Saint Paul - Public Works

N Hazel Street Bikeway

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05101

Bryan Graveline

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: Saint Paul - Public Works

▼ **Organization Information**

Organization Name	Saint Paul - Public Works
Legal Name	Saint Paul - Public Works
Street Address	25 W 4th ST #1500
Street Address 2	
City	St Paul
County	Ramsey
State	Minnesota
Country	United States of America
ZIP Code	55101

▼ **Contact Information**

Contact	Full Name	Email	Phone
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Developer 1	Anna Potter	anna.potter@ci.stpaul.mn.us	
Developer 2			

▼ Project Information

Project Name* N Hazel Street Bikeway

Select Primary county where project is located* Ramsey

Cities or Townships where the Project is located* St. Paul

Jurisdictional Agency (if different than applicant):

Brief project description*

This proposed project would install separated bicycle facilities on N Hazel Street in Saint Paul between E 7th Street and Mechanic Avenue, and on-street bike facilities between Mechanic Avenue and 330 feet north of E Magnolia Avenue. N Hazel Street is a local street.

Provide the project length to the nearest one-tenth of a mile*	0.6
Lead Agency*	City of Saint Paul Department of Public Works
ZIP Code where majority of work is being performed*	55119
Approximate begin construction date (mo/yr)*	4/1/2029
Approximate end construction date (mo/yr)*	10/31/2029

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

N Hazel Street Bikeway

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*	N Hazel Street
From Cross-Steet*	7th Street E
To Cross-Street*	330 feet north of Magnolia Avenue E
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.6
Multiuse trail*	0
Separated bicycle facility*	0.4
On-street bicycle facility*	0.2
Sidewalk*	0.6
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0
Miles of new RBTN facilities:	0
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*	1241
Number of improved ADA ramps*	18
Number of intersection improvements*	7

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.)*

Separated bikeway, lighting, ped ramps, curb and gutter, traffic calming

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: $*	$3,528,420.00

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:	$28,420.00

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

Match percentage:	1%

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* Local 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.)

Map or Concept Drawing

Project Summary

▼ 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)

NHazelStreetOnePager.pdf

Added by Jimmy Shoemaker at 4:31 AM on June 25, 2026

HazelSt_ConceptLayout.pdf

Added by Jimmy Shoemaker at 4:29 AM on June 25, 2026

Existing Conditions Photo.pdf

Photo Existing Conditions
Added by Bryan Graveline at 10:28 AM on June 24, 2026

RES 26-903-staff report version.pdf

Year-Round Maintenance Commitment
Added by Bryan Graveline at 10:20 AM on June 24, 2026

RES 26-903-staff report version.pdf

Resolution of Support
Added by Bryan Graveline at 10:20 AM on June 24, 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*

This project aligns with the 2050 Transportation Policy Plan in numerous ways. It aligns with the objectives of "equitable and inclusive region", "healthy and safe communities", and "leading on climate" by providing dedicated bicycle facilities that serve all users, including those who can't afford a personal vehicle, providing opportunities for healthy, active transportation, improving safety outcomes for multimodal users, and encouraging mode shift to bicycling. Further, it aligns with numerous policies in the 2050 TPP. It provides benefits to lower-income people who can't afford a personal vehicle, leading to "equitable benefits". It improves traffic safety, especially for multimodal users, aligning with the "eliminate traffic deaths and serious injuries", and "bicycle and pedestrian safety" policies. It transforms a street that previously predominantly served motor vehicles into a more complete street, aligning with the "complete streets" and "bicycle network" policies. Lastly, it encourages mode shift to active, low-emission travel, aligning with the "reduce greenhouse gases" and "reduce negative health impacts" policies.

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*

2024 Saint Paul Bicycle Plan, page 9, page 97

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

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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

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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*	1/13/2016
Link to plan*	https://www.stpaul.gov/sites/default/files/Media%20Root/ADA%20Transiton%20Plan%20for%20Public%20Works_2016.p

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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*

https://www.stpaul.gov/sites/default/files/Media%20Root/Planning%20%26%20Economic%20Development/Street%20De

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 Saint Paul is committed to planning, designing, constructing, operating, and maintaining Complete Streets. This commitment is part of the city's organizational culture and is codified in its Comprehensive Plan to provide high-level direction and its Street Design Manual to provide specific technical guidance.

The city's Comprehensive Plan provides numerous areas of policy support for Complete Streets. Specifically, it directs the city to "design rights-of-way per the following modal hierarchy: 1. Pedestrians, 2. Bicyclists, 3. Transit, 4. Other vehicles." (Policy T-3) It also directs the city to "design the rights-of-way for all users… as

guided by the Street Design Manual" (Policy T-9).

