Bloomington - Public Works

Old Shakopee Road Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05252

Amy Marohn

Requested: $1,955,840

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Bloomington - Public Works

▼ Organization Information

Organization Name	Bloomington - Public Works
Legal Name	Bloomington - Public Works
Street Address	1700 W 98th Street
Street Address 2	
City	Bloomington
County	Hennepin
State	Minnesota
Country	United States of America

ZIP Code	55431

▼ Contact Information

Contact	Full Name	Email	Phone
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Developer 2			

▼ Project Information

Project Name* Old Shakopee Road Trail

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Bloomington

Jurisdictional Agency (if different than applicant):

Brief project description*

The Old Shakopee Road Trail project includes the construction of a 10-foot wide trail along the north side of Old Shakopee Road (CSAH 1) between Nesbitt Avenue South and Bloomington Ferry Road. The project will replace an existing substandard bituminous walk with a new 10-foot bituminous bicycle and pedestrian trail to provide safer conditions for active transportation along the corridor. By adding to the local trail network, the project will increase opportunities for direct, continuous bicycling and walking access to destinations within the City of Bloomington and neighboring communities, improving safety for all modes of travel.

Provide the project length to the nearest one-tenth of a mile* 1.6

Lead Agency* City of Bloomington

ZIP Code where majority of work is being performed* 55438

Approximate begin construction date (mo/yr)* 4/1/2029

Approximate end construction date (mo/yr)* 11/1/2029

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

Old Shakopee Road Trail

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

Roadway Name* Old Shakopee Road (CSAH 1)

From Cross-Steet* Nesbitt Avenue South

To Cross-Street* Bloomington Ferry Road

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.3
Multiuse trail*	1.3
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0.3
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	
Miles of new RBTN facilities:	
Miles of improved existing RBTN facilities:	
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*	21683
Number of improved ADA ramps*	24
Number of intersection improvements*	3

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.)*

Bike path, ped ramps, BIT Surf, Sidewalks

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*	7
Within 1/2 mile of project*	More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.	
New Bridge/Culvert No.	
Structure is over/under (Bridge or Culvert Name):	

Project Funding

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

No

Grant Request Amount, US$*	$1,955,840.00
Project Total: $*	$1,955,840.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active

Transportation regional sales tax-funded projects)

Match Amount: $0.00

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

Match percentage: 0%

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

Source of Match Funds* N/A

Please check the years that are feasible for your program.* 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 (9)

OSR Trail and Brunswick Walk_Preliminary Plan.pdf
Map or Concept Drawing
Added by Lydia Statz at 8:38 AM on June 24, 2026

Bloomington_OldShakopee_ProjectLocation_Update.pdf
Map or Concept Drawing
Added by Lydia Statz at 8:38 AM on June 24, 2026

Bloomington_OldShakopee_Destinations.pdf
Connection to Key Destinations Map
Added by Lydia Statz at 8:38 AM on June 24, 2026

Project Summary - Old Shakopee.pdf
Project Summary
Added by Lydia Statz at 5:05 AM on June 24, 2026

Total-Project-Cost-Worksheet OldShakopee.pdf
Total Project Cost Worksheet
Added by Lydia Statz at 11:02 AM on June 23, 2026

1 - 5 of 9 Records

▼ 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*

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

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

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

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List the applicable document(s) and pages*

1. 2026-2035 Capital Improvement Plan, p. 250 (included under the “PMP ROW Trail Program”)
2. Bloomington Active Transportation Action Plan, p. 76
3. Bloomington Alternative Transportation Plan, p. 4-14
4. Hennepin County has identified this corridor as an Off-Street Facility in the Hennepin County 2040 Bikeway Transportation Plan.

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

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

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

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

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

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

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

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

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

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

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to

other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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

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

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

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

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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* 2/28/2022

Link to plan* https://www.bloomingtonmn.gov/eng/ada-transition-plan-public-rights-way

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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

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.bloomingtonmn.gov/sites/default/files/complete_streets.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 Bloomington promotes Complete Streets through a coordinated set of policies, plans, and everyday practices that prioritize safety, accessibility, and convenience for the traveling public of all ages and abilities. Its Complete Streets policy has established a multimodal approach, ensuring streets are planned, designed, operated, and maintained to serve all road users.

Complete Streets principles have been embedded across municipal operations through efforts to align multiple plans and programs. The Alternative Transportation Plan (ATP) and Active Transportation Action Plan (ATAP) [GU1.1]guide investments in walking and biking infrastructure and prioritizes projects that improve safety and connectivity, and the Comprehensive Plan reinforces these goals. The Pavement Management Program (PMP) further supports Complete Streets implementation by incorporating multimodal elements into routine reconstruction and maintenance projects. The Trail PMP ensures a plan for routine maintenance and reconstruction of right-of-way trails across the city.

