Ramsey County - Public Works

CSAH 96 Hamline Ave Intersection

Regional Solicitation - Unique Projects

ID: R-2026-05279

Stephen Smith

Requested: $2,221,407

Status	Initial Review

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What application category are you applying for.*

Reactive Safety

General Information

Organization Name: Ramsey County - Public Works

▼ Organization Information

Organization Name	Ramsey County - Public Works
Legal Name	Ramsey County - Public Works
Street Address	1425 Paul Kirkwood DR
Street Address 2	
City	Arden Hills
County	Ramsey
State	Minnesota
Country	United States of America
ZIP Code	55112

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Stephen Smith	Stephen.smith@ramseycountymn.gov	651-266-2795
Authorized User			
Grant Administration			
Developer 1	Ray Hayhurst	Ray.Hayhurst@kimley-horn.com	612-772-9122
Developer 2	Heather Husnik	Heather.husnik@kimley-horn.com	651-456-8136

▼ Project Information

Project Name*

CSAH 96 Hamline Ave Intersection

Select Primary county where project is located*

Ramsey

Cities or Townships where the Project is located*

Arden Hills

Jurisdictional Agency (if different than applicant):

Brief project description. Include location, road name/functional class, type of improvement, etc. Limit of 400 words*

Ramsey County is proposing safety improvements at the intersection of CSAH 96 and Hamline Avenue in the City of Arden Hills. As the roadway authority for both CSAH 96 and Hamline Avenue, Ramsey County is committed to improving safety and mobility at this intersection. CSAH 96 functions as a minor arterial and regional trail corridor, while Hamline Avenue to the south is a minor arterial and Hamline Avenue to the north is a local road. The intersection is used by drivers, pedestrians, bicyclists, trail users, employees, families, and nearby residents traveling between community destinations on both sides of CSAH 96 and Hamline Avenue.

The project will replace the existing signalized intersection with a channelized right-turn lane with a multi-lane roundabout. The improvement is intended to address a documented crash pattern, including fatal and serious injury crashes, recurring rear-end crashes, red-light running, yield conflicts, and near misses reported by the public. The existing channelized right-turn lane allows for higher-speed, free-flow turning movements and

creates long, uncomfortable, and less predictable crossings for people walking and biking.

The proposed roundabout will reduce conflict points, lower vehicle speeds, improve yielding behavior, and create shorter, more predictable pedestrian and bicycle crossings. The project will also provide setback crossings and median refuge islands, and add a 10-foot-wide trail along most roadway segments within the construction limits, with sidewalks added on other segments where appropriate. These improvements will strengthen connections to the CSAH 96 Regional Trail and improve access to surrounding neighborhoods.

Transportation Improvement Program (TIP) Description*

CSAH 96, HAMLINE AVENUE, RECONSTRUCT INTERSECTION, CONVERT TO ROUNDABOUT

Provide the project length to the nearest one-tenth of a mile*	0.4
Lead Agency*	Ramsey County
ZIP Code where majority of work is being performed*	55112
Functional Class of Road*	Minor Arterial
Road System*	CSAH
Road/Route No.*	96
Name of Road*	CSAH 96
Approximate begin construction date (mo/yr)*	4/1/2030
Approximate end construction date (mo/yr)*	11/30/2030

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

CSAH 96 Regional Trail

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*	Hamline Avenue
From Cross-Street*	n/a, intersection
To Cross-Street*	n/a, intersection
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.4
Multiuse trail*	0.3
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0.1
Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles)*	0.2
Miles of new RBTN facilities*	0
Miles of improved existing RBTN facilities*	0.2
Miles of Facility on the Regional Trail Network (nearest 0.1 miles)*	0.2
Miles of new Regional Trail facilities*	0
Miles of improved existing Regional Trail facilities*	0.2
Miles of Facility along Updated Regional Truck Corridors:	0
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0
Miles along Tier 3 facilities:	0
Number of Improved ADA Ramps*	0
Number of Intersection Improvements*	1

Primary types of work (Examples: Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Signals, Lighting, Guardrail, Bike path, Ped Ramps, Bridge, Parek and ride, etc.)*

Roundabout

Bridge/culvert projects (if applicable)

Old Bridge/Culvert No.

