application Form Instructions

The following pages provide instructions for completing the final Safe Routes to School Infrastructure Project Application Form. The final application form is attached to these instructions and is intended to be completed after you have met with the Project Coordinator assigned to your project. It includes additional sections 10-13 not found on the draft application.

Please answer all questions directly on the form within the space provided. Attach any additional information you believe will more fully explain and support the proposed project or activity. However, attachments are limited to a total of 10 pages including the required attachments (maps, budgets, and resolution) listed on Page 6. Letters of support (see Page 4, Item 11) and Photographs (see Page 4, Item 13) will not be included in the 10-page limit.

#### **1. Applicant:**

Provide information regarding the applicant that will own and maintain the project. Attach a resolution from the applicant showing support of the proposed project. If the project applicant is a non-profit organization or school, and the infrastructure project is located off school property, a resolution is required from the jurisdiction responsible for the project location (see enclosed sample).

#### **2. Applicant Contact Person:**

Provide the name, address, daytime telephone number, fax number and e-mail address (if applicable) of the person who is submitting and directing this project.

#### **3. Signature:**

Contact Person - This is the person identified in Item 2 who will be responsible for the management and implementation of the proposed project.

**4. Signature:**

Applicant - This is the mayor, chairperson, principal, or superintendent listed in Item 1.

**5. Project Name:**

Provide a name for the project.

**6. Project Description / Location:**

Provide a description of the proposed scope of work for this project. Include information on the specific items of work to be performed with the funds requested and the location of the project.

a) Describe the current conditions for walking and bicycling to school.

- What are the obstacles (physical or perceived) to walking and bicycling to/from the school?
- What are the current risks facing children who walk and bicycle to/from school?
- Provide relevant information such as crash data, traffic counts, demographics, community and school surveys or audits, speed limits, environmental factors as appropriate, etc.
- Provide a brief history of the neighborhood traffic issues to demonstrate the need for the proposed project
- Indicate if a traffic study has been completed. Traffic studies should follow the federal requirements listed within the *Manual on Uniform Traffic Control Devices*, which can be found at <http://mutcd.fhwa.dot.gov/pdfs/2003r1/pdf-index.htm>.

b) Provide the following information about the affected school and student population:

- School Name
- School Grade Level (i.e., K-8, K-6)
- School Enrollment Data
- Distance Eligibility for Riding a Bus (radius) in Miles
- Number of Students who Currently Walk to School
- Number of Students who Currently Bicycle to School
- Number of Students who are Driven to School
- Number of Students who are Eligible for Busing
- Number of Students Living Within Two Miles of School

c) Describe how the project will help enable and encourage students to walk and bicycle to/from school. Please include how you will address the 5E's (Engineering, Education, Encouragement, Enforcement, and Evaluation) of a comprehensive safe routes to school program.

**NOTE:** Please attach an 8 ½" x 11" map showing the project location, and identify any problem areas and proposed changes. The map should be labeled to identify the school location, and show where photographs were taken (see Item 13).

**7. Project Cost:**

Identify the cost of this project. Provide the total cost of the project and the amount of federal funding requested. Attach an itemized budget showing construction items, estimated unit costs, and estimated quantities. Preliminary engineering and construction inspection/testing are also eligible expenses (see enclosed sample budget).

**8. Additional Funds Leveraged**

Check the box indicating if any other funds are being leveraged. If yes, please identify the percentage of the total project cost provided by additional funding, and list the additional funding source(s).

**9. Project Type**

Check the box indicating your project type as shown below.

**Traffic calming or speed reduction improvements:** roundabouts, bulb-outs, speed humps, raised crossings, raised intersections, median refuges, narrowed traffic lanes, lane reductions, full- or half-street closures, automated speed enforcement, and variable speed limits.

**Pedestrian and bicycle crossing improvements:** crossings, median refuges, raised crossings, raised intersections, traffic control devices (including new or upgraded traffic signals, pavement markings, and traffic stripes.

**Sidewalk improvements:** new sidewalks, sidewalk widening, sidewalk gap closures, sidewalk repairs, curbs, gutters, and curb ramps.

