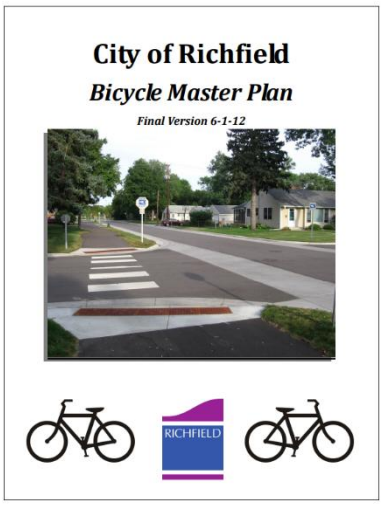


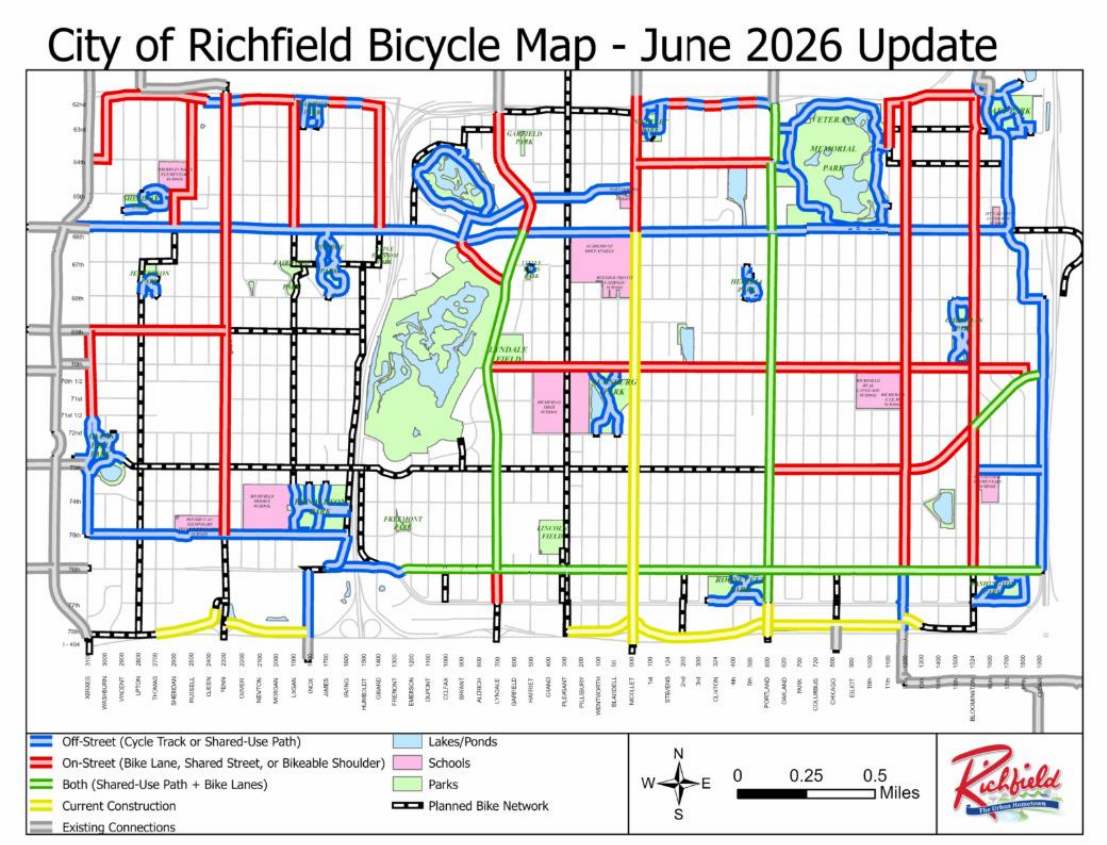
Project Name: Richfield Bicycle Master Plan Update
Applicant: City of Richfield
Project Location: Citywide
Total Project Cost: $125,000
Requested Active Transportation Amount: $125,000
Local Match: $0 (0%)

Project Description:

The City of Richfield is proposing to develop a new citywide bicycle plan to update and replace the existing 2012 Bicycle Master Plan. This plan will build off previous planning efforts including the 2024 Active Transportation Action Plan to identify key bicycle corridors, desired bikeway types, and implementation strategies to continue building out the citywide bicycle network. The plan will include a robust engagement process modeled on Richfield's Public Engagement Policy for Right of Way projects to ensure a collaborative process with the community to set clear goals and visions for future bicycle work.

