Stillwater

Stillwater Bike and Ped Plan

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05396

Jesse Farrell

Requested: $200,000

Status Initial Review

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What application category are you applying for.*

AT - Active Transportation Planning

General Information

Organization Name: Stillwater

▼ Organization Information

Organization Name	Stillwater
Legal Name	Stillwater
Street Address	216 N 4th ST
Street Address 2	
City	Stillwater
County	Washington
State	Minnesota
Country	United States of America

ZIP Code	55082

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Jesse Farrell	jfarrell@stillwatermn.gov	651-430-8749
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Grant Administration	Jesse Farrell	jfarrell@stillwatermn.gov	651-430-8749
Developer 1	Molly Stewart	mstewart@srfconsulting.com	763-452-4784
Developer 2			

▼ Project Information

Project Name*
Stillwater Bike and Ped Plan

Select Primary county where project is located*
Washington

Cities or Townships where the Project is located*
Stillwater

Jurisdictional Agency (if different than applicant):

Brief project description*

The City of Stillwater will create a bicycle and pedestrian plan to provide an implementation-focused roadmap for active transportation improvements. The plan will assess existing walking and bicycling conditions, identify network gaps and safety barriers, and prioritize short-, medium-, and long-term projects to guide capital programming, support grant applications, and advance projects from concept through construction.

The plan will build on Stillwater's Complete Streets and multimodal safety commitments by translating policy into a clear project pipeline. Recommendations may include corridor and intersection improvements, crossing upgrades, network expansions, and quick-build safety projects, helping the City integrate active transportation improvements into reconstruction projects and other infrastructure investments.

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*
No

Grant Request Amount, US$*
$200,000.00

Project Total: $*
$200,000.00

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* N/A

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.

Other

1. For Transit and TDM Projects that include public/private joint-use parking facilities only: The applicant must upload a plan for and make a commitment to the long-term management and enforcement of ensuring exclusive availability of parking to public transit users during commuting times. Federal rules require that parking spaces funded be available exclusively to transit users during the hours of transit service. In the plan, the applicant must indicate how commuter and transit parking will coexist with parking needs for joint use tenants. The entity charged with ensuring exclusive parking for transit commuters after the facility opens must be designated in the plan.

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 (3)

2026-069 (Resolution Supporting And Approving City Of Stillwater's 2026 Active Transportation Solicitation Grant Applications).pdf

Resolution of Support
Added by Molly Stewart at 3:24 AM on June 23, 2026

Stillwater Bike Ped Plan_ProjectDescription_2026.pdf

Project Summary
Added by Molly Stewart at 3:22 AM on June 23, 2026

StillwaterBikePedPlan_Total-Project-Cost-Worksheet.xlsx

Total Project Cost Worksheet
Added by Molly Stewart at 3:19 AM on June 23, 2026

1 - 3 of 3 Records

1

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*

The following objectives and policies apply to the Stillwater Bicycle and Pedestrian Plan:

Objective: An Equitable and Inclusive Region, Policy 5, Policy 15, Policy 16, Policy 17, Policy 22: This plan will improve accessibility and mobility for the residents of Stillwater, with a focus on identifying existing gaps in sidewalks and the bicycle network to be filled as part of future projects.

Objective: Healthy and Safe Communities, Policy 10, Policy 11, and Policy 13: This plan will build the framework needed to provide residents an increased opportunity to travel safely throughout their community using active transportation modes, improving community health. This plan will also examine bicycle and pedestrian safety through the City, identifying locations most in need of safety improvements.

Objective: Leading on Climate, Policy 30, and Policy 31: This plan will enable the City to construct the infrastructure necessary to encourage an increase in the number bicycle and pedestrian trips taken throughout Stillwater, reducing the carbon footprint of City residents.

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

Active Transportation Planning: In order to apply in the Active Transportation Planning application category, the applicant must not have an existing equivalent plan. If the applicant has an existing plan, it must be more than 10 years old in order apply for a new study effort. Applicants who do not have a specific active transportation plan other than the information included in their 2040 Comprehensive Plan may apply for assistance even though the comprehensive plan may be less than 10 years old.

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

Active Transportation Planning: The proposed plan must address active transportation at a system level. The plan must not be used to advance design for a single corridor or facility. At a minimum, the funded plan must identify recommended projects that may be eligible for future active transportation infrastructure funding. The plan must also address strategies to maintain and operate active transportation facilities on a year-round basis and for the life of any future projects.