**Off-street bicycle and pedestrian facilities:** exclusive multi-use bicycle and pedestrian trails and pathways that are separated from a roadway.

**Secure bicycle parking facilities:** bicycle parking racks, bicycle lockers, designated areas with safety lighting, and covered bicycle shelters.

**Traffic diversion improvements in the vicinity of schools:** separation of pedestrians and bicycles from vehicular traffic adjacent to school facilities, and traffic diversion away from school zones or designated routes to a school.

**10. Transportation/Community Plans**

Please identify if this project is part of a planning document, i.e., Safe Routes to School Plan, Traffic Safety Plan, etc. If yes, please attach a copy of the plans, which will not be included in the 10-page limit.

### **11. Project Support and Partnerships**

Provide the names of organizations that support this project, as well as, the organization's contribution to making the project a success. Describe any partnerships that were created in developing the project proposal, and how those partnerships will develop through project implementation. Also, please state the current level of support from the general public, other groups and organizations. Attach documentation from them affirming this support.

### **12. Evaluation**

The main goal of the SRTS Program is to enable and encourage students to walk and bicycle to/from school. Should this project be awarded funding, you will be required to measure project outcomes by collecting information prior to starting the project, and after the project is complete. A standard survey has been provided for you to collect data at the participating school(s). Please describe how you plan to distribute and collect completed surveys. Please note that a survey data entry spreadsheet is available upon request. The survey does not need to be completed during this application process.

### **13. Photographs**

Please provide a maximum of 10 photographs of the proposed project area. Photographs should identify the current walking/biking situation as described in Item 6 above. The photographs should be labeled and denoted on the map.

Send one completed application to: Kelly Morgan  
Nebraska Safe Routes to School State Coordinator  
Sinclair Hille Architects  
700 Q Street  
Lincoln, NE 68508

Additional forms and budget spreadsheets may be downloaded from [www.SafeRoutesNE.com](http://www.SafeRoutesNE.com)

State of Nebraska  
Department of Roads

## Safe Routes to School Infrastructure Project Request (Final)

<b>1.</b>	<b>APPLICANT NAME:</b> <i>City of Grand Island</i>	<b>TYPE OF APPLICANT (Check One):</b> <input type="checkbox"/> Village <input checked="" type="checkbox"/> City <input type="checkbox"/> County <input type="checkbox"/> School <input type="checkbox"/> NRD <input type="checkbox"/> State <input type="checkbox"/> School District <input type="checkbox"/> Other			
<b>2.</b>	<b>APPLICANT CONTACT PERSON:</b> Joni Kuzma	<b>FAX NUMBER:</b> (308) 385-5423			
	<b>MAILING ADDRESS: (Street)</b> <i>P.O Box 1968</i>	<b>CITY:</b> Grand Island		<b>STATE:</b> NE	<b>ZIP:</b> 68801
	<b>DAYTIME PHONE:</b> (308) 385-5444, ext. 248	<b>E-MAIL:</b> jkuzma@grand-island.com			
<b>3.</b>	<b>CONTACT PERSON: (Print Name &amp; Title)</b> Joni Kuzma, Development/Grants Specialist	<b>SIGNATURE</b>			<b>DATE:</b>
<b>4.</b>	<b>APPLICANT: (Print Name &amp; Title)</b> Steve Riehle, Public Works Director/City Engineer	<b>SIGNATURE</b>			<b>DATE:</b>