Bloomington also used specific programs to advance Complete Streets policy. The Collector Streets Program applies low-cost strategies like restriping to create safer spaces for people walking and biking. Neighborhood traffic calming efforts reduce vehicle speeds and improve livability, which encourages walking and biking. The Travel Demand Management Ordinance encourages developments to support travel options other than driving alone.

Importantly, Complete Streets considerations begin early in the development of infrastructure projects. Standard practice in Bloomington is that all transportation projects consider pedestrian, bicycle, and transit needs from the start, stemming from a philosophy that each project represents an opportunity to improve Bloomington's multimodal network. The City has created a Complete Streets checklist to standardize these considerations. Early consideration helps ensure that project designs are tailored to the surrounding context while keeping safety and accessibility as a primary focus.

The practices described above will be applied to the Old Shakopee Road Trail Project. Replacing the existing outdated facility with a modern 10-foot bituminous trail, enhanced ADA features, and improved intersection crossings reflects Bloomington's commitment to street safety and multimodal accessibility. The project will improve connections to a number of destinations in the surrounding area, support active transportation users with varying abilities, and enhance regional access through connections to facilities like the future CP Rail Regional Trail. The project is also a prime example of how Complete Streets are delivered in Bloomington through reconstruction projects, advancing accessibility, safety, and network continuity in a practical and context-sensitive manner.

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.

There are 14 key destinations located within ½ mile of the project limits. Of these, nine are parks or other recreation areas. A collection of small neighborhood parks fall within the ½-mile boundary, including Rhode Island, Wyoming, and Quail Ridge Playlots; Hampshire Hills Park; Hampshire Pond; and Brye Park. These parks represent neighborhood park amenities highly valued by families within the community. The proposed trail and sidewalk improvements will enhance safe access to these parks, particularly for families with children.

Three larger parks also fall within the ½ mile buffer, including Bloomington Off-Leash Dog Park, Dred Scott Field, and Hyland Lake Park Preserve. These parks are not only important to the local community, they also are regionally significant facilities that provide critical access to green space and recreation for people from across Bloomington and neighboring communities. Hyland Lake Park Preserve is the largest of these facilities and represents a true regional destination as part of the system of parks and trails managed by the Three Rivers Park District. The Old Shakopee Road trail improvements will facilitate connections to the existing Hyland Trail/future CP Rail Regional Trail, which will in turn offer more opportunity to access the regional park and other regional trails (i.e. Nine Mile Creek Regional Trail) using high-quality off-street trail facilities.

Other key destinations served by the project include a day care center, a Montessori school, a post office, and a church. Similar to the parks, these nearby destinations reflect the family-friendly nature of the community. The new trail on Old Shakopee Road will enable parents to transport their children to/from day care and school, and the congregation of Community of the Cross will have improved access to worship services.

Lastly, Quality Bike Products is a major employer within ½ mile of the trail with many bike commuters. The trail enhancements will improve connectivity for employees at this facility.

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 does not provide a direct or indirect connection to a K-12 school.

Measure B Scoring Guidance

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

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

Measure C - Active Transportation Demand

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

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

Measure C Scoring Guidance

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

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3. Identified Gaps, Barriers, or Deficiencies

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

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

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

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

Currently, the segment of Old Shakopee Road included in this project has a relatively narrow sidewalk that is in poor condition and does not serve the needs of people bicycling or walking very well. There are over 14 key destinations within ½ mile of the proposed trail that are currently difficult to access by bicycle due to the lack of adequate facilities. There is also a major employer, Quality Bike Products, located near the proposed trail whose employees are known to bike to work and have a record of requesting improved infrastructure along Old Shakopee Road. The City's public engagement activities for the Active Transportation Action Plan yielded hundreds of comments from QBS employees and other residents on this corridor, which helped make this particular project the number one priority among participants in the planning process.

The project will upgrade the existing sidewalk to a 10-foot trail. This will help to address the known gap between the trail on Bloomington Ferry Road and the future CP Rail Regional Trail by creating a space for bicyclists and pedestrians that aligns with modern trail design standards and integrates improved intersection crossings. The City plans to add ADA crossing enhancements and updated activated pedestrian signals (APS) at Bush Lake Road and Bloomington Ferry Road as needed.

The project will also address another deficiency by constructing a new sidewalk along Brunswick Road South and West 106th Street, which will help connect residents directly to the new trail and also provides an alternate connection between the Old Shakopee Road Trail and the facilities on Nesbitt Avenue (avoiding a steep hill and signalized intersection crossing). These streets currently have no sidewalks.

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*)1

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 the Old Shakopee Road trail project is not specifically listed in a safety plan, eastern portions of the proposed trail and sidewalk are located within the current walking areas for students attending Olson Middle School and Jefferson High School. This facility will help to increase the safety of students walking and biking between home and school, which will help to support the goals of Bloomington Public Schools' Safe Routes to School Districtwide Plan. This plan was a collaborative effort between the school district and the City.