New Bridge/Culvert No.

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

Does the project constructs new left-turn lanes?	No
Does the project synchronizes traffic signals to reduce delay time*	No

Project Funding

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

Grant Request Amount, US$* $2,221,407.00

Project Total: $* $2,776,759.00

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: $555,352.00

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

Match percentage: 20%

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* Sales and Use Tax

Please check the years that are feasible for your program.* 2030 (Federal projects)

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.

Roadway Costs* $2,439,389.00

Bicycle/Pedestrian Costs* $337,370.00

Transit/TDM Capital Costs* $0.00

Transit/TDM Operating Costs* $0.00

One of the federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds.

The proposed project includes several elements that improve the long-term resilience of the transportation system and are eligible for PROTECT funding. These include stormwater management improvements associated with construction of the multilane roundabout, including replacement and modification of storm sewer infrastructure as needed, drainage improvements, erosion and sediment control measures, and restoration and landscaping necessary to stabilize disturbed areas. Collectively, these improvements support effective stormwater conveyance and drainage, minimize erosion, and contribute to the long-term resilience and reliability of the transportation infrastructure.

Costs associated with these eligible resiliency improvements are included within the Total TAB-Eligible Costs and will be further refined during final design.

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 Proactive and Reactive Safety projects only: The applicant should attach the listing of crashes. For Reactive Safety projects only, attach the B/C worksheet(s) and the crash modification factors used. These documents must be attached within the web-based application form.

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 (11)

CSAH 96 and Hamline RC Letter of Support_bei.pdf
Year-Round Maintenance Commitment
Added by Stephen Smith at 6:55 AM on June 25, 2026

CSAH 96 and Hamline RC Letter of Support_bei.pdf
Resolution of Support
Added by Stephen Smith at 6:54 AM on June 25, 2026

HamlineDestinationsMap.png
Added by Heather Husnik at 6:13 AM on June 23, 2026

CSAH96_RS_SafetyReactive_052726.pdf
Project Summary
Added by Heather Husnik at 6:12 AM on June 23, 2026

Screenshot 2026-05-22 113405.png
Photo Existing Conditions
Added by Heather Husnik at 6:10 AM on June 23, 2026

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▼ 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 will follow all applicable federal and state design standards, including state statutes such as State Aid Rule 8820 as required.

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

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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*

Objective: Healthy and Safe Communities
Objective: Leading on climate
Policy 5: Needs of people with disabilities
Policy 7: Equitable benefits and burdens
Policy 9: Quality transportation facilities
Policy 10: Eliminate traffic deaths and serious injuries
Policy 11: Bicycle and Pedestrian safety
Policy 15: Bicycle Network
Policy 17: Pedestrian Network
Policy 23: Complete Streets approach

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

List the applicable document(s) and pages*

The Ramsey County Countywide Pedestrian & Bicycle Plan was initially completed in 2015, but need identification was updated in 2025. Hamline Ave was identified as a local identified need as part of the Connected Ramsey Communities Bicycle Network Map, and also as an identified need as a major & connector corridor as part of the Ramsey Communities Pedestrian Map.

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

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

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

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

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 FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project 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

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

The infrastructure project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

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

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

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

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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Federally funded projects must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way acquisition costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project that is otherwise eligible.

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. Applicants for the three application categories funded with Active Transportation Regional Sales Tax funds do not need to be a State Aid city or a county to apply.

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

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

Choose one* The applicant is a public agency that employs 50 or more people and has a completed ADA transition plan that covers the public right of way/transportation.

Date plan completed by governing body* 8/1/2025

Link to plan* https://www.ramseycountymn.gov/archival-document?document=https%3A%2F%2Fassets.ramseycountymn.gov%2Ffiles%2F2026-06%2FRamsey_County_Public_Works_ADA_Transition_Plan_August_2025_final.pdf&title=Ramsey%20County%20Public%2

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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▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our communities are healthy and safe.
The Reactive Safety application category seeks to fund projects that reduce fatalities and serious injuries, as well as increase safety and comfort for people outside of vehicles by focusing on locations with a high documented severe crash history.

