Jordan

CR 9 Trail Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05332

Tom Nikunen

Requested: $2,295,488

Status Initial Review

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Notes & History - Internal

What application category are you applying for.*

AT - Local Bike Facilities

General Information

⚠ Developer/Consultant incorrectly selected as Grant Administrator

Organization Name: Jordan

▼ Organization Information

Organization Name	Jordan
Legal Name	Jordan
Street Address	210 E 1st ST
Street Address 2	
City	Jordan
County	Scott
State	Minnesota

Country	United States of America
ZIP Code	55352

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Tom Nikunen	tnikunen@jordanmn.gov	
Authorized User	Tom Nikunen	tnikunen@jordanmn.gov	
Grant Administration	Luke Wheeler	luke.wheeler@bolton-menk.com	555-555-5555
Developer 1	Mike Waltman	Michael.Waltman@bolton-menk.com	612-221-6946
Developer 2	Luke Wheeler	luke.wheeler@bolton-menk.com	555-555-5555

▼ Project Information

Project Name*
CR 9 Trail Improvements

Select Primary county where project is located*
Scott

Cities or Townships where the Project is located*
Jordan

Jurisdictional Agency (if different than applicant):
Scott County

Brief project description*

The trail will extend from the 190th Street/Valley View Drive area north to 185th Street, providing a continuous off-road facility for bicyclists and pedestrians and closing a critical gap in the local and regional trail system. The project includes construction of an 8- to 10-foot-wide bituminous trail, with a 10-foot regional trail segment along the west side of the roadway where feasible, along with boulevard separation, drainage improvements, retaining walls in constrained areas, and roadway crossing enhancements at key intersections. The corridor includes both urban and rural sections, requiring context-sensitive design such as boulevard-separated trail in developed areas and increased horizontal separation from traffic in rural segments to enhance user safety and comfort. This project implements a high-priority segment identified in the City of Jordan's Trail Improvements Plan and will connect residential neighborhoods, employment areas, and local destinations, significantly improving multimodal access and filling a documented gap in the local City pf Jordan and Scott County trail network.

Provide the project length to the nearest one-tenth of a mile*
0.6

Lead Agency*
City of Jordan

ZIP Code where majority of work is being performed*
55352

Approximate begin construction date (mo/yr)*
5/1/2028

Approximate end construction date (mo/yr)*
11/17/2028

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)
CR 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*	County Road 9
From Cross-Steet*	Valley View Drive / 190th Street
To Cross-Street*	185th Street
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.9
Multiuse trail*	0.9
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0.1
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)*	0.6
Miles of new Regional Trail facilities*	0.6
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	6335
Number of improved ADA ramps*	12
Number of intersection improvements*	6

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.)*

Grading, Bit Base, Bit Surfacing, Agg Base, Ped Ramps, Sidewalk, Multiuse trail

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*	0-2
Within 1/2 mile of project*	3

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$* $2,295,488.00

Project Total: $* $2,295,488.00

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* Local funds

Please check the years that are feasible for your program.* 2028 (All projects), 2029 (All projects)

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

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

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

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

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

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

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

Please click the following link which opens in a new window: Draw Project Location

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

▼ Document Requirements

Instructions

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

Summary

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

Maps

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

Coordination

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

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

▼ Documents

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

APPLICATION DOCUMENTS

Filter by Type: All document types (9)

CR 9 Existing Condition Photos_reduced.pdf
Photo Existing Conditions
Added by Mike Waltman at 5:52 AM on June 25, 2026

CR 9 Existing Condition Photos.pdf
Photo Existing Conditions
Added by Mike Waltman at 5:49 AM on June 25, 2026

Total-Project-Cost-Worksheet.xlsx
Total Project Cost Worksheet
Current version added by Mike Waltman at 4:34 AM on June 25, 2026

Jordan Maintenance Commitment Letter.pdf
Year-Round Maintenance Commitment
Added by Mike Waltman at 4:28 AM on June 25, 2026

space_score (1).csv

SPACE Calculation
Added by Mike Waltman at 1:10 AM on June 25, 2026

1 - 5 of 9 Records

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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*

Improve safety for all users, with an emphasis on reducing fatal and serious injury crashes and prioritizing bicycle and pedestrian safety.

Expand high-quality multimodal transportation options and increase access to destinations for users of all ages and abilities.

