Lino Lakes

Main Street (CSAH 14)/Central Anoka County Regional Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-04844

Jessica Eller

Requested: $1,620,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Lino Lakes

▼ Organization Information

Organization Name	Lino Lakes
Legal Name	Lino Lakes
Street Address	600 Town Center Pkwy
Street Address 2	
City	Lino Lakes
County	Anoka
State	Minnesota

Country	United States of America
ZIP Code	55014

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Jessica Eller	jeller@linolakes.us	651-982-2443
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Grant Administration	Michael Grochala	mgrochala@linolakes.us	
Developer 1			
Developer 2			

▼ Project Information

Project Name* Main Street (CSAH 14)/Central Anoka County Regional Trail

Select Primary county where project is located* Anoka

Cities or Townships where the Project is located* Lino Lakes

Jurisdictional Agency (if different than applicant):

Brief project description*

The City of Lino Lakes is proposing to construct a key 1.7-mile segment of the Central Anoka County Regional Trail along Main Street/CSAH 14, extending from the Interstate 35W corridor west to Lino Lakes Elementary School. Main Street is a two-lane undivided roadway that is classified as a Principal Arterial west of Lake Drive and a Minor Expander east of Lake Drive. The corridor carries approximately 10,268 vehicles per day (AADT). The corridor has a posted speed limit of 40 mph, which increases to 50 mph approximately 3,000 feet east of Lake Drive. Main Street is designated as a Tier 2 alignment in the Metropolitan Council's Regional Bicycle Transportation Network (RBTN). Currently, pedestrians and bicyclists must use roadway shoulders due to the lack of dedicated facilities.

The project would construct approximately 9,000 linear feet of separated 10-foot-wide multiuse trail to close a critical gap in the local and regional trail network. Approximately 0.4 miles would be constructed on the south side of Main Street before crossing to the north side at West Rondeau Lake Drive, where enhanced pedestrian crossing treatments, including advanced pedestrian signals, will improve safety and visibility for trail users. The trail will then continue approximately 1.3 miles west past Lino Lakes Elementary School to Glenwood Drive, where it will connect to the Nature's Refuge neighborhood trail system and an existing 0.5-mile neighborhood trail segment. This connection will improve access to residential areas and strengthen local and regional trail network connectivity.

The trail would provide a safe off-street facility separated from traffic, improving safety, accessibility, and mobility for users of all ages and abilities. It would connect residential neighborhoods, Lino Lakes Elementary School, local businesses, regional recreation areas including the Rice Creek Chain of Lakes Park Reserve, and the City's Public Works facility, which also serves as a community gathering space and voting precinct.

The project supports the Metropolitan Council's Transportation Policy Plan and RBTN by eliminating a key system gap identified in the Central Anoka County Regional Trail Master Plan, improving regional connectivity, expanding access to destinations, and encouraging walking and bicycling. It also complements planned Anoka County corridor improvements and is supported by the Anoka County Parks Department.

Provide the project length to the nearest one-tenth of a mile*	1.7
Lead Agency*	City of Lino Lakes
ZIP Code where majority of work is being performed*	55014
Approximate begin construction date (mo/yr)*	4/11/2029
Approximate end construction date (mo/yr)*	9/25/2029

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)

Central Anoka County Regional Trail

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corrdior)

Roadway Name*	Main Street (CSAH 14)
From Cross-Steet*	35W
To Cross-Street*	Glenwood Drive
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0
Multiuse trail*	1.7
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	1.7
Miles of new RBTN facilities:	1.7
Miles of improved existing RBTN facilities:	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	1.7
Miles of new Regional Trail facilities*	1.7
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	10268
Number of improved ADA ramps*	15
Number of intersection improvements*	4

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Park and ride, etc.)*

Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Bike path, Ped Ramps

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project*	More
Within 1/2 mile of project*	More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

Structure is over/under (Bridge or Culvert Name):

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US$*	$1,620,000.00
Project Total: $*	$1,620,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount:	$0.00

Match Percentage (Minimum of 20% for federally funded projects, no match required for Active Transportation Sales Tax-funded projects)

Match percentage:	0%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds*	No match required for Active Transportation Sales Tax-funded projects
Please check the years that are feasible for your program.*	2027 (Federal and Active Transportation Sales Tax Projects), 2028 (All projects), 2029 (All projects)

Active Transportation applications will need to complete the Total Project Cost Worksheet (attach this worksheet in the application documents) AND also complete the Fluxx Budget tool below (Click on the Edit button in the "What is the grant amount requested for each activity?")

