Brooklyn Park - General

Noble Avenue Trail Project

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-04906

Jeff Holstein

Requested: $3,500,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Brooklyn Park - General

▼ Organization Information

Organization Name	Brooklyn Park - General
Legal Name	Brooklyn Park - General
Street Address	5200 85th Ave N
Street Address 2	
City	Brooklyn Park
County	Hennepin
State	Minnesota
Country	United States of America

ZIP Code	55443

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Jeff Holstein	jeff.holstein@brooklynpark.org	
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Developer 1	Molly Stewart	mstewart@srfconsulting.com	763-452-4784
Developer 2	Molly Stewart	mstewart@srfconsulting.com	763-452-4784

▼ Project Information

Project Name*
Noble Avenue Trail Project

Select Primary county where project is located*
Hennepin

Cities or Townships where the Project is located*
Brooklyn Park

Jurisdictional Agency (if different than applicant):

Brief project description*

The Noble Avenue Trail Project will coincide with the reconstruction of approximately 1.5 miles of Noble Avenue N. roughly between 74th Ave and 85th Ave (CSAH 109). The trail portion will also continue along Noble Parkway (CSAH 12) from CSAH 109 to the Shingle Creek Regional Trail roughly 1200’ to the north. The resulting project will connect the city’s trail along Shingle Creek to the TRPD Shingle Creek Regional Trail in the City of Brooklyn Park, Minnesota. The Trail Project itself includes the construction of a new sidewalk facility on the road’s east side, a new shared-use off-street trail on the road’s west side, a reduction in the width of the existing roadway, and other crossing improvements such as new ped ramps, curb extensions, and RRFB crossings.

The section of the corridor included in this application includes the Birch Grove Elementary School for the Arts, Park Center High School, and Brooklyn Middle School. As such, it is heavily used by students walking, biking, and taking transit to and from school.

The Corridor is a key north-south collector carrying an average annual daily traffic (AADT) of approximately 8,900 vehicles (2024). About 2,000 vehicles per day use the corridor as an alternative to heavily congested TH 252, contributing to speeding issues, high stop sign violation rates at Brookdale Drive, and considerable safety risk for pedestrians and bicyclists. According to a recent speed study, the 85th% speed was 42 mph with 21% over 40 mph & 61% over 35 mph, when the corridor’s posted limit is 30 mph. One incident involved a child struck while crossing the road to the elementary school.

The Project will reimagine this segment of the corridor as a multimodal facility designed more appropriately for the needs of the community, providing dedicated off-street facilities for students and adults to safely reach their destination while minimizing the need for interaction with vehicle traffic. The proposed active transportation facilities will complement the narrowing, resurfacing, and crossing improvements incorporated in the greater reconstruction project and presents the perfect opportunity to revitalize and align the corridor with the city's long-term transportation goals for the area.

Provide the project length to the nearest one-tenth of a mile*
1.7

Lead Agency*
Brooklyn Park

ZIP Code where majority of work is being performed*	55443
Approximate begin construction date (mo/yr)*	4/1/2028
Approximate end construction date (mo/yr)*	11/30/2029

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

NOBLE AVE NORTH SHARED USE TRAIL AND SIDEWALK

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*	Noble Avenue
From Cross-Steet*	Shingle Creek City Trail (South of 74th Ave N)
To Cross-Street*	Shingle Creek Regional Trail (North of Edinbrook Terrace N)
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	3.1
Multiuse trail*	1.7
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	1.4
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)*	0
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	8900
Number of improved ADA ramps*	52
Number of intersection improvements*	13

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.)*

SIDEWALK, SHARED-USE PATH, PED XING, 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$* $3,500,000.00

Project Total: $* $3,899,110.00

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: $399,110.00

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

Match percentage: 10%

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* City funding

Please check the years that are feasible for your program.* 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 (8)

01c_Noble Ave Street Photos.pdf
Photo Existing Conditions
Added by Molly Stewart at 5:52 AM on June 24, 2026

NobleAve_Total-Project-Cost-Worksheet.xlsx
Total Project Cost Worksheet
Added by Molly Stewart at 2:59 AM on June 24, 2026

01a_BrooklynPark_NobleAve_OnePager.pdf

Project Summary
Added by Molly Stewart at 2:58 AM on June 24, 2026

Noble Ave Location Map and Concept Plan - Final.pdf

Map or Concept Drawing
Added by Molly Stewart at 2:58 AM on June 24, 2026

BP Resolution 2026-109 Noble.pdf

Year-Round Maintenance Commitment
Added by Molly Stewart at 12:49 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*

- 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.

