

Lakeville

Downtown Lakeville Sidewalk Improvement Project
Regional Solicitation - Bicycle and Pedestrian
Facilities

ID: R-2026-05095

Jon Nelson

Requested: \$362,700

Status

Initial Review

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What application category are you applying for.*

AT - Pedestrian Facilities

General Information

Organization Name: Lakeville

▼ Organization Information

Organization Name	Lakeville
Legal Name	Lakeville
Street Address	20195 Holyoke Ave
Street Address 2	
City	Lakeville
County	Dakota
State	Minnesota
Country	United States of America

ZIP Code 55044

▼ Contact Information

Contact	Full Name	Email	Phone
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▼ Project Information

Project Name* Downtown Lakeville Sidewalk Improvement Project

Select Primary county where project is located* Dakota

Cities or Townships where the Project is located* Lakeville

Jurisdictional Agency (if different than applicant):

Brief project description*

The project will construct new sidewalk along 209th St W from the existing public parking lot to Holyoke Ave and along Howland Ave from 209th St W to Upper 209th St W in downtown Lakeville. 209th St W and Howland Ave are local roadways. A new east-west midblock sidewalk connection will be constructed between Howland Ave and Holyoke Ave. A new midblock pedestrian crossing of Howland Ave will be constructed with a marked crosswalk and rectangular rapid flashing beacons (RRFBs). The project will also construct new ADA-compliant curb ramps and reconstruct several existing ramps to meet current standards.

Provide the project length to the nearest one-tenth of a mile* 0.2

Lead Agency* City of Lakeville

ZIP Code where majority of work is being performed* 55044

Approximate begin construction date (mo/yr)* 5/1/2027

Approximate end construction date (mo/yr)* 9/30/2027

Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)
209th St W and Howland Ave Sidewalks

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 corridor)

Roadway Name* 209th St W; Howland Ave

From Cross-Street* Parking lot; 209th St W

To Cross-Street* Holyoke Ave; Upper 209th St W

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*

0.2

Multiuse trail*

0

Separated bicycle facility*

0

On-street bicycle facility*

0

Sidewalk*

0.2

Miles of facility on the Regional Bicycle Transportation Network (nearest 0.1 miles):

0

Miles of new RBTN facilities:

0

Miles of improved existing RBTN facilities:

0

Miles of facility on the regional trail network (nearest 0.1 miles)*

0

Miles of new Regional Trail facilities*

0

Miles of improved existing Regional Trail facilities*

0

AADT on parallel or adjacent roadway*

0

Number of improved ADA ramps*

16

Number of intersection improvements*

3

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

SIDEWALKS, PED RAMPS, RRFB

Number of key destinations (Bank, Post Office, Childcare Center, Grocery Store, Medical Center, Office Park, Pharmacy, Place of Worship, Public Library, Public Park, School, University or College):

Within 1/4 mile of project*

More

Within 1/2 mile of project*

More

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No.

New Bridge/Culvert No.

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

Project Funding

Are you applying for competitive funds from another source(s) to implement this project?*

No

Grant Request Amount, US\$*

\$362,700.00

Project Total: \$*

\$362,700.00

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* NA

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

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

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

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

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

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

As part of this application process, you must enter your project location(s) information into our Geographic Information System (GIS) via the link below.

The GIS link is not generated until a project name has been added to the question "Project Name" above and the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

Please click the following link which opens in a new window: Draw Project Location

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

▼ Document Requirements

Instructions

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

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council's online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to

use this photograph. Applicants should not use copyrighted images from other sources.

Maps

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

Coordination

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

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

Total Project Cost Worksheet

▼ 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

	LOS Downtown Lakeville Sidewalk Improvements.pdf	   
Other Document Letter of Support		
Added by Austin Hauf at 8:11 AM on June 22, 2026		
	Lakeville_Total-Project-Cost-Worksheet_20260602.xlsx	   
Added by Austin Hauf at 3:56 AM on June 22, 2026		
	Final Crosswalk Policy Adopted.pdf	   
Added by Austin Hauf at 3:55 AM on June 22, 2026		
	Complete Streets Policy.pdf	   
Added by Austin Hauf at 3:55 AM on June 22, 2026		
	2023 Downtown Lakeville Parking Study Excerpt.pdf	   
Added by Austin Hauf at 3:55 AM on June 22, 2026		