Project Benefits:

- New, community-developed bicycle system plan
- Clearer guidelines and design standards for bikeway projects
- Identification and prioritization of new routes throughout the city to build on previous work to improve bicycle safety and access in the city.



Ramsey Countywide Pedestrian and Bicycle Plan Update

Project Overview

Ramsey County is updating its 2015 Pedestrian and Bicycle Plan. This synthesizes planning for both county- and non-county-owned rights of way, including regional and state trails, to define a shared vision for a Connected Ramsey Communities Network of high-quality routes for walking, biking, and rolling. Since its adoption in 2015, nearly every city in the county has affirmed the CRCN in their own comprehensive plans. The 2027 update will renew this successful partnership ahead of the next planning cycle.

Funding and cost

Active Transportation solicitation request
$200,000

Ramsey County match
$50,000

Objectives

The 2027 plan update will:

- **Update and refresh** the Connected Ramsey Communities Network to reflect more recent planning Ramsey County, cities, and other agencies.
- Develop **cost and feasibility estimates** for pedestrian and bicycle infrastructure improvements on the CRCN.
- Develop materials and best practices for **wayfinding and maintenance** to help county residents use the system year-round.
- Reaffirm our commitment to **innovative public engagement** in partnership with Active Living Ramsey Communities, a community-led coalition that seeks to improve health outcomes by promoting environments that make it safe and easy for everyone to integrate physical activity into their daily routine.

