Coon Rapids

CSAH 18 Sidewalk

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05307

Mark Hansen

Requested: $871,600

Status Initial Review

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What application category are you applying for.*

AT - Pedestrian Facilities

General Information

Organization Name: Coon Rapids

▼ Organization Information

Organization Name	Coon Rapids
Legal Name	Coon Rapids
Street Address	11155 NW Robinson RD
Street Address 2	
City	Coon Rapids
County	Anoka
State	Minnesota
Country	United States of America
ZIP Code	55433

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Mark Hansen	mhansen@coonrapidsmn.gov	
Authorized User			
Grant Administration			
Developer 1	Lydia Statz	lstatz@srfconsulting.com	763-249-6732
Developer 2			

▼ Project Information

Project Name* CSAH 18 Sidewalk

Select Primary county where project is located* Anoka

Cities or Townships where the Project is located* Coon Rapids

Jurisdictional Agency (if different than applicant):

Brief project description*

The CSAH 18 Sidewalk Improvements project will address a critical gap in the pedestrian network along Crooked Lake Boulevard NW in the vicinity of the BNSF railroad crossing in Coon Rapids. The project will construct a continuous sidewalk on the west side of the corridor, where no pedestrian facilities currently exist, and improve the existing facility on the east side, which is currently informal, poorly defined, and does not meet ADA accessibility standards.

In addition to providing continuous pedestrian facilities, the project will significantly improve the railroad crossing itself. Planned enhancements include pedestrian gates, protective fencing, crossing panels across the tracks,

and raised medians on the roadway approaches. These features will create a clearly defined and protected crossing environment, improving visibility, guidance, and separation from both vehicular and rail traffic.

The project will also improve crossing geometry by eliminating the existing skewed alignment and reconfiguring the crossing to occur at a 90-degree angle. This adjustment minimizes crossing distance and reduces the time pedestrians are exposed within the crossing area, resulting in a safer and more direct path.

Together, these improvements will transform the crossing from an unclear and inaccessible condition into a safe, continuous, and ADA-compliant facility that better serves pedestrians of all ages and abilities.

Provide the project length to the nearest one-tenth of a mile*	0.1
Lead Agency*	City of Coon Rapids
ZIP Code where majority of work is being performed*	55433
Approximate begin construction date (mo/yr)*	5/1/2027
Approximate end construction date (mo/yr)*	11/30/2027

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

CSAH 18 Sidewalk

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

Roadway Name*	CSAH 18 (Crooked Lane Blvd)
From Cross-Steet*	N/A
To Cross-Street*	N/A
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.1
Multiuse trail*	0
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
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	5008
Number of improved ADA ramps*	4
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.)*

SIDEWALK, BITUMINOUS SURFACING, AGGREGATE SURFACING, RAISED MEDIAN, ADA IMPROVEMENTS, PEDESTRIAN CROSSINGS

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*	4-6
Within 1/2 mile of project*	4-6

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$*	$871,600.00
Project Total: $*	$1,121,600.00

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: $250,000.00

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

Match percentage: 22%

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* Anoka County

Please check the years that are feasible for your program.* 2027 (Federal and Active Transportation Sales Tax Projects), 2028 (All projects), 2029 (All projects)

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

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

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

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

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

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.
The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.
Please click the following link which opens in a new window: Draw Project Location

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

▼ Document Requirements

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

Summary

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

Maps

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

Coordination

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

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

▼ Documents

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

APPLICATION DOCUMENTS

Filter by Type: All document types (8)

CSAH 18 Pedestrian Crossing Concept.pdf

Map or Concept Drawing
Added by Lydia Statz at 5:36 AM on June 24, 2026

CoonRapids_CSAH18Sidewalk_ProjectLocationUpdate.pdf

Map or Concept Drawing
Added by Lydia Statz at 5:35 AM on June 24, 2026

One-Pager_CSAH 18.pdf

Project Summary
Added by Lydia Statz at 5:32 AM on June 24, 2026

Total-Project-Cost-Worksheet_CSAH 18 Sidewalk.pdf

Total Project Cost Worksheet
Added by Lydia Statz at 5:28 AM on June 24, 2026

AC letters of support_Coon Rapids_BNSF.pdf

Year-Round Maintenance Commitment
Added by Lydia Statz at 11:46 AM on June 23, 2026

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Jump to Page

▼ Qualifying Requirements

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

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

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

Briefly list the applicable 2050 TPP objectives and policies*

Policy 5: Needs of people with disabilities
• Ensure communities and investments meet federal Americans with Disabilities Act (ADA) standards and encourage partner government agencies to go above minimum standards to fully meet the needs of people who have a disability in infrastructure, services, communication, and engagement.

