Plymouth

Regional Trail Accessibility and Safety Enhancement Project

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05452

Chris McKenzie

Requested: $1,970,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Plymouth

▼ Organization Information

Organization Name	Plymouth
Legal Name	Plymouth
Street Address	3400 Plymouth Blvd
Street Address 2	
City	Plymouth
County	Hennepin
State	Minnesota

Country	United States of America
ZIP Code	55447

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Chris McKenzie	cmckenzie@plymouthmn.gov	763-509-5513
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Developer 1	Chris McKenzie	cmckenzie@plymouthmn.gov	763-509-5513
Developer 2	Ben Scharenbroich	bscharenbroich@plymouthmn.gov	

▼ Project Information

Project Name*
Regional Trail Accessibility and Safety Enhancement Project

Select Primary county where project is located*
Hennepin

Cities or Townships where the Project is located*
Plymouth

Jurisdictional Agency (if different than applicant):

Brief project description*

The City is seeking funding from the Metropolitan Council's Active Transportation Program to reconstruct several segments of aging, substandard multi use trails that serve as critical elements of the community's pedestrian and bicycle network. These trail corridors were originally constructed decades ago or have experienced deterioration beyond their intended service life. As a result, they no longer meet current ADA accessibility requirements, design standards, or best practices for safe, comfortable, multimodal travel. The proposed improvements will enhance safety, accessibility, and connectivity for residents, workers, and visitors who rely on these facilities for transportation and recreation.

Across the project locations, existing trail conditions include pavement failures, heaving and settlement, narrow widths, insufficient clear zones, and noncompliant curb ramps. These issues create barriers for individuals with mobility impairments, older adults, families with strollers, and all non motorized users. Replacing these segments with ADA compliant, high quality, durable infrastructure will reduce crash risks, expand accessibility, and support mode shift toward active transportation.

The proposed project includes reconstruction of the following trail segments:

• CSAH 61 Trail Replacement – Two segments: (1) from the Minnetonka city boundary to Watertower Circle, and (2) from Campus Drive to Xenium Lane. These segments serve both local users and regional commuters, linking neighborhoods, employment centers, and transit connections.

• Schmidt Lake Road – From Comstock Lane to Vicksburg Lane. This corridor is heavily used by students, recreational users, and residents accessing nearby parks, schools, and commercial destinations.

• Bass Lake Road – Selected locations, totaling approximately 2,000 linear feet, between Northwest Boulevard and Zachary Lane. These improvements will address areas of severe pavement degradation, root heaving, and ADA deficiencies along a major east west route.

Collectively, these trail segments form important components of the local and regional active transportation network. Their reconstruction will complete missing links in accessible pedestrian and bicycle infrastructure and provide safe, continuous connections to transit routes, schools, commercial districts, residential areas, and regional trails.

This project directly supports the goals of the Metropolitan Council's Thrive MSP 2040 and Transportation Policy Plan by improving equitable access, promoting active transportation, enhancing multimodal safety, and maintaining critical infrastructure in a state of good repair. The improvements will reduce maintenance needs, increase usability for all ages and abilities, and support long term community health and mobility.

Funding from the Metropolitan Council will enable the City to replace these failing trail segments with modern, ADA compliant multi use paths that meet current design standards and provide safe, comfortable, year round travel for pedestrians, bicyclists, and other non motorized users. This project represents an essential reinvestment in the community's active transportation infrastructure to support sustainable mobility for years to

come.

Provide the project length to the nearest one-tenth of a mile*	2.9
Lead Agency*	City of Plymouth
ZIP Code where majority of work is being performed*	55447
Approximate begin construction date (mo/yr)*	4/20/2027
Approximate end construction date (mo/yr)*	10/28/2027

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

Roadside Trails, various locations

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*	CSAH 61
From Cross-Steet*	Sunset Trail
To Cross-Street*	Watertower Cir
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	2.9
Multiuse trail*	2.9
Separated bicycle facility*	2.9
On-street bicycle facility*	0
Sidewalk*	0
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	2.9
Miles of new RBTN facilities:	0
Miles of improved existing RBTN facilities:	2.9
Miles of facility on the regional trail network (nearest 0.1 miles)*	2.9
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	2.9
AADT on parallel or adjacent roadway*	29
Number of improved ADA ramps*	5
Number of intersection improvements*	0

