Plymouth

Intelligent School Speed Zone Upgrades

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05448

Chris McKenzie

Requested: $750,000

Status Initial Review

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What application category are you applying for.*

AT - Pedestrian 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			

▼ Project Information

Project Name*	Intelligent School Speed Zone Upgrades
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*

Project Description: Smart School Zone Safety Upgrades Across Sixteen School Zones
The City of Plymouth seeks funding from the Metropolitan Council's Active Transportation Program to modernize and enhance safety within sixteen designated school zones. This project will upgrade existing school zone signage and flashing beacons with a cloud based, remotely managed system to improve safety for students walking and biking to school, reduce driver confusion, and increase compliance with posted school zone speeds.
By implementing a connected cloud based school zone system, the City will significantly enhance its ability to protect students when they are most vulnerable.
The project will deploy a modern cloud based system to replace outdated, manually programmed equipment. This modernized system includes smart beacons, driver feedback signs, and integrated safety technologies that support slower vehicle speeds and safer crossings for walkers, cyclists, and crossing guards.
Key Capabilities and Benefits
Remote Scheduling:
City staff will be able to adjust school zone schedules instantly to match weather delays, early releases, holidays, and emergency closures—without the need for site visits. This flexibility ensures the posted speed limit always aligns with true school operating hours.
Real Time Alerts and Monitoring:
The cloud connected system automatically notifies staff of beacon failures, battery issues, power loss, or communication faults. Today, the City must rely on reports from the public or staff observations; real time monitoring will dramatically shorten response times.
Proactive Maintenance:
Daily system health reports allow staff to detect emerging issues and replace components before they fail. This prevents malfunctioning signs that can confuse drivers and reduce safety for children entering or leaving school.
Proven Safety and Efficiency Results:
Communities that have implemented similar systems, have documented up to a 90% reduction in maintenance related service calls. For Plymouth, this means more reliable infrastructure, faster repair times, and safer travel behavior.
Benefits for Law Enforcement and Speed Compliance
Reliable, accurate, and consistently operating school zone signage directly supports local law enforcement in maintaining fair, transparent, and effective speed enforcement. When beacon activation is correct and schedules are precisely aligned with school hours, officers can confidently enforce reduced speed limits without ambiguity. This reduces disputes over whether a school zone was active and allows officers to focus their efforts on truly dangerous behavior.

Clear and consistent signage also increases voluntary driver compliance, meaning enforcement resources can be targeted more efficiently. A connected system gives law enforcement a more predictable operating environment, helping ensure that citations—when necessary—are based on accurate, properly functioning equipment. Ultimately, these upgrades strengthen community trust in traffic enforcement, improve roadway safety, and support a data driven approach to reducing speeding in sensitive school areas.
Impact on Active Transportation and Community Safety
Upgrading all sixteen school zones will create a more predictable, consistent, and trustworthy safety environment for students walking and biking. When beacons activate reliably and speed limits adjust correctly, drivers slow down. Slower speeds are directly correlated with fewer crashes and reduced injury severity.
These improvements will:
• Enhance safety for children and families using active transportation.
• Reduce driver confusion and encourage compliance with school zone speeds.
• Improve operational efficiency for City staff.
• Ensure rapid recovery when equipment malfunctions are detected.
• Support a safer, more inviting environment around schools, encouraging more families to choose walking or biking.
By investing in smart, cloud connected school zone systems, Plymouth will provide safer roadway corridors, protect its most vulnerable travelers, and demonstrate a commitment to modern, efficient transportation infrastructure. Funding from the Metropolitan Council will accelerate deployment and help ensure that every child can travel to and from school safely.

Provide the project length to the nearest one-tenth of a mile*	1
Lead Agency*	City of Plymouth
ZIP Code where majority of work is being performed*	55447
Approximate begin construction date (mo/yr)*	3/1/2027
Approximate end construction date (mo/yr)*	10/28/2027

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

Various School Zones

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*	36th Avenue
From Cross-Steet*	Zachary Lane
To Cross-Street*	Lancaster Lane
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1
Multiuse trail*	1
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	1
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):	0

Miles of new RBTN facilities:	0
Miles of improved existing RBTN facilities:	0
Miles of facility on the regional trail network (nearest 0.1 miles)*	1
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0
AADT on parallel or adjacent roadway*	6300
Number of improved ADA ramps*	0
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.)*

Intelligent Signage

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$*	$750,000.00
Project Total: $*	$750,000.00

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
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 (7)

Old Flashing School Zone Beacon.png
Photo Existing Conditions
Added by Chris McKenzie at 2:08 AM on June 25, 2026