Policy 11: Bicycle and pedestrian safety
• Emphasize and prioritize the safety of people outside of vehicles in the transportation rights-of-way.

Policy 15: Eliminate bicycle/pedestrian gaps and barriers
• Plan and implement a complete bicycle system including local networks that connect to the Regional Bicycle Transportation Network alignments to provide connections between regional destinations and local bicycle networks.

Policy 17: Pedestrian network
• Provide regional resources to support local planning and implementation for pedestrian travel.

Policy 22: Multimodal connections
• Provide high-quality connections within and between modes of transportation.

Policy 23: Complete Streets approach
• Implement a Complete Streets approach in policy, planning, operations, and maintenance of roads.

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*

Coon Rapids Active Transportation Plan page 56

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

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

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

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

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

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

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

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

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

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

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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

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

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

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

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

Choose one*	The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.
Date plan completed by governing body*	3/6/2018
Link to plan*	https://docaccess.com/docviewer.html?url=https%3A%2F%2Fwww.coonrapidsmn.gov%2FDocumentCenter%2FView%2F5889&url_hash=416bf811f665b0d96780a9

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 Pedestrian Facilities application category is intended to fund construction of and improvements to pedestrian-focused facilities that improve mobility, safety or accessibility for pedestrians in local communities.

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.

- Sidewalk construction (single corridor or areawide improvements)
- At-grade pedestrian crossing improvements
- ADA improvements
- Streetscape improvements that encourage walking

▼ 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. 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://ctncoonrapids.com/DocumentCenter/View/15975/Living-Streets-Policy?bidId=

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 Coon Rapids' Living Streets Policy (https://www.coonrapidsmn.gov/DocumentCenter/View/15975/Living-Streets-Policy) guides transportation investments to improve safety, accessibility, economic vitality, and sustainability while supporting a system that serves all modes of travel. The policy is implemented as part of the City's standard project development

process, where transportation improvements are evaluated against Living Streets and Complete Streets principles to identify opportunities to enhance safety, accessibility, and connectivity. While the City does not rely on a single checklist, the policy provides a consistent framework used by staff and partner agencies to guide decision making, prioritize improvements, and incorporate multimodal elements into capital projects. This policy incorporates the City's Complete Streets framework and emphasizes designing roadways that are safe and accessible for all users.

Goal 1 focuses on promoting safe movement through traffic calming strategies. The proposed addition of raised medians at the railroad crossing supports this goal by reducing vehicle speeds and improving safety for all users, particularly pedestrians.

Goal 4 promotes street and highway designs that accommodate multiple modes of transportation. The CSAH 18 Sidewalk project aligns with Policy 4-1, which encourages modifications to existing streets to meet Complete Streets objectives, and Policy 4-2, which prioritizes filling sidewalk and trail gaps. This project addresses a key gap in the pedestrian network in Coon Rapids, improving overall system connectivity.

Goal 7 emphasizes expanding and maintaining a trail and sidewalk network that provides safe and convenient access to destinations throughout the city. The project supports Policy 7-3 by improving pedestrian access to nearby transit stops along Northdale Boulevard, as well as key destinations including Morris Bye Elementary School, Coon Rapids High School and Middle School, Riverwind Community Building, and North Star Community Church. The project also aligns with Policy 7-4 through coordination with Anoka County, supporting broader regional connectivity goals. In addition, it advances Policy 7-6 by reducing crossing distances at the BNSF railway and supports Policy 7-8 through the inclusion of safety features such as crosswalks, medians, gates, and signals to enhance pedestrian visibility and protection.

Overall, the CSAH 18 Sidewalk project is consistent with the City's Living Streets and Complete Streets policies by improving safety, reducing gaps in the network, and enhancing access to important community destinations.

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. 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.*

Key destinations within a half-mile of the project location include Morris Bye Elementary School to the north along Crooked Lake Boulevard; North Star Community Church to the south; and the Coon Rapids Family Center Mall to the northeast along Northdale Boulevard. The Family Center Mall serves as a major hub for community activity and services, including the Coon Rapids Family Place and the Family Welcome Center, which provide critical support for families, children, and caregivers through early childhood programming and access to community resources. Additional destinations within the mall, such as Grand Slam Family Center and Purple Rose Hall, further contribute to its role as a central gathering place and frequent daily destination for residents.