▼ 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 project aligns with the following objectives:

An Equitable and Inclusive Region

3. We better meet the transportation needs of people who have disabilities or limited mobility

Healthy and Safe Communities

1. People do not die or face life-changing injuries when using any form of transportation.

2. People feel safer, more comfortable, and more welcome when using any form of transportation.

4. People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.

5. People can increase physical activity with more opportunities to walk, roll, or bike.

Dynamic and Resilient

2. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

The project aligns with the following TPP policies:

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

Policy 10, Eliminate traffic deaths and serious injuries: Work to eliminate fatalities and serious injuries from traffic crashes and incidents on the transportation system by 2050 using the Safe System approach.

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

Policy 16, Eliminate bicycle/pedestrian gaps and barriers: Identify, prioritize, and improve locations where network gaps or physical barriers (like rivers, freeways, and rail corridors) may impede nonmotorized travel.

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

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

Yes

The project or the specific transportation problem/need that the project addresses must be in a local planning or programming document completed within the last 10 years. Reference the name of the comprehensive plan, regional/statewide plan, capital improvement program, corridor study, Safe Routes to School Plan, Bicycle System Plan, or other approved/adopted plan or program of the applicant agency. The Active Transportation Planning application category (whose projects will be creating the plan itself) is exempt from this requirement.

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

Yes

List the applicable document(s) and pages*

Downtown Lakeville Parking Needs Assessment (2023)

Pages: 14-15

<https://www.lakevillebusiness.com/DocumentCenter/View/13657/2023-Lakeville-Downtown-Parking-Needs-Assessment>
(see attached)

Lake Marion Greenway Trail Feasibility Study - Lakeville Segment (2021)

Pages: 10, 17

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 state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

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

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

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 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

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

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

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* 8/5/2019

Link to plan* <https://www.lakevillemn.gov/DocumentCenter/View/6492/ADA-Transition-Plan>

All projects that are located within right-of-way occupied by an active railroad must confirm that the railroad has been engaged in project planning.

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

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

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

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

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

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

2050 TPP Objectives or Policies:

- People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- People do not die or face life-changing injuries when using any form of transportation.
- People can increase physical activity with more opportunities to walk, roll, or bike.

Selected projects in this category will be funded through the Regional Active Transportation Sales Tax, and as such, project selection must be based on:

1. Project's inclusion in a municipal or regional nonmotorized transportation system plan;
2. Extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
3. Extent to which the project supports connections between communities and to key destinations within a community;
4. Identified barriers or deficiencies in the nonmotorized transportation system;
5. Identified safety or health benefits;
6. Geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
7. Ability of a grantee to maintain the active transportation infrastructure following project completion.

The qualifying and scoring criteria for this category are designed to address these seven state requirements.

Please note that this list is not exhaustive and is intended only to provide examples. For questions regarding project eligibility, see the qualifying requirements for this application category and contact the Metropolitan Council.

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

▼ Evaluative Criteria

1. Complete Streets

This criterion measures the extent to which the applicant encourages or promotes complete streets planning, design, and construction in direct response to one of the statutory funding requirements.

Measure A Complete Streets Planning, Design, and Construction

If applicable, provide a link to the applicant agency's complete streets policy, or another document that provides information on the agency's practices. Agencies or organizations without roadway ownership or jurisdiction may include the community's local ordinance or policy where the project is located and describe how the project would support advancing complete streets in this community*

See attached.

Additionally, provide a description (400 words or less) of ways the agency encourages or promotes complete streets planning, design, and construction as part of its operations and how those practices will be applied to the project.*

The City of Lakeville actively promotes Complete Streets principles through its planning, design, and construction practices and adopted a Complete Streets policy in June 2026 (see attached). The policy outlines a vision that "Complete Streets are planned, designed, operated, and maintained so that the roadway works for everyone across ages and abilities." The City routinely incorporates pedestrian and bicycle facilities into projects, while also pursuing standalone sidewalk/trail projects, and works to improve connectivity to key destinations such as neighborhood parks, schools, and employment centers.