AI-500-070-CV-School-Beacon-Timer-Switch-Rev5-06-19-2025.pdf
Map or Concept Drawing
Added by Chris McKenzie at 9:26 AM on June 24, 2026

Smart School Zone Safety and Connectivity Upgrade.pdf
Project Summary
Added by Chris McKenzie at 9:25 AM on June 24, 2026

Year Round Maintenance Committment.pdf
Year-Round Maintenance Commitment
Added by Chris McKenzie at 9:25 AM on June 24, 2026

Total-Project-Cost-Worksheet.xlsx
Total Project Cost Worksheet
Added by Chris McKenzie at 9:24 AM on June 24, 2026

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Jump to Page

▼ Qualifying Requirements

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

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

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan

Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

This project advances the Imagine 2050 Transportation Policy Plan by supporting Policy 10 (Eliminate Traffic Deaths and Serious Injuries), Policy 11 (Bicycle and Pedestrian Safety), Policy 17 (Pedestrian Network), Policy 22 (Multimodal Connections), and Policy 23 (Complete Streets Approach). The proposed cloud-based school zone beacon system improves the safety, reliability, and effectiveness of school zone operations, encouraging walking and bicycling while reducing crash risk through improved speed compliance. The project also supports regional objectives to ensure people feel safe using transportation facilities and can increase physical activity through walking, rolling, and biking

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*

City of Plymouth 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

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Applicant is a public entity (e.g., county, city, tribal government, transit provider, etc.), or non-profit organization

in the TDM category only. Applicants for federal funds that are not State Aid cities in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

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

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

Choose one* The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.

Date self-evaluation completed* 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

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

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

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

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local 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*

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.

These Complete Streets practices directly inform the Smart School Zone Safety & Connectivity Upgrade project. The project enhances sixteen school zone corridors locations where pedestrian and bicycle volumes are highest and safety impacts are most significant. By upgrading aging flashers with cloud connected beacon controllers, driver feedback speed signs, and real time communication tools, the project strengthens safety for children walking and biking and improves the predictability of vehicle behavior near schools.
The project complements existing pedestrian infrastructure by ensuring that speed reduction measures operate accurately during arrival and dismissal periods. Reliable beacons support safer crossings, reinforce driver awareness of vulnerable users, and help maintain lower vehicle speeds—key elements of Complete Streets design. The system's real time monitoring and remote scheduling also improve corridor resilience, ensuring that safety infrastructure remains functional during weather disruptions, emergencies, and irregular school schedules.
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. 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.*

Each school listed is a key destination that is being addressed.

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):

Meadow Ridge Elementary, North Woods Elementary, Wayzata Senior, High School, Kimberly Lane Elementary, Plymouth Creek Elementary , Greenwood Elementary, Oakwood Elementary, Gleason Lake Elementary, Birchview Elementary, Wayzata Central Middle School, Sunset Hills Elementary, Wayzata East Middle School, Zachary Lane Elementary, FAIR at Pilgrim Lane, Plymouth Middle School, Armstrong Senior High School, 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 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 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.*

Pedestrian/Bicycle Safety Project on multiple city streets at sixteen designated school zone locations throughout Plymouth. Install and upgrade cloud connected school zone safety beacons, driver feedback speed signs, and remote monitoring communication hardware to enhance safety for students walking and biking to

school.
Work includes replacing existing flashers with remotely managed beacon systems, upgrading associated school zone signage, and deploying connected speed feedback signs. The system provides remote scheduling to ensure school zone speed limits match actual operating hours, and real time fault alerts to reduce downtime and enable rapid maintenance response.
These improvements increase pedestrian and bicyclist safety by providing reliable and accurate activation of reduced speed limits during arrival and dismissal periods. Consistent beacon operation reduces driver confusion and encourages speed compliance in high risk school area corridors.
The project also supports local law enforcement with clear and unambiguous signage. Reliable beacon activation ensures school zone speed limit enforcement is accurate and legally defensible, reducing disputes and allowing officers to focus enforcement resources on the most hazardous behaviors.
Upgrading all sixteen locations improves safety for children using active transportation, enhances operational efficiency for city staff, and strengthens community trust in school zone traffic management.

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).*

These improvements increase pedestrian and bicyclist safety by providing reliable and accurate activation of reduced speed limits during arrival and dismissal periods. Consistent beacon operation reduces driver confusion and encourages speed compliance in high risk school area corridors.
The project also supports local law enforcement with clear and unambiguous signage. Reliable beacon activation ensures school zone speed limit enforcement is accurate and legally defensible, reducing disputes and allowing officers to focus enforcement resources on the most hazardous behaviors.