Eliminate gaps and barriers in the bicycle and pedestrian network and enhance regional connectivity.

Improve access to jobs, services, and community destinations for all users, including those with disabilities or limited mobility.

Support public health and quality of life by providing safe, comfortable, and attractive active transportation facilities.

Reduce greenhouse gas emissions and support sustainability by encouraging walking and bicycling as alternatives to single-occupancy vehicle travel.

Implement Complete Streets and context-sensitive design approaches that safely accommodate all users and improve comfort for pedestrians and bicyclists.

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*

City of Jordan – Trail Improvements Plan (Adopted August 2023)
CR 9 trail segments identified as high-priority connections to the Minnesota River regional trail system (Page 1 of 3). Specific project segments listed in the Trail Priority List as:
“CR 9 – S: CR 9 from 190th Street to 185th Street” (Page 2 of 3)
“CR 9 – N: CR 9 from 185th Street to 190th Street to River” (Page 2 of 3)

City of Jordan Comprehensive Plan (Transportation Chapter)
The CR 9 (Quaker Avenue) corridor is identified as a key north-south transportation corridor and future multimodal connection in the City’s Comprehensive Plan. The trail route is identified as a planned regional trail in chapter 5 on pages 31 through 36 of the plan.

Scott County Comprehensive Plan
The CR 9 corridor and its connection to regional trail systems, including the Minnesota River corridor, is identified for multimodal improvements and future trail development. See chapter VII (Parks and Trails) pages 10, 28, 60, 62, and 63.

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

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

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

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

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

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

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

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

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

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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 fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.
Date self-evaluation completed*	10/31/2023
Link to plan*	https://jordanmn.gov/engineering

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

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

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

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

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

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

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

This application contributes to these 2050 TPP Objectives or Policies:

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

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

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;

6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

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

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

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

▼ Evaluative Criteria

1. Complete Streets

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

Measure A Complete Streets Planning, Design, and Construction

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

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

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

https://codelibrary.amlegal.com/codes/jordan/latest/jordan_mn/0-0-0-3008

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 Jordan promotes complete streets planning, design, and construction through its Comprehensive Plan, City Code (link provided), and adopted engineering standards, which collectively ensure transportation facilities accommodate all users, including pedestrians and bicyclists.

The City's Comprehensive Plan emphasizes expanding and connecting the sidewalk and trail system to support active transportation, improve safety, and enhance access between neighborhoods, schools, parks, employment areas, and regional destinations. The plan identifies the need to develop trail corridors along key roadways, including County Road 9 (Quaker Avenue), to address system gaps and improve multimodal connectivity.
The City's Subdivision Ordinance requires the installation of sidewalks and trails as part of new development and redevelopment. These requirements ensure pedestrian and bicycle infrastructure is consistently implemented as the community grows and that facilities are connected within the public right-of-way and adjacent developments, supporting a Complete Streets approach.

The City's engineering standards and standard plates provide typical roadway cross-sections that incorporate sidewalks, multiuse trails, boulevard separation, and other elements that support multiple transportation modes. These standards include off-street trail accommodations, separation from traffic, and design considerations for safety, drainage, and maintenance.

The proposed CR 9 (Quaker Avenue) trail directly implements these policies and standards by providing a separated facility for bicyclists and pedestrians along a corridor that currently lacks accommodations for non-motorized users. The project improves safety, expands multimodal access, and fills a key gap in the local and regional trail network, consistent with the City's adopted plans, ordinances, and design practices that advance Complete Streets objectives.

Measure A Scoring Guidance

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

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

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2. Connection to Key Destinations

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

Measure A - Connection to key destinations

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

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

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

The proposed CR 9 (Quaker Avenue) trail provides direct access to multiple key community destinations within a ½-mile radius while also serving as a critical segment of a larger regional trail system.
The project serves several established residential neighborhoods located along and east of CR 9, providing a safe, separated facility that will collect and distribute users throughout the area. Within ¼ mile of the corridor are Pineview Park and Brentwood Park, both important neighborhood recreation areas. Within ½ mile, Holzer Park provides additional community amenities, including three ballfields that support organized youth and community activities.
The project also connects directly to new multimodal infrastructure currently under construction as part of the TH 169 / CSAH 282 / CSAH 9 interchange improvements, including a grade-separated crossing of US 169. This connection removes a major barrier and creates a safe, continuous route for bicyclists and pedestrians.
Beyond the ½-mile buffer, the project provides a continuous connection approximately 0.9 miles south to the Jordan Public Schools campus (elementary, middle, and high school), supporting safe access for students, families, and staff.
In addition to serving local destinations, this project is a critical segment of the Scott County regional trail system. The planned regional corridor will ultimately connect communities across Scott County and into Carver County, linking to the Minnesota River State Trail and providing continuous access through Jordan and to