<b>5.</b>	<b>PROJECT NAME: (Example: Rushville Pedestrian &amp; Bicycle Trail; Hawthorne Elementary School Traffic Diversion Improvement)</b> <i>Walnut Middle School Pedestrian Safety Project</i>
<b>6.</b>	<p><b>PROJECT DESCRIPTION/LOCATION: (Include location, work to be performed, attach map, &amp; photographs)</b></p> <p>The infrastructure project at Walnut Middle School, 1600 N. Custer Avenue will shift the main driveway to the school off of Custer Avenue to align with 15th Street and install a traffic signal, to improve walking/biking safety and reduce traffic congestion. A variety of safety adjustments have been studied and a number implemented over the past five years in an effort to increase student safety and improve traffic flow. At one point, drivers were encouraged through signage to drop-off students in a one-way pattern through the school drive-way. The effort was unsuccessful because many parents want to drop off their children close to school, while a large numbers of young drivers prefer to stop on Custer Avenue to drop-off their siblings. In addition, the use of one-ways was largely ignored by motorists because it was deemed an inconvenience that did little to improve safety. A three-way stop sign at the main school driveway at Custer Avenue is the most recent attempt to improve safety for walking/biking students and reduce traffic congestion. Unfortunately, there have been multiple "near misses" of pedestrians, including the custodial staff who have been bumped by vehicles and verbally abused when they place the stop signs in the street.</p> <p><b>a) CURRENT WALK/BICYCLE CONDITIONS:</b></p> <p>Vehicle and pedestrian safety is compromised near the school by: 1) the offset between the driveway and the 15th and 16th Street intersections along Custer Avenue, 2) the location of the crosswalks in relation to driveways and intersections, 3) motorist frustration with temporary 3-way stop signs, 4) student pick-up and drop-off along Custer Avenue, 5) motorists passing on the right, and 6) traffic for G.I. Senior High, Central Catholic Jr/Sr High, and two Elementary schools. Custer Avenue is a collector street with a posted speed limit of 30 MPH. The school is located on Custer Avenue midway between 13<sup>th</sup> Street and State Street - both carrying over ____ VPD. Although a formal traffic study has not been conducted for the area, numerous mini-studies show growth in traffic counts in the area, with an increasing number of high school aged drivers. Accidents at this location have been as high as 11 per year in the past 5 years. These safety issues present significant obstacles to walking/biking, safe drop-off and pick-up, and efficient traffic movement. Previous traffic control efforts in this predominantly residential neighborhood using temporary stop signs, one-ways, other signage and education have not improved pedestrian or vehicular safety.</p> <p><b>b) SCHOOL AND STUDENT DEMOGRAPHICS:</b></p> <p>Walnut Middle School has 865 sixth to eighth grade students, of whom 45.5% are of Hispanic origin. Of the student body, 70% qualify for reduced-price meals and 23% are English language learners. Over 90% of the Walnut students live within two miles of the school. School bussing is neither provided nor available. A December 2006 survey, answered by 636 students, indicated that 67% never walk and almost 81% never bike to school. Over 9% of those who did not walk and more than 12% of those who did not ride a bike reported traffic safety concerns as the reason.</p>