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

These improvements increase pedestrian and bicyclist safety by providing reliable and accurate activation of reduced speed limits during arrival and dismissal periods. Consistent beacon operation reduces driver confusion and encourages speed compliance in high risk school area corridors.
The project also supports local law enforcement with clear and unambiguous signage. Reliable beacon activation ensures school zone speed limit enforcement is accurate and legally defensible, reducing disputes and allowing officers to focus enforcement resources on the most hazardous behaviors.
Upgrading all sixteen locations improves safety for children using active transportation, enhances operational efficiency for city staff, and strengthens community trust in school zone traffic management.

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 spans sixteen school zone locations distributed across the City of Plymouth in Hennepin County. The attached City of Plymouth School Districts and Schools Map identifies numerous public and private schools serving neighborhoods throughout the community, including Wayzata High School, Armstrong High School, multiple Wayzata elementary schools, and private institutions such as Providence Academy. These schools are geographically dispersed across major corridors such as Bass Lake Road, County Road 24, Vicksburg Lane, Dunkirk Lane, and Rockford Road.

Plymouth is a suburban community of more than 80,000 residents with diverse neighborhoods, ranging from established single family areas to rapidly growing districts near I 494, Highway 55, and County Road 101. Many families rely on walking and biking connections to reach local schools, parks, and community facilities. Major educational destinations, highlighted in the school map, serve thousands of students daily, making school zone safety a critical part of the City's transportation responsibilities.

Demographically, Plymouth includes a mix of socioeconomic backgrounds, with pockets of higher density housing, multifamily units, and immigrant communities located near major transportation corridors. Students walking or biking to school often cross arterial streets carrying significant commuter traffic, creating a mismatch between neighborhood travel behavior and roadway design. These realities elevate the importance of safe, well coordinated school zone operations.

The project directly supports families accessing local and regional destinations. Schools are the primary community anchors; however, many school zone routes also connect to libraries, parks, youth activity centers, and transit connections along Highway 55 and I 494. Safe routes through school zones therefore benefit a broader population including caregivers, after school program users, and community members traveling to neighborhood amenities.

Several elements of transportation history influence current needs. Like many suburban communities, Plymouth's arterial grid was developed during periods when traffic speed and vehicle throughput were priorities, often resulting in wider roadways, fast moving traffic, and crossings that lacked pedestrian scale treatments. This created unintentional but ongoing harms: families have reported inconsistent beacon operation, driver confusion during school hours, and variable compliance with posted speed limits. These issues disproportionately affect children, caregivers walking with strollers, and users who may not drive, including lower income families and new Americans relying more heavily on walking.

The project provides a direct remedy to these long standing conditions by modernizing critical school zone safety infrastructure. The existing equipment—often legacy, time clock based beacon controllers—cannot dynamically adjust to schedule changes or environmental disruptions. The remote monitoring, lamp status reporting, and knockdown detection, giving the City the ability to ensure accurate, reliable, and predictable school zone operation.

This modernization is especially important for families walking to and from school across busy arterials near

Wayzata High School, Birchview Elementary, Meadow Ridge Elementary, and Armstrong High School. These corridors serve both neighborhood and regional traffic, increasing risk for children navigating crossings. A reliable beacon system helps reduce vehicle speeds, maintain consistent driver expectations, and improve visibility during peak pedestrian activity.
The project also supports equitable outcomes. Safer crossings benefit students with mobility challenges, English language learners, and families who rely on active transportation. It ensures that children across multiple school districts—Wayzata, Robbinsdale, Osseo, and Hopkins—receive consistent protection regardless of neighborhood.
Plymouth's school zone corridors form an essential network connecting diverse neighborhoods, schools, and community destinations. By upgrading these zones with connected technology, the City addresses historical roadway design limitations, reduces risk for vulnerable users, and ensures safe, reliable, and equitable access for all children traveling to and from school.

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 Smart School Zone Safety & Connectivity Upgrade project was identified through multiple planning, coordination, and community engagement processes the City of Plymouth routinely conducts. Because the project spans sixteen school zones across several school districts, it reflects long standing community feedback expressing concern about school area speeding, inconsistent beacon activation, and pedestrian safety for children walking and biking to school. The City regularly receives comments during public meetings, Safe Routes to School discussions, neighborhood gatherings, and conversations between school administrators and City staff. These interactions consistently highlight the need for more reliable, visible, and predictable school zone operations.
In addition to community input, the project aligns with broader planning frameworks, including Plymouth's transportation safety goals, school district facility planning, and regional multimodal priorities. The City monitors crash trends, speed studies, and crossing guard reports, all of which indicate that reliable beacon activation is essential to driver compliance and child safety. The geographic distribution of schools throughout Plymouth, reflected in the School Districts and Schools Map, reinforces the need for a systemwide solution affecting multiple communities and student populations.
City staff, school administrators, law enforcement, and parent teacher groups have all contributed to identifying