One of the key elements of Lakeville's recently adopted Complete Streets policy is a design checklist that will be used by Public Works for transportation projects going forward. This checklist will be used to evaluate multimodal needs as part of every project based on the context of the corridor and identify opportunities to enhance pedestrian connectivity and safety.

The City of Lakeville also adopted a crosswalk policy in 2020 (see attached). This policy led to the inclusion of pedestrian crossing improvements near Century Middle School in the 2024 Ipava Ave rehab project. The policy also guided the alternatives analysis and selection of a relocated crossing, bump-outs and RRFBs on 170th St near East Lake to improve pedestrian safety.

Lakeville's 2040 Comprehensive Plan also highlights community values that support transportation improvements for users of all ages and abilities, including:

- Safety Throughout the Community; We value living in a community where people feel safe everywhere they go.
- Design That Connects the Community; We value a well-designed community and we place a priority on development that enhances connectivity and accommodates our changing needs.
- A Home for All Ages and Stages of Life; We value living options for people of all ages and stages of life.
- Access to a Multitude of Natural Amenities and Recreational Opportunities; We value widespread access to nature, the outdoors, and recreational opportunities of all kinds.

In the pursuit of achieving this vision, the Complete Streets policy will help Public Works operationalize the Plan's policy to "Construct new streets and upgrade existing streets in compliance with MnDOT standard specifications for design and consistent with complete streets principles that include facilities for non-automobile users."

These practices will be applied to the Project, which will advance Complete Streets principles by constructing new pedestrian facilities along roadways where they do not currently exist and implementing crossing improvements to increase pedestrian safety and connectivity.

Measure A Scoring Guidance

Consider the information and narrative provided by the applicant and rate projects based on the benchmarks provided below. Projects may score at any point along the scale based on their performance against the stated criteria. For agencies or organizations without roadway jurisdiction, scores should be based on the community policy in which the project is located. These applications may score higher if the applicant organization demonstrates a commitment to complete streets principles in their activities beyond the local community the project is located.

- **High:** The highest rated projects in this measure will be from agencies that have a strong adopted complete streets policy and show how the applicant generally encourages and promotes the use of complete streets principles as part of its operations. This may include citing specific requirements, practices, and examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located. Agencies without an officially adopted complete streets policy may score highly with a strong narrative response that demonstrates how they employ similar practices as an organizational priority.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may be from agencies that have an adopted complete streets policy, but the policy may lack specifics, or the agency does not cite evidence for how they encourage and promote complete streets on a daily basis. This may include a lack of specific examples. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- **Medium-Low**
- **Low:** Agencies that do not have an adopted complete streets policy and make minimal effort to follow complete streets principles should be rated low. For agencies or organizations without roadway jurisdiction, consider the local community's policies or practices where the proposed project is located.
- **Non-responsive/Not relevant:** Agencies that do not have an adopted complete streets policy and do not provide evidence for how the applicant generally follows complete streets principles should receive zero points for this measure.

2. Connection to Key Destinations

This criterion measures the project's ability to serve a transportation purpose by connecting users to key local destinations.

Measure A - Connection to key destinations

Attach a map that clearly identifies key destinations within ½ mile of the project limits. Key destinations may include destinations important to the local community, including (but not limited to) banks, post offices, high-frequency transit stations, childcare centers, grocery stores, medical centers, office parks, pharmacies, places of worship, public libraries, public parks, schools, universities, or colleges. Other destinations may be included with an explanation as to their importance to the local community.

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. If the project does not directly serve any key destinations but facilitates an important connection to a destination more than ½ mile from the project, please explain.*

The Project is located in downtown Lakeville which is a key economic and social hub featuring numerous restaurants, shops, services, and local businesses. Downtown plays a central role in fostering community identity, encouraging social interaction, and supporting the local economy. Collectively, these destinations highlight the importance of the project area.