destinations including New Prague and Prior Lake. This project advances that system by filling a key gap and enabling both local and regional multimodal travel.

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.*

This project fills a critical network gap by constructing a new regional multiuse trail along the west side of CR 9 (Quaker Avenue), where no bicycle or pedestrian facility currently exists. This segment connects to recently constructed and planned facilities associated with the TH 169 / CSAH 282 / CSAH 9 interchange project, including a grade-separated crossing of US 169, creating a continuous and accessible route for users of all ages and abilities.

The project also upgrades the east side of CR 9 by replacing an existing sidewalk with a multiuse trail. This improves accessibility and usability for a wider range of users, including bicyclists, pedestrians, and families, and increases comfort compared to the existing facility.

CR 9 currently functions as a significant barrier to safe east-west travel due to traffic volumes, speeds, and limited crossings. This project addresses that barrier by providing trails on both sides of the corridor and improving crossings at key locations. The connection to the new roundabout at CR 9 and 190th Street will improve safety through reduced vehicle speeds and simplified crossing movements. In addition, an RRFB-enhanced crossing at 9th Street will provide a safe and visible crossing serving nearby residential areas and access to Holzer Park.

By increasing separation from motor vehicles, improving crossings, and providing continuous off-street facilities, this project transforms CR 9 from a barrier into a connected multimodal corridor and addresses a key deficiency in the active transportation network.

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).*

The proposed CR 9 (Quaker Avenue) trail project supports regional and local safety planning efforts by providing a safe alternative route along a corridor that currently lacks adequate bicycle and pedestrian accommodations and presents safety concerns due to traffic volumes, speeds, and limited crossings. The corridor has been studied in coordination with the City of Jordan and Scott County, and a preferred layout was developed to address identified safety and mobility needs.

The project includes construction of a separated multiuse trail along the west side of CR 9 and replacement of the existing east-side sidewalk with a multiuse trail, creating continuous off-street facilities that serve users of all ages and abilities. In addition to the trail improvements, the corridor design incorporates targeted roadway reconfiguration over approximately 1,500 feet, converting the existing four-lane undivided roadway to a three-lane section with center turn lane, as well as adding dedicated turn lanes in key areas. These geometric changes reduce vehicle conflict points, calm traffic speeds, and create space for improved multimodal accommodations.

The introduction of turn lanes and reconfigured roadway sections also enables opportunities for enhanced pedestrian crossings, including potential median refuge areas. Additional safety countermeasures include improved crossings at the CR 9/190th Street roundabout and an RRFB-enhanced crossing at 9th Street serving nearby neighborhoods and access to Holzer Park.

The project also connects to the grade-separated crossing of US 169 currently under construction, eliminating a major barrier and providing a continuous, low-stress route.

Together, the corridor study and resulting design incorporate proven safety strategies that reduce exposure to traffic, improve crossing conditions, and create a safer, more accessible transportation corridor.

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 CR 9 (Quaker Avenue) trail project significantly improves safety for people outside of vehicles by addressing existing risk factors, including lack of separation from traffic, limited crossings, and high vehicle speeds, through the use of proven safety countermeasures and a comprehensive corridor design.

Currently, CR 9 is a four-lane undivided roadway with minimal pedestrian or bicycle accommodations, creating high exposure to vehicle conflicts and limited safe crossing opportunities. The project reduces these risks by constructing continuous off-street multiuse trails on both sides of the corridor, eliminating the need for users to share space with traffic and providing facilities that are comfortable for users of all ages and abilities.