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.)*

Multi Use Trail Construction Upgrades

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

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

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

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

Project Funding

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

No

Grant Request Amount, US$*	$1,970,000.00
Project Total: $*	$1,970,000.00

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

Match Amount:	$0.00

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

Match percentage:	0%

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

Source of Match Funds*	Local Funds
Please check the years that are feasible for your program.*	2027 (Federal and Active Transportation Sales Tax 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 (14)

Sample Hennepin County City Agreement for Trail Work reduced.pdf

(Optional) Attach Project Detail Map(s)

Added by Chris McKenzie at 7:52 AM on June 25, 2026

SPACE Schmidt Lake Road.png

SPACE Calculation
Added by Chris McKenzie at 7:21 AM on June 25, 2026

SPACE CSAH 61 S of Watertower.png

SPACE Calculation
Added by Chris McKenzie at 7:21 AM on June 25, 2026

SPACE CSAH 61 Campus to Xenium.png

SPACE Calculation
Added by Chris McKenzie at 7:21 AM on June 25, 2026

SPACE Bass Lake Road.png

SPACE Calculation
Added by Chris McKenzie at 7:21 AM on June 25, 2026

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Jump to Page

▼ Qualifying Requirements

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

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

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

Briefly list the applicable 2050 TPP objectives and policies*

Applicable 2050 Transportation Policy Plan Objectives and Policies
Our region is equitable and inclusive
• Objective: Better meet the transportation needs of people with disabilities or limited mobility.
• Policy: Ensure transportation facilities meet ADA standards and go beyond minimum requirements to fully serve people with disabilities in infrastructure, services, and engagement.
• Policy: Evaluate transportation investments to ensure equitable distribution of benefits and burdens, including addressing past transportation-related harms.
Our communities are healthy and safe
• Objective: People do not die or suffer serious injuries when using any mode of transportation.
• Objective: People feel safer, more comfortable, and more welcome when walking, biking, and rolling.
• Objective: Increase opportunities for people to walk, roll, or bike for daily transportation and physical activity.
• Policy: Plan and invest in high-quality, context-sensitive facilities that are safe and comfortable for all users.
• Policy: Prioritize safety of people outside of vehicles in the transportation right-of-way.
• Policy: Use transportation investments to reduce health impacts and improve community well-being.

• Policy: Incorporate placemaking and ensure facilities support dignified, accessible public spaces.
Our region is dynamic and resilient
• Objective: Improve travel options beyond driving alone, including walking and biking access to daily needs.
• Objective: Improve reliability, directness, and connectivity of multimodal transportation networks.
• Policy: Plan and invest in a complete bicycle and pedestrian network that connects to regional destinations.
• Policy: Identify and improve network gaps and physical barriers that impede non-motorized travel.
• Policy: Provide high-quality connections between transportation modes.
• Policy: Implement Complete Streets principles in planning, design, and maintenance.
We lead on addressing climate change
• Objective: Reduce transportation-related greenhouse gas emissions and vehicle miles traveled.
• Policy: Prioritize projects that reduce VMT by expanding sustainable transportation options such as walking and biking.
• Policy: Evaluate and mitigate greenhouse gas impacts of transportation investments.
Policies that guide all work (system-wide)
• Policy: Ensure funding supports achievement of regional transportation goals.
• Policy: Asset management investments should maintain and improve the system in a state of good repair while advancing regional objectives.

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*

2040 Comprehensive Plan Chapter 6 page 2 of 24

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

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

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

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

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	2/3/2019
Link to plan*	https://www.plymouthmn.gov/departments/public-works/engineering/traffic-control-requests#docaccess-a2b74f8010a98375044d4bc6645e35a1

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*

N/A

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 Plymouth consistently integrates Complete Streets principles into its transportation planning, design, and construction activities. Plymouth's approach prioritizes safe and comfortable travel for people of all ages and abilities, including pedestrians, bicyclists, transit users, motorists, and individuals with mobility challenges. As a suburban community with a diverse school network, the City places particular emphasis on improving non motorized access to schools, parks, and community destinations.
Plymouth encourages Complete Streets implementation through several ongoing practices. The City incorporates multimodal considerations into every stage of project development, from early corridor studies to

final design. Sidewalks, shared use paths, crosswalk enhancements, ADA compliant curb ramps, traffic calming measures, and safe intersection treatments are routinely evaluated for inclusion. The City collaborates closely with school districts, neighborhood groups, and law enforcement to identify priority routes and safety needs, particularly around school campuses.
Construction projects routinely incorporate pedestrian and bicycle improvements, including enhanced crossings, widened paths, improved lighting, and upgraded signage. Traffic engineering staff review development proposals and public infrastructure projects to ensure continuity of walking and biking networks and to reduce conflicts between modes. The City also coordinates with regional partners to integrate local projects into broader multimodal networks.