Additional schools are located just outside the half-mile radius but within one mile of the project area. Coon Rapids High School and Coon Rapids Middle School are located to the east along Northdale Boulevard;, Hoover Elementary School is located to the southeast;, and Anoka-Ramsey Community College is located to the southwest along Mississippi Boulevard NW. The project , would facilitate safe access to both primary, secondary, and post-secondary education opportunities.

The Crooked Lake Library, located within 1,000 feet of the project site, is another key community destination that would be directly served by the improvements. As a well-used civic resource, the library attracts students, families, and residents for educational, social, and community activities, making safe and accessible connections to the site especially important.

Measure B - Connection to schools

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

Select all that apply*

This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property.

Direct Connection - List the school(s):

Morris Bye Elementary 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 Priority Areas for Walking (PAWS) Tool. This score measures the location's relative priority for pedestrian improvements based on a variety of environmental, physical and demographic factors.

Use the PAWS tool to identify the highest score in the project area. PAWS scores will be verified as part of the scoring process.*

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Measure C Scoring Guidance

The applicant with the highest PAWS 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 PAWS score of 10, and the top project had score of 15, this applicant would receive (10/15)*5 points, or 3.33 points. Rounded to the nearest integer, this application would receive 3 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.*

The proposed project addresses a clear gap in the existing pedestrian network at the CSAH 18 crossing of the BNSF railroad. Currently, the crossing lacks a continuous or well-defined pedestrian facility, with sidewalks ending before the tracks and only minimal, difficult to follow paths on the opposite side. As a result, people walking must navigate gravel surfaces and cross the tracks without guidance or protection, creating safety concerns related to uneven footing, limited visibility, and exposure to both roadway and rail traffic.

The crossing is also skewed, requiring pedestrians to traverse the tracks at an angle, which increases the time spent within the crossing area and adds to user discomfort. These conditions are particularly challenging for individuals with mobility limitations, as the route is not accessible and does not provide a smooth or predictable path.

This location is one of the limited opportunities to cross the rail corridor in the area, and nearby alternatives require lengthy out-of-direction travel. This reduces the practicality of walking for everyday trips and limits access to nearby destinations along CSAH 18 and Northdale Boulevard.

The project will close this gap by constructing continuous sidewalks and establishing a clearly defined crossing that is aligned perpendicular to the tracks. New crossing surfaces will create a smooth, direct route, while added elements such as pedestrian gates, signals, medians, and protective fencing will improve visibility, guide users to the appropriate crossing point, and reduce exposure to surrounding traffic.

Collectively, these improvements will turn an unclear and discontinuous crossing into a safe, accessible, and user-friendly connection, making it easier for pedestrians of all ages and abilities to travel through the corridor with confidence.

Measure A Scoring Guidance

Scoring for this measure will be based on the tiered system listed below. Consider the information and narrative provided by the applicant and score projects based on the benchmarks provided below. Scores will be based upon the scorer's discretion and the information provided in the written response, with the option to provide reduced points if the scorer does not believe the gap, barrier or deficiency cited is adequately addressed to a level that makes the facility comfortable for all ages and abilities. Projects that checked multiple boxes will receive the highest tier of points that is adequately supported by the applicant's response.

- 25 points: Project fills a network gap or barrier by constructing a new facility that connects to other existing facilities or a key community destination.
- 20 points: Project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation on an existing facility.
- 15 points: Project constructs a new bicycle facility but does not currently connect to another existing facility.
- 10 points: Project addresses a deficiency by improving facility condition but no additional improvements are anticipated.

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4. Safety

This criterion measures the project's ability to promote safety for all users, including how the project responds to existing risks and makes use of proven safety countermeasures.

Measure A – Connection to existing safety planning efforts

Project Location (or part of the location) is listed in the Regional Safety Action Plan on any of the following lists (*note an online map is being developed and a link will be provided in final application*)*

Project location is not listed in a regional or local safety plan but provides a parallel or alternative route that will improve safety for people walking or biking.

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

While the project location is not identified in an existing safety plan, the proposed improvements at the BNSF crossing reduce pedestrian risk. Crooked Lake Boulevard NW is one of the few crossings over the railway in Coon Rapids. The nearest alternatives are 0.55 miles northwest at 119th Avenue NW and 1.43 miles southeast at Hanson Boulevard NW, both requiring substantial out-of-direction travel.