This application contributes to these 2050 TPP Objectives or Policies:

- Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System Approach.
- Emphasize and prioritize the safety of people outside of vehicles in the transportation right-of-way.

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.

- New intersection controls (e.g., roundabouts, reduced conflict intersections (RCIs), J-turns, refer to FHWA's Proven Safety Countermeasures for additional information)
- Intersection modifications (e.g., pavement messages, stop bars, lighting)
- New or modernized grade separations/interchanges that are driven by a safety need
- Separated bicycle or pedestrian facilities
- Pedestrian crossing treatments (e.g., curb extensions (bump-outs), pedestrian countdown timers, pedestrian refuge islands and raised medians, rectangular rapid flashing beacons (RRFBs)
- Roadway reconstruction or reconfiguration that focuses on safety improvements (e.g., adding turn lanes, adding medians, adding bypass lanes or bypass lane conversions, changing intersection control, etc.)
- Road diets, lane modifications or turn lanes (e.g., 3 to 2-lane conversions, lane narrowing, bypass lane conversion, turn lane modifications, etc.)
- Segment safety improvements (e.g., rumble strips, wider striping (6"), embedded wet reflective striping, cable median barrier, delineation for sharp curves (chevrons), new guardrail (not replacement), shoulder widening, safety edge, friction treatments, lighting)
- Sight distance improvements (e.g. lighting, turn lane modification, intersection modification, etc.)
- Access management changes (e.g. frontage roads or access removals)

▼ Evaluative Criteria

1. Expected Reduction in Fatal and Serious Injury Crashes

This criterion measures the project's expected reduction in fatal and serious injury crashes based on the proposed Crash Modification Factors (CMFs).

Measure A – Crashes reduced (Benefit/Cost ratio)

Calculate the reduction in the total number of crashes due to improvements made by the project.

Crash data must be obtained for the project length for calendar years 2021 through 2025. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline. If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further. The applicant must then attach a listing of the crashes reduced and the MnDOT HSIP Benefit/Cost (B/C) worksheet that identifies the resulting benefit associated with the project.

Applicants should select Crash Modification Factors (CMFs) from the supplied list of commonly used CMFs. For treatments where a CMF is not chosen from the list, the applicant will provide a reasonable CMF from the FHWA's CMF Clearinghouse (MUST include a printout of the CMF reference page). Additionally, the applicant is required to write a brief logical explanation of why they chose a particular CMF. No more than two CMFs per crash type and location will be allowed. For example: a crash that occurs where multiple countermeasures are proposed – median construction, lighting, stop sign improvements – an applicant will need to choose which two CMFs that provide the greatest reduction in crashes. For projects with multiple intersections, different CMFs can be used for each intersection depending on the crash types occurring at each intersection but no more than two CMFs can be used for each intersection or location along the project per crash. Refer to the HSIP guidance if using multiple CMFs.

Crash Modification Factor(s) Used (100 words or less)*

4255 - Convert signalized intersection to modern roundabout

Rationale for Crash Modification Factor(s) Selected and how the CMF(s) connect to FHWA's Safe System Approach (300 words or less)*

A CMF of 0.288 was selected from the FHWA CMF Clearinghouse to estimate the reduction in fatal and injury crashes associated with converting a signalized intersection to a multilane roundabout. A similar CMF was not available in the provided April 2026 CMF list. This CMF has a 4-star rating and was chosen because it applies to urban and suburban intersections with traffic volumes and configurations similar to the project location, including being applicable to a multilane roundabout implementation. Property damage only crashes were assumed to remain unchanged.
The selected CMF is consistent with FHWA's Safe System Approach, which emphasizes that the transportation system should be designed to minimize the risk of death and serious injury. Converting the intersection to a multilane roundabout reduces both the number and severity of conflict points, including eliminating high speed right angle and left-turn conflicts that are most likely to result in severe injuries or fatalities. The roundabout design lowers operating speeds through geometric deflection and requires all drivers to yield, which is also consistent with the principle of designing for speeds that reduce injury severity. These features reduce the likelihood that driver errors result in fatal or serious injury and shift these crashes toward lower-severity crash types like sideswipes.