To provide the required budget information, complete the Total Project Cost Worksheet and then upload into the Documents section. Refer to the Total Project Cost Instructions for instructions on what to submit in Fluxx.

Read and Complete the Total Project Cost Worksheet Instruction and fill out the worksheet. After you have completed the worksheet then enter the costs from the Grant Request Amount column into Fluxx Budget Tool. You will need to enter all line items with associated costs, but only from the **Grant Request Amount column**.

- If you have “Other Bicycle and Pedestrian Elements” in your budget, you will be required to provide a description of the line item by replacing the Line Item text with your description.
- There is no local match. Therefore, it is possible your Total Project Cost will be equal to the Grant Request Amount. However, if your Total Project Cost exceeds the maximum award for the category, the entire cost must be identified in the Total Project Cost Worksheet.

The information entered into Fluxx should match your budget included in the attachments. This is how you will make claims against your grant award.

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.
Please click the following link which opens in a new window: Draw Project Location

I acknowledge that I clicked the GIS link and entered the required information. Yes

▼ Document Requirements

Instructions
Upload a PDF for the applicable project elements listed below. Multiple files can be uploaded with the attachment link below. Each individual attachment must be saved as an 8.5"X11"pdf and cannot be more than 15 pages in length to be considered. Only pdf files that meet the size and length limits will be accepted. Please do not submit entire plans or studies.

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

1. All infrastructure projects must include a map or concept drawing of the proposed improvements that clearly labels the beginning and end of the project, all roadways in the project area, roadway geometry, and any bicycle, pedestrian, and transit components anticipated upon completion of the project.

Coordination

1. The applicant must include a letter of support from the agency that owns/operates the facility, will operate the transit service, or will be expected to maintain the project (if different than the applicant) indicating that it is aware of and understands the project being submitted, and that it commits to operate and maintain the facility for its design life.
2. Transit applicants that propose a project that begins or ends within another agency's service area must include a letter of support from the other transit agency.
3. If the applicant expects any other agency or competitive grant program to provide part of the local match, the applicant must include a staff-level letter from the other agency agreeing to financially participate/documentation of the competitive award.

To add a document, select the green plus sign on the far right of the screen in the row below. A new screen will appear. Upload files by selecting Add files on the bottom left of the screen. After all files have been added, select Start Upload. (Note: if you need to add more files to the same group of attachments, use the green + button in the "Documents" section at the bottom.)

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (13)

Main Street (CASH 14)-Central Anoka County Regional Trail.xlsx

Total Project Cost Worksheet
Added by Jessica Eller at 6:24 AM on June 25, 2026

MainStreet(CSAH 14)MultiuseTrail Alignment.pdf

Map or Concept Drawing
Added by Jessica Eller at 5:49 AM on June 23, 2026

Regional Connections.pdf

Connection to Key Destinations Map
Added by Jessica Eller at 5:24 AM on June 23, 2026

Project Location.pdf

Connection to Key Destinations Map
Added by Jessica Eller at 5:24 AM on June 23, 2026

Project Summary.pdf

Project Summary
Added by Jessica Eller at 5:21 AM on June 23, 2026

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Jump to Page

▼ Qualifying Requirements

The applicant must show that the project meets all the qualifying requirements to be eligible to be scored and ranked against other projects. All qualifying requirements must be met before completing an application.

By selecting each checkbox, the applicant confirms compliance with the following project requirements*

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan
Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

Objective: An equitable and inclusive region
Policy 4: Shared decision-making
Policy 5: Needs of people with disabilities

Objective: Healthy and safe communities
Policy 10: Eliminate traffic deaths and serious injuries
Policy 11: Bicycle and pedestrian safety
Policy 12: Safe, secure, welcoming transit facilities

Objective: A dynamic and resilient region
Policy 15: Bicycle network
Policy 16: Eliminate bicycle/pedestrian gaps and barriers
Policy 17: Pedestrian network
Policy 23: Complete streets approach