The Project serves several key destinations that are vital to daily life and overall cohesion of the surrounding community. Within the direct project area there are multiple key destinations:

- Lakeville Area Arts Center – cultural programming and community gathering space
- Lakeville Area Learning Center – alternative education services
- McGuire Middle School and John F. Kennedy Elementary School – key educational institutions generating

daily student, staff, and family travel

- Grace Community Bible Church and Lakeville Masjid – important religious and cultural destinations serving diverse congregations
- Winsor Plaza senior housing – housing for older adults
- United States Postal Service and Wells Fargo Bank
- Pioneer Plaza, Terrace Park, and Lakeville Farmers Market
- Lake Marion Greenway – a developing regional multi-use trail system, with a future trailhead connecting to the project area

The project area is also supported by a network of five public parking lots used for downtown access, two of which are directly adjacent to the project and three located within half a mile. These facilities indicate a historic and ongoing reliance on automobile access to downtown Lakeville.

These destinations create consistent daily and seasonal travel demand within the project area, including peak hour school traffic, weekend activity at the farmers market, and recurring trips for services, worship, and community events. In addition, downtown Lakeville hosts Pan-O-Prog, a nine-day community wide celebration held each July (July 4-12) that features over 80 events and draws significant attendance. Pan-O-Prog is one of the most significant annual events in Lakeville and draws visitors using all modes to the City.

Measure B - Connection to schools

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

Select all that apply*

This project provides an indirect connection to a K-12 school by constructing improvements that come within ¼ mile of a K-12 school., This project provides a direct connection to a K-12 school by constructing improvements that directly border school property or provide direct access to school property.

Direct Connection - List the school(s):

Lakeville Area Learning Center

Indirect Connection - List the school(s):

Lakeville Area Learning Center

Measure B Scoring Guidance

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

- 5 points: Project provides a direct connection to a K-12 school.
- 3 points: Project provides an indirect connection to a K-12 school
- 0 points: Projects that are not within 1/4 mile of a K-12 school will also receive zero points.

Measure C - Active Transportation Demand

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

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

Measure C Scoring Guidance

The applicant with the highest PAWS score will receive the full points available to this measure. Remaining projects will receive a proportionate share of the full points. For example, if the application being scored

showed a PAWS score of 10, and the top project had score of 15, this applicant would receive $(10/15) \times 5$ points, or 3.33 points. Rounded to the nearest integer, this application would receive 3 points.

3. Identified Gaps, Barriers, or Deficiencies

This criterion measures the project's contribution toward creating a connected, accessible, and comfortable active transportation network. Projects will be scored based on a tiered system that prioritizes filling network gaps.

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project fills a network gap or improves a barrier by constructing a new facility that connects to other existing bicycle facilities or a community destination and serves users of all ages and abilities., This project addresses a system barrier or deficiency by constructing crossing improvements or increasing separation from motor vehicles on an existing facility to increase comfort and safety on the active transportation system.

Please provide a written response (300 words or less) that explains the ways this project addresses a gap, barrier, or deficiency on the existing system.*

This project closes critical gaps in the sidewalk network by creating new continuous pedestrian connections between existing sidewalks and important destinations. New sidewalks on 209th St W and the new midblock sidewalk will address a missing link between existing segments along Holyoke Ave and destinations along Howland Ave, including the Lakeville Area Arts Center and Lakeville Area Learning Center, and public parking. The addition of sidewalk on Howland Ave W will strengthen north-south connectivity to nearby neighborhoods. The City of Lakeville is also planning to construct a trailhead for the Lake Marion Greenway along 209th St W. As outlined in the 2023 Downtown Lakeville Parking Study, the sidewalks proposed as part of this application will address the gap between the planned trailhead and destinations in downtown Lakeville.

The project also addresses barriers/deficiencies that limit safe pedestrian movement, especially for people with disabilities. In addition to constructing new sidewalks, the project will also construct new ADA-compliant curb ramps, reconstruct existing curb ramps, and construct a new mid-block marked crosswalk on Howland Ave with rectangular rapid flashing beacons (RRFBs). These improvements will enhance safety and make it easier for all users to cross Howland Ave and navigate the adjacent intersections. In the existing conditions, people walking or rolling must travel on the roadway shoulder or through the grass at back of curb. This is not feasible for people using wheelchairs or mobility devices, older adults, people pushing strollers, or many other users. The proposed improvements address both safety deficiencies and network gaps, creating a more complete pedestrian network.