A key safety improvement is the reconfiguration of approximately 1,500 feet of CR 9 from a four-lane undivided roadway to a three-lane section with a center turn lane. This "road diet" reduces vehicle speeds, decreases conflict points, and improves driver yielding behavior. Additional turn lanes are introduced in key areas to better manage turning movements and reduce rear-end and angle crashes. These changes align with proven FHWA safety countermeasures for reducing crashes and improving multimodal safety.
The roadway reconfiguration also creates opportunities for improved crossing design. Crossing distances for pedestrians will be effectively reduced through the use of median refuge opportunities, allowing users to cross one direction of traffic at a time. At-grade crossings are prioritized to minimize delay and maintain direct, convenient routes aligned with key destinations. A new RRFB-enhanced crossing at 9th Street will increase driver awareness and yielding at a high-demand crossing location serving nearby neighborhoods and Holzer Park.

The project also connects to the new roundabout at CR 9 and 190th Street, where reduced vehicle speeds and simplified conflict points improve crossing safety compared to traditional intersections. Additionally, the project ties into a grade-separated crossing of US 169 currently under construction, eliminating a major barrier while maintaining a continuous, low-stress route without requiring users to interact with high-speed highway traffic. Motorist speeds are managed through the combination of lane reduction, intersection design, and context-sensitive roadway geometry. These elements work together to calm traffic while maintaining efficient vehicle operations. The use of boulevard separation between the roadway and trail further enhances safety by increasing the buffer between users and traffic.

Collectively, these improvements reduce exposure to vehicle conflicts, provide frequent and intuitive crossing opportunities, and create a safer, more comfortable corridor for walking, bicycling, and rolling. The project reflects a Safe System approach by prioritizing separation, speed management, and conflict reduction, resulting in a substantial improvement to the active transportation environment.

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 is located within the City of Jordan, a growing community with approximately 7,000 residents characterized by a strong presence of families and youth. Approximately one-third of the population is under age 18, and the average household size exceeds three persons, indicating a high demand for safe, non-motorized access to schools, parks, and community destinations. The project corridor directly serves residential neighborhoods east and south of CR 9 (Quaker Avenue), where many households include children and rely on nearby parks, schools, and recreational facilities.

Within and adjacent to the project area are key community destinations including Pineview Park, Brentwood Park, and Holzer Park, which includes three ballfields and supports organized youth activities. The corridor also provides a connection to the Jordan Public Schools campus located less than one mile south, which includes elementary, middle, and high school facilities. These destinations are essential to daily life for local families and youth and represent frequent travel patterns that are currently underserved by safe active transportation infrastructure.

The project area includes a mix of income levels, with a portion of households below median income and a population that includes individuals with disabilities and limited mobility. These communities benefit from improved access to low-cost, non-automobile transportation options. The lack of continuous pedestrian and bicycle facilities along CR 9 disproportionately impacts youth, older adults, and those without reliable vehicle access, limiting their ability to safely reach parks, schools, and community destinations.

Historically, CR 9 has functioned primarily as a vehicle-oriented corridor, with a four-lane undivided roadway, limited crossing opportunities, and minimal separation for non-motorized users. This design has created a physical and perceived barrier between neighborhoods and key destinations, reflecting broader patterns where transportation investments prioritize vehicle throughput over community connectivity. In addition, US 169 has historically divided the community and limited safe north-south movement, further restricting access to regional destinations such as the Minnesota River corridor.

The project directly addresses these existing conditions by providing safe, separated trail facilities and improving crossings, reconnecting neighborhoods to parks, schools, and regional trails. By improving access

for youth, families, and other users who rely on non-motorized travel, the project advances equitable transportation outcomes and supports a more inclusive and connected 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:
- 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 CR 9 (Quaker Avenue) trail project was identified through a structured and community-informed planning process led by the City of Jordan that integrates formal planning, recurring community engagement, and City Council action. In 2024, the City Council directed the development of a “Trail Improvement and Priority Implementation Plan,” which evaluated more than 30 trail gaps across the community. This plan represents a formal, adopted framework for identifying and prioritizing active transportation investments. Through this process, the CR 9 corridor was identified as the City’s highest-priority trail project due to the complete absence of non-motorized facilities, its direct service to residential neighborhoods, and its role as a key segment of the planned Scott County regional trail system.