MnDOT HSIP Project B/C ratio* 6.28

Measure A Scoring Guidance

The applicant with highest Benefit/Cost ratio will receive the full points for the measure. The remaining projects will receive a proportionate share of the full points. The scoring committee may reduce the points awarded if the methodology or data provided by the applicant is not reasonable.

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2. Connection to Existing Plan

This criterion measures how the project connects to the Regional Safety Action Plan, existing safety plan, road safety audit, and/or other safety studies focused on reducing fatal and serious injury crashes.

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. Please select all of the following that apply.

Crash Risk Index > 15 (for pedestrians, use the bicyclists' layers)

Is the location listed in another safety plan that prioritizes reducing fatal and serious injury crashes?*

Yes

Please describe and provide reference or link to the plan*

The Ramsey County Countywide Pedestrian and Bicycle Plan identifies Hamline Ave to the north of CSAH 96 as a pedestrian barrier, ranking the Pedestrian Level of Traffic Stress as Extreme Stress. To the south, Hamline Ave is identified as Moderate Stress. When ranked according to the Bicycle Level of Pedestrian Stress, Hamline Ave is identified as High Stress to the north and Extreme Stress to the south. The plan recommends improving pedestrian and cyclist facilities to reduce pedestrian and cyclist reported crashes and fatalities.

Measure A Scoring Guidance

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

- High: Projects identified in the Regional Safety Action Plan on either the regional top 25 or county top 10 lists will score the highest followed by projects identified on the Crash Risk Index over 15 or on the Regional High Injury Streets maps.
- Medium-High
- Medium: Projects identified as a priority location for safety investment in a local (e.g. county or city) safety action plan based on a recent injury crash analysis.
- Medium-Low
- Low: Projects only identified in a 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.
- 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.).

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3. Fatal and Serious Injury Crash History

This criterion measures the history of fatal and serious injury crashes from 2016 to 2025 that have occurred along the proposed project.

Measure A – 10-year crash history of fatal and serious injury crashes

Total correctable fatal and serious injury crashes for 2016-2025 will be tallied with each fatal (type K) crash being worth two times the number of each serious injury (type A) crash.*

Note possible injury (type B) crashes can be included for pedestrian and bicycle crashes only. Crash data must be obtained for the project length for calendar years 2016 through 2025. Crashes within a 250 ft radius of an intersection or along a corridor should be included. Crash data should include all crash types and severities, including pedestrian and bicycle crashes. Only crashes contained within the Minnesota Department of Public Safety's database can be used. If the agency submitting the application has access to MnCMAT2, crash data from that system can be used as part of the submittal. MnCMAT2 data will be reviewed by MnDOT to ensure accuracy. Crash data can also be obtained from MnDOT if an agency does not have access to MnCMAT2. MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) will provide a crash listing upon request. Applicants should request crash data from MnDOT at least three weeks before the application deadline.

If applicants wish to include crash data not available in MnCMAT2 they should reach out to MnDOT Metro District Traffic Office (Kaare Festvog at kaare.festvog@state.mn.us) to discuss further.

Total crashes = 2* "Fatal" crashes + "Serious Injury" crashes + "Minor Injury" crashes (pedestrian and bicycle only)

"Fatal Crashes" (Type K):	1
"Serious Injury" Crashes (Type A):	2
"Minor Injury" Crashes (Type B):	1
Total crashes:	5

Measure A Scoring Guidance

Correctable crashes are those that the treatment being proposed is anticipated to mitigate. The applicant with the highest number of correctable fatal (type K), serious injury (type A), and minor injury (type B) (for pedestrians and bicycles only) crashes will receive the full points for the measure. The remaining projects will receive a proportionate share of the points.

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4. Improvement for People Outside of Vehicles

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

Measure A – Project-based pedestrian safety enhancements and risk elements

To receive maximum points in this category, pedestrian safety countermeasures selected for implementation in projects should be, to the greatest extent feasible, consistent with the countermeasure recommendations in the Regional Pedestrian Safety Action Plan and state and national best practices. Links to resources are provided on the Regional Solicitation Resources web page. Answer the following questions with as much detail as possible based on the known attributes of the proposed design. If any aspect referenced in this section is not yet determined, describe the range of options being considered to the greatest extent available. If there are project elements that may increase pedestrian risk, describe how these risks are being mitigated.