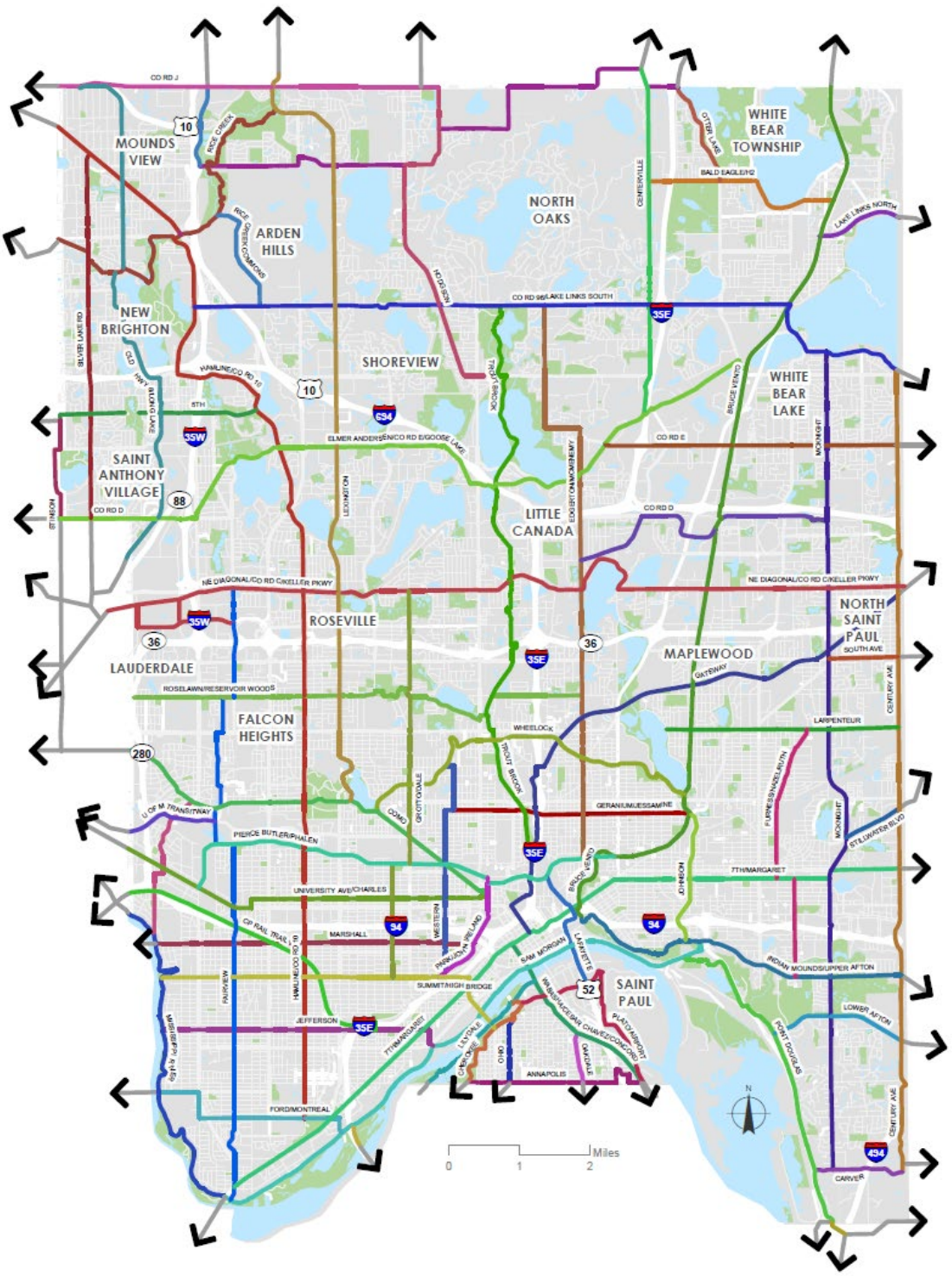


RAMSEY COUNTY

See reverse for the 2015 plan.

Connected Ramsey Communities Network

Adopted in 2015



RAMSEY COUNTY

Project Name: Regional Docked Bikeshare Feasibility Study

Applicant: City of Saint Paul

Project Partner: Great Plains Institute

Requested award amount: $200,000

Total project cost: $200,000

Project Description: The City of Saint Paul, in partnership with the Great Plains Institute, is proposing to develop a feasibility study and implementation guide for launching a fully electric, affordable, equitable, and sustainable regional docked bikeshare system integrated with public transit and electric vehicle carshare systems. The project will include stakeholder and public engagement, local context and demand analysis, system planning, and recommendations for the business model, as well as innovative charging and deployment solutions. If awarded, the Great Plains Institute will use the funds to manage the project, lead stakeholder visioning, and contract with a qualified partner to complete the technical analysis and support the Great Plains Institute's public engagement efforts.

This study will encompass the cities of Saint Paul and Minneapolis, along with areas beyond city boundaries that are adjacent to existing or planned high-frequency transit corridors, including bus rapid transit and light rail. A docked electric bikeshare system would play a critical role in the region's transportation ecosystem by providing an affordable mobility option for short trips and a reliable first- and last-mile connection to transit across the region.

While dockless, venture capital–backed bikeshare currently operates in parts of the region, a truly reliable and sustainable system requires an ownership and operational model centered on public purpose and responsiveness, an approach this plan will seek to advance. The Twin Cities region pioneered the first wave of bikeshare in the United States and now has the opportunity to once again develop a system that can serve as a national model.

Project benefits:

While the benefits of a new bikeshare system will not be fully realized during the planning phase, this feasibility study is a critical step toward implementation. The study will evaluate how a future system can reduce transportation emissions, support regional climate goals, and improve air quality by providing a viable alternative to short vehicle trips and strengthening connections to transit. It will also identify opportunities to expand affordable transportation options as vehicle ownership costs continue to rise. Finally, the study will develop recommendations for improving transportation equity by expanding mobility for households with limited vehicle access, particularly in communities that rely more heavily on public transportation, while improving access to transit, jobs, services, and other key destinations throughout the region.

Minneapolis Bikeway Gaps Plan

2026 Active Transportation Solicitation

Minneapolis
Public Works

Project description

The Minneapolis Bikeway Gaps Plan is a proposed effort by the City of Minneapolis to identify and scope gaps in its All Ages and Abilities (AAA) bikeway network that require some degree of pre-planning.

As a result of this plan, the City of Minneapolis will be much better positioned to program and deliver projects that fill critical bikeway gaps and complete the promise of the City's AAA bikeway network.

Project benefits

- Compile a list of infrastructure gaps in the Minneapolis bikeway network.
- Identify the design or implementation issues that are preventing completion of each gap.
- Work through design or implementation issues and provide a path forward for resolution.



