

# INFRASTRUCTURE / NONINFRASTRUCTURE APPLICATION

## Wisconsin Safe Routes to School

Wisconsin Department of Transportation  
DT2270 1/2008 s.1404 SAFETEA-LU



**Instructions**

Submit two complete sets of the application, including all support materials to Safe Routes to School Coordinator, Wisconsin Department of Transportation, PO Box 7913, Madison WI 53707-7913. If you have questions, please contact [srts@dot.state.wi.us](mailto:srts@dot.state.wi.us). The blank tables provide lines to complete this application by hand. If you are completing this application using a computer, please delete the blank tables so that you can insert paragraphs of information.

**Type of Project Funding Requested**

<input checked="" type="checkbox"/> Infrastructure Only <input type="checkbox"/> Non-Infrastructure Only <input type="checkbox"/> Infrastructure and Non-Infrastructure	
Name of Community / School / School District Applying for Planning Grant City of Milwaukee, Dept. of Public Works	Total Amount of Funding Requested \$47,500.00
Contact Name Jeffery S. Polenske, P.E.	Title City Engineer
Contact Mailing Address City of Milwaukee 841 N Broadway, Room 701 Milwaukee, WI 53202	Area Code – Telephone Number 414-286-2400
	Contact E-mail Address jpolen@mpw.net
County Where Project Will Occur Milwaukee	

Proposed Improvements – Describe briefly – 50 words or less

*We intend to install four permanently mounted "Your Speed Is" radar speed limit signs on N 51<sup>st</sup> and Locust Streets outside Sherman Multicultural Arts School. We will also do a traffic study and recommend a new parking/drop-off policy around the school. This grant will cover the cost of the traffic study, new signs and barricades to implement the results of the traffic study and create safe drop-off/pick-up zones as well as the radar signs and their installation cost.*

Please answer the following questions. Please limit your answers to 8 pages or less for questions 1-8.

1. Does your school or community have a Safe Routes to School Plan? If not, has your school undertaken other assessments? Please include the following as applicable: a) Web address where SRTS Plan or School Travel Plan can be viewed. If not available on the web then include one copy of the plan with your application materials. b) If you do not have a SRTS Plan or School Travel Plan is your community working on a SRTS Plan or applying for a SRTS Planning Grant? c) If you have not developed a SRTS Plan please describe what assessments from the Wisconsin Safe Routes to School Toolkit you have undertaken or identify other types of assessments that were undertaken.

*Yes, Sherman Multicultural School has a Safe Routes to School Plan and is one of the Milwaukee Public Schools that participated in the NHTSA funded pilot SR2S program in 2005. This grant proposal stems from the recommendations made in the final report. A copy of that report is attached to this application*

2. What are the demographics for each school affected by the proposed program or project?

School Name Sherman Multicultural Arts School	School Population 757				
Estimated Number of Students who currently walk and bike to school (if known)	Grades of Students at School				
<table style="width: 100%; border: none;"> <tr> <td style="border: none;">Walk</td> <td style="border: none;">Bike</td> </tr> <tr> <td style="border: none;">734</td> <td style="border: none;">3</td> </tr> </table>	Walk	Bike	734	3	K-4 to 8
Walk	Bike				
734	3				
Percentage of students living within two miles of the school 48%	Distance eligibility for riding a bus 2 miles				
Number of students eligible for busing because of hazard situation 0	Number of children not eligible for busing 757				
Percentage of students eligible for free or reduced cost school meals 82%					

Please provide other demographic information about the community or school that you think would be pertinent.

*Sherman is a community school by choice and offers no bus service to students. Many students use parent transport however, so not all walk.*

3. What are the current conditions for bicycling and walking in your school area? (Photos may be used to illustrate the current situation.) Please include information on the following as applicable: What are the obstacles (physical or perceived) to walking and/or bicycling to and from your school? List any documented hazards such as accident data, traffic counts, community and school surveys or audits, speed surveys, and any other factors as appropriate. Show problems on included map as appropriate.

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*The school is located at the signalized intersection of 51<sup>st</sup> Street and Locust Street. Locust Street is a two-lane day and collector, signed 25 mph and carries 2,010 cars a day. 51<sup>st</sup> Street is a two-lane, minor arterial that carries 8,910 cars a day and is posted 30 MPH. Speeding is an issue on both streets. We have used strategic enforcement efforts to reduce speeding, but it remains a problem. We believe the radar sign combined with continued strategic enforcement will reduce the speeding on both streets. 52<sup>nd</sup> Street on the west side of the school is residential in character. Currently parents use whichever street they want for pick-ups and drop-offs and traffic is a safety problem.*

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4. Describe your proposed project / activity. Detail how this project/activity will help to solve the concerns that were identified in question 3 as well as how the project will increase biking, walking and/or safety. Please include the following information as applicable: For infrastructure projects, describe the project and how it will change the built environment. For non-infrastructure projects, describe the activities and how they will change walking/bicycling or driver behavior attitudes. Describe how you plan to ensure the continued success of this project and Safe Routes to School.

