

# Memo

**To:** Planning Commission  
**From:** Amy E. Gilson, P.E., Director of Public Works  
**Date:** March 25, 2021  
**Re:** Safe Routes to School Project

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It has come to my attention that members of the Planning Commission would like more information on the above mentioned project. I am happy to provide the following overview.

**Safe Routes to School (SRTS)** is an international movement—and now a federal program—to make it safe, convenient and fun for children to bicycle and walk to school. When routes are safe, walking or biking to and from school is an easy way to get the regular physical activity children need for good health. Safe Routes to School initiatives also help ease traffic jams and air pollution, unite neighborhoods and contribute to students' readiness to learn in school.

The project is started and spearheaded by the schools. Charlotte Public Schools along with St. Mary School started the grant process back in 2017. Their work included mapping the locations of students, performing walking audits to identify obstacles for students to walk to school, surveys of parents and students, holding public input sessions, and partnering with the Michigan Fitness Foundation, Sparrow Eaton Hospital, CanDo!'s Step by Step Committee, and the City of Charlotte to complete the grant application.

There are several aspects to the grant program including education for children about safe biking and walking to school, proper respect for railroads, and neighborhood "Eyes & Ears" watch programs. The infrastructure portion of the project is to build sidewalks and crossings where it would benefit the children the most.

Once the school has completed the Action Plan, they engaged the City of Charlotte as an Act 51 road agency to administer the grant and facilitate the construction of the improvements. The improvements are federally funded and run through the Michigan Department of Transportation (MDOT).

At this point, the schools have received a conditional award of the grant. With that, the design of the infrastructure will be completed. If all the conditions are met, and the project reaches a grade inspection with MDOT, consideration will be given for the actual grant award. It is anticipated that design will be complete in the summer of 2021 with construction beginning in 2022. There are twenty-eight different projects around town that will be constructed. All sidewalks will have ADA accessible ramps at the intersections. All in all, this grant represents over \$1.3 million of investment into our children's safety.

This memo is not meant to be all encompassing, but an overview of the project. There are many people involved in the process, many moving parts, and a lot of effort has gone into providing a safe option for our children to walk or bike to school.

Please let me know if you have any questions.



PROJECT G-1:

E. Seminary Street

Prairie Street to Johnson Street



**E. HENRY STREET**

**WING COURT**

**WARREN STREET**

**PROJECT G-3:**

**Merritt Street**

**E. Henry Street to Warren Street**



AMITY STREET

FOREST STREET

N. CLINTON STREET

N. SHELDON STREET

PROJECT W-1:

Amity Street

Forest Street to North Sheldon Street



FOOTE STREET

W. STODDARD STREET

W. HARRIS STREET

PROJECT W-2:

High Street

W. Harris Street to Foote Street



AMITY STREET

PROJECT W-3:

High Street

440 High Street to Amity Street



PROJECT W-4:

Foote Street

High Street to 509 Foote Street





BEECH STREET

AMITY STREET

PROJECT W-10:

High Street

Amity Street to Beech Street



PROJECT P-1:  
Remote Drop off  
Church to Parkview School

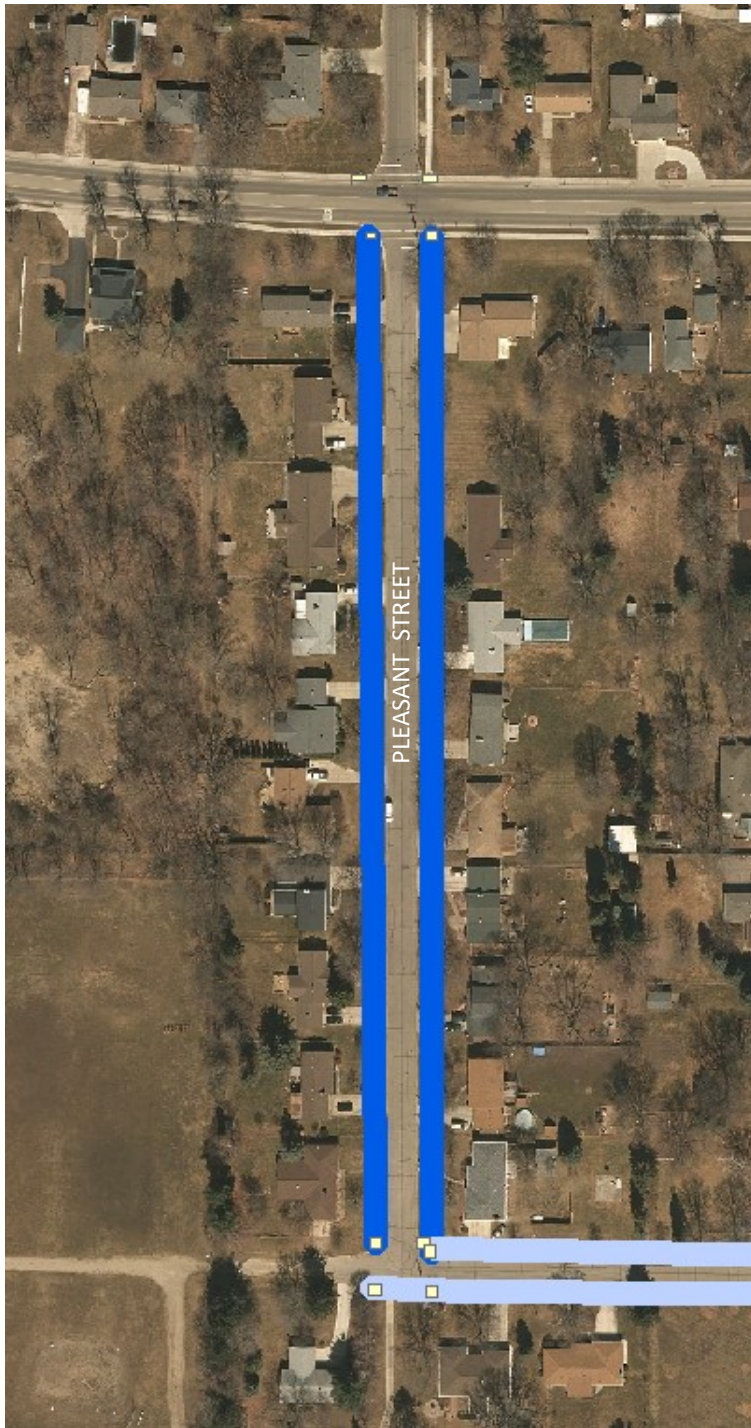


EAST SHEPHERD STREET

PROJECT SM-1:

St. Mary Boulevard

East Shepherd Street to 550 St. Mary Blvd.



EAST SHEPHERD STREET (M-50)

PLEASANT STREET

PROJECT SM-2:

Pleasant Street

East Shepherd Street to East Third Street



PROJECT SM-3:

East Third Street

Dead End to St. Mary Blvd.



PROJECT SM-7:

East Shepherd Street

East and West of St. Mary Blvd.

ST. MARY BLVD.

NOTE: PEDESTRIAN CROSSING SIGNS SHALL BE RECTANGULAR RAPID FLASH BEACONS (RRFB) THAT MEET FHWA AND MDOT STANDARDS.



WEST HENRY STREET

PEARL STREET

LINCOLN STREET

CHURCH STREET

BRACKETT STREET

CN RAILROAD

COURT STREET

PEARL STREET

NOTE: SIDEWALK TO END 8 FT. FROM END OF RAILROAD TIES. NO FURTHER THAN 16 FT. FROM THE END OF THE RAILROAD TIES, PLACE 24" WIDE ADA TRUNCATED DOMES ACROSS THE FULL WIDTH OF THE SIDEWALKS.