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

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

List the applicable document(s) and pages*

Brooklyn Park Capital Improvement Plan 2026-2030 (Page 117) https://www.brooklynpark.org/wp-content/uploads/2022/06/Entire-CIP-Book_WEB.pdf

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

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

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

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

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

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

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

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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*	12/3/2018
Link to plan*	https://www.brooklynpark.org/wp-content/uploads/2020/03/181127-Brooklyn-Park-ADA-Transition-Plan-1.pdf

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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

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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

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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*

Link to Comprehensive Plan: https://www.brooklynpark.org/wp-content/uploads/2021/02/2040-Comprehensive-Plan_NoAppendices_Chapter5.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 Brooklyn Park's commitment to a complete streets approach in planning and design is rooted in its Comprehensive Plan, in which the primary objective for transportation is 'to provide for a multi-modal integrated transportation system that will serve the needs of City's residents, employers, workers, and visitors'. This outlook is further codified in the same plan's Roadway Design Guidelines for New and Reconstructed Roadways, in which shared-use trails are prescribed on both sides of all major collectors and minor arterials. Historical experience has demonstrated that investment in the quality, comfort, and aesthetics of its roadways is one that yields great returns for the City and its residents, and the Comprehensive Plan explicitly states that the increased maintenance requirements of these improved corridors should be accounted for in its annual budget.

The Comprehensive Plan identifies complete streets as a priority for all transportation projects, that the implementation process for all roadway and transitway corridors will identify opportunities for complete streets, and that such opportunities are always to be advanced unless insurmountable documented barriers prohibit reasonable implementation. The Plan also emphasizes the need for continued collaboration and coordination with agency stakeholders such as Hennepin County, as well as with the community at large to identify preferred alternatives.

Additionally, the Brooklyn Park Pedestrian & Bicycle Plan outlines in greater detail the benefits, needs, and priorities for the City in creating sustainable multi-modal networks for all users. The Plan notes that there are ample opportunities for the implementation of complete streets, from roadway reconstruction and resurfacing to property redevelopment projects, and additionally prescribes that such opportunities be capitalized upon. The City is also just starting its Safety Action Plan, which is expected to include a formal Complete Streets Plan.

Link to Comprehensive Plan: https://www.brooklynpark.org/wp-content/uploads/2021/02/2040-Comprehensive-Plan_NoAppendices_Chapter5.pdf

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 Noble Avenue Trail Project principally provides a safe and convenient trail connection between the City's Shingle Creek Trail and the TRPD Shingle Creek Regional Trail, but also provides access to several parks such as Central, Brookdale, and Birch Grove Parks. Multiple schools also directly abut the trail alignment, including Birch Grove School for the Arts (approximately 400 students), Park Center Senior High School (around 2,000 students), and Brooklyn Middle STEAM School (approximately 900 students). Hundreds of students walk, bike, or take transit along or across the corridor each day. Upgraded pedestrian facilities, improved crossings, and traffic-calming measures will significantly improve safety and accessibility for these users.

At the northern end of the corridor are a number of essential destinations and trip generators including banks, childcare centers, places of worship, senior living centers, and apartment complexes. Near the southern terminus of the Project is Brooklyn Boulevard, along which are more places of worship, apartments, retail including grocery stores, as well as Hennepin County Human Services.

According to the City's Comprehensive Plan, the nearby 85th Avenue (CSAH 109) corridor has been identified for redevelopment to transition older industrial uses into office, housing, and commercial uses. Infrastructure improvements from this project will complement these redevelopment objectives by creating a more attractive environment for future private investment and neighborhood revitalization. Collectively, these improvements will enhance safety, connectivity, and quality of life for residents and businesses. The pending TH 252 Reconstruction Project is also proposing to convert the existing sidewalks along CSAH 109 (TH 252 to Noble Ave/Pkwy) to trails and to eliminate the right turn islands at CSAH 109 / Noble and to upgrade the signal to include APS and ADA compliant push buttons and stations.

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):

Park Center Senior High School
Brooklyn Middle STEAM School
Birch Grove Elementary School for the Arts

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.