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 Active Transportation Planning application category intends to help communities establish plans to identify and prioritize future investments in active transportation, and ensure eligibility for future active transportation infrastructure funding.

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.

- Active transportation plans
- Pedestrian system plans
- Bicycle system plans
- Safe Routes to School plans
- Comprehensive planning support
- Other systems-level plans related to active transportation

▼ Evaluative Criteria

1. Proposed Planning Effort

This criterion measures the project’s ability to help the community fulfill the eligibility requirements for infrastructure funds by developing and adopting a nonmotorized plan that includes identified future infrastructure projects.

Measure A – Project identification (including connection to key destinations; gaps, barriers, or deficiencies addressed)

Please provide a written response (600 words or less) that details the desired work plan and approach for the proposed planning effort.*

In your response, please provide the following information:

- Identify the proposed study area, the agency that will approve or adopt the plan, how the applicant will utilize the plan once adopted;
- How the proposed plan will identify future active transportation projects for implementation;
- How the proposed plan will support connections between communities and to key destinations within the community;
- How the proposed plan will identify and address barriers or deficiencies in the nonmotorized transportation system.

The proposed study area encompasses the City of Stillwater, with potential inclusion of nearby regional trails near the city limits that could be connected to Stillwater. The final plan will be used as the City’s active transportation planning framework to guide capital improvement programming, support future grant applications, coordinate implementation with partners, and advance projects from concept development through design and construction. The plan will comprehensively assess existing bicycle and pedestrian conditions, identify gaps and missing connections in the current network, and evaluate bike and pedestrian safety throughout the City.

Based on this analysis, the plan will identify priority corridors for short- and medium-term implementation,

define a broader network to be built out over the long-term, and highlight high-priority locations for near-term safety improvements, potentially including quick-build solutions. In doing so, the plan will also identify future active transportation projects that can be advanced in phases as funding becomes available.

To ensure these recommendations are practical and community-focused, the plan will also identify and map residential communities and important destinations throughout Stillwater, alongside the existing bicycle and pedestrian networks. Planned changes to the networks will be developed to improve access to these destinations and communities, with a focus on increasing connectivity throughout Stillwater and creating useful, direct connections between the places residents need to reach every day, including neighborhoods, schools, parks, trails, commercial areas, and civic destinations. This approach links future project identification to meaningful community connections and everyday travel needs. The plan will also identify and map key barriers and include a high-level exploration of potential crossing points and solutions. Additionally, existing deficiencies and gaps in connectivity will be examined and potential solutions evaluated to position Stillwater for strategic, implementable active transportation investments that improve connectivity throughout the City.

The completed plan will provide the City with an adoptable, action-oriented roadmap for implementation, helping staff and decision-makers prioritize projects, align investments with identified needs, and take recommended improvements through future funding, design, and construction processes. By pairing a clearly identified project pipeline with an implementation-focused framework, the plan will strengthen Stillwater's readiness to deliver active transportation improvements that improve safety, expand access, and create stronger connections across the community.

Measure A Scoring Guidance

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

- High: The highest rated projects in this measure will provide a well thought-out project approach that addresses all the required information. It is clear this project will lead to a final document that will promote a safe, accessible active transportation system for users of all ages and abilities.
- Medium-High
- Medium: Mid-range projects in this measure may provide fewer details or speak in more generalities about the desired outcomes of the project. These responses may address some, but not all of the required information.
- Medium-Low
- Low: Low rated projects will provide few details about the project approach and may not provide information on all of the required information.
- Non-responsive/Not relevant: Projects that do not adequately address any of the required information beyond identifying the study area and agency should receive zero points.

Measure B – Complete streets planning, design, and construction

One of the goals of the sales tax program is for agencies to promote and support complete streets planning and design. Please provide a written response (400 words or less) outlining how the plan will encourage or promote a complete streets approach to planning, design and construction.*

In your response, please outline the community's current policy and practices (if applicable), or detail how the plan will aid in the improvement of complete streets practices in the community. Please outline any specific desired outcomes from the planning process that would promote complete streets practices (such as an adopted complete streets policy, design guidelines, etc.).