PROJECT MS-1 Revised:

West Henry Street

Pearl Street to Lincoln Street

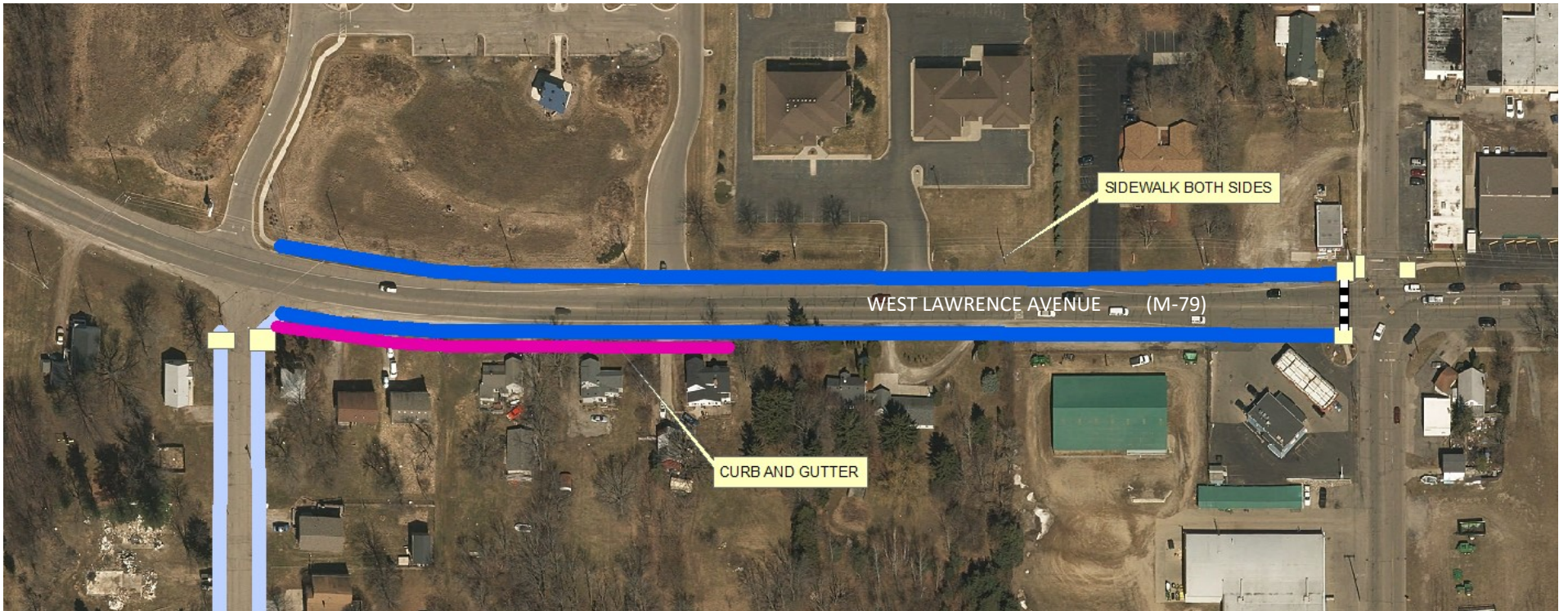


WEST LAWRENCE AVENUE

PROJECT MS-2:  
Van Lieu Street  
W. Seminary Street to W. Lawrence Avenue

WEST SEMINARY STREET





VAN LIEU STREET

LINCOLN STREET

PROJECT MS-3 REVISED:  
West Lawrence Avenue  
Van Lieu Street to Lincoln Street



PROJECT MS-4:

West Seminary Street

752 W. Seminary Street to Van Lieu Street



WEST HENRY STREET

JOHN STREET

WEST SHAW STREET

PROJECT MS-5:  
Pearl Street  
W. Henry Street to Shaw Street



PEARL STREET

WEST SHAW STREET

PROJECT MS-6:  
West Shaw Street  
Pearl Street to 318 W. Shaw Street



LINCOLN STREET

PROJECT MS-7 Revised:  
West Seminary Street  
600 W. Seminary Street to State Street