The city's Street Design Manual provides more granular detail on how Complete Streets should be incorporated into every stage of street projects. It gives detailed instructions for implementing Complete Streets design on every part of a roadway cross-section, from pedestrian frontage zone widths to wayfinding provision. It also lays out performance measures, including mode share and the length of new sidewalks and bicycle facilities, as methods to track the city's progress towards Complete Streets over time.

The City of Saint Paul has a robust track record of putting this policy guidance into action. It's reconstructed numerous streets with space for all users, regardless of mode, and is adding more complete streets to its system each year. Some recent examples of standout projects that integrate the Complete Streets philosophy include the reconstruction of Grand Avenue, of Jackson Street, and of Pelham Boulevard.

From its policy framework to its project design to its operations and maintenance, the City of Saint Paul is committed to a transportation system centered on Complete Streets. The N Hazel Street project would be another opportunity for the city to expand its growing Complete Streets 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 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.

Residents of Saint Paul's Greater East Side neighborhood have a wealth of diverse, community-serving destinations within close proximity. Within a half-mile of the proposed project corridor lie destinations that support residents' educational, physical, spiritual, and emotional wellbeing. The purpose of our proposed project is to connect residents along the corridor – especially those who may not have access to personal motor vehicles – to those destinations.

The corridor features six separate schools, ranging from community schools to a language immersion academy to a Montessori school to a free, state-funded charter school that centers the area's Latino community. It features a variety of parks and trails. Note especially that this project directly connects bicyclists and pedestrians to the popular Furness Trail adjacent to N Hazel Street to the north, which runs all the way to Maplewood. There are six churches of various denominations, four health care facilities (a dentist, a physical therapist, a mental health provider, and an assisted living facility), and four grocery stores, many offering culturally specific Latin American or Karen food options.

In total, there are twenty-four key community destinations that serve the corridor, as well as other important land uses like housing (single-family, multifamily, and low-income), restaurants, and other retail. However, while these destinations have the capacity to help residents meet many of their daily needs, transportation is a barrier for many. As we'll discuss further in the community considerations section, many residents do not own a personal motor vehicle and are unfortunately unable to access these goods, services, and educational, spiritual, and recreational opportunities. Our project, by providing safe and comfortable multimodal infrastructure that serves all users, would connect residents to these opportunities.

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 an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school.

Indirect Connection - List the school(s):

Academia In Lak'ech, Nokomis Montessori Magnet School, and Hazel Park Preparatory Academy.

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.*

This project accomplishes two key goals with respect to gaps, barriers, and deficiencies of the existing multimodal transportation system. First, it separates bicycle traffic on N Hazel Street from motor vehicle traffic. Currently, bicycle traffic shares the lane with motor vehicles between E 7th Street and Case Avenue, and again between E Mechanic Avenue and the Furness Trail. While bicyclists are separated horizontally from motor vehicles between E Case Avenue and E Mechanic Avenue, that separation is due only to striped bicycle lanes. This is especially concerning with the high volume of heavy vehicles in the area that service the 3M distribution center at Case and Hazel St. At that intersection, 201 heavy vehicles were counted in a single day in March 2026. On that same day, 316 heavy vehicles were counted at the intersection of Hazel and Stillwater Avenue. By providing both horizontal and vertical separation between modes via sidewalk-level bicycle lanes between E 7th Street and E Mechanic Avenue, this project addresses a system barrier to safe multimodal transportation and provides a convenient, safe, all ages and abilities facility along the corridor.
Further, the northern boundary of this project is the beginning of the Furness Trail, an off-street, low-stress shared-use path that stretches from the project boundary all the way to Maplewood. By providing N Hazel Street from E 7th Street to the Furness Trail with safe, bicycle facilities, this project provides direct, safe access to the trail for residents of all ages that otherwise may not be able to enjoy it.

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.

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

While N Hazel Street is a lower-volume street and thus not included on any regional safety lists, it runs parallel to White Bear Avenue, an arterial roadway situated a quarter mile to the west of N Hazel Street. White Bear Avenue is a four-lane north-south roadway with no bicycle facilities that runs from the Battle Creek neighborhood south of I-94 all the way to White Bear Lake. A Regional High Injury street, it's a high-volume, high-speed roadway that nevertheless, members of this community must rely upon to access their daily needs.

A safer, more comfortable N Hazel Street would allow community members to access their needs on a facility that is safe for all ages, lower volume, and slower. In addition to functioning as an alternate route to White Bear Avenue parallel to the project extents, it also unlocks a safe route to the Furness Trail, which allows for safe, off-street, multimodal travel all the way north to Maplewood. Investing in N Hazel Street's multimodal safety may not directly target a street that consistently makes county or regional safety lists, but it does provide current travelers on one of those streets a safe, alternate route.