1. Describe how this project will address the safety needs of people crossing the street at signalized intersections, unsignalized intersections, mid-block locations, and roundabouts.*

Treatments and countermeasures should be well-matched to the roadway's context (e.g., appropriate for the speed, volume, crossing distance, and other location attributes). Refer to the Regional Solicitation Resources web page for guidance links (400 words or less)

Consider the following when responding

Is the distance in between signalized intersections increasing (e.g., removing a signal)?*

No

Will your design increase the crossing distance or crossing time across any leg of an intersection?*

(e.g., by adding turn or through lanes, widening lanes, using a multi-phase crossing, prohibiting crossing on any leg of an intersection, pedestrian bridge requiring length detour, etc.).

This does not include any increases to crossing distances solely due to the addition of bike lanes (i.e., no other through or turn lanes being added or widened).

No

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

(e.g., nearest protected or enhanced crossing opportunity).

The proposed project addresses the safety needs of people crossing Highway 96 at a high-volume intersection where the current design has medians, but no median refuge island, and an existing channelized right-turn lane creates long crossing distances, high-speed turning movements, and limited yielding compliance. The project will improve safety by removing the existing channelized right-turn lanes and replacing the intersection with a multi-lane roundabout designed to reduce conflict points, lower vehicle speeds, and provide shorter, more predictable crossings.

At the existing signalized intersection, the current design has a channelized right turn lane that exposes pedestrians and bicyclists to vehicles traveling at relatively high speeds. The proposed roundabout will eliminate these conditions and reconfigure crossings so that they occur at setback locations with median refuge islands. This design shortens the crossing distance for each stage of the crossing. In the existing conditions, pedestrians and cyclists crossing the western leg of the intersection must cross roughly 135 feet. With the proposed roundabout, pedestrians and cyclists will use two roughly 25-foot crossings, waiting in a protected refuge area in between. Median refuge islands improve visibility and provide a more comfortable crossing experience for people who may need additional time, including older adults, children, and people using mobility devices.

For unsignalized crossing conditions created today by the channelized right-turn movements, the project will provide a substantial safety improvement by reducing turning speeds and increasing driver awareness at pedestrian crossings. Roundabout geometry requires vehicles to slow as they enter and exit the intersection, which improves yielding behavior and reduces the likelihood and severity of crashes. These treatments are appropriate to the roadway context because Highway 96 carries high traffic volumes and currently experiences severe crashes, including fatal and serious injury outcomes. A roundabout is a context-sensitive countermeasure because it reduces severe vehicle-to-vehicle crashes while also creating a lower-speed environment for pedestrian crossings. By applying Safe System principles, the project prioritizes designs that anticipate human error and provide safer conditions for people outside vehicles without increasing crossing

distance or forcing out-of-direction travel.

2. Describe how separation will be provided for modes (vehicles and people outside of vehicles), including if there will be separation between bicyclists and pedestrians (400 words or less)*

The proposed project will improve separation between vehicles and people outside of vehicles by replacing the existing channelized right-turn lanes with a multi-lane roundabout that provides more clearly defined crossings, refuge areas, and predictable user paths. Under existing conditions, channelized right-turn movements create areas where pedestrians and bicyclists must cross unsignalized, higher-speed vehicle paths with limited driver yielding and minimal physical protection. The proposed design will reduce those exposure points and provide a more organized relationship between vehicle movements and crossing locations.

Pedestrians will be separated from circulating traffic along sidewalks by grass strips and by and median refuge islands that significantly shorten crossing distances. This separation reduces exposure provides a protected waiting area for users who need additional time to cross. The project will also add a 10 foot wide trail along most roadway segments within construction limits. Other roadway segments will have a sidewalk added. Currently, there are no sidewalks in the northwest corner of the intersection, and sidewalks are minimal on Hamline Ave apart from the southeast corner of the intersection.