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.*

Noble Ave is a key north-south collector carrying an average annual daily traffic (AADT) 8,900 vehicles (2024). About 2,000 vehicles per day use the roadway as an alternative to heavily congested TH 252, contributing to speeding issues. According to a recent speed study, the 85th% speed is 42 mph with 61% over 35 mph, when the posted limit is 30 mph. The roadway also serves several nearby schools generating frequent pedestrian crossings during arrival and dismissal, and Central Park Limited crossing protection and high vehicle speeds create ongoing safety risks. From 2022 to 2024, the intersection of Brookdale Drive and Noble Avenue experienced 24 crashes, including 20 right-angle crashes (83%) and four with injuries – well above the statewide average for similar intersections and above the critical crash rate. One incident involved a child struck while crossing the road to school in the east crosswalk.

The proposed Project will replace failing pavement and utilities, calm traffic, and add pedestrian and bicycle enhancements to improve safety and accessibility. Project elements include a new bituminous off-street trail on the west side, a new sidewalk on the east side, and curb extensions (bump-outs) to shorten pedestrian crossing distances. Intersection improvements at Noble Avenue N. and Brookdale Drive are also being evaluated to improve traffic operations and safety at this key junction (ped refuge islands proposed). To facilitate these improvements to active transportation infrastructure, the Project will also narrow the existing 46' B/B roadway, which includes two travel lanes and on street parking on both sides, to a 2-lane 20-24' urban roadway with parallel parking provided at selective locations. Improved safety will come from improved pedestrian facilities, lower travel speeds, ADA compliant pedestrian crossings, and improved traffic control at key locations, including at Brookdale and a RRFB at the 83rd Ave crosswalk and enhancements at the existing PCHS/BMS RRFB. Improvements at CSAH 109 will also soften the crossing barrier at this intersection, which will be further softened and improved with the pending TH 252 Reconstruction mitigation planned for this intersection.

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*):

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 Noble Avenue Trail Project represents a comprehensive overhaul of Noble Avenue into a multimodal corridor with bike and pedestrian safety considered at all levels. The core of the Project will be the construction of a wide shared-use path as well as a widening of sidewalks, each with an ample buffer of greenspace to further separate from motor vehicles. All intersections and crosswalks within the corridor will be upgraded to include ADA accessible pedestrian ramps, as well as curb extensions ('bumpouts') to further minimize interaction time between active and motorized travel modes.

A new Rectangular Rapid Flashing Beacon (RRFB) will be installed at the existing crosswalk at 83rd Avenue, while the existing RRFB by Park Central High School will be enhanced to accommodate the new bumpouts. At Brookdale Avenue, new pedestrian refuge islands will further enhance pedestrian safety when crossing busy roads and create a more seamless connection along the trail. Supporting all of this is a narrowing of the

roadway along Noble Avenue from two 13’ lanes with 9’ parallel parking to two 10’ lanes with 8’ parking in selected areas to reduce vehicle travel speeds on this dangerous roadway segment, and 4-6’ boulevards to further distance the sidewalk and trail from motor traffic.

The physical enhancements along the corridor will reduce motorist travel speeds along Noble Avenue for both through traffic (bump outs, narrower lanes and roadway, additional and improved traffic control devices) and for turning vehicles (bump outs, refuge islands at Brookdale, narrower lanes). The pending TH 252 Reconstruction Project is also proposing to remove the right turn islands at the CSAH 109 / Noble Avenue-Noble Parkway intersection, improve the signal to add APS and ADA compliant push buttons and stations and convert the existing sidewalks along both sides of CSAH 109 (TH 252 to Noble Ave-Pkwy) to trails. This action will reduce speeds for the right turning movements and further enhance the safety and connectivity of the proposed Noble Avenue Trail and reduce the CSAH 109 ped barrier.

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 Noble Avenue Trail Project is principally focused on improving the safety and mobility outcomes of those living adjacent, especially those who have faced historical marginalization – even more so for families and children. ACS demographics apportioned to a half-mile buffer of the Project corridor suggest that approximately 12,000 people live alongside, of which nearly three quarters (72%) are BIPOC, over one-third (36%) earn less than 185% of the Federal Poverty Threshold, and one-third (34%) are under the age of 18. On a section of roadway with heavy traffic, persistent speeding, and that has experienced 96 crash incidents since 2020, investing in the conversion of Noble Avenue into a safe, multimodal corridor represents a step forward in ensuring that all Minnesotans can expect to comfortably move in their own neighborhood without fear of injury or death.