	<p>c) DESCRIBE HOW THE PROJECT WILL ENABLE &amp; ENCOURAGE K-8 STUDENTS TO WALK AND BICYCLE TO SCHOOL:  Engineering for the project will improve traffic flow and increase safety for walking or biking. The Education component will enlist students in the design and implementation of the educational campaign and capitalize on middle school behaviors of behavioral autonomy, value autonomy, and the strong need to belong to a peer group. Parents and faculty will encourage healthy behaviors of walking and biking and work to shift the community norm from driving children to school to walking/biking. Enforcement and enhanced traffic surveillance by law enforcement will further ensure safety for walking/biking by increasing community adherence to traffic laws and walking/biking rules.</p>	
7.	PROJECT COST TOTAL: \$232,000 FEDERAL FUNDS REQUESTED: \$217,000	
8.	ADDITIONAL FUNDS: <i>(If yes, please describe)</i> <input checked="" type="checkbox"/> yes \$15,000 from Grand Island Public Schools <input type="checkbox"/> no	PERCENTAGE OF TOTAL PROJECT COST: 7%
9.	PROJECT TYPE: <input type="checkbox"/> Traffic Calming or Speed Reduction Improvements <input checked="" type="checkbox"/> Pedestrian and bicycle crossing improvements <input type="checkbox"/> Sidewalk improvements <input type="checkbox"/> Off-street bicycle and pedestrian facilities <input type="checkbox"/> Secure bicycle parking facilities <input checked="" type="checkbox"/> Traffic diversion improvements in the vicinity of schools	
10.	IDENTIFY IF THIS PROJECT IS PART OF AN OFFICIAL PLANNING DOCUMENT: This project is a part of the One and Six YearStreet Improvement Plan that was adopted by the Hall County Regional Planning Commission and the City of Grand Island in 2006.	
11.	THIS PROJECT IS SUPPORTED BY: The project is a collaborative effort of the City of Grand Island, Grand Island Public Schools, the Central District Health Department, and Tri-Cities Safe Kids. The City will be the fiscal agent and infrastructure construction coordinator. The School system will contribute \$15,000 to infrastructure improvements and allow student and staff participation in non-infrastructure programming. The Central District Health Department and Tri-Cities Safe Kids will provide staff to develop, implement and evaluate all non-infrastructure pedestrian/bicycle and traffic safety education programming. Residents in the area have voiced support for the project, especially support for removal of the temporary stop signs. Residents note that improved traffic flow would enable them to actually get out of their driveways in the morning and reduce collisions with resident vehicles parked on the street.	
12.	DESCRIBE HOW YOU WILL EVALUATE THE PROJECT OUTCOMES: Evaluation will include, 1) resource evaluation (adherence to budget and timeline for infrastructure project), 2) process measures (participation of students, parents and school faculty in program development and implementation), 3) Outcome measures (increased number of walkers/bikers as measured by a repeat survey six months after program implementation), and 4) A formal traffic engineering study (traffic congestion, pedestrian safety, accidents, student drop-off practices, observation, etc.). A pedestrian/bicycle survey was distributed to Walnut students by the Public Schools Administration....how? Surveys were returned to the school and tabulated. A follow-up survey will be distributed to students at the project completion and data tabulated in the same manner.	

Attach the following required items:

- Budget
- Map (8 ½ x 11 only) (Maps of some communities may be obtained from the Department of Roads Map Sales at 402-479-4503).
- Photographs
- Resolution



## Nebraska Department of Roads Safe Routes to School Program

### NONINFRASTRUCTURE

#### Final Application Form Instructions

The following pages provide instructions for completing the final Safe Routes to School Noninfrastructure Application Form. The final application form is attached to these instructions and is intended to be completed after you have met with the Project Coordinator assigned to your project. It includes additional sections 10-12 not found on the draft application.

Please answer all questions directly on the form within the space provided. Attach any additional information you believe will more fully explain and support the proposed project or activity. However, attachments are limited to a total of 10 pages including the required attachments (maps, budgets, resolution listed on Page 6. Letters of support (described in Item 11) will not be included in the 10-page limit.

**1. Applicant:**

Provide information regarding the applicant that will own and maintain the project. Attach a resolution from the applicant showing support of the proposed project (see enclosed sample).

**2. Applicant Contact Person:**

Provide the name, address, daytime telephone number, fax number and e-mail address (if applicable) of the person who is submitting and directing this project.

**3. Signature:**

Contact Person - This is the person identified in Item 2 who will be responsible for the management and implementation of the proposed project.

**4. Signature:**

Applicant - This is the mayor, chairperson, principal, or superintendent listed in Item 1.

**5. Project Name:**

Provide a name for the project.

**6. Project Description / Location:**

Provide a description of the proposed scope of work for this project. Include information on the specific items of work to be performed with the funds requested and the location of the project.

a) Describe the current conditions for walking and bicycling to school.

- What are the obstacles (physical or perceived) to walking and bicycling to/from the school?
- What are the current risks facing children who walk and bicycle to/from school?
- Provide relevant information such as crash data, traffic counts, demographics, community and school surveys or audits, speed limits, environmental factors as appropriate, etc.
- Provide a brief history of the neighborhood traffic issues to demonstrate the need for the proposed project

b) Provide the following information about the affected school(s) and student population(s):

- School Name
- School Grade Level (i.e., K-8, K-6)
- School Enrollment Data
- Distance Eligibility for Riding a Bus (radius) in Miles
- Number of Students who Currently Walk to School
- Number of Students who Currently Bicycle to School
- Number of Students who are Driven to School
- Number of Students who are Eligible for Busing
- Number of Students Living Within Two Miles of School

c) Describe how the project will help enable and encourage students to walk and bicycle to/from school. Please include how you will address the 5E's (Engineering, Education, Encouragement, Enforcement, and Evaluation) of a comprehensive safe routes to school program.