Beyond portions that overlap the school walk boundaries, the trail will improve safety for people walking and biking by providing a separated bike route with improved intersection crossing elements parallel to Old Shakopee Road between Nesbitt Avenue and Bloomington Ferry Road. With the current condition of the sidewalk on Old Shakopee Road, biking is difficult to impossible, which may cause some people to attempt to ride in the street and others to not bike at all. There are no other alternative continuous east/west routes for bicyclists that are as direct as Old Shakopee Road in this area.

Measure A Scoring Guidance

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

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

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

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

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

The proposed trail will greatly improve the safety of road users along the subject segments of Old Shakopee Road, Brunswick Road, and 106th Street, primarily by providing new and improved spaces for bicyclists and pedestrians that are separated from vehicular traffic. Separated facilities, including shared-use trails and sidewalks, are proven safety countermeasures recognized by the FHWA to enhance roadway safety.

Along Old Shakopee Road, the highest speed and volume facility affected by this project, the City plans for the new trail to be set back between six and 14 1/2 feet from the roadway. This will ensure that bicyclists in particular are able to avoid exposure to dangerous high speed traffic by staying off the main roadway. The proposed sidewalk along Brunswick Road and 106th Street will also mark the first ever investment in separated pedestrian facilities on those streets in this location. Separation of this nature will significantly reduce exposure for people walking along these streets to easily stay out of roadway, reducing potential conflicts with vehicles.

This project will not necessarily alter crossing distances at most intersections. There are pedestrian crossing islands at major intersections already (Bush Lake Road and Bloomington Ferry Road) that help shorten the crossing distances, though the City will make improvements to these as needed to accommodate the trail. The exception is at the crossing of Hampshire Avenue where the crossing distance will be reduced with the elimination of one southbound through lane. Improvements will primarily be widened ADA ramps to match the width of the trail.

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 project would directly run through three census tracts in Bloomington, which were collectively used to develop a picture of the demographics in the immediate surroundings. The following represent a snapshot of specific communities in the vicinity of the project that are more likely to be unable to drive a personal vehicle for a variety of reasons:
• 17.4 percent of people are youth under age 18, relatively evenly distributed around the corridor
• 24.8 percent of people are adults over age 65 (i.e. older adults), with highest concentrations to the south and west of the corridor
• 23.2 percent of the population are BIPOC, with highest concentrations to the south and west of the corridor
• 8.9 percent of the population identify as persons with disabilities, with highest concentrations to the south, east, and west of the corridor
• 10.7 percent of the population is under 185 percent of the poverty level, primarily along eastern portions of the corridor

In addition to these key "specific communities," it is also worth noting that along the corridor, 23.6 percent of households are cost-burdened relative to housing costs, and 2.5 percent of households do not have access to a vehicle.

The part of Bloomington served by this project faces clear transit access burdens, as Old Shakopee Road corridor in this part of the City is not currently served by transit [GU1.1][GU1.2]and is generally outside the walkshed of existing transit services. Despite this, there are several key destinations within the project area. Such destinations, as shown on the map in this application, include nine parks, a day care, a Montessori school, a private Lutheran school, a Lutheran church, and a post office. Given the lack of transit, active transportation options are a critical component of a multimodal transportation environment providing community accessibility to these locations.

As described in more detail in Part B of the Community Considerations, public engagement efforts by the City have revealed a high demand for employee bicycle commuting along this section of Old Shakopee Road. The corridor provides access to Quality Bike Products, an employer with many bicycle commuters who have expressed difficulties accessing work with current infrastructure in the area.

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 Old Shakopee Road Trail Project has been identified by the City of Bloomington as a priority for its active transportation network through engagement with the community associated with the City's 2023 Active Transportation Action Plan (ATAP; link: https://www.bloomingtonmn.gov/sites/default/files/2024-07/Bloomington%20Active%20Transportation%20Action%20Plan_FINAL_December2023.pdf). Bicycle and pedestrian facilities were the top priority mentioned by participants in this planning process, largely driven by the fact that the City received hundreds of comments related to facilities on Old Shakopee Road, including many from bicycle commuters at Quality Bike Products (QBP). QBP is located on Hampshire Avenue less than half a mile from the planned trail corridor, and the city learned through its engagement efforts that QBP has a bicycling incentive program for its employees, resulting in a high rate of bicycle commuting. Old Shakopee Road is viewed by many commuters as the best route to access QBP. The City of Bloomington aims to address these concerns and desires and support local workers by constructing a modern trail facility as described in this application.