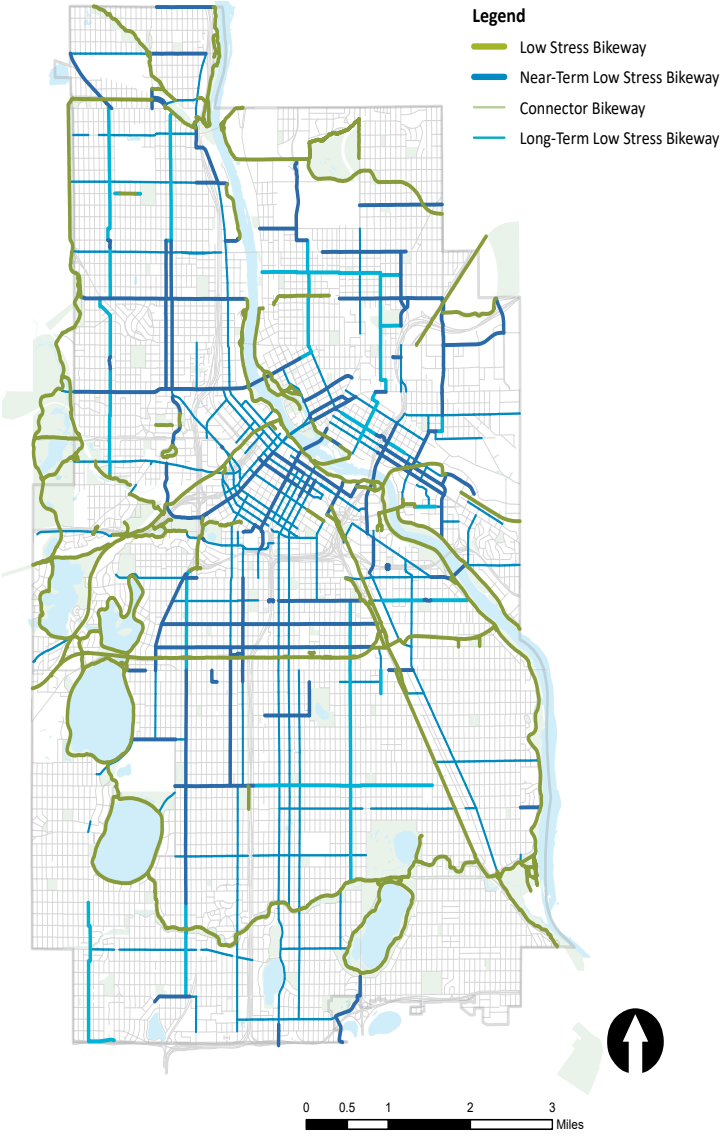
Requested award amount

$200,000

Total project cost

$200,000

Minneapolis All Ages and Abilities Bikeway Network



Minneapolis Sidewalk Accessibility Planning

2026 Active Transportation Solicitation

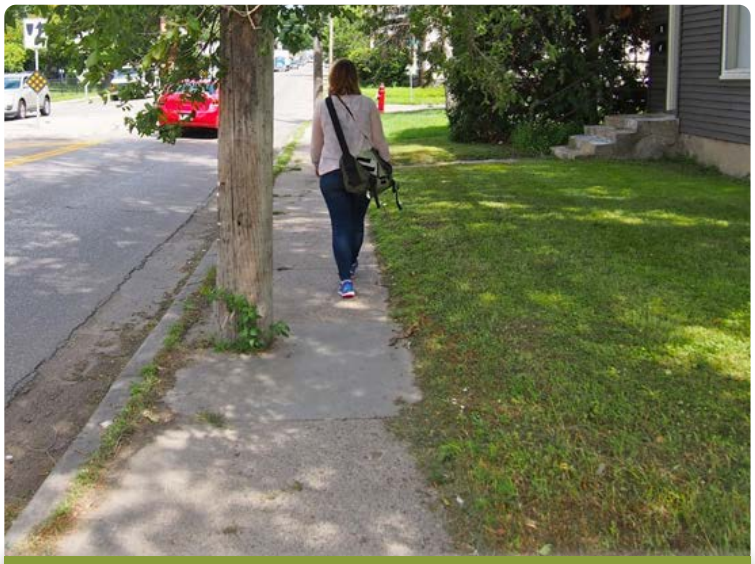
Minneapolis
Public Works

Project description

This project will identify barriers to accessibility on sidewalks in Minneapolis and develop an approach to prioritize addressing those barriers. Barriers to sidewalk accessibility can include:

- obstructions that narrow the sidewalk to less than three-feet wide,
- slopes that are too steep for ADA standards, and
- uneven sidewalks due to heaved panels.