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

As a local, lower-volume street, N Hazel Street does not appear in any of the regional safety plans referenced above, nor is it called out in any local safety plans published by the City of Saint Paul. However, while its traffic volumes and absolute number of crashes are not high enough to warrant inclusion in these types of high-level plans, this is still a corridor with inherent, existing risk factors that cause unsafe conditions for those who use it and deter use by those who otherwise would like to.

In addition to the routine conflicts between vulnerable road users and vehicle traffic that occur when a street does not have dedicated space for bicyclists, the presence of the 3M Distribution Center poses elevated risks. Trucks servicing this center use the driveway on N Hazel Street near E Mechanic Avenue and at Case, adding the risks inherent to heavy vehicle traffic to almost the entire corridor. In March 2026, heavy vehicle traffic counts revealed 201 and 316 vehicles in a single day at two locations along the corridor. These risks further necessitates the provision of separated bicycle facilities, as mixed traffic bicycling with large trucks is neither comfortable nor safe for all users.

This project will address those existing risk factors by fully separating bicycle traffic from motor vehicle traffic. By placing bicycle facilities on sidewalk level for the majority of the segment, providing both horizontal and vertical separation, this project will improve safety outcomes on the corridor, and, perhaps most importantly, usher a new group of users, who span all ages and abilities, onto the corridor who otherwise may have felt unsafe. It will do so without introducing any pedestrian or bicyclists delay, detour, or discomfort; in fact, it will do the opposite; it will create a direct, comfortable route for these users.

This safety improvement is rooted not only in community feedback, but also in established traffic safety methodology. The Crash Modification Factor (CMF) Clearinghouse, which is undergirded by the industry-standard Highway Safety Manual, is the gold standard for determining the traffic safety efficacy of proposed changes to a transportation facility. Its CMF titled “install separated bicycle lane” shows that the addition of bicycle lanes that are separated from motorized traffic, as the proposed bicycle facilities are, can be reasonably expected to eliminate over 40% of intersection-related crashes on the corridor. This represents one of the most effective traffic safety improvements available to practitioners. And, given that many of these crashes involve vulnerable road users like bicyclists, the reduction in fatal and serious injury crashes can similarly be expected to be significant..

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 Greater East Side of Saint Paul is marked by a diverse mix of residents. Two specific groups, each historically underserved by both our transportation investments and our public systems writ large, stand out.

First, this area of Saint Paul is home to the largest concentration of both Hmong and Karen communities in the United States. Neighborhood destinations like the Karen market and the nearby Hmong Village serve this population, and the community school Hazel Park preparatory academy provides English Language Learner support for its large population of Hmong and Karen students. Additionally, the area has a large Latino population. They're served by a variety of grocery stores (such as Supermercado Lomabonita and Centro America Express) as well as a predominantly Latino charter school in Academia In Lak'ech.

While these two groups are not monoliths, the neighborhood has lower incomes on average than the city, Twin Cities metropolitan area, or state. The average individual income in this neighborhood is $32,500, compared to over $52,000 for the metropolitan area. Similarly, this area features a high proportion of renters, with 38% of residents renting, compared to 28% statewide. Two apartment complexes in the area (1797 Stillwater Apartments and Pine Tree Park Apartments) participate in the Saint Paul's 4D affordability program, providing rental units to residents who earn up to 60% of the area median income.

Lastly, as is common in many immigrant communities, this neighborhood features a higher proportion of residents under the age of 18 than the city, metropolitan area, or state (33% compared to 22-23% for those geographies). This is an important demographic feature, because many young people rely on multimodal transportation since they do not have access to a motor vehicle. Further, many young people are not comfortable bicycling on shared lanes or in mixed traffic, and rely on safe, all ages and abilities infrastructure, such as we are proposing in this project.

The most important transportation barrier in this area is the Union Pacific Rail Line 300 feet north of the northern project extent. This rail line, though it predates development in the area, still divides the neighborhood and limits opportunities, especially for those without access to a motor vehicle. The City constructed a pedestrian and bicyclist bridge over this rail line to connect this neighborhood to the opportunities north of the rail line. However, without an all ages and abilities route to access that bridge, many users cannot safely and conveniently access the bridge. This project seeks to alleviate this condition. Furthermore, the existing street, when first designed, prioritized industrial land use and heavy vehicle access at the expense of safe and calm streets for multimodal use. This burden is felt by today's residents, and this project intends to rectify that harm.

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).*

This project was identified via two methods. First, communication with the Greater East Side District Council has shown that adding safe bicycle facilities to this segment is a priority for the community. Additionally, the N Hazel Street corridor is included in the 2024 Saint Paul Bicycle Plan as a planned separated bikeway. On page 97 of the Bike Plan, Figure 19 shows this project is identified as a priority for short-term implementation, based on its support from the community, and ability to increase safe bike connections and fill gaps.