Objective: Leading on Climate

Policy 31: Reduce vehicle miles traveled

Check the box to indicate that the project meets the requirement above.* Yes

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The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

Check the box to indicate that the project meets the requirement above.* Yes

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List the applicable document(s) and pages*

1. City of Lino Lakes 2040 Comprehensive Plan, Transportation Plan, Pages 6-36 and 6-37
2. City of Lino Lakes 2026–2030 Financial Plan (Capital Improvement Program), Page 73
3. Anoka County 2040 Transportation Plan, Page 5-15
4. Central Anoka County Regional Trail Master Plan
5. Central Anoka County Regional Trail Master Plan Amendment (2007)

The project complies with the Americans with Disabilities Act (ADA).

Check the box to indicate that the project meets the requirement above.* Yes

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The project must be accessible and open to the general public.

Check the box to indicate that the project meets the requirement above.* Yes

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The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

- A local ordinance or policy that requires abutting property owners to maintain pedestrian or bicycle facilities, or that directs agency staff to maintain pedestrian and bicycle facilities.
- A letter or resolution that confirms the proposed local facility will be maintained by agency staff or abutting private property owners.
- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

Check the box to indicate that the project meets the requirement above.* Yes

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The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

Check the box to indicate that the project meets the requirement above.* Yes

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The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

Check the box to indicate that the project meets the requirement above.* Yes

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

Check the box to indicate that the project meets the requirement above.* Yes

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

Check the box to indicate that the project meets the requirement above.* Yes

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

Check the box to indicate that the project meets the requirement above.*	Yes

The public agency sponsor must either have a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA. The transition plan must be completed by the local agency before the Regional Solicitation application deadline.

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	9/10/2018
Link to plan*	https://www.linolakes.gov/DocumentCenter/View/707/Lino-Lakes-ADA-Transition-Plan-PDF?bidId=

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

Check the box to indicate that the project meets the requirement above.*	Yes

All projects must relate to surface transportation. Surface transportation is defined as primarily serving a commuting purpose and/or that connects two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

Check the box to indicate that the project meets the requirement above.*	Yes

Projects must exclude right-of-way acquisition costs. Projects within these categories are eligible to include costs for studies, preliminary engineering, design, or construction engineering.

Check the box to indicate that the project meets the requirement above.*	Yes

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature.

This application contributes to these 2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.

- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices.

If you do not have a link, please attach your complete streets policy in the Documents section below.

Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

https://www.linolakes.gov/DocumentCenter/View/436/2040-Comprehensive-Plan-PDF

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project.*

The City of Lino Lakes incorporates Complete Streets principles through its comprehensive planning, capital improvement programming, roadway design standards, and coordination with partner agencies. While the City does not have a standalone Complete Streets policy, the transportation and park elements of the City's 2040 Comprehensive Plan emphasize a balanced, multimodal transportation system that safely accommodates users of all ages and abilities, including pedestrians, bicyclists, and motorists.

The City routinely implements Complete Streets principles through the planning, design, and construction of transportation projects. Sidewalks are incorporated into new roadway construction and reconstruction projects along local collector streets to improve pedestrian connectivity and accessibility. The City has also incorporated roundabouts and enhanced intersection treatments into transportation projects where appropriate to improve safety, reduce conflict points, and accommodate all roadway users. Roadway and trail projects regularly include multiuse trails, sidewalks, ADA-compliant curb ramps, accessible pedestrian facilities, marked crossings, and connections to schools, parks, civic facilities, commercial areas, and residential neighborhoods.

The City's commitment to accessibility is further reinforced through its ADA Transition Plan, which establishes PROWAG-based design standards and guides the incorporation of accessible pedestrian facilities through street reconstruction projects, standalone trail projects, and ongoing infrastructure maintenance. The City also works closely with Anoka County on County State Aid Highway (CSAH) projects to ensure pedestrian and bicycle accommodations are incorporated into corridor improvements whenever feasible.

These principles are directly reflected in the proposed Main Street Trail project. Main Street (CSAH 14) is a heavily traveled corridor that currently lacks safe and comfortable facilities for non-motorized users. The project will construct a separated, off-street multiuse trail, providing a safe alternative to walking or biking along the roadway. The design will incorporate ADA-compliant facilities, improved crossings, and separation from vehicular traffic, supporting users of all ages and abilities.