WEST LOVETT STREET

WEST SEMINARY STREET

STATE STREET

LINCOLN STREET

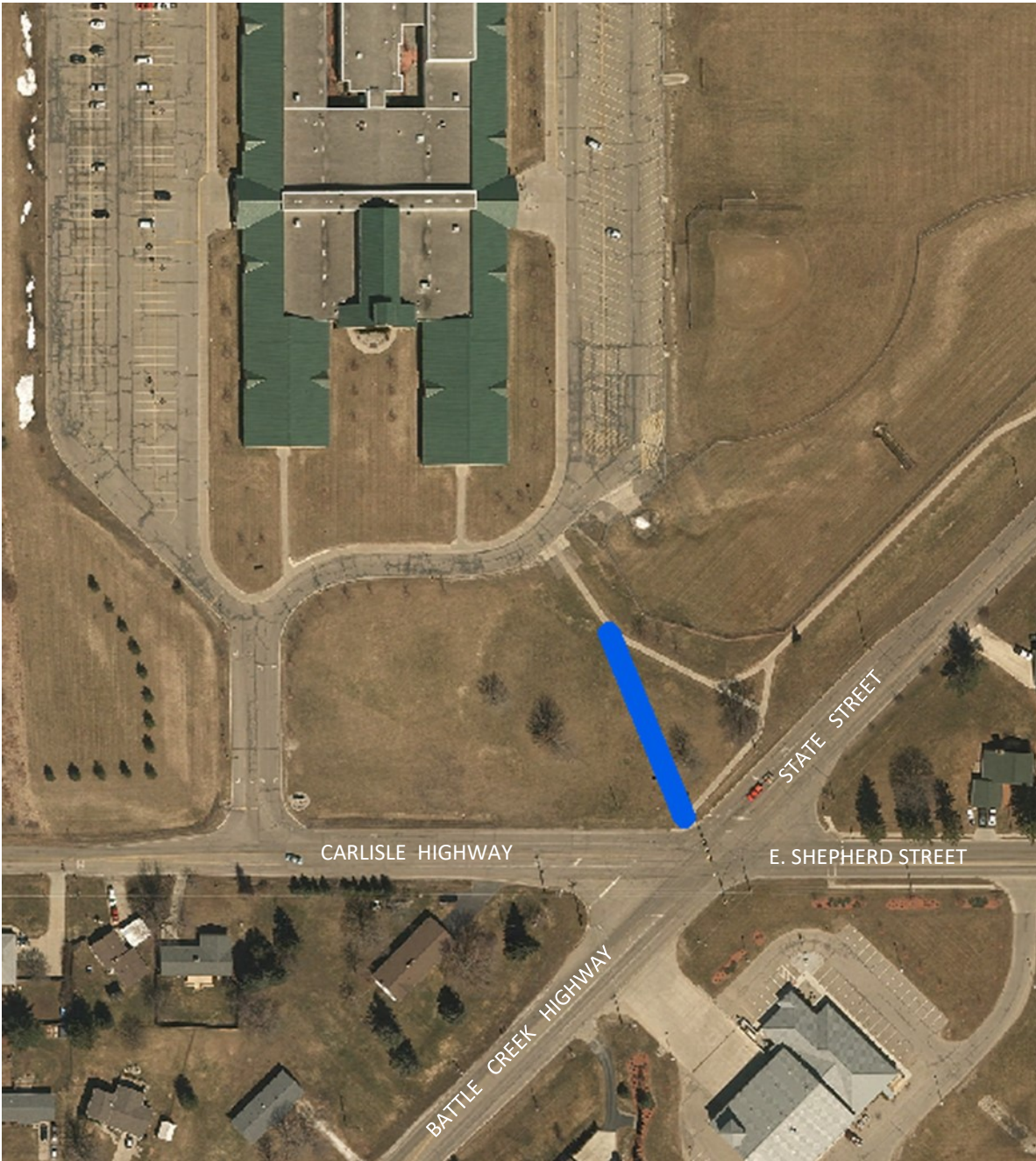
PROJECT MS-8 Revised:

State Street

W. Seminary Street to W. Lovett Street



PROJECT MS-10:  
West Henry Street  
Lincoln Street to State Street

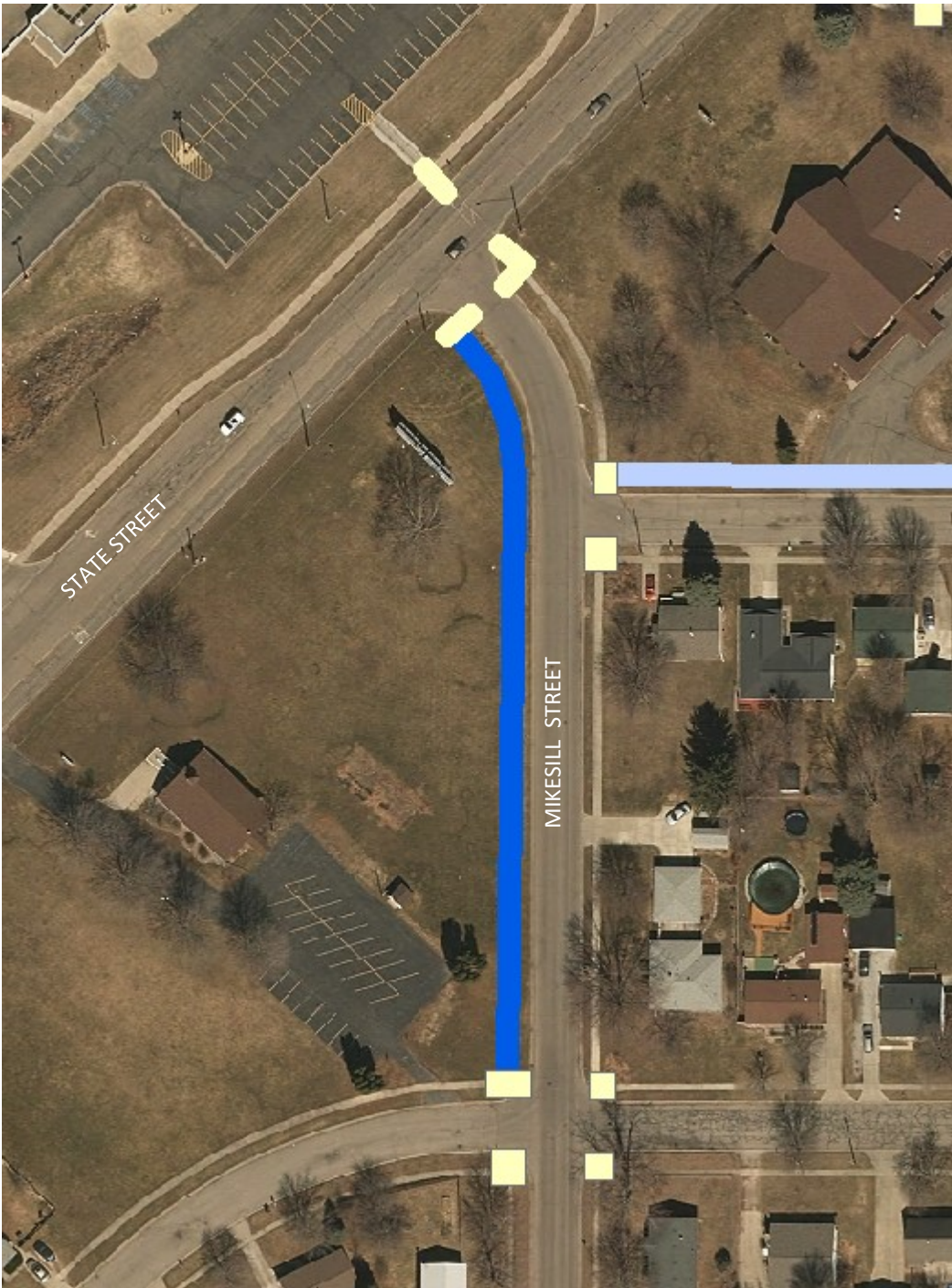


PROJECT UE-1:

Direct Sidewalk

Shepherd/ State Streets to CUE/  
Middle School





BONNIE STREET

**PROJECT UE-2:  
Mikesell Street  
State Street to Walnut Street**

WALNUT STREET



MIKESSELL STREET

PROJECT UE-3:

Bonnie Street

Mikesell Street to 757 Bonnie Street



PROJECT UE-4:

Walnut Street

Lincoln Street to 711 Walnut Street

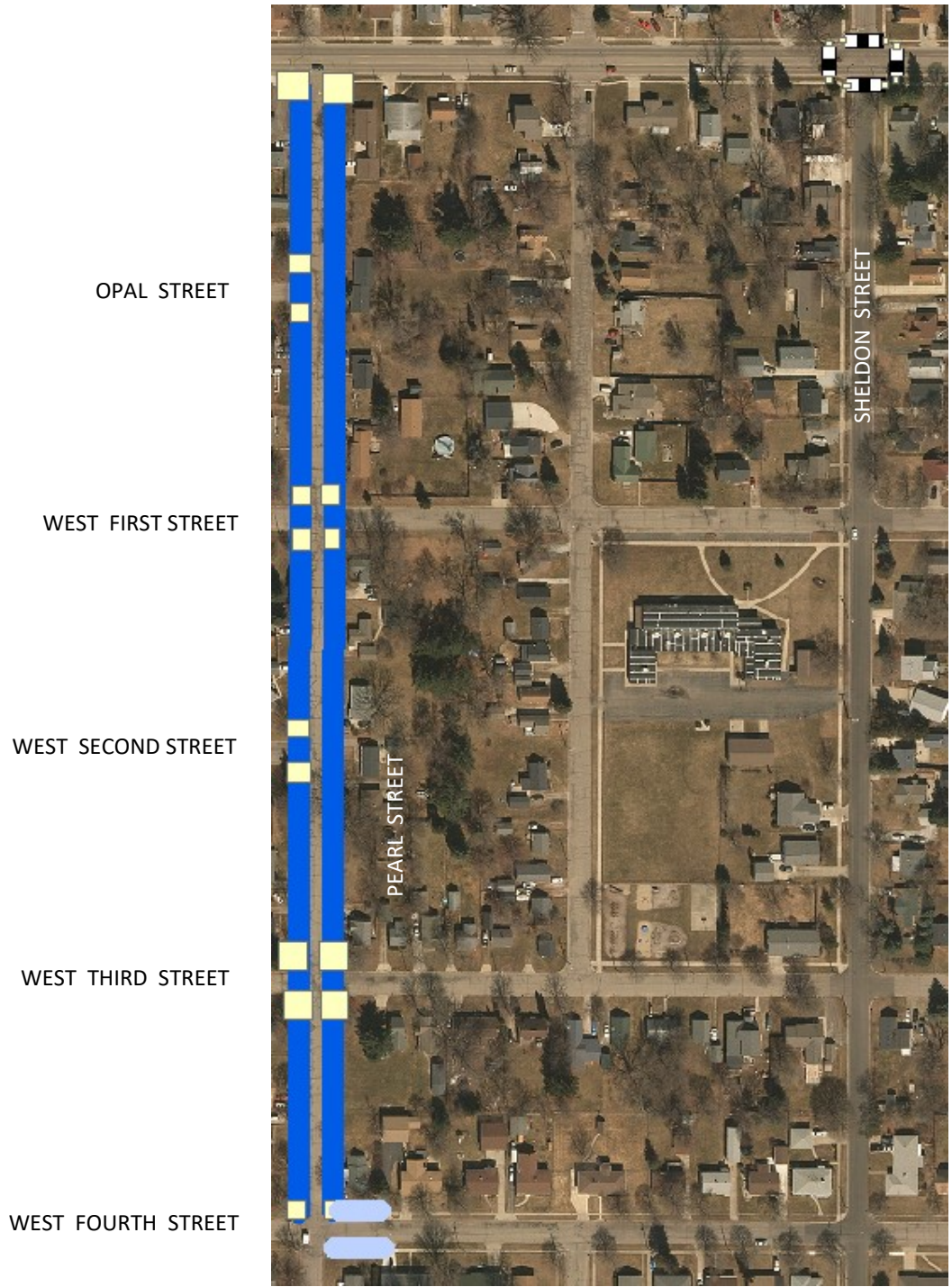


LINCOLN STREET

PROJECT UE-5:

Cherry Street

State Street to Lincoln Street



WEST SHEPHERD STREET

PROJECT UE-6 Revised:  
Pearl Street  
W. Shepherd Street to  
West Fourth Street

Crosswalks at W. Shepherd and  
Sheldon Streets



PROJECT UE-7:

West Fourth Street

Pearl Street to 404/407 W. Fourth  
Street