Community input is a central component of this prioritization and is supported by an ongoing organizational structure. The City conducts an annual strategic planning survey to gather input from residents, including youth, families, and older adults, on community priorities and specific trail investments. Residents are asked to rank proposed trail segments, and results are presented to the City Council during formal strategic planning sessions. The CR 9 trail has consistently ranked near the top of these surveys, and the Council has reaffirmed it as the City’s top trail priority through multiple planning cycles. This demonstrates sustained community-validated need and a documented, repeatable engagement process that directly informs decision-making.

The need for the project is particularly driven by residents in adjacent neighborhoods who lack safe access to parks, schools, and regional destinations. Community feedback has emphasized the safety challenges of CR 9, including high traffic volumes, speeds, and limited crossing opportunities, which disproportionately impact youth, families, older adults, and individuals who rely on walking or bicycling. These discussions, combined with survey feedback, directly shaped the project purpose of creating a safe, continuous, and accessible trail corridor.

Community engagement will continue throughout project development in alignment with the engagement spectrum outlined in the Imagine 2050 Regional Development Guide. Early project phases will focus on

informing and consulting, using public meetings, City Council work sessions, and project updates to share information and gather input. As design progresses, the City will move toward involving and collaborating with community members by engaging adjacent neighborhoods, property owners, and park users to refine design elements such as trail alignment, crossing locations, and access points. This progression reflects a commitment to increasing levels of participation and incorporating community feedback into decision-making.

The City of Jordan has established organizational structures that support ongoing and future engagement. These include the annual strategic planning survey, the Council-adopted Trail Improvement and Priority Implementation Plan, and formal City Council oversight of capital investment priorities. The City allocates staff resources to lead project development and public engagement efforts, ensuring continuity and responsiveness throughout the process. Coordination with Scott County further supports regional engagement and alignment with broader trail planning efforts.

Through these formalized processes, recurring engagement efforts, and Council-directed actions, the project reflects a strong and documented commitment to community-informed decision-making and ensures that community needs continue to guide the project through design and implementation.

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 CR 9 (Quaker Avenue) trail project was identified through a structured, multi-year process that combines formal planning, community engagement, and City Council action. In 2024, the City of Jordan completed a Council-directed “Trail Improvement and Priority Implementation Plan,” which evaluated more than 30 trail gaps across the community. This plan represents a documented organizational framework for identifying and prioritizing active transportation investments. Through this process, the CR 9 corridor was identified as the City’s highest-priority trail project due to its lack of any existing non-motorized facilities, its proximity to residential neighborhoods with significant youth and family populations, and its role as a key segment of the planned regional trail system in coordination with Scott County.

Community input is directly embedded in this prioritization process through the City’s annual strategic planning survey. Each year, residents are asked to rank the importance of trail investments, including specific corridors. Results from this survey are reviewed by City Council during formal strategic planning sessions and used to refine and reaffirm project priorities. The CR 9 trail has consistently ranked near the top of these surveys, demonstrating strong and sustained support across the community and confirming its importance to residents. This ongoing process reflects a documented and repeatable engagement structure that informs capital

planning decisions.

The project need is particularly driven by the needs of specific community members, including youth, families, and residents who rely on walking and bicycling to access parks and schools. Input received through surveys and community discussions highlights the lack of safe connections along CR 9 and the need to provide accessible, separated facilities that serve a wide range of users, including older adults and individuals with limited mobility.

Future engagement will continue throughout project development and will align with the engagement spectrum outlined in the Imagine 2050 Regional Development Guide. Initial phases of the project will focus on informing and consulting with the community through public meetings, City Council work sessions, and project updates. As design progresses, the City will move toward involving and collaborating with residents and stakeholders, including outreach to adjacent property owners, neighborhood residents, and park users to refine design elements and address specific concerns.

The City of Jordan has established organizational structures that support ongoing engagement and community-informed decision-making. These include the annual strategic planning process, formally adopted priority planning documents, and City Council oversight of capital investments. The City also allocates staff resources to support project development and public engagement efforts, ensuring consistent communication and opportunities for input. Coordination with Scott County further strengthens engagement by aligning local and regional priorities and broadening stakeholder involvement.

Through this combination of formal planning, recurring community engagement, and documented decision-making structures, the project reflects a clear and sustained commitment to incorporating community input and advancing transportation improvements that respond directly to community-identified needs.

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: $2,295,488.00

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 Mike Waltman at 4:41 AM on June 25, 2026

HISTORY

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Created By:	Mike Waltman
Updated At:	6/25/2026
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