The project also enhances connectivity by linking residential neighborhoods to key community destinations, including Lino Lakes Elementary School, local businesses, and Rice Creek Regional Park Reserve. By closing a critical gap in the local and regional trail network, the project advances a more complete and integrated transportation system.

Through these efforts, the City continues to implement Complete Streets principles by designing transportation infrastructure that is safe, accessible, and supportive of multiple modes of travel, both through the proposed Main Street Trail project and across its broader transportation system.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- High: The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- Medium-High
- Medium: Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Medium-Low
- Low: Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- Non-responsive/Not relevant: Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

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2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility

connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.

The proposed Main Street Trail will provide safe, direct connections to several important local and regional destinations within ½ mile of the project corridor. Most notably, the trail will improve access to Lino Lakes Elementary School by providing a separated facility for students and families traveling by foot or bicycle along a high-speed corridor that currently lacks dedicated pedestrian and bicycle infrastructure.

The project will also enhance access to Rice Creek Chain of Lakes Park Reserve, a major regional destination offering trails, natural areas, and year-round recreational opportunities. By creating a continuous off-street connection, the trail will allow residents to safely reach the park reserve while strengthening links to the regional trail network.

In addition, the corridor serves several important community destinations, including two places of worship that serve as key social, cultural, and community gathering spaces, a local bank that provides essential financial services for surrounding neighborhoods, a convenience store that provides neighborhood grocery and essential daily goods, and the Lino Lakes Public Works Facility, which functions as a voting precinct and includes recreational amenities such as baseball fields and pickleball courts. Together, these destinations support civic engagement, recreation, social connection, access to services, and overall community well-being.

More broadly, the project will connect surrounding neighborhoods to schools, parks, civic facilities, places of worship, financial services, and recreational opportunities while closing a critical gap in the Central Anoka County Regional Trail system. By completing this missing link, the project will expand safe multimodal travel options, improve community connectivity, and strengthen access to both local destinations and the broader regional trail network.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-High
- Medium: Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-Low
- Low: Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

Measure B - Connection to K-12 schools

Projects that improve safe connections to K-12 schools are eligible for additional points as a way to continue implementing the principles of providing Safe Routes to Schools.

Select all that apply*

This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property.

Direct Connection - List the school(s):

Lino Lakes Elementary School

Measure B Scoring Guidance

Consider the information provided by the applicant and rate projects based on the guidance provided below.

- 5 points: Project provides a direct connection to a K-12 school.
- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

Identify the project location's score on MnDOT's Suitability for the Pedestrian and Cycling Environment (SPACE) tool (https://mndotspace.mn.gov/). This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.*
Measure C Scoring Guidance

The applicant with the highest SPACE score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored showed a SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

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3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities., This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

The proposed Main Street Trail addresses a critical and high-risk gap in the existing pedestrian and bicycle network along Main Street (CSAH 14), a high-volume, high-speed corridor that currently lacks any dedicated facilities for non-motorized users. This corridor functions as a significant barrier to safe non-motorized travel due to traffic speeds, volumes, and the absence of separated infrastructure, effectively limiting walking and biking options for people of all ages and abilities.

The project will construct approximately 1.7 miles of new, separated multiuse trail, completing a missing segment of the Central Anoka County Regional Trail system. This new facility will directly connect to existing trail infrastructure at Interstate 35W and extend west to key community destinations, including Lino Lakes Elementary School and the Rice Creek Regional Park Reserve. By linking these existing and planned facilities, the project closes a major gap in the regional active transportation network.

Without this project, users are forced to either travel within the roadway environment or avoid the corridor entirely, resulting in fragmented connectivity between residential neighborhoods, schools, and recreational

destinations. This lack of connectivity disproportionately impacts vulnerable users, including children, older adults, and individuals who rely on walking or bicycling for transportation.

The proposed trail removes this barrier by providing a fully separated, ADA-compliant facility designed to accommodate users of all ages and abilities. The project will significantly improve comfort and safety by eliminating exposure to high-speed traffic and providing continuous, accessible connections between neighborhoods, schools, civic destinations, and a major regional park.

By directly connecting to existing infrastructure and key community destinations, the Main Street Trail clearly addresses a high-priority network gap and represents a transformative improvement to the local and regional active transportation system.