The Greater East Side District Council brings residents, businesses, and partners together to strengthen and support the community through inclusive engagement, meaningful advocacy, and collaborative leadership. Because it's able to conduct ongoing, granular engagement on a variety of topics, it serves as a vital tool to identify the needs of the local community.

As the chair of the district council noted, it has been supportive of a separated bikeway on N Hazel Street for a long time. They (and thus the local community) see this project as the completion of the Furness Parkway (the off-street trail north of the railroad tracks) and a key link to other communities within the City of Saint Paul.

In addition to the support of the Greater Eastside District Council, we also selected this project based upon its inclusion in the 2024 Saint Paul Bicycle Plan. That plan featured robust community engagement with an emphasis on areas in the city that are harder to reach, including this one. Events at the Conway Recreation Center, Saint Paul Parks Conservancy, and Battle Creek Community Center all focused on gathering feedback on bicycle preferences from this neighborhood and similar nearby neighborhoods. Additionally, the project team presented virtually to the Greater East Side Community Council, further gathering their feedback in a formalized step.

This engagement led to the inclusion of N Hazel Street as a separated bikeway in the 2024 Saint Paul Bicycle Plan. Through both informal and formal channels, the city has identified the local community's desire for this project, which will provide safe, all ages and abilities multimodal infrastructure and will connect it to opportunities both within and beyond the neighborhood.

If awarded funding, this project will proceed with the same community focus that has led it to this stage. The project will feature a diverse array of community engagement opportunities to further guide the specifics of the implementation of these improvements. That engagement will include open houses, neighborhood pop-ups that meet busy residents where they're at, online surveys, and direct opportunities to voice ideas and opinions. From the project genesis until the project is complete, the goal of improving multimodal safety and connectivity for the local community has been powered by community voices and will continue to feature community desires, knowledge, and local expertise as we proceed.

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).*

In addition to serving the neighborhood as a whole, this project serves two specific communities (Southeast Asian and Latino) who are more likely than the average resident to be low-income, to rent, and to not have reliable access to a motor vehicle. Members of these communities often rely on multimodal transportation to meet their daily needs along the corridor, from culturally appropriate schools for their children to places of worship to grocery stores like Karen Market or Supermercado Lombonita to parks and trails. These communities' ability to meet their daily needs is contingent upon safe, convenient, all ages and abilities transportation infrastructure.

Currently, N Hazel Street features no bicycle facilities for most of the segment between E 7th Street and the Union Pacific Railroad pedestrian and bicycle bridge. It was designed mostly for industrial access, which is a burden still faced today by residents. People who choose to ride on this corridor must contend with heavy vehicles that service the 3M distribution center on Case and Hazel. In March 2026, heavy vehicle traffic daily counts revealed 201 and 316 heavy vehicles at two locations along the proposed corridor. This is a problem for two reasons. First, it limits mobility on the corridor itself. A low-income family that lives in the Pine Tree Park apartments without a motor vehicle may wish to travel to Hazel Park to use its new playground or to participate in the recreational soccer league on Monday and Tuesday nights. Or perhaps they need a reliable way to get to their children to their children's culturally appropriate school, Academia in Lak'ech.

Right now, their trip on N Hazel Street does not have safe, convenient, all ages and abilities bicycle facilities, and they must content and share the road with large semi-trucks. Perhaps, without access to a vehicle, they forgo some of those trips and lose the ability to access the amenities present along the corridor. This project seeks to remedy this problem by providing the safe, convenient, all ages and abilities bicycle facilities that can help that family and others in the neighborhood reach their destinations without a motor vehicle. It will also feature green boulevard space, thus prioritizing roadway aesthetics in addition to roadway safety and comfort.

Additionally, this project provides access not just along the N Hazel Street corridor, but also to the pedestrian and bicycle bridge over the Union Pacific rail line. That same family that will gain all ages and abilities access to destinations along the corridor will also gain a link to the north side of the Union Pacific rail line, a current barrier to access. On the other side of the rail line lies Hazel Park Preparatory Academy, a community K-8 school that caters to many low-income and immigrant families. Also directly north of the pedestrian and bicycle bridge lies the Furness Trail, an off-street, low-stress pedestrian and bicyclist trail that provides recreational and

transportation opportunities to the community and stretches all the way to Maplewood.

We do not anticipate this project will cause any long-term burdens to the nearby community. However, in the short term, construction can cause temporary reroutes and blockages. We will approach this temporary burden with the same community-focused strategy we have used to develop these projects. We will conduct robust engagement to inform the community of the coming changes and the temporary construction. We will listen to the community and incorporate their feedback into proposed reroutes and staging solutions to lessen the impact on the community.

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 Jimmy Shoemaker at 5:12 AM on June 25, 2026

HISTORY

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