**NOTE:** Please attach an 8 ½" x 11" map showing the project and/or school location if applicable.

**7. Project Cost:**

Identify the cost of this project. Provide the total cost of the project and the amount of federal funding requested. Attach an itemized budget showing necessary items to complete the activity, estimated unit costs, and estimated quantities (see enclosed sample budget).

**8. Additional Funds Leveraged:**

Check the box indicating if any other funds are being leveraged. If yes, please identify the percentage of the total project cost provided by additional funding, and list the additional funding source(s).

**9. Project Type:**

Check the box indicating your project type as shown below.

**Public awareness campaigns and outreach to press and community leaders:** Any promotional activity that draws attention to bicycling and walking for transportation. This can include any number of tools such as flyers, print and media advertising, letter campaigns, contests, special events, etc.

**Traffic education and enforcement in the vicinity of schools:** Provide training and coordination for crossing guard programs, costs for additional law enforcement or equipment needed for specific SRTS enforcement activities, etc.

**Student sessions on bicycle and pedestrian safety, health, and environment:** Classes or discussions that teach students and/or parents safety practices relating to bicycling and pedestrian behavior, such as the proper way to cross streets, use sidewalks, load and unload buses, avoid darting out from between parked cars, helmet use, and bicycle skills, etc.

**Funding for training, volunteers, and managers of safe routes to school programs:** Paying designated local coordinators for time to start up a program is an allowable expense. Volunteers who assist with a program may be reimbursed for their expenses, but not for their time.

**10. Existing Programs:**

Describe any existing programs at the applicant schools that educate students on how to walk and bicycle to school safely, and encourage walking and bicycling.

**11. Project Support and Partnerships:**

Provide the names of organizations that support this project, as well as the organization's contribution to making the project a success. Describe any partnerships that were created in developing the project proposal, and how those partnerships will develop through project implementation. Also, please state the current level of support from the general public, other groups and organizations. Attach documentation from them affirming this support.

**12. Evaluation:**

The main goal of the SRTS Program is to enable and encourage students to walk and bicycle to/from school. Should this project be awarded funding, you will be required to measure project outcomes by collecting information prior to starting the project, and after the project is complete. A standard survey has been provided for you to collect data at the participating school(s). Please describe how you plan to distribute and collect completed surveys.

Send one completed application to: Kelly Morgan  
Nebraska Safe Routes to School State Coordinator  
Sinclair Hille Architects  
700 Q Street  
Lincoln, NE 68508

Additional forms and budget spreadsheets may be downloaded from [www.SafeRoutes.NE.com](http://www.SafeRoutes.NE.com)

State of Nebraska  
Department of Roads

## Safe Routes to School Noninfrastructure Project Request (Final)

<b>1.</b>	APPLICANT NAME: City of Grand Island	TYPE OF APPLICANT ( <i>Check One</i> ):			
		<input type="checkbox"/> Village	<input checked="" type="checkbox"/> City	<input type="checkbox"/> County	<input type="checkbox"/> School
		<input type="checkbox"/> NRD	<input type="checkbox"/> State	<input type="checkbox"/> School District	<input type="checkbox"/> Other
<b>2.</b>	APPLICANT CONTACT PERSON: Joni Kuzma		FAX NUMBER: (308) 385-5423		
	MAILING ADDRESS: ( <i>Street</i> ) P.O. Box 1968	CITY: Grand Island	STATE: NE	ZIP: 68802	
	DAYTIME PHONE: (308) 385-5444, ext. 248	E-MAIL: jkuzma@grand-island.com			
<b>3.</b>	CONTACT PERSON: ( <i>Print Name &amp; Title</i> ) Joni Kuzma, Development/Grants Specialist		SIGNATURE		DATE:
<b>4.</b>	APPLICANT: ( <i>Print Name &amp; Title</i> ) Steve Riehle, Public Works Director/City Engineer		SIGNATURE		DATE:

<b>5.</b>	PROJECT NAME: ( <i>Example: Ogallala Public Schools Walk to School Day; Ralston Crossing Guard Training Program</i> ) Walnut Middle School Pedestrian Safety Project
<b>6.</b>	<p>PROJECT DESCRIPTION/LOCATION: (<i>Include location, work to be performed, and attach map</i>)</p> <p>The non-infrastructure project is at Walnut Middle School, 1600 N. Custer Ave. It shifts the main driveway to the school off of Custer Ave. to align with 15th St. and install a traffic signal. The non-infrastructure project will increase the percent of students who walk/bike by making it a "cool" choice for them and a "healthy" choice for their parents. The program targets normal adolescent behavioral autonomy (ability to make independent decisions) and value autonomy (development of a set of principles about right and wrong), along with the great power of peer group influence. Meetings with parents will reveal additional insight into reasons for not walking/biking and lead to parent education safety and health of walking/biking. A student designed campaign will increase the percentage of students who walk/bike to school. Students will create: 1) a walk/bike program that changes the current culture of the school to one where walking/biking is not only acceptable, but desirable; 2) a logo contest for students to peak interest and create incentives. Student teams will participate in walk/bike contests, recording their activities for incentives. The Project Coordinator, School Resource Officer, and Tri-City Safe Kids Personnel will provide student education sessions and reinforcement education on personal responsibility related to traffic rules and the benefits of physical activity</p> <p>a) CURRENT WALK/BICYCLE CONDITIONS:</p> <p>Vehicle and pedestrian safety is compromised near the school by: 1) the offset between the driveway and the 15th and 16th Street intersections along Custer Avenue, 2) the location of the crosswalks in relation to driveways and intersections, 3) motorist frustration with temporary 3-way stop signs, 4) student pick-up and drop-off along Custer Avenue, 5) motorists passing on the right, and 6) traffic for G.I. Senior High, Central Catholic Jr/Sr High, and two Elementary schools. Custer Avenue is a collector street with a posted speed limit of 30 MPH. The school is located on Custer Avenue midway between 13th Street and State Street - both carrying over ____ VPD. Although a formal traffic study has not been conducted for the area, numerous mini-studies show growth in traffic counts in the area, with an increasing number of high school aged drivers. Accidents at this location have been as high as 11 per year in the past 5 years. These safety issues present significant obstacles to walking/biking, safe drop-off and pick-up, and efficient traffic movement. Previous traffic control efforts in this predominantly residential neighborhood using temporary stop signs, one-ways, other signage and education have not improved pedestrian or vehicular safety.</p> <p>b) SCHOOL AND STUDENT DEMOGRAPHICS:</p> <p>Walnut Middle School has 865 sixth to eighth grade students, of whom 45.5% are of Hispanic origin. Of the student body, 70% qualify for reduced-price meals and 23% are English language learners. Over 90% of the Walnut students live within two miles of the school. School bussing is neither provided nor available. A December 2006 survey, answered by 636 students, indicated that 67% never walk and almost 81% never bike to school. Over 9% of those who did not walk and more than 12% of those who did not ride a bike reported traffic safety concerns as the reason.</p>