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (*note an online map is being developed and a link will be provided in final application*)

Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking., Crash Risk Index >15

Please describe and provide information on the ways the project will provide a safe alternative route (300 words or less).*

Project location is identified as having a Crash Risk Index > 15

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety

measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The proposed Main Street Trail will significantly improve safety for people outside of vehicles by addressing a corridor that currently presents high exposure risk due to traffic speeds, volumes, and the lack of dedicated pedestrian and bicycle facilities along Main Street (CSAH 14). Today, pedestrians and bicyclists must either travel within the roadway shoulder adjacent to fast-moving traffic or use indirect routes, resulting in high-stress conditions, elevated crash exposure, and limited safe access to key destinations.

The project is designed consistent with the FHWA Safe System Roadway Design Hierarchy, specifically Tier 1: Remove Severe Conflicts, which prioritizes physically separating users to eliminate high-risk interactions between motor vehicles and vulnerable roadway users. The project achieves this by fully separating pedestrians and bicyclists from traffic through a continuous, off-street, ADA-compliant multiuse trail.

This separation directly removes severe conflicts associated with high-speed traffic, including exposure to through traffic, turning movements, and roadside friction. It represents the most effective Safe System strategy by eliminating conflict points at the source rather than relying on user behavior or compliance.

The project will construct approximately 1.7 miles of continuous separated trail and includes targeted safety countermeasures at crossing locations. These include high-visibility crosswalks, ADA-compliant curb ramps, shortened crossing distances through geometric design, refuge islands where feasible, and improved sight distance. These treatments reduce pedestrian exposure time, improve yielding behavior, and enhance driver awareness of crossing users.

The Main Street Trail is coordinated with planned County safety improvements. Anoka County is planning to reconstruct the Main Street/Lake Drive intersection in 2029/2030, including construction of a roundabout. Roundabouts are identified in MnDOT Traffic Engineering Countermeasures as a proven safety treatment that reduces crash severity by lowering speeds and eliminating or reducing severe conflict points. This future intersection design will further improve safety for all users by simplifying movements and reducing high-severity crash potential at a key corridor node.

Crossings along the corridor will be designed to remain frequent, direct, and predictable, minimizing out-of-direction travel while maintaining safety. Where crossings occur, design treatments will reinforce pedestrian priority, improve visibility, and reduce exposure time in the roadway environment.

Overall, the project applies Tier 1 Safe System principles by eliminating severe conflicts through physical separation and reinforcing intersection safety through proven countermeasures, including roundabout design. The result is a transformed corridor that meaningfully reduces crash risk exposure and provides a safer, more comfortable multimodal connection for users of all ages and abilities.

Measure B Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may be rated at any point along the scale based on their performance against the stated criteria.

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption. The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation

Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council’s Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project’s ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area’s community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

The Main Street (CSAH 14) corridor in the City of Lino Lakes serves as a primary east-west transportation route connecting residential neighborhoods, community facilities, schools, and regional recreational destinations. The project area extends from the Interstate 35W corridor west to Lino Lakes Elementary School and functions as a key access corridor within central Lino Lakes.

The surrounding area includes a mix of residential neighborhoods, public facilities, and local commercial uses. Key destinations served by the corridor include Lino Lakes Elementary School, the City’s Public Works Facility, which also functions as a community gathering space and voting precinct, neighborhood parks, local businesses, and regional recreational destinations such as Rice Creek Chain of Lakes Park Reserve. These destinations are regularly accessed by residents for education, recreation, civic participation, and daily needs.

According to recent U.S. Census Bureau data, Lino Lakes has a growing and increasingly diverse population. Approximately 22% of residents are under age 18, 15% are age 65 or older, and more than 4% of residents

under age 65 report living with a disability. While the community is predominantly White, it also includes growing Asian, Black, Hispanic, multiracial, and other populations. These demographic characteristics are relevant to the project because youth, older adults, and individuals with disabilities are among the populations identified by the Transportation Advisory Board for prioritized consideration in transportation decision-making.