Additionally, the project supports enforcement clarity and data driven decision making, both of which reinforce Plymouth's commitment to safe, multimodal corridors. When combined with sidewalks, paths, and crosswalk improvements already in place, the upgraded beacons help create comprehensive, connected school area environments designed to protect the City's most vulnerable travelers.

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 trail reconstruction projects along CSAH 61, Schmidt Lake Road, and Bass Lake Road serve a dense network of residential neighborhoods and a wide range of key community destinations that are essential to daily travel in the City.
CSAH 61 provides critical north–south connectivity between Minnetonka, residential areas, and regional employment and commercial centers. The trail segments between Minnetonka to Watertower Circle and Campus Drive to Xenium Lane connect users to nearby transit routes, office parks, and retail destinations, supporting both commuting and short local trips. This corridor also functions as an important link between surrounding neighborhoods and broader regional trail systems.
Schmidt Lake Road connects residential areas with major community destinations including parks, schools, and neighborhood-serving commercial areas. The segment between Comstock Lane and Vicksburg Lane is heavily used by students, families, and recreational users accessing nearby parks and recreational amenities. It also supports safe bicycle and pedestrian access to adjacent residential developments and community facilities, making it an important east–west mobility corridor for everyday travel.
Bass Lake Road serves as a primary arterial corridor connecting neighborhoods with commercial centers, schools, and recreational destinations across the northwest part of the city. The selected 2,000-foot segment between Northwest Boulevard and Zachary Lane fills critical gaps in the pedestrian and bicycle network, providing access to shopping, services, and connecting routes used for both transportation and recreation.
Collectively, these corridors support access to schools, parks, transit connections, employment centers, and neighborhood businesses. They are essential for residents of all ages and abilities, particularly those who rely on walking, rolling, or biking as their primary or secondary mode of transportation. The improvements will ensure safe, continuous, and ADA-compliant access to these destinations, strengthening local mobility and supporting equitable access to daily needs across the community.

Measure A Scoring Guidance

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

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

Measure B - Connection to K-12 schools

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

Select all that apply*

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

Indirect Connection - List the school(s):

Sunset Hill Elementary, Providence Academy

Measure B Scoring Guidance

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

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

Measure C - Active Transportation Demand

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

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

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

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3. Identified Gaps, Barriers, or Deficiencies

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

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project addresses a deficiency by improving the facility condition, but no additional improvements are anticipated.

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 directly addresses significant gaps, barriers, and deficiencies in the existing active transportation system by reconstructing aging multi-use trail segments that no longer meet current safety, accessibility, or design standards.
Across CSAH 61, Schmidt Lake Road, and Bass Lake Road, existing trail infrastructure is exhibiting advanced deterioration, including pavement cracking, surface heaving from tree roots, settlement, and localized failure. In several locations, these conditions create uneven travel surfaces that are difficult and unsafe for pedestrians, bicyclists, individuals using mobility devices, and people pushing strollers or carts. These deficiencies represent both physical barriers and safety hazards that discourage use and limit access for people of all ages and abilities.
In addition to pavement condition issues, many of the existing segments do not meet current ADA standards for accessible routes, including insufficient widths, substandard cross slopes, and noncompliant curb ramps and connections at intersections and driveway crossings. These design shortcomings create discontinuities in the network that force users to divert into roadways or avoid the corridor altogether, reducing the overall connectivity and usefulness of the active transportation system.
The corridors also contain critical network gaps where deteriorated segments disrupt continuity between neighborhoods, schools, parks, transit stops, and commercial destinations. These breaks in the system reduce the efficiency and directness of walking and biking routes and limit the ability of residents to safely complete everyday trips without relying on a vehicle.
By reconstructing these trail segments to modern standards, the project will eliminate these barriers and restore continuous, ADA-compliant, and context-appropriate facilities. The improvements will transform fragmented and deteriorating infrastructure into a cohesive, safe, and accessible active transportation network that better supports equitable mobility and encourages increased walking and biking throughout the community.