In general, the City of Bloomington aims to reach a wide range of people during its engagement efforts and offer meaningful engagement opportunities. The City of Bloomington utilizes its Let's Talk Bloomington website to disseminate project information and gather feedback from the community. The website is designed to be an accessible platform for project engagement, particularly for members of BIPOC, low-income, youth, and older adult communities who may not have the time or ability to access an in-person engagement event. The City of Bloomington has had a high degree of public engagement success with Let's Talk Bloomington, including its use for engagement during the ATAP process that led to this project becoming a priority (link: https://letstalk.bloomingtonmn.gov/atap). The intention for future engagement related to the Old Shakopee Road Trail project specifically will be to continue to use this platform to reach a diverse array of the public in combination with potential in-person engagement activities. Any new facilities (new sidewalk) will have added resident engagement of with adjacent property owners to communicate the community need and work to minimize local property impacts. These are handled with direct mailings and resident open houses. The City employs five (5) outreach and engagement staff who are directly responsible for ensuring engagement on City projects is equitable and reflective of the community.

The City of Bloomington has committed to utilizing the International Association of Public Participation (IAP2) Spectrum of Public Participation, which aligns well with the Metropolitan Council's Imagine 2050 Engagement Spectrum (link: https://letstalk.bloomingtonmn.gov/public-participation-spectrum). The City utilizes a broad array of engagement techniques, including city publications, public feedback sessions, public workshops, task forces, and voting. Each of these strategies are utilized when appropriate to ensure that the public has a real say in what the City does. This engagement philosophy applies to every City project and will be utilized throughout the future planning, design, and implementation of the Old Shakopee Road Trail Project.

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 project application outlines broad benefits to the community in the form of improved bicycle and pedestrian accessibility to destinations in the immediate vicinity as well as around the region. There are also specific benefits for certain groups that can be highlighted.

Benefits for young people will be a significant result of this project. The Old Shakopee Road Trail between Nesbitt Avenue and Bloomington Ferry Road will improve connectivity to a daycare, a Montessori school, and a private Lutheran school. The facility will enable parents to walk and bike with their children to/from school and day care if desired. There are also nine park facilities within ½ mile of the project. Parks are facilities that support recreation and social opportunities for children, and the new trail will increase families' abilities to utilize parks without needing to drive. Some students at Olson Middle School and Jefferson High School may also benefit from the new trail for their trips to and from school, as eastern portions of the project fall within these schools' walk areas as defined by Bloomington Public Schools. The new off-road facilities on Brunswick and W 106th Street will also provide safe access to school bus stops for a large number of students in this area. For any families and children already accessing critical destinations in the area on foot or by bike, the new trail will increase safety by allocating a wider space for active transportation users with physical separation from vehicle traffic along Old Shakopee Road.

Park facilities in particular are also of value to the older adult population in the vicinity of the project. Older adults can benefit greatly from access to parks and green spaces and the ability to remain active. The new trail along Old Shakopee Road will extend the reach of the trail system in the area, allowing direct access for more people. The trail will also offer older adults more opportunities to safely connect to parks and recreate outdoors by providing a standard-width trail facility separated from traffic. The facility will also include ADA upgrades as necessary, which will be particularly helpful for older adults who use assistive mobility devices.

The ADA upgrades will additionally be beneficial for the population of persons with disabilities in the area. ADA upgrades will ensure that the trail facility itself is suitable for people with varying ability levels, and it will also improve accessibility to destinations along the corridor.

The project will help to address the burden created by lack of fixed route transit service in the half-mile area surrounding the project. Currently, if one does not have access to a vehicle, the most reasonable alternative in this area is to walk or bike, either for the entire trip or as a first/last mile connection with distant transit options. The new trail will help to facilitate non-auto connectivity broadly, and more particularly for low-income households and households without access to a vehicle. With the Old Shakopee Road Trail set to connect to the CP Rail Regional Trail, these access benefits go beyond just the local area and instead open up non-auto access to the key destinations mentioned herein for people in a wider geographic area.

The main potential project burden that has been identified is related to topography west of Hampshire Avenue South. There is a wood retaining wall along the southwest corner of the Audenn Apartments complex that will need to be reconstructed to enable a 10-foot trail to be built with adequate separation from the roadway. The City of Bloomington is committed to working with the property owner to minimize any adverse effects to their property resulting from the need to construct a retaining wall. Other temporary burdens during construction may include utility work and roadway land restrictions. The City of Bloomington will commit to engaging with stakeholders and the general public to the highest extent possible throughout planning, design, and construction to ensure that any burdens are properly managed.

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

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

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

- Includes early mitigation plans for project burdens.

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

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ **Grant Requirements** - Internal

Progress Reports

No Progress Reports available

▼ **ArcGIS** - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ **Review & Feedback** - Internal

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

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety plannign efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $1,955,840.00

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 Amy Marohn at 5:15 AM on June 25, 2026

HISTORY

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