The City of Stillwater has already established a strong policy foundation for Complete Streets planning, design, and construction. In 2021, the City adopted a Complete Streets Resolution (https://www.sustainablestillwatermn.org/_files/ugd/5f2519_59d8fb4d5b2746d4a674bddabc06bce8.pdf), and in the same year adopted a Bicycle-Friendly Community Resolution (https://www.sustainablestillwatermn.org/_files/ugd/5f2519_4c933e3d85414efc8c7c00fbd6278798.pdf). Each construction season, Stillwater implements Complete Street elements into their design. In 2024, significant sidewalk was added to Greeley Street near the Lily Lake Park. Two improved crosswalks were added that include pedestrian refuges; one at Lily Lake Park, the other at Nelson's Ice Cream. Over just the last few years, 7 trail connections at park locations have been constructed. In 2026 we added a trail on Curve Crest Blvd that closed a gap between Highway 5 and Highway 15 (Manning Ave.) Together, these actions demonstrate that Stillwater has made a clear commitment to planning and designing streets that better serve people walking, biking, rolling, driving, and using transit, while advancing safety, access, connectivity, and mobility.

Complete Streets principles are not treated as a stand-alone policy; they are incorporated into the City's ongoing roadway work and broader comprehensive planning efforts. Throughout the lifecycle of roadway projects, the City considers opportunities to improve conditions for people outside of vehicles, strengthen connections to key destinations, and create safer, more comfortable facilities for users of all ages and abilities. This planning effort will build on that existing commitment by creating a clearer, implementation-oriented framework for applying Complete Streets principles through future planning, design, and construction. The resulting bicycle and pedestrian plan will help Stillwater consistently identify where active transportation improvements should be integrated into corridor studies, street reconstruction projects, safety improvements, and network planning decisions. It will also strengthen the City's ability to carry Complete Streets principles from policy into practice by identifying priority projects, supporting future funding requests, and providing a stronger basis for project development.

In this way, the proposed plan will not introduce Complete Streets as a new concept but will reinforce and advance an approach the City is already using. By developing a plan in support of existing City policy and current planning and design practices, Stillwater will be better positioned to adopt and implement recommendations that support safer, more connected, and more accessible streets over time.

Measure B 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.

- High: The highest rated projects in this measure will provide a clearly thought-out approach to using the planning efforts to promote or improve complete streets practices within the agency.
- Medium-High
- Medium: Mid-range projects may lack specifics or may provide only general examples of how the agency will incorporate complete streets.
- Medium-Low
- Low: Projects that provide minimal details should receive a low rating for this measure.
- Non-responsive/Not relevant: Projects that do not have a complete streets policy and make no attempt to follow complete streets principles should receive zero points.

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2. 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 C - Safety approach for people outside of vehicles

Please provide a written response (600 words or less) that identifies any existing known safety challenges in the study area impacting people outside of vehicles, and how the project will approach improving those conditions.*

If safety conditions are currently unknown, please provide information on how the plan will analyze, identify, and document known safety challenges and seek to identify potential solutions.

Consider the following:
- The agency's current approach to safety for bicyclists and pedestrians, and how the plan may help promote and encourage safety at all levels of planning, design, and construction;
- Safety stakeholders that will be identified, considered and engaged in the planning process (including emergency services, schools, and other community groups);
- How the plan will identify and incorporate potential safety recommendations;
- Related planning efforts that will be incorporated or built upon through this plan (such as a regional or local safety action plan).

Safety for people outside of vehicles will be the central focus of Stillwater's bicycle and pedestrian plan. The plan will help the City build on its existing efforts by organizing and formalizing a process for identifying, evaluating, and prioritizing short-, medium-, and long-term projects largely based on safety needs and network benefits, while also defining future priorities for implementation. The plan will serve as both a safety-focused planning tool and a framework for guiding future bicycle and pedestrian investments across the city.

The first phase of the planning process will be an evaluation of existing safety and network conditions throughout Stillwater, which will guide the development of the rest of the plan. Through this analysis, the City will identify current bicycle and pedestrian safety challenges, high-crash and/or high-risk corridors, and notable gaps in the existing network. That information will then be used to develop recommendations and prioritize

projects that improve safety, strengthen key connections, and address network deficiencies in a strategic and implementable way.

Stakeholder engagement will be a vital tool throughout plan development. The City will engage schools, students, families, emergency services, City departments, advocates, business owners, and additional community stakeholders through public engagement activities, stakeholder outreach, and a project team representing groups invested in the process. This engagement will help ensure that safety concerns are informed by local experience and that recommendations reflect the needs of people walking, biking, and rolling in Stillwater.