Measure A Scoring Guidance

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

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

4. Safety

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

Measure A – Connection to existing safety planning efforts

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

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

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

The Project will provide a safer alternative route for people walking and rolling through the project area, which currently has gaps in the sidewalk network. In the existing conditions, people walking or rolling must travel on the roadway shoulder or through the grass at back of curb. This is not feasible for people using wheelchairs or mobility devices, older adults, people pushing strollers, or many other users. It may be feasible for youth, but not desirable. The lack of separated facilities creates unnecessary safety risks and potential for conflicts with motor vehicles.

The project will construct new sidewalks along 209th St W and Howland Ave W establishing a physically separated space for pedestrians that reduces exposure to traffic. This separation will improve safety, comfort, and accessibility for a wide range of users.

In addition to sidewalk improvements, the project includes the installation of a pedestrian crossing on Howland Ave W equipped with a Rapid Rectangular Flashing Beacon (RRFB). This enhanced crossing will increase driver awareness and pedestrian visibility and creates a more direct route to the destinations on the adjacent city blocks. The combination of dedicated pedestrian facilities and enhanced crossing infrastructure will create safer alternative routes for people walking and rolling.

The City of Lakeville has also applied for federal funding to develop a Comprehensive Safety Action Plan that will identify other locations for safety improvements.

Measure A Scoring Guidance

The project will be scored based on the scorer's discretion, using the following guidance:

- High: Project is identified in the regional safety action plan on either the regional top 25 or county top 10 lists or project provides a viable parallel or alternative route to a location listed.
- Medium-High
- Medium: Project location is identified in a regional safety action plan on High Injury Streets or Crash Risk Index, or project provides a viable parallel or alternative route to a location listed.
- Medium-Low
- Low: Project location is identified in a local (e.g. county or city) safety action plan, local or district Safe Routes to School plan, or project has a completed targeted study (e.g., NEPA document, corridor study, intersection study, ICE report, etc.) that identifies the specific safety measures needed to improve safety and those safety measures have been incorporated into the proposed project or project provides a viable parallel or alternative route to a location listed or project provides a viable parallel or alternative route to a location listed.
- Non-responsive/Not relevant: Projects that are not identified in the Regional Safety Action Plan or any local safety plan. This could also include projects that also have not completed a targeted study that defines an existing safety issue (e.g., NEPA document, corridor study, intersection study, ICE report, etc.)

Measure B – Safety improvements for people outside of vehicles

Please provide a written response that explains how the project will mitigate existing risk factors noted above and any other steps taken to ensure the project promotes safety for all users. Please cite any specific proven safety countermeasures that will be part of the project's design or methods the project will use to promote safety for people outside of vehicles (600 words or less).

Consider the following when developing your response. Note that not all considerations are applicable to all projects, but please respond to those that are applicable.

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any

features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.

- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The primary purpose of the Project is to directly address safety and connectivity for people outside of vehicles. The Project will address existing safety risks by reducing pedestrian exposure to vehicular traffic, improving visibility, and enhancing driver awareness at key crossing locations. No existing crossings will be eliminated, blocked, or otherwise reduced by the project.

A primary risk factor within the Project area is the lack of dedicated pedestrian infrastructure, which forces pedestrians to walk or roll within or along the edge of the roadway. This is not feasible for people using wheelchairs or mobility devices, older adults, people pushing strollers, or many other users. It may be feasible for youth, but not desirable. The lack of separated facilities creates unnecessary safety risks and potential for conflicts with motor vehicles. The installation of new sidewalks on 209th St W and Howland Ave will provide a designated, separate space for pedestrians, physically removing them from the roadway. Sidewalks (walkways) are an FHWA Proven Safety Countermeasure and can reduce crashes involving pedestrians walking along roadways by 65-89%. By providing continuous, ADA-complaint pedestrian facilities, the project significantly reduces the likelihood of pedestrian-vehicle conflicts while also enhancing comfort and accessibility for users of all ages and abilities. For some users who may not feel safe biking on shared roadways, including families with children, adding a sidewalk will provide space for low-speed bicycle travel fully separated from traffic. This will also improve bicycle access to the destinations discussed previously.