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 trail reconstruction project will provide safe, reliable, and fully accessible alternative routes for pedestrians, bicyclists, and other non motorized users by replacing several aging trail segments that no longer meet current safety or design standards. The existing facilities have significant pavement failures, uneven surfaces, heaving, narrowing, and non ADA compliant grades and curb ramps. These conditions force users to navigate around damaged sections, enter nearby roadways, or choose less direct routes that increase their exposure to vehicle traffic. Reconstructing these trails will eliminate these hazards and create safe, continuous, off street paths along key travel corridors.
The improvements will provide protected alternatives to high volume or high speed roadways such as CSAH 61, Bass Lake Road, and Schmidt Lake Road. These corridors carry substantial motor vehicle traffic, making on street travel challenging for cyclists and unsafe for many users. By rebuilding off street multi use paths to modern width, pavement, and ADA standards, the project will offer a safe separation from traffic for commuters, students, seniors, and families. The improved routes will enhance visibility at crossings, upgrade curb ramps and refuge areas, and provide smoother, more predictable surfaces that reduce crash and fall risks.
Reconstructed trail segments will also serve as safer alternatives during winter months, when deteriorated pavement and uneven surfaces currently cause icing, pooling, and mobility challenges. The new trails will support year round use by improving drainage, structural integrity, and maintainability.

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 reconstruction project will significantly reduce existing safety risks and promote safer travel for all non motorized users by replacing deteriorated, non compliant trail segments with modern, ADA compliant, high quality facilities designed to meet current engineering and safety standards. The project addresses multiple documented risk factors including pavement failures, uneven and unpredictable surfaces, narrow trail widths, limited separation from traffic, inadequate sightlines, outdated curb ramps, and substandard crossings.
A primary safety benefit comes from the complete reconstruction of trail surfaces. Existing trails contain heaving, cracking, rutting, and settlement that create tripping hazards, reduce maneuverability for wheelchairs and strollers, and cause cyclists to swerve into unsafe positions. Rebuilding these segments with proper subgrade preparation, improved drainage, durable materials, and consistent cross slopes will eliminate surface irregularities and reduce crash risks. Improved drainage will also address winter icing issues, enhancing year round safety.
The project incorporates several proven safety countermeasures consistent with FHWA's Safe Transportation for Every Pedestrian (STEP) and Proven Safety Countermeasures programs. These include:
• Improved crossing visibility and alignment. Reconstructed crossings will follow current guidance for sightlines, grade transitions, and user predictability. Updating curb ramps to meet ADA standards will reduce falls and improve accessibility for all users.
• Enhanced separation from motor vehicle traffic. By rebuilding off street, buffered multi use trails along high volume corridors such as CSAH 61, Bass Lake Road, and Schmidt Lake Road, the project provides a safer alternative to roadway travel. Physical separation is a recognized safety countermeasure that reduces crash risks for pedestrians and cyclists.
• Wider, consistent trail widths. Reconstructed segments will be built to current multi use path standards, improving passing opportunities, reducing conflicts between users, and increasing comfort for people with mobility devices. Adequate trail width is a proven method for reducing user conflict and improving operational safety.
• Upgraded curb ramps and accessible design elements. All ramps will meet ADA requirements, including detectable warnings, appropriate slopes, and proper landings. Accessibility improvements promote safety and predictability for users with limited mobility and vision impairments.
• Improved trail geometry and clear zones. The project will address areas where vegetation, root heaving, or encroachments limit sight distance. Clearer lines of sight at curves, driveways, and intersections reduce collision risks and improve reaction time for all users.
• Better accommodation for maintenance and winter operations. Reconstructed pavement sections, improved drainage, and better grading will support more effective snow and ice removal. Reliable maintenance access is an important local safety consideration, especially in areas with regular freeze thaw cycles.
Additionally, the project mitigates systemic risk by providing safe alternative routes away from high speed and

high volume roadways. Without these off street facilities, pedestrians and bicyclists are more likely to travel on shoulders, narrow sidewalks, or in vehicle lanes, significantly increasing exposure to conflicts. By rebuilding these trails, the City can ensure that users have dependable, comfortable, and predictable pathways that encourage safe behavior and reduce unsafe route choices.
Overall, the project uses proven safety strategies to deliver substantial improvements for non motorized users. By replacing failing infrastructure with modern, ADA compliant, context sensitive designs, the project reduces known hazards, strengthens network reliability, and provides safer, more accessible travel for people of all ages and abilities.