Though there will not be separation between pedestrians and cyclists, bicyclists will also benefit from the reduced-speed environment created by the roundabout design. Bicycle accommodations will include shared-use sidewalk connections through intersection approaches. These treatments allow bicyclists who are less comfortable mixing with vehicle traffic to navigate the intersection outside the vehicular lanes. Bicycles will also have easier access to the CSAH 96 trail, which runs along the south side of CSAH 96. Overall, the project improves safety by increasing physical and operational separation between motor vehicles and vulnerable users while creating a more intuitive and forgiving crossing environment.

3. Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements.*

Describe any project-related factors that may affect speed directly or indirectly, even if speed is not the intended outcome (e.g., wider lanes and turning radii to facilitate freight movements, adding turn lanes to alleviate peak hour congestion, etc). If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less)

Note any strategies or treatments being considered that are intended to help motorists drive slower (e.g., visual narrowing, narrow lanes, truck aprons to mitigate wide turning radii, etc.)
or protect pedestrians and bicyclists if motorist speed will increase (e.g., buffers or other separation from moving vehicles, crossing treatments appropriate for higher speed roadways, etc.).

If known, what are the existing and proposed speed limits? Is this an increase or decrease from existing conditions? (400 words or less):*

The proposed roundabout will manage motorist speed primarily through geometric design rather than reliance on traffic control alone. Under existing conditions, channelized right-turn lanes allow higher-speed turning movements that increase crash risk and create uncomfortable crossing conditions for pedestrians and bicyclists. The proposed project removes these free-flow movements and replaces them with a roundabout that requires all vehicles to slow upon entry, navigate deflected paths through the intersection, and complete turning movements at substantially lower speeds.
Speed management will be achieved through the horizontal curvature of roundabout entries and exits, tighter turning geometry, and the reduction of conflict points associated with the current layout. These features are intended to lower both through-vehicle and turning speeds, improving driver reaction time and reducing crash severity when conflicts occur.
The project is not intended to increase speed, and no additional channelized right turn lanes are proposed. Instead, the design prioritizes safer and more consistent operating speeds. If truck accommodation is needed, design strategies such as truck aprons can be used to serve larger vehicles without widening the circulatory roadway in a way that encourages higher-speed passenger vehicle movements. Similarly, approach design will seek to avoid overly wide lane configurations or large curb radii that could unintentionally increase speeds. Existing posted speeds on Highway 96 are expected to remain the same, at 40mph and 50 mph; however, the project's most important speed management benefit comes from the self-enforcing geometry of the roundabout itself rather than a posted speed change alone. In this way, the project is consistent with Safe System principles because it reduces energy at points of conflict, better aligns vehicle speeds with human survivability, and creates a roadway environment that is more forgiving of driver error.

Measure A Scoring Guidance

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

- High: The highest rated projects in this 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 convenient or direct at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower or mitigate multiple crash types or threats. 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 convenient or direct 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 is located in the City of Arden Hills, and includes residential neighborhoods, civic and employment destinations, childcare, parks, and commercial destinations. Immediately south and southeast of the intersection are established residential neighborhoods and townhomes whose residents rely on this crossing to reach jobs, services, and recreation. Much of this residential area was developed in the 1970s and 1980s and includes townhomes to the southwest and single-family homes to the southeast. Directly adjacent to the southwest corner is Arden Hills KinderCare, which serves more than 100 children and families and generates daily drop-off and pick-up trips by caregivers and staff. Immediately north of the intersection are the Arden Hills Army Training Site, Lexington Reserve military base, Ramsey County Public Works facilities, and Arden Hills City Hall, all of which function as important employment and civic destinations for neighborhood residents and visitors. Further to the east is a large and recently expanded commercial area, with specific destinations including the Shoreview Village Mall, gym, restaurant, and the Cafesjian Art Trust Museum. South of this area is Cummings Park, an important neighborhood destination with a playground, soccer field, baseball field, tennis courts, basketball court, and winter amenities including skating and a warming house, making it a year-round recreational asset for nearby families, youth, and older residents.
Important community users of the intersection include nearby families with children (42% of households), employees at county and military facilities, people accessing local businesses and services, and people walking or biking to and from the CSAH 96 trail and local sidewalk network. These users include youth (27%), older adults (15%), and people with disabilities (13%) including mobility limitations (7%) who are more sensitive to long crossings, fast turning traffic, and stressful walking conditions. Although the surrounding census tract is majority White Non-Hispanic (70%), Regional Solicitation Data Atlas information indicates a meaningful Hispanic population (14%), higher than the Ramsey County average of 9%. While the single-family homes to the southeast have estimated market values of $300,000 to $600,000, townhomes to the southwest are valued around $250,000, representing better affordability.
The project purpose is directly tied to past and ongoing transportation burdens created by the existing intersection design. Highway 96 functions as a high-volume corridor that can divide neighborhoods and destinations on either side of the roadway. At Hamline Ave, channelized right-turn lanes, wide pavement, long crossing distances, and high-speed turning movements create stressful and sometimes unsafe conditions for