These barriers can make sidewalks impassable for people using wheelchairs or other mobility devices and create tripping hazards. Sidewalk accessibility planning is identified as a key need in the City's ADA Transition Plan for Public Works.



Example of sidewalk obstruction:
obstructions are identified as the fourth biggest obstacle to walking/rolling for people with disabilities in Minneapolis

Project benefits

- Identify the scale of accessibility barriers on Minneapolis sidewalks.
- Create an approach to prioritize sidewalk accessibility improvements.
- Identify future projects to improve sidewalk accessibility.



Example of heaved sidewalk:
deteriorated sidewalk conditions are identified as the number one obstacle to walking/rolling for people with disabilities in Minneapolis

Requested award amount

$200,000

Total project cost

$200,000

Stillwater Bicycle and Pedestrian Plan

Project Summary

Applicant:	City of Stillwater
Project Location:	City of Stillwater
Total Project Cost:	$200,000
Requested Amount:	$200,000

Project Description:

The City of Stillwater Bicycle and Pedestrian Plan will 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.

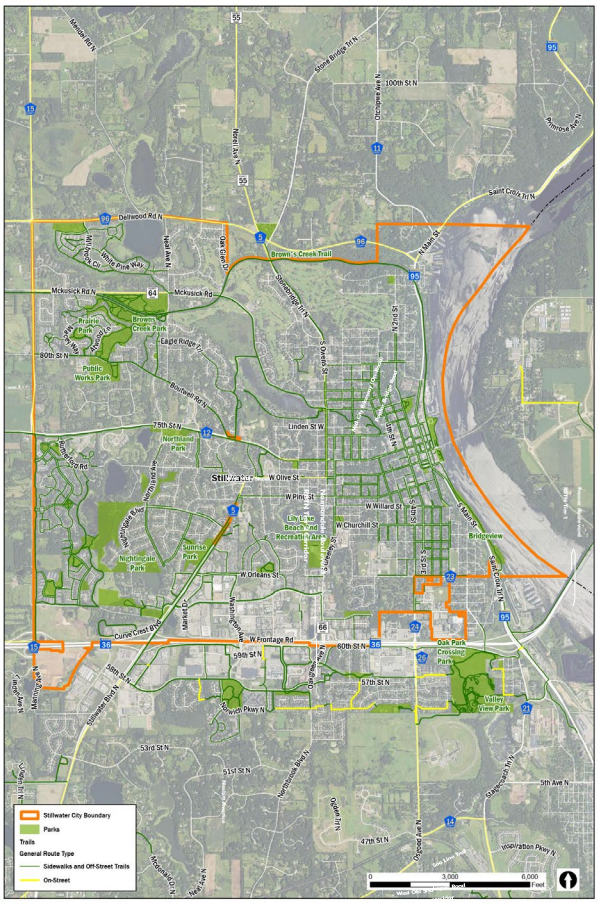
The Plan will build on Stillwater's Complete Streets and multimodal safety commitments by translating policy into a clear project pipeline. Recommendations may include corridor and intersection improvements, crossing upgrades, network expansions, and quick-build safety projects, helping the City integrate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

Equity and engagement will be foundational to the development of the plan. A community context analysis will help identify where active transportation barriers overlap with underserved areas, while outreach will use accessible, community-based methods to reach residents who may face language, mobility, scheduling, or trust barriers. This approach will help ensure future investments improve safety, access, and connectivity more equitably across Stillwater.

Project benefits include:

- An adoptable, action-oriented roadmap to improve safety, strengthen connectivity, and expand access to everyday destinations for current and future residents
- A network-level plan for future active transportation projects to help the City transition from a project-based development cycle to a network-based approach
- Non-infrastructure and policy recommendations for the City to implement to further encouraged walking, biking, and rolling
- An evaluation of the distribution of safety risk and the existing bicycle and pedestrian network to identify where historic gaps in safety may exist and should be addressed
- A concrete plan to reference when applying for future funding sources

Project Location:



Stillwater, Minnesota