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*The radar speed signs combined with continued strategic enforcement will reduce speeds on the major streets near the school. The traffic analysis will result in a safer, less congested area around the school. We are also working with the Milwaukee Police Dept. and the Bicycle Federation of WI which will continue increased enforcement and education/encouragement programs at the school. We will do speed studies before and after the installation of the radar signs. And we will look at the number of tickets given before and after these proposed changes.*

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5. What is your timeline from project / activity start to finish? Please attach a detailed timeline of each proposed project / activity.

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*We will complete the sign installations, traffic study and implement the traffic plan within 3 months of receiving project approval from the State. We will work with the school, police and the bicycle federation of WI to implement the new traffic plan during this period*

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6. Describe any existing or planned activities or projects at the affected school(s) that enhance biking or walking to school. These could be engineering changes already undertaken, encouragement or education events, classroom activities, enforcement or other items that make walking and biking easier, safer or a preferred transportation choice.

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*Yes, Sherman is part of the MPS Neighborhood Schools Initiative which encourages enrollment from the neighborhood. Furthermore, for the last 3 years, Sherman has an active Safe Routes to School education program run by the Bicycle Federation of WI. That program provides in depth pedestrian and bicycling safety education to the students and parents at Sherman. In addition to that, Sherman chooses to be a neighborhood school that has no busing beyond transporting disabled students. All students attending Sherman must walk bike or be driven by parents.*

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7. What community/school support exists for SRTS, walking and biking? Please include information on the following as applicable: Who are your partners? Describe other programs/policies/funding sources that are related to SRTS that are ongoing in the school or community (e.g. Wellness Policy, Physical Activity policies or Green and Healthy Schools certification). Does the community/school have any policies that either limit or encourage biking and/or walking to school? If so, please list the policies. What policies does the community have that relate to the provision of sidewalks, paths, or other bicycle/pedestrian facilities?

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*The partners are City of Milwaukee DPW, Milwaukee Police Department, Milwaukee Public Schools and the Bicycle Federation of WI. These Partners are all committed to continuing their programs in the years to come. The education from the BFW, the enforcement from the Milwaukee Police Dept. and the encouragement from Milwaukee Public Schools all work together to complement the infrastructure improvements to be done with this grant funding.*

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8. How will you measure your success? Progress reports will be required quarterly once your project / activity is started. In addition, pre- and post-survey results using the Parent Survey and Student Tally record from the Wisconsin Safe Routes to School Toolkit will be required. Please describe any additional evaluation activities that you will undertake.

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*We will do speed studies before and after installation of the radar signs. We will also do a second traffic study after we implement the new pick-up and drop-off policy.*

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9. What is the total cost for all projects or activities for which you are requesting funding? Include a detailed budget (maximum 2 pages) showing requested costs. Please include the following as applicable.

Design	\$7,500.00
Real Estate Acquisition	
Construction	
Equipment Purchase	\$40,000.00
Other	
Total Cost	\$47,000.00

10. Please provide a map of the school and surrounding area within an approximate 2-mile radius. For infrastructure projects note the location where the project will take place. Drawings or other exhibits may be provided to further clarify infrastructure projects. (Please ensure that the map is readable when copied in black and white.)

*See attached*

Please confirm your understanding of the following project conditions by signing at the bottom:

**Project Conditions Confirmation**

This is a reimbursement program. The sponsor must finance the project until federal reimbursement funds are available.

The sponsor must fund project costs in excess of the amounts indicated in the attached budget (i.e., cost overruns) at no expense to state/federal funding sources.

The sponsor must not incur costs for any phase of the project, until that phase has been authorized for federal charges. Otherwise, the sponsor risks incurring costs that will not be reimbursable.

The sponsor will follow the applicable federal and state regulations required for each phase of the project. The requirements include but are not limited to the following: Qualifications Based Selection process for design and engineering services (Brooks Act); Real estate acquisition requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and amendments; Competitive procurement of construction services; Davis-Bacon wage rates on federal highway right-of-way projects; WisDot FDM & Bicycle Facilities Handbook; ADA/ADAG regarding accessibility for the disabled; Manual of Uniform Traffic Control Device regarding signage and markings. Infrastructure projects such as sidewalks and paths will need to be maintained for winter use.

The sponsor agrees to maintain any infrastructure project for its useful life. Failure to maintain the facility improved with FHWA funds prior to the end of its useful life, will subject the sponsor to partial repayment of federal funds or various stipulations protecting the public interest in the project for its useful life.

\_\_\_\_\_  
(Signature of Person Submitting Application)

\_\_\_\_\_  
(Date)

\_\_\_\_\_  
(Title of Person Submitting Application)