the gaps in the current beacon system. Families have reported missed or inconsistent flashing periods, confusion during weather related schedule changes, and concerns about driver awareness at high volume crossings. These observations were instrumental in shaping the final project scope. The need for better maintenance visibility also emerged through internal staff discussions, as legacy equipment provides no real time status, resulting in delayed repairs and greater safety risk.
These enhancements ensure that school zone flashers operate accurately and consistently, improving driver compliance and creating safer corridors for children.
The City of Plymouth has established procedures to support meaningful engagement, including:
• Dedicated staff within Public Works and Engineering who coordinate school area safety initiatives.
• Regular interagency meetings with school districts, law enforcement, and the City's traffic engineering division.
• Standing policies requiring public notification for transportation related changes affecting neighborhoods and schools.
• Budgeted staff time for outreach, communication, and responsiveness to community concerns.
• A long standing culture of collaborating with schools on Safe Routes to School initiatives and safety planning.
Together, these structures ensure that community voices continue to shape school area transportation decisions and that the upgraded beacon system reflects the real needs of Plymouth's students, families, and neighborhoods.

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

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

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

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

C. Community Benefits

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

The project area spans sixteen school zone locations distributed across the City of Plymouth in Hennepin County. The attached City of Plymouth School Districts and Schools Map identifies numerous public and private schools serving neighborhoods throughout the community, including Wayzata High School, Armstrong High School, multiple Wayzata elementary schools, and private institutions such as Providence Academy. These schools are geographically dispersed across major corridors such as Bass Lake Road, County Road 24, Vicksburg Lane, Dunkirk Lane, and Rockford Road.
Plymouth is a suburban community of more than 80,000 residents with diverse neighborhoods, ranging from established single family areas to rapidly growing districts near I 494, Highway 55, and County Road 101. Many families rely on walking and biking connections to reach local schools, parks, and community facilities. Major educational destinations, highlighted in the school map, serve thousands of students daily, making school zone safety a critical part of the City's transportation responsibilities.
Demographically, Plymouth includes a mix of socioeconomic backgrounds, with pockets of higher density

housing, multifamily units, and immigrant communities located near major transportation corridors. Students walking or biking to school often cross arterial streets carrying significant commuter traffic, creating a mismatch between neighborhood travel behavior and roadway design. These realities elevate the importance of safe, well coordinated school zone operations.
The project directly supports families accessing local and regional destinations. Schools are the primary community anchors; however, many school zone routes also connect to libraries, parks, youth activity centers, and transit connections along Highway 55 and I 494. Safe routes through school zones therefore benefit a broader population including caregivers, after school program users, and community members traveling to neighborhood amenities.
Several elements of transportation history influence current needs. Like many suburban communities, Plymouth's arterial grid was developed during periods when traffic speed and vehicle throughput were priorities, often resulting in wider roadways, fast moving traffic, and crossings that lacked pedestrian scale treatments. This created unintentional but ongoing harms: families have reported inconsistent beacon operation, driver confusion during school hours, and variable compliance with posted speed limits. These issues disproportionately affect children, caregivers walking with strollers, and users who may not drive, including lower income families and new Americans relying more heavily on walking.
The project provides a direct remedy to these long standing conditions by modernizing critical school zone safety infrastructure. The existing equipment—often legacy, time clock based beacon controllers—cannot dynamically adjust to schedule changes or environmental disruptions. The remote monitoring, lamp status reporting, and knockdown detection, giving the City the ability to ensure accurate, reliable, and predictable school zone operation.
This modernization is especially important for families walking to and from school across busy arterials near Wayzata High School, Birchview Elementary, Meadow Ridge Elementary, and Armstrong High School. These corridors serve both neighborhood and regional traffic, increasing risk for children navigating crossings. A reliable beacon system helps reduce vehicle speeds, maintain consistent driver expectations, and improve visibility during peak pedestrian activity.
The project also supports equitable outcomes. Safer crossings benefit students with mobility challenges, English language learners, and families who rely on active transportation. It ensures that children across multiple school districts—Wayzata, Robbinsdale, Osseo, and Hopkins—receive consistent protection regardless of neighborhood.
Plymouth's school zone corridors form an essential network connecting diverse neighborhoods, schools, and community destinations. By upgrading these zones with connected technology, the City addresses historical roadway design limitations, reduces risk for vulnerable users, and ensures safe, reliable, and equitable access for all children traveling to and from school.

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 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: $750,000.00

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 4:36 AM on June 25, 2026

HISTORY

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Updated By:	Chris McKenzie
Created By:	Chris McKenzie
Updated At:	6/25/2026
Created At:	6/24/2026