As shown in the attached preliminary layout, the proposed intersection and mid-block crossing improvements will include bump-outs/curb extensions. This will reduce exposure and associated crash risk for people walking and rolling by shortening crossing distances and encouraging pedestrians to cross at a controlled, visible location rather than at unmarked or unpredictable points along the roadway. According to MnDOT's "Best Practices for Pedestrian & Bicycle Safety" guide, curb extensions are a proven safety strategy and can reduce crashes up to 45%.

To address mid-block crossing demand and reduce the distance between crossing opportunities, the project includes a mid-block pedestrian crossing paired with Rectangular Rapid Flashing Beacon (RRFBs), an FHWA Proven Safety Countermeasure. RRFBs have been shown to reduce pedestrian crashes by up to 47%. In addition, studies indicate that RRFB installations can increase motorist yielding rates up to 98%. By clearly communicating pedestrian crossing intent and increasing driver awareness, the RRFBs will significantly improve safety for pedestrians.

As noted previously, the proposed sidewalks will improve connectivity to several public parking lots. These lots include ADA accessible parking spaces. Constructing the proposed sidewalks, curb ramps, and crossing improvements will make it easier for people with disabilities to travel between these lots and downtown destinations.

While the Project roadways are generally low-speed and low-volume, the proposed bump-outs, mid-block crossing, and RRFBs are expected to slow traffic (through traffic and turning movements) and improve visibility of nonmotorized users traveling through the project area.

Measure B Scoring Guidance

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

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**

- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.
- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

The Regional Solicitation Community Considerations criterion draws on multiple Metropolitan Council and Transportation Advisory Board (TAB) policies, including:

Imagine 2050 and Transportation Policy Plan (TPP) Goal: Our region is equitable and inclusive. Racial inequities and injustices experienced by historically marginalized communities have been eliminated and all people feel welcome, included, and empowered.

Imagine 2050 Equity Statement: Equity means that historically excluded communities – especially communities of color – have measurably improved outcomes through an intentional and consistent practice of adapting policies, systems, services, and spending so that they contribute to the repair of both historic and ongoing injustice.

Imagine 2050 contains an Equity and Environmental Justice Framework, which is a people-centered approach that should guide regional processes and actions to work toward a more equitable region. A description of the framework is linked here [Imagine 2050: Regional Vision, Values, Goals - Revised for Adoption](#). The three components of the framework include:

- A people-centered, data-driven decision-making approach
- Prioritized engagement with overburdened communities
- Provision of benefits to the communities that go beyond harm mitigation

TPP Policies or Objectives: TPP Policies and Objectives related to achieving the regional equitable and inclusive goal include:

- Conduct engagement activities and implement shared decision making with historically underrepresented communities throughout policy making, planning, and project development to ensure equitable distribution of the benefits and burdens of transportation investments.
- Evaluate processes, policies, programs, and plans to ensure that community benefits and burdens from transportation investments are distributed equitably.
- Implement investments that repair harms and impacts to historically disadvantaged communities from past highway investments.
- Implement strategies against gentrification and displacement caused by transportation investments.

TAB Communities to Consider: Beginning with the Regional Solicitation redesign in 2014, the Transportation Advisory Board has identified “specific communities” that should be prioritized in transportation decision-making processes: people of color, Indigenous people, low-income, disabled, youth and older adult populations. These specific communities should be engaged and empowered in transportation decision-making processes, and projects should be developed to specifically address their transportation needs.

Metropolitan Council staff have provided an interactive map that can be used to understand the composition of the communities of consideration within your project area. This map can serve as a basis for your response to each measure but applicants are encouraged to provide additional detail and understanding of community.

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system

users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

Scoring: Three qualitative measures are used for the Community Considerations criterion as described below. Applicants will receive a High, Medium/High, Medium, Medium/Low, or Low rating for each of the three measures: (1) Community Data and Context, (2) Community Needs and Future Engagement, and (3) Community Benefits.

Funding Priority: Projects receiving a high score on each of the three measures, if any, will be considered for funding priority. Up to one (1) project from each solicitation round that was not otherwise selected for funding will be recommended for full funding in either the Roadway, Bike/Ped, Transit, or Environment categories.