Existing conditions do not provide a safe or accessible pedestrian facility. There are no sidewalks or dedicated walkways, requiring pedestrians to navigate uneven surfaces and cross the tracks without guidance. This creates safety concerns, including tripping hazards, limited visibility, and lack of separation from rail operations. The crossing is not ADA-compliant and is difficult to navigate safely.

The project will address these deficiencies by adding sidewalks, pedestrian gates, medians, and signals to improve visibility, separation, and awareness. The double track BNSF mainline that crosses Crooked Lake Boulevard is one of the busiest rail corridors in the state, and these enhancements reduce conflict risk and provide a defined, protected pedestrian path.

With key destinations along Crooked Lake Boulevard NW and nearby Northdale Boulevard NW, improving this crossing supports safe, direct access. Overall, the project will transform an unprotected, inaccessible crossing into a safe, accessible, and comfortable facility for all users.

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 sidewalk improvements along CSAH 18 at the BNSF railroad crossing will significantly improve safety and accessibility by providing a continuous, protected pedestrian facility. The new sidewalks will be buffered from the roadway by a 4-foot shoulder and curb and separated from the railroad by quad-fences on all sides of the crossing, reducing exposure to both vehicle and train traffic.

Existing conditions do not provide a safe or continuous crossing. The sidewalk on the west side of CSAH 18 terminates approximately 25 feet north and 70 feet south of the railroad tracks, forcing pedestrians to navigate an unpaved gravel area to cross. On the east side, the existing paved path is minimal and difficult to identify, resulting in an unclear and uncomfortable crossing experience. In both cases, pedestrians lack a defined, protected path, increasing risk and reducing usability, particularly during low-light conditions.

The current rail crossing is also skewed, requiring users to cross the tracks at an angle, which increases crossing distance and exposure time. The proposed project will realign the crossing to a 90-degree angle, minimizing crossing distance and creating a more direct and intuitive path. New 152-foot crossing panels will provide a smooth, continuous surface across the tracks, replacing the uneven existing conditions where only the roadway includes crossing panels. This improvement will enhance safety for all users, particularly those with mobility devices, who currently face significant challenges navigating the crossing.

Additional enhancements, including pedestrian gates, medians, and crossing signals, will further improve visibility and user awareness, while also guiding pedestrians to a designated crossing location. Raised medians and curb improvements will narrow the roadway and create visual friction for motorists, helping to slow vehicle speeds and improve overall crossing safety.

Together, these improvements will transform an unprotected and disconnected crossing into a safe, accessible, and clearly defined facility, providing a comfortable and reliable crossing for pedestrians 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.

Nearby census tracts include relatively high shares of residents with disabilities, reaching up to 17.5%, as well as a population of older adults, with one tract including 20% of residents age 65 and over. These groups often require safe, clearly defined, and accessible facilities and may be less able to navigate incomplete or high-risk crossings. These needs are reinforced by consistent feedback from residents, who have identified the BNSF rail crossing along CSAH 18 as a difficult and potentially unsafe location, particularly for students traveling to and from nearby schools north of the corridor.

The area also includes a diverse population, with non-white residents comprising between 27.4% and 29.1% of the surrounding tracts. In addition, 19.5% of households in one tract do not have access to a vehicle, increasing reliance on walking and other alternative modes of transportation to reach daily destinations.

Together, these characteristics suggest a higher likelihood of residents walking in the area and using the existing crossing. However, current conditions do not provide a safe or accessible facility to support these trips. The proposed project will address these needs by providing a protected and accessible crossing, improving safety and comfort for residents who rely on walking to access community destinations.

The CSAH 18 project directly serves key community destinations along Crooked Lake Boulevard NW, including Morris Bye Elementary School to the north and the Crooked Lake Library to the south. These locations generate regular daily trips and highlight the importance of a safe and continuous pedestrian connection along the corridor.

The project also provides a critical connection to destinations along Northdale Boulevard NW, including Coon Rapids High School and Coon Rapids Middle School, as well as the Village Ten Shopping Center. Village Ten serves as a major commercial and employment hub, with amenities such as Cub, Life Time Fitness, healthcare services, and a variety of retail and service-oriented businesses. Its proximity to the high school and middle school campus, as well as nearby housing such as the Camelot Square affordable housing development, makes it a frequent destination for students, residents, and employees.

Crooked Lake Boulevard NW also connects to Coon Rapids Boulevard, where additional community destinations are located. At this intersection is the Coon Rapids Family Center Mall, which includes the Family Welcome Center and Coon Rapids Family Place, both of which serve students and families within the Anoka Hennepin School District, as well as Grand Slam Family Center and Purple Rose Hall, which provide recreational and event space. Grand Slam Family Center in particular functions as a regional attraction and draws visitors from across the Twin Cities metropolitan area.