people outside of vehicles.

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

High: The project application:
-has granular, neighborhood-scale data and context on specific communities
-identifies cultural assets & significant sites validated by the communities (e.g., this community of low-income residents expressed a need to be able to walk to a health care destination)
-Describes any past and present transportation harms to community
-Has data on cultural history of communities

Medium: The project application:
-Has local maps and/or description beyond census data
-Has granular data or maps (e.g., knowledge of a concentration of a large youth population in this neighborhood or location)
-Identifies affordable housing locations and areas of low-income
-Links data to project purpose
-Identifies past system burdens.

Low: The project application:
-Include general census data on “specific communities,” (e.g. “community has x% low-income population, versus the regional average of y%”)
-Has a basic list of important destinations without demonstrating local knowledge
-Has a project area community description but lacks community insight or context

B. Community Needs and Future Engagement

Describe how the project was identified, and how it addresses a community need. Community needs may be identified through long-range or strategic planning, community surveys, formal or informal meetings and conversations with community members or neighborhood groups, outreach, and other means. Describe any discussion with specific communities, and how it contributed to identifying the project need. Describe how community engagement will occur throughout the project. Reference the engagement spectrum on page 55 of the Imagine 2050 Regional Vision, Values, and Goals chapter of the Regional Development Guide. Describe and link (if possible) documented organizational structures that support future engagement on the project; these structures could include policies, procedures, financial or staff resources, or other documents (600 words or less).*

The project was identified through a combination of crash analysis, corridor planning, and direct community input. Ramsey County’s review of recent crash history at CSAH 96 and Hamline Ave found a documented pattern of rear-end, angle, and severe crashes concentrated at the channelized right-turn lanes, including fatal and serious injury outcomes. The location is also consistent with broader county planning efforts focused on improving multimodal safety and removing barriers for people walking and biking. The Ramsey County Countywide Pedestrian and Bicycle Plan identifies Hamline Ave near CSAH 96 as a high-stress or extreme-stress location for people walking and bicycling, reinforcing the need for an intersection design that reduces exposure to high-speed turning traffic and improves comfort for people outside vehicles.
Community need was further confirmed through public engagement completed as part of the Highway 96 intersection open house process. The November 2025 open house drew approximately 55 to 60 attendees, and the accompanying survey generated 255 responses. Survey respondents reported using the intersection frequently for commuting, shopping, errands, recreation, and other everyday trips. More than 100 respondents identified safer pedestrian crossings as a desired improvement, and public comments described recurring rear-end crashes, red-light running, poor yielding behavior, limited visibility, near misses, and uncomfortable conditions for drivers, pedestrians, and cyclists. Community members also expressed concern about speeding, turning movements, and the difficulty of crossing the intersection safely, particularly near the channelized right-turn lanes. These comments helped confirm that the project need is not only technical in nature, but also directly experienced by corridor users in their daily travel.
The project team’s engagement approach is consistent with the Imagine 2050 Regional Vision, Values, and Goals, which emphasizes an engagement spectrum that moves beyond one-way information sharing toward more inclusive and relationship-based involvement. For this project, Ramsey County has already used “inform” and “consult” strategies through public information boards, staff availability at the open house, and the public survey. Materials for this and future engagement will continue to be prepared by engagement-specific staff with experience engaging communities on roadway improvement projects. As the project advances, Ramsey County intends to continue engagement through additional public meetings, project updates, online information, and opportunities for community feedback on alternatives and design development. This future work will allow the county to refine the preferred concept in response to community priorities, especially those related to pedestrian comfort, bicycle access, and construction impacts.
Ramsey County also has documented organizational structures that support continued engagement. The county’s programs demonstrate an established framework for multimodal planning, project development, and public communication, and the county’s All-Abilities 2050 Transportation Plan engagement process shows that Ramsey County Public Works conducts outreach through online, virtual, and in-person opportunities, with multilingual engagement offered where appropriate. That process was designed in phases and explicitly incorporated community feedback into long-range transportation decision-making, providing a strong institutional foundation for future engagement on this project.