The project corridor serves a diverse cross-section of users, including students and families accessing Lino Lakes Elementary School, older adults accessing civic facilities and voting services, and residents of nearby neighborhoods who rely on walking and bicycling for local trips. The lack of dedicated pedestrian and bicycle infrastructure along a high-volume arterial roadway carrying approximately 10,268 vehicles per day, with posted speeds ranging from 40 to 50 mph, creates barriers for users of all ages and abilities. These conditions can disproportionately affect youth, older adults, and individuals with mobility limitations who may be less comfortable traveling within or adjacent to the roadway environment.

Historically, Main Street has functioned primarily as a vehicle-oriented corridor with limited accommodations for active transportation. As development has continued along the corridor, demand for walking and bicycling facilities has increased without corresponding infrastructure improvements, resulting in a critical gap in the Central Anoka County Regional Trail system identified in the Central Anoka County Regional Trail Master Plan. This gap limits safe travel between neighborhoods and key destinations and reinforces reliance on motor vehicle travel for short local trips.

The proposed project directly addresses these conditions by constructing approximately 9,000 linear feet of separated multiuse trail and completing a missing link in the regional active transportation network. The project will provide safe, multimodal access to schools, parks, civic facilities, businesses, and regional recreational destinations while expanding transportation options for residents who depend on walking and bicycling. By improving connectivity and accessibility for users of all ages and abilities, the project advances regional goals related to equity, safety, mobility, and access to opportunity.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- has granular, neighborhood-scale data and context on specific communities
- identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
- Describes any past and present transportation harms to community
- Has data on cultural history of communities

Medium: The project application:
- Has local maps and/or description beyond census data
- Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
- Identifies affordable housing locations and areas of low-income
- Links data to project purpose
- Identifies past system burdens.

Low: The project application:
- Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
- Has a basic list of important destinations without demonstrating local knowledge
- Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The proposed Main Street (CSAH 14) Regional Trail segment was identified through the Central Anoka County Regional Trail Master Plan and is consistent with the Metropolitan Council’s Regional Bicycle Transportation

Network (RBTN). The project advances implementation of adopted regional and local transportation plans by addressing a documented gap in the regional trail system and improving safe east–west multimodal connectivity through central Lino Lakes.

Project need has also been reinforced through the City's ongoing planning and capital improvement programming processes, including coordination with Anoka County and City Council direction supporting advancement of the Main Street corridor as a priority multimodal improvement. The project has been incorporated into the City's transportation planning and funding efforts, reflecting formal local commitment to addressing safety and connectivity needs along this corridor.

Community input has contributed to identifying and refining the project need through discussions with residents and stakeholders along the corridor, including those in nearby residential neighborhoods such as Nature's Refuge. Feedback has consistently identified safety concerns associated with pedestrian and bicycle travel along Main Street due to high traffic volumes (approximately 10,268 AADT), posted speeds ranging from 40 to 50 mph, and the absence of a separated facility. Input has also emphasized the importance of connecting residential areas to key destinations including Lino Lakes Elementary School, neighborhood parks, civic facilities, and regional recreation opportunities.

This feedback, combined with coordination with Anoka County staff, has supported refinement of the project as a continuous regional trail connection rather than an isolated segment, strengthening both local and regional network continuity.

Future engagement will follow the Metropolitan Council's Imagine 2050 Engagement Spectrum, progressing from inform and consult during preliminary design to involve and collaborate during final design and construction. Engagement activities will include public open houses, project updates through City communication channels, direct mailings to affected property owners, and coordination with neighborhood stakeholders and school-related partners.

The City of Lino Lakes maintains established organizational structures to support ongoing public engagement in capital improvement and transportation projects, including standard City Council oversight of project selection and funding authorization, established public noticing procedures, and engineering and community development staff responsible for project outreach and coordination. These processes ensure consistent opportunities for public input throughout project development.

Through this combination of adopted planning, formal City project prioritization and oversight, community input, and structured future engagement, the project reflects a documented community-identified need and a commitment to inclusive, ongoing engagement throughout all phases of project delivery.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:

- References documented organizational structures that support future engagement on the project, e.g. Policy, procedure, and/or budget to compensate engagement participants; Formal, approved engagement plan; Anti-displacement policy, strategy, or funding; Reparative project goals shaped by community; Commitment to financial opportunity for local businesses and contractors; Advisory committee charter; Dedicated project engagement staff; Other governing board or council action demonstrating a commitment to community considerations.