Just west of this area is Anoka-Ramsey Community College, which serves more than 10,000 students annually and represents another major generator of pedestrian and bicycle trips within the corridor.

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 ongoing coordination between the City of Coon Rapids, Anoka County, and community members, supported by both formal and informal public input. The City has received consistent feedback from residents regarding the BNSF rail crossing along CSAH 18, with particular concern about safety and accessibility for pedestrians. Community members have specifically noted the challenges and risks associated with crossing the tracks, particularly for students traveling to and from nearby schools north of the corridor and for residents accessing nearby destinations such as the Crooked Lake Library.

These concerns are reinforced by the surrounding context, which includes nearby schools, community facilities, commercial destinations, and residential areas with populations more likely to rely on walking. The presence of older adults, individuals with disabilities, and households without access to a vehicle further highlights the need for a safe, clearly defined, and accessible crossing. Together, these factors demonstrate a clear community need for improved pedestrian infrastructure that supports safe, reliable, and equitable access to daily destinations.

The project responds directly to this need by addressing a well-documented gap in the pedestrian network and improving a key crossing that connects residents to schools, services, and employment opportunities. While the project is not specifically identified in a single adopted plan, it is consistent with broader local and regional goals to improve safety, accessibility, and multimodal connectivity.

To date, engagement has primarily involved informing and consulting with the public through feedback received by the City and ongoing coordination with agency partners. As the project advances, engagement will expand to include more active involvement, such as public meetings, coordination with nearby schools and community organizations, and direct outreach to residents and stakeholders most affected by the corridor.

Future engagement efforts will be supported by established organizational structures, including City of Coon Rapids public engagement practices and Anoka County project development procedures, which provide staff resources, communication channels, and opportunities for continued public input. These processes ensure that community perspectives are incorporated into project design and implementation, and that the final improvements reflect the needs and priorities of the communities they serve.

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 provide significant safety, accessibility, and connectivity benefits that directly address the needs of the surrounding community. By constructing a continuous sidewalk and improving the CSAH 18 crossing of the BNSF railroad, the project will create a clearly defined, protected route for pedestrians in an area where walking is necessary for access to schools, services, and daily destinations. This is particularly important for residents who rely on walking, including older adults, individuals with disabilities, and households without access to a vehicle, who are less able to navigate incomplete or high-risk crossings.

The project will improve access to key community destinations along Crooked Lake Boulevard NW and nearby corridors, including Morris Bye Elementary School, North Star Community Church, Coon Rapids High School, Coon Rapids Middle School, the Village Ten Shopping Center, and additional destinations along Coon Rapids Boulevard such as the Family Center Mall and Anoka-Ramsey Community College. These locations generate regular daily trips and include both essential services and major employment and community activity centers. By providing a safe and continuous connection across the railroad, the project supports more reliable access to education, employment, healthcare, and community resources.

The primary burden addressed by this project is the lack of a safe and accessible crossing at the BNSF railroad. Existing conditions require pedestrians to cross uneven surfaces without a defined path, navigate a skewed crossing that increases exposure time, and operate without adequate separation from roadway and rail traffic. These conditions create safety risks, limit accessibility, and discourage walking, particularly for vulnerable populations. The project will address these deficiencies by introducing continuous sidewalks, a perpendicular crossing alignment, improved crossing surfaces, and supplemental safety features such as pedestrian gates, signals, medians, and protective fencing, all of which improve visibility, guidance, and separation.

Potential impacts are expected to be limited and primarily associated with construction. These will be managed through coordinated staging, clear communication with the public, and maintaining access to adjacent properties and destinations to the extent practicable. Over the long term, the project introduces minimal new burdens and instead delivers substantial benefits by reducing safety risks, improving accessibility, and creating a more comfortable and usable pedestrian environment.

Overall, the project transforms an unclear and high-risk crossing into a safe, accessible, and reliable connection, strengthening the broader transportation network and supporting the daily needs of the surrounding community.

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

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

Medium: The project application:
- Describes benefits for specific communities
- Ties benefits directly to community-identified needs
- Describe how benefits were identified through engagement
- Includes early mitigation plans for project burdens.

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

▼ **Funds & Payments** - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact: No

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 planning 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: $871,600.00

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 Mark Hansen at 5:37 AM on June 25, 2026

HISTORY

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