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

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

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

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

C. Community Benefits

Provide a description of the anticipated project benefits and how these benefits address the needs of the identified communities. Describe any past or ongoing burdens the project will mitigate and how

any potential new impacts or burdens will be addressed (600 words or less).*

The proposed project will provide significant safety, mobility, and quality-of-life benefits for the surrounding community by addressing a high-crash intersection that is used frequently for work, school, shopping, childcare, recreation, and access to public services. The primary benefit is a reduction in the risk of fatal and serious injury crashes through removal of the existing channelized right-turn lane and construction of a roundabout that lowers vehicle speeds, reduces conflict points, and improves yielding behavior. These changes will directly benefit drivers, pedestrians, and bicyclists, while especially improving conditions for people outside of vehicles who are currently exposed to long crossing distances, free-flow turning traffic, and limited driver attention.
The identified communities surrounding the project include nearby residential neighborhoods, families accessing Arden Hills KinderCare, employees traveling to the Ramsey County Public Works campus, Arden Hills City Hall, the Arden Hills Army Training Site, people traveling to commercial destinations east of the intersection, and recreational users of the CSAH 96 Regional Trail connecting to other trails within the regional trail and local trail network. The project addresses the needs of these communities by making a heavily used intersection safer and easier to navigate. Added sidewalk or trail improvements within the project area will improve existing pedestrian gaps, especially where sidewalks are currently limited or absent. Median refuge islands and shorter crossings will improve accessibility and comfort for children, older adults, and people using mobility devices by reducing exposure time and allowing crossings to occur in stages.
The project will also help mitigate ongoing burdens created by the current transportation system. Existing conditions impose safety burdens on the community through recurring crashes, near misses, high-speed turning movements, poor yielding behavior, and stressful crossing conditions. Public comments and survey responses indicate that these burdens are directly experienced by corridor users and affect how safe people feel when traveling through the area. The project also responds to long-standing multimodal barriers identified in county planning documents, which characterize Hamline Avenue near CSAH 96 as a high- or extreme-stress location for walking and bicycling. By reducing these stressors, the project will help address both documented crash risk and the broader burden of unsafe or uncomfortable travel for vulnerable users.
Potential new burdens associated with the project, including temporary construction disruption, detours, or access impacts, will be addressed through ongoing public engagement, construction staging, and coordination with adjacent properties and community destinations. Future design and implementation will consider how to maintain access to nearby homes, childcare facilities, public buildings, and employment centers during construction. Ramsey County will continue to engage community members as the project advances so that concerns related to traffic operations, access, and user comfort can be identified early and incorporated into design refinement and project delivery. In this way, the project not only addresses existing harms, but also seeks to minimize unintended impacts while delivering long-term community safety benefits.

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_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ **Review & Feedback** - Internal

Program:	Regional Solicitation
Sub Program:	Regional Solicitation - Unique Projects

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to Applicant:

Program Feedback:

▼ Evaluative Criteria

Measure A – Connection to existing safety planning efforts:

Measure A – Crashes reduced (Benefit/Cost ratio):

Measure A – 10-year crash history of fatal and serious injury crashes:

Measure A – Project-based pedestrian safety enhancements and risk elements:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: $2,221,407.00

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

NOTES

Draft → Initial Review
Created by Stephen Smith at 7:02 AM on June 25, 2026

HISTORY

Show History

Updated By: Stephen Smith

Created By: Ray Hayhurst

Updated At: 6/25/2026

Created At: 6/11/2026