Medium: The project application:

- Describes how the project need was identified through planning and information-gathering work with communities
- Describes how input from engagement with "specific communities" helped identify the project need and purpose
- References Imagine 2050 Engagement Spectrum (engagement and power sharing levels) and identifies future community engagement activities
- Describes how specific communities will be included and prioritized in future engagement efforts

Low: The project application:

- Does not link past planning and information-gathering work with communities to identify project need
- References planning work that is too broad to practically influence project need
- Does not include description of input and interactions with "specific communities" that helped identify the project need
- Does not include description or commitment to future engagement efforts with communities

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how any potential new impacts or burdens will be addressed (600 words or less).*

The proposed Main Street (CSAH 14) Regional Trail segment will provide significant community benefits by addressing long-standing safety, access, and connectivity barriers along a high-volume roadway corridor, which is classified as a Principal Arterial west of Lake Drive and a Minor Expander east of Lake Drive. The project directly responds to identified community needs for safe, separated facilities for walking and bicycling along a corridor currently lacking dedicated infrastructure and characterized by traffic volumes of approximately 10,268 vehicles per day and posted speeds up to 50 mph.

The project will improve safe access to priority destinations for multiple community groups, including students traveling to Lino Lakes Elementary School, residents accessing neighborhood parks and regional recreation opportunities such as Rice Creek Chain of Lakes Park Reserve, and individuals accessing civic services at the City's Public Works Facility, which also functions as a voting precinct and community gathering space. By providing a continuous, ADA-accessible multiuse trail, the project enhances mobility options for youth, older adults, and individuals with disabilities who may face greater challenges navigating high-speed roadway environments.

The project also helps repair past transportation system limitations in which Main Street was developed primarily as a vehicle-oriented corridor with limited accommodation for pedestrians and bicyclists. This historical development pattern has created a critical gap in the Central Anoka County Regional Trail system and forces non-motorized users to travel within roadway shoulders, exposing them to higher-speed traffic conditions and creating safety and comfort barriers for residents who rely on walking and bicycling for local travel. The proposed trail directly addresses these barriers by providing a separated facility that improves comfort, reduces exposure to traffic, and enhances overall safety.

Community-identified needs, including input from residents and coordination with Anoka County, consistently highlight the importance of safe, off-street connections between residential neighborhoods and key destinations. In response, the project not only improves access to these destinations but also strengthens overall network continuity, enabling safer and more reliable non-motorized travel across the broader Central Anoka County trail system.

Potential project burdens, including temporary construction impacts such as noise, dust, traffic disruptions, and minor right-of-way acquisition, will be addressed through established mitigation practices. No residential or commercial displacements are anticipated. The City will coordinate directly with affected property owners and ensure any necessary acquisition is completed in accordance with applicable requirements. During construction, the existing roadway shoulders will remain available for non-motorized travel to maintain access to destinations along the corridor. Contractors will be required to implement best management practices for dust control, erosion prevention, traffic management, and compliance with applicable local ordinances.

While primarily a transportation improvement, the project also provides context-sensitive benefits by enhancing the corridor's visual quality and functionality through a landscaped, separated trail that improves the public realm, supports a more walkable environment, and encourages active transportation. The trail supports a more complete and connected street environment that better reflects the needs of all users.

Overall, the project delivers measurable safety and mobility improvements while addressing documented community needs, reducing transportation barriers, and expanding equitable access to essential community destinations.

Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures. The expectations should be considered as cumulative, i.e., Medium builds on Low; High builds on Medium. Scoring via this rubric will be based exclusively on the application materials provided.

High: The project application:
- Describes how project repairs past burdens and barriers
- Describes how project improves safe access to priority destinations
- Describes how project adds context-sensitive features beyond transportation needs (e.g. art, greenspace, other community-influenced elements).

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement

- Includes early mitigation plans for project burdens.

Low: The project application:
- Does not describe project benefits for specific communities
- Describe benefits in general terms for all users
- Does not acknowledge potential project burdens, despite high potential for them to arise.

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program:	Regional Solicitation
Sub Program:	Regional Solicitation - Bicycle and Pedestrian Facilities
Assigned Council Program Contact:	
Finance Unit Reviewer:	

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $1,620,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Jessica Eller at 7:46 AM on June 25, 2026

HISTORY

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