The importance of the corridor is emphasized by the destinations it serves, most notably Park Center High School, Brooklyn Middle School, and Birch Grove Elementary School for the arts. Students of these schools make heavy use of the surrounding sidewalk infrastructure, and the improvements outlined in this application directly connect to each school's properties. The role of the trail in the local park and trail system comes not only from its direct connections to both the TRPD Shingle Creek Regional Trail and the City's Shingle Creek Trail, but also from its direct connection to Central and Birch Grove Parks and indirect connections to Brookdale and Trinity Gardens Parks. Improved crossing infrastructure across Brookdale and 85th Avenues (CSAH 109) will provide safe connections across busy roadways to childcare, senior living, specialist health care, places of worship, and a variety of commercial and multifamily residential uses.

Community engagement undertaken for Brooklyn Park's most recent Bike and Pedestrian Plan and the city's biennial citywide survey revealed that street crossings and separation from motor vehicles were among the most important themes identified by residents, with several noting this section of Noble Avenue as a major barrier to walking and biking and the sidewalk to trail conversion directly recommended as part of the Plan. The proposed design of the Project draws directly from these concerns by prioritizing off-street bike and pedestrian facilities buffered with greenery from the narrowed roadway, with bumpouts, refuge islands, RRFBs, and thorough ADA improvements set to maximize the level of separation of incompatible modes.

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 Noble Avenue Trail Project was born out of and is continuously informed by the needs identified by the

communities it serves. The Brooklyn Park Pedestrian and Bike Plan and the City's biennial citywide survey identified a number of key themes identified by the public through public engagement, such as separation from motor vehicles, safer crossings, and filling gaps in the network to promote active transportation modes to reach essential destinations. The Project also ties into the priorities identified through engagement for the planned METRO Blue Line Extension, including connections to regional trails, availability of safe dedicated infrastructure for biking and walking, as well as connections to schools.

Specific to this project, opportunities for public engagement and community-oriented analysis will be held throughout the construction process, including:

- Open House/Engagement at 30% Q1, 2027 (project introduction and concept feedback)
- Complete environmental and cultural resource reviews Q2-Q3, 2027
- Second round of public engagement at 60% Q4 2027 (present final layout and anticipated impacts)

These efforts will ensure that the final product of this continued work will best serve the life needs of those who will use it, and that this investment in local infrastructure will be for the betterment of all its residents.

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 Noble Avenue Trail Project builds off the key priorities identified by community members through the Brooklyn Park Pedestrian and Bike Plan and the biennial citywide surveys through multiple engagement efforts, including:

- Addressing Gaps in the Network: The Project currently exists as part of the Regional Bicycle Transportation Network (RBTN) but currently only offers narrow sidewalks for both pedestrians and cyclists, the new design seamlessly connects two branches of the Shingle Creek Regional Trail by upgrading this segment of the network to both wider sidewalks and a dedicated shared-use trail.
- Making it easier for people to cross streets: Each and every crossing along Noble Avenue is considered in the design as an opportunity for improvement, including the construction of new curb extensions, RRFB crossings, pedestrian refuge islands, and ADA compliant ramps to minimize interaction with vehicles.
- Greater separation from motor vehicles: The Project not only minimizes crossing times across busy roadways, but also provides trails with ample buffer away from the curbline, while narrowing the existing roadway to reduce vehicle speeds to safer levels.

The Project seeks not only to provide basic upgrades to prevent injury, but also to create positive externalities that make for a more beautiful neighborhood. Since the turn of the century, Brooklyn Park has worked to build a network of ‘greenways’, in which arterials and collectors are reimagined to include generous landscaping and greenery in addition to multimodal infrastructure. Per the City’s 2040 Comprehensive Plan, “Public investment in roadway landscaping, parks, and similar amenities leads to higher initial private investment and better growth in values over time. The cost to the City of these improvements will be returned through higher property taxes, better quality of life in the neighborhoods, and in an improved community image”. To this end, the Project incorporates wide boulevards and planting strips as a means of creating comfortable separation from vehicle traffic, and envisions the shared use path as a direct extension of the regional network of parkways and trails.

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: $3,500,000.00

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 Jeff Holstein at 8:10 AM on June 24, 2026

HISTORY

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Updated At:	6/24/2026
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