Measure B Scoring Guidance

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

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

▼ Community Considerations

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

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

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

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

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

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

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of

the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified "specific communities" that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

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

Other Key Concepts

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

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

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

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

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

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

A. Community Data and Context

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

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

The project area includes several key corridors within the community—CSAH 61, Schmidt Lake Road, and Bass Lake Road—all of which serve diverse residential neighborhoods, schools, employment centers, and commercial destinations. These trail segments form essential east-west and north-south connections that support daily travel for a wide range of users. The surrounding community includes a mix of single-family

neighborhoods, multifamily housing areas, employment districts, and commercial centers, creating consistent, high demand for safe and accessible non-motorized travel.
Demographic data for the project area indicates a population that includes older adults, school-aged children, and residents with varying levels of mobility and income. Many neighborhoods adjacent to these corridors include higher concentrations of older adults who rely on trail systems for safe, low-stress access to nearby parks, shopping, and health services. Multifamily housing complexes and townhome developments are located along or near CSAH 61 and Bass Lake Road, adding to the number of residents who depend on walking and biking to reach daily destinations, especially for short trips. The Schmidt Lake Road corridor provides key access routes for students traveling to nearby schools and recreational facilities.
These corridors also provide non-motorized access to important regional and local destinations including retail centers, employment hubs, parks, schools, and transit routes. CSAH 61 connects residents to major employment and commercial districts, while Bass Lake Road and Schmidt Lake Road serve as key community corridors linking neighborhoods with parks and schools. Many residents use these trails for short utilitarian trips, making reliable and accessible trail conditions essential.
The project's purpose is directly tied to supporting this diverse user base by replacing deteriorated trails that currently constrain mobility, create accessibility barriers, and increase exposure to safety risks. Substandard conditions such as cracking, heaving, steep cross-slopes, and outdated curb ramps disproportionately impact residents with mobility limitations, older adults, families with strollers, and people who rely on these routes for everyday travel. Improving ADA compliance and trail continuity is essential to ensuring the transportation system serves all users equitably.
The transportation history of the area, including the development of high-volume county roadways, has shaped access patterns and contributed to unintentional harms for people walking and biking. As these roadways expanded over time, trail construction responsibilities were shifted to cities under the County's cost-participation policy, even within county right-of-way. This contributed to delays or inconsistencies in completing or upgrading multimodal infrastructure. In some cases, trails were built to older standards or experienced deferred reconstruction because of competing funding needs. As a result, several segments lag behind current safety and accessibility expectations.
The need for reinvestment is amplified by the role these corridors play in providing alternatives to high-speed traffic. Without safe, continuous off-street paths, pedestrians and bicyclists may resort to traveling along road shoulders or detouring onto indirect routes. Rebuilding these trail segments will correct past deficiencies, reduce reliance on vehicle travel for short trips, and provide equitable, reliable access for all community members.
Overall, the project enhances safety, connectivity, and accessibility in neighborhoods that depend on these corridors for daily, local mobility. It represents an essential investment in repairing past gaps and modernizing infrastructure to better serve current and future users.

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 project was identified through a combination of long range planning efforts, infrastructure condition assessments, community feedback, and ongoing engagement with neighborhood groups and corridor users. The deteriorated trail segments along CSAH 61, Schmidt Lake Road, and Bass Lake Road have been repeatedly flagged in pavement condition reviews and ADA evaluations, which noted cracking, heaving, steep cross slopes, and non compliant curb ramps. These physical conditions have been raised consistently in community surveys, informal meetings, and resident comments, particularly from older adults, families, and individuals with mobility impairments who rely on these corridors for safe, off street travel.

The need for reconstruction is supported by several adopted planning documents, including local transportation and parks plans that call for reinvestment in existing trail infrastructure and improvements to pedestrian and bicycle safety. These documents emphasize the community's long term goals of expanding active transportation, supporting multimodal connections, and reducing mobility barriers for people of all abilities. The City's ADA Transition Plan also identifies barriers along these corridors and prioritizes improvements that enhance accessibility, safety, and compliance with modern standards.

Engagement with residents, neighborhood groups, and community stakeholders has reinforced the need to rebuild these trails. Feedback gathered through annual community surveys, corridor project discussions, and informal conversations at neighborhood meetings highlighted concerns with uneven pavement, insufficient width, and difficult road crossings. Parents of school aged children along the Schmidt Lake Road corridor expressed challenges with student walking and biking routes, while residents along CSAH 61 and Bass Lake Road noted difficulty navigating the aging trail sections during winter months. These conversations directly contributed to prioritizing these trail segments for improvement.