Applicant Training Opportunities: The Met Council will provide optional yearly trainings for local agency staff to build their understanding of the Community Considerations criterion and measures. This training will also be centered around best practices set forth by the Council's Equity Evaluation of Regional Transportation Investment Processes study.

Community Considerations Scoring: Scorers for the Community Considerations criterion will be selected based upon their experience and knowledge in community work, will have completed the Community Considerations training, and will meet multiple times as a group of scorers to discuss and agree upon scoring expectations. Projects recognized as a funding priority will be reviewed and agreed upon by all Community Considerations scorers. 2-3 Community Considerations scorers will be assigned to each project application.

This criterion measures the project's ability to ensure the needs of specific populations are considered and prioritized in transportation decisions.

A. Community Data and Context

Describe the project area's community data and context* including locations of specific communities and important regional and local destinations those community members access regularly. Relate the community data to the project purpose. Supplement widely available demographic data with community-specific information via additional maps or descriptions. Include any transportation history impacting the communities and intentional or unintentional past and ongoing harms caused by the transportation system (600 words or less).*

*Examples of detailed community data: demographics (race, ethnicity, age, low income, disabled), affordable housing locations, essential services, employers/job centers, schools, cultural resources, places of worship and social destinations.

Lakeville is a suburban community with a total population of approximately 77,971 residents and an anticipated population of 83,500 by 2040. The community reflects moderate racial diversity with approximately 76 percent White alone, non-Latinx residents and 24 percent non-White residents. According to 2024 ACS 5-Year Estimates, there is a disproportionate share of youth and older adults in Lakeville. Thirty-five percent of the population is under age 25, compared to six percent in the region, and 11 percent of residents are over age 65, compared to three percent in the region. As of 2024, eight percent of residents were living with a disability and 10 percent had a household income less than 200 percent of the federal poverty level. As shown in the attached map, 13 percent of households in the census tract where the project is located do not have access to a vehicle, compared to four percent of households citywide. Lakeville's population of youth and older adults in particular highlights a need to provide transportation facilities for people of all ages and abilities, particularly for connections to important community destinations.

Lakeville functions as both a residential community and local employment center, with approximately 21,928 individuals working within the city. Downtown Lakeville is a particular draw for its events, shopping, restaurants, and services. In addition, the Winsor Plaza senior housing development is located just north of the project area along Howland Ave. The project area includes or is in proximity (1/2 mile) to several important destinations (see attached map) that serve as activity centers for residents:

- Lakeville Area Arts Center – cultural programming and community gathering space
- Lakeville Area Learning Center – alternative education services
- McGuire Middle School and John F. Kennedy Elementary School – key educational institutions generating daily student, staff, and family travel
- Grace Community Bible Church and Lakeville Masjid – important religious and cultural destinations serving diverse congregations
- United States Postal Service and Wells Fargo Bank
- Pioneer Plaza, Terrace Park, and Lakeville Farmers Market
- Lake Marion Greenway – a developing regional multi-use trail system, with a future trailhead connecting to the project area

The project area is supported by a network of five public parking lots used for downtown access, two of which are directly adjacent to the project and three located within half a mile. These facilities indicate a historic and ongoing reliance on automobile access to downtown Lakeville.

These destinations create consistent daily and seasonal travel demand within the project area, including peak hour school traffic, weekend activity at the farmers market, and recurring trips for services, worship, and community events. In addition, downtown Lakeville hosts Pan-O-Prog, a nine-day community wide celebration held each July (July 4-12) that features over 80 events and draws significant attendance. This event increases pedestrian activity and highlights the importance of safe, accessible, and well-connected infrastructure in the project area.

The combination of community destinations, employment, and civic services creates a strong need for connectivity, safety, and accessibility. The project will:

- Improve pedestrian safety
- Enhance accessibility for older adults and people with disabilities
- Strengthen connections between the Lake Marion Greenway Trail and Downtown Lakeville
- Improve sidewalk connectivity between residential areas west of the railroad and downtown Lakeville, reducing barriers created by the rail corridor.