	<p>c) DESCRIBE HOW THE PROJECT WILL ENABLE &amp; ENCOURAGE K-8 STUDENTS TO WALK AND BICYCLE TO SCHOOL:  Engineering for the project will improve traffic flow and increase safety for walking or biking. The Education component will enlist students in the design and implementation of the promotional campaign and capitalize on middle school behaviors of behavioral autonomy, value autonomy and the strong need to belong to a peer group. Parents and faculty will encourage healthy behaviors of walking and biking and work to shift the community norm from driving children to school to walking/biking. Enforcement and enhanced traffic surveillance by law enforcement will further ensure safety for walking/biking by increasing community adherence to traffic laws and walking/biking rules.</p>	
7.	<p>PROJECT COST  TOTAL: \$15,132.66  FEDERAL FUNDS REQUESTED: \$9,615.33</p>	
8.	<p>ADDITIONAL FUNDS: <i>(If yes, please describe)</i>  <input checked="" type="checkbox"/> yes Central District Health Department, Tri-City Safe Kids, Grand Island Police Department, Grand Island Public Schools  <input type="checkbox"/> no</p>	<p>PERCENTAGE OF TOTAL PROJECT COST:  36%</p>
9.	<p>PROJECT TYPE:</p> <p><input checked="" type="checkbox"/> Public awareness campaigns and outreach to press and community leaders</p> <p><input checked="" type="checkbox"/> Traffic education and enforcement in the vicinity of schools</p> <p><input checked="" type="checkbox"/> Student sessions on bicycle and pedestrian safety, health, and environment</p> <p><input type="checkbox"/> Funding for training, volunteers, and managers of safe routes to school programs</p>	
10.	<p>DESCRIBE ANY EXISTING PROGRAMS TO ENCOURAGE AND EDUCATE STUDENTS TO WALK AND BICYCLE TO/FROM SCHOOL:  This project is a part of the One and Six YearStreet Improvement Plan that was adopted by the Hall County Regional Planning Commission and the City of Grand Island in 2006.</p>	
11.	<p>THIS PROJECT IS SUPPORTED BY:  The project is a collaborative effort of the City of Grand Island, Grand Island Public Schools, the Central District Health Department, and Tri-Cities Safe Kids. The City will be the fiscal agent and infrastructure construction coordinator. The School system will contribute \$15,000 to infrastructure improvements and allow student and staff participation in non-infrastructure programming. The Central District Health Department and Tri-Cities Safe Kids will provide staff to develop, implement and evaluate all non-infrastructure pedestrian/bicycle and traffic safety education programming. Residents in the area have voiced support for the project, especially support for removal of the temporary stop signs. Residents note that improved traffic flow would enable them to actually get out of their driveways in the morning and reduce collisions with resident vehicles parked on the street.</p>	
12.	<p>DESCRIBE HOW YOU WILL EVALUATE THE PROJECT OUTCOMES:  Evaluation will include, 1) resource evaluation (adherence to budget and timeline for infrastructure project), 2) process measures, (participation of students, parents and school faculty in program development and implementation), 3) outcome measures (increased number of walkers/bikers as measured by a repeat survey six months after program implementation), and 4) a formal traffic engineering study (congestion, pedestrian safety, drop-off practices)</p>	

Attach the following required items:

- Budget
- Map (8 ½ x 11 only) (Maps of some communities may be obtained from the Department of Roads Map Sales at 402-479-4503).
- Resolution

RESOLUTION 2007-48

WHEREAS, the City of Grand Island proposed to apply for assistance from the SAFE ROUTES TO SCHOOL PROGRAM for the purpose of shifting the Walnut Middle School driveway off to Custer Avenue to align with 15<sup>th</sup> Street and install a traffic signal, to improve walking/biking safety and traffic congestion and educate pedestrians and drivers about walking/biking and vehicular safety; and

WHEREAS, the City of Grand Island has available the funds to finance the activity until reimbursed by the Safe Routes to School Program, and the financial capability to operate, maintain, and manage the completed project in a safe and attractive manner for public use; and

WHEREAS, the proposed application and supporting documents were made available for public review at a properly announced meeting of the City of Grand Island.

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF GRAND ISLAND, NEBRASKA, that the City of Grand Island, Nebraska is hereby authorized to apply for the Safe Routes to School Program to fund infrastructure and non-infrastructure projects of shifting the Walnut Middle School driveway off of Custer Avenue to align with 15<sup>th</sup> Street and install a traffic signal, to improve walking/biking safety and traffic congestion and educating drivers and pedestrians about walking/biking and vehicular safety.

BE IT FURTHER RESOLVED, that the Mayor is hereby authorized and directed to execute such grant application and other documentation on behalf of the City of Grand Island for such grant purposes.

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Adopted by the City Council of the City of Grand Island, Nebraska, February 27, 2007.

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Margaret Hornady, Mayor

Attest:

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RaNae Edwards, City Clerk