Community engagement will continue throughout project development and implementation. The City will follow engagement practices consistent with the Imagine 2050 engagement spectrum, beginning at the "Inform" and "Consult" levels and moving toward "Involve" as design alternatives are developed. Engagement methods will include public meetings, online surveys, project webpages, construction updates, and direct outreach to key user groups such as schools, senior communities, and nearby multifamily housing residents. These activities will ensure that residents can provide input on trail alignment, accessibility features, crossing improvements, and construction staging.

Organizational structures that support future engagement include the City's adopted public participation policies, which outline expectations for accessible, transparent communication and provide staff resources to guide engagement activities. The City's ADA Transition Plan, Sidewalk and Trail Policy, and Comprehensive Plan all provide guidance and frameworks for inclusive engagement and accessibility focused decision making. Dedicated engineering and community engagement staff will coordinate public involvement throughout the project, supported by ongoing communication channels such as e newsletters, social media, and project specific contact points.

Overall, the project was identified through a combination of planning, assessment, and community input, and it responds directly to a broadly recognized need for safe, accessible, and reliable trail infrastructure. Continuous engagement will ensure that the project reflects community priorities and enhances mobility for all users.

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

High: The project application:

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

Medium: The project application:

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

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

C. Community Benefits

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

The proposed project will deliver a wide range of safety, accessibility, and mobility benefits that directly address long identified community needs. By reconstructing failing, substandard multi use trail segments along CSAH 61, Schmidt Lake Road, and Bass Lake Road, the project will provide safe, comfortable, and ADA compliant routes that enable residents of all ages and abilities to travel reliably to schools, parks, employment centers, commercial areas, and transit connections.

A primary benefit of the project is improved safety for pedestrians, bicyclists, and other non motorized users. Current trail conditions such as cracking, heaving, steep cross slopes, and inconsistent widths that create hazards that force users to navigate around damaged areas or enter roadways. Reconstructing these segments will create predictable, level, well drained, and wider trail surfaces, reducing crashes, falls, and conflicts among trail users. Improved curb ramps, clearer crossings, and better sightlines will also enhance accessibility and safety, particularly for people with mobility challenges, older adults, and students.

The project will also significantly enhance accessibility. Many of the identified trail segments currently do not meet ADA standards, limiting mobility for individuals who rely on walkers, wheelchairs, or strollers. By constructing modern, ADA compliant infrastructure with appropriate slopes, landings, detectable warnings, and consistent widths, the project will ensure that the transportation system serves all members of the community equitably. These accessibility improvements align directly with community feedback and needs identified in ADA evaluations, public surveys, and neighborhood meetings.

Reconstructing these trails will mitigate longstanding burdens caused by uneven investment in active transportation infrastructure. Historically, the expansion of high volume county roadways created barriers for people walking and biking, unintentionally prioritizing vehicle travel while leaving gaps or substandard conditions in non motorized routes. The County’s cost participation policy, which places responsibility for trail construction and reconstruction on cities, even within county right of way, has contributed to delays in upgrading these facilities. As a result, many trail segments have exceeded their lifecycle, compounding maintenance challenges and disproportionately impacting communities that rely most on safe off street routes. The project helps correct these inequities by reinvesting in infrastructure that directly benefits residents who have historically faced greater mobility barriers.

Additional benefits include improved regional connectivity and reduced reliance on vehicle travel for short trips. Reconstructing these trails strengthens links between neighborhoods and community destinations, making walking and biking more attractive, reliable, and practical modes of transportation. This can reduce local congestion, support healthier lifestyles, and promote sustainability goals. Enhanced trail conditions also support year round use, providing winter-safe routes free of pooled water, ice, and uneven surfaces.

Potential temporary impacts, such as detours during construction, will be mitigated through community outreach, staged construction, and clearly signed alternative routes. The City will provide advance notice and regular updates to ensure residents understand changes and can plan safe alternatives. In the long term, the project reduces systemic burdens by lowering maintenance costs, improving durability, and reducing the need for reactive repairs.

Overall, the project delivers meaningful benefits that directly address community needs for safe, accessible, and equitable transportation options. By replacing aging infrastructure with modern, inclusive, and resilient facilities, the project supports long-term community health, mobility, and quality of life.

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: $1,970,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Chris McKenzie at 8:40 AM on June 25, 2026

HISTORY

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