Once completed, the bicycle and pedestrian plan will provide a foundation the City can carry forward into future planning efforts. Its findings will be incorporated into the next update of Stillwater's comprehensive plan and will inform future local safety action plans, transportation plans, and any climate initiatives. By building on the City's existing work and establishing a clearer set of future priorities, the plan will help Stillwater continue advancing safer conditions and more connected networks for people outside of vehicles.

Measure C 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.

- High: The highest rated projects in this measure will clearly identify an understanding of including safety at all levels of the planning process and define clear steps for ensuring safety is adequately addressed throughout the plan.
- Medium-High
- Medium: Mid-range projects in this measure may provide an understanding of the importance of safety for people outside of vehicles but not define clear steps the plan will take.
- Medium-Low
- Low: Projects that provide minimal details should receive a low rating for this measure.
- Non-responsive/Not relevant: Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.

▼ 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.

Community Considerations

The Community Considerations criterion will seek to award points to projects that demonstrate an understanding of the importance of community-centered planning, and a commitment to advancing community benefits through the planning process.

Please provide a written response (600 words or less) about how the project will promote community engagement and the distribution of community benefits.*

Consider the following:

- **Community Data and Context: How will the project advance the community’s understanding of the specific communities near or adjacent to the project, and how will this inform the planning process?**
- **Community Need and Future Engagement: How will the planning effort incorporate community engagement, and how will the feedback received inform the planning process?**
- **Community Benefits: How will the planning process seek to ensure that project benefits address the identified transportation needs of the communities?**

The planning process will begin with a community data and context analysis as part of the existing conditions evaluation to build a stronger understanding of the people and places the plan needs to serve. This analysis will examine community demographics alongside the existing bicycle and pedestrian network to identify where gaps

in active transportation access may overlap with historically disadvantaged communities and other areas of need. By grounding the plan in this local context from the outset, the City will be better positioned to understand who may face greater transportation barriers, where access and safety challenges are concentrated, and how those conditions should shape project development and decision-making throughout the planning process.

Community need and future engagement will be central to how the plan is developed. Outreach will occur throughout the planning process, with particular attention to reaching historically disadvantaged communities that may be more difficult to engage through standard methods because of nontraditional work schedules, limited mobility, language or access barriers, or distrust rooted in past harms. The City's Administrative Services Director, Elizabeth Bechel, leads community engagement efforts and will be involved throughout the engagement process. Engagement with these communities will involve reaching out to them outside of the typical planning engagement process, meeting the communities where they live, and utilizing trusted partners to maximize engagement and involvement. Early engagement will help identify community priorities, network gaps, and safety concerns, and that feedback will directly inform the focus areas for potential projects and recommendations. As the plan advances, continued engagement will support project prioritization, help identify supportive policies and non-project strategies to encourage walking and bicycling, and shape how the City involves residents and stakeholders in future implementation efforts.

This approach is intended to help ensure that community benefits are tied directly to identified transportation needs. By using community data to understand local context and using engagement to confirm priorities and lived experience, the City can focus recommendations on the places and improvements that matter most to residents. The resulting plan will seek to deliver benefits such as safer walking and biking conditions, stronger connections to daily destinations, and a more equitable distribution of active transportation investments across Stillwater, particularly in areas where needs have historically been overlooked or underserved.

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.

- High: The highest rated projects in this measure will clearly identify a planning process that utilizes community engagement best practices, supports a strong understanding of the surrounding community and its transportation needs, and a process that will prioritize an equitable distribution of benefits that directly responds to community needs. These projects will identify approaches and engagement activities that go above and beyond in an effort to lead to equitable planning outcomes.
- Medium-High
- Medium: Mid-range projects in this measure will identify a planning process that follows general best practices but does not go above and beyond.
- Medium-Low
- Low: Projects that provide minimal details or generally describe a project approach without providing specifics should receive a low rating for this measure.
- Non-responsive/Not relevant: Projects that do not identify ways the project will assess existing safety risk factors or address safety in project recommendations should receive zero points.

▼ **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 – Project identification:

Measure B – Complete streets planning, design, and construction:

Measure C – Safety approach for people outside of vehicles:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $200,000.00

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 Jesse Farrell at 4:24 AM on June 24, 2026

HISTORY

Show History

Updated By: Jesse Farrell

Created By:	Jesse Farrell
Updated At:	6/24/2026
Created At:	6/18/2026