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

High: The project application:

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

Medium: The project application:

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

Low: The project application:

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

B. Community Needs and Future Engagement

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

This project was identified through planning efforts associated with the Lake Marion Greenway Trail led by Dakota County and the City of Lakeville, as well as other City efforts to improve downtown accessibility and connectivity. The Lake Marion Greenway master plan developed in 2013 by Dakota County identifies a 20-mile proposed trail and greenway system through Burnsville, Savage, Credit River Township, and downtown Lakeville and Farmington that will link the Minnesota River and the Minnesota River Greenway to Murphy-Hanrehan Park Reserve. The Lake Marion Trail Feasibility Study (2021) conducted by the City of Lakeville discusses the importance of connecting a future trailhead on 209th St to downtown destinations.

In addition, the 2023 Downtown Lakeville Parking Study included a high-level concept for the proposed

sidewalks and pedestrian crossing improvements. The purpose of the recommended improvements is to improve bicycle and pedestrian connections between the Lake Marion Greenway Trailhead and downtown Lakeville, improve connections between downtown destinations, and support additional pedestrian and vehicle travelers during annual events such as Pan-O-Prog that draw regional traffic.

The proposed improvements are also consistent with Lakeville's 2040 Comprehensive Plan and 2018 Downtown Development Guide, which outlined issues and opportunities raised by City staff, the general public and other stakeholders. The Downtown Development Guide highlights the importance of creating a connection between the Lake Marion Greenway and downtown. An "attractive and walkable environment" was also highlighted by the community during Development Guide engagement as an element that makes for a strong downtown. This project responds directly to a documented community need for safer pedestrian infrastructure while supporting a vision of improved pedestrian connectivity in downtown Lakeville.

The primary community needs addressed by this project, consistent with previous studies, are improving connectivity and safety for people walking by filling a gap in the downtown sidewalk network.

Prior engagement efforts that informed this project align with the "Involve" and "Consult" levels of the engagement spectrum, as community input and interagency collaboration from previous studies has helped identify infrastructure needs and priorities. Given the limited number of landowners and residents who will be directly affected by project construction, future engagement associated with this project is expected to include direct communication with adjacent property owners and residents, aligning with the "Inform" and "Consult" levels of the spectrum.

As the project moves forward, key City staff who will be involved in community engagement and communications include Jonathan Nelson, Assistant City Engineer, Tierney Helmers, Communications Manager, and Lara Peterson, Communications Specialist. This team will continue to identify needs and proactively address community concerns before, during, and after construction.

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

High: The project application:

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

Medium: The project application:

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

Low: The project application:

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

C. Community Benefits

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

The project will construct new sidewalks, construct/reconstruct ADA-compliant curb ramps, and implement a new marked mid-block crosswalk with a rectangular rapid flashing beacon, directly improving access to essential community destinations and addressing documented gaps in the existing transportation network. These improvements will provide critical safety and mobility benefits for a diverse population including students,

older adults, and residents accessing services, employment, and community spaces.

Despite the downtown area having numerous key destinations, there are gaps in the existing sidewalk network, creating barriers for individuals traveling on foot or using mobility devices. The project will:

- Reduce conflicts between pedestrians and vehicles in a historically auto-oriented corridor
- Improve safety for students travelling to and from nearby schools
- Enhance visibility and predictability of pedestrian movements for all roadway users
- Provide safer access for older adults and those with disabilities who may be more vulnerable to traffic-related injuries

This project will improve equitable access to key community resources for populations that may have limited access to private vehicles, including youth, older adults, and people with disabilities. By creating safe and accessible walking routes:

- Residents will have improved access to cultural, religious, and civic destinations.
- Participation in community events, such as the Lakeville Farmers Market, Pan-O-Prog, Arts Center events, and activities at Pioneer Plaza, will be more inclusive.
- Connections to nearby parking areas and the Lake Marion Greenway Trail will be strengthened, supporting multimodal transportation options.

Lakeville's transportation system has historically prioritized vehicle travel, resulting in limited pedestrian infrastructure and reliance on driving for short trips. This has created several burdens:

- Safety risks due to lack of sidewalks and safe crossing opportunities
- Mobility barriers for individuals who cannot or choose not to drive
- Reduced independence for youth, older adults, and people with disabilities
- Inequitable access to community destinations, particularly for populations without reliable vehicle access

The proposed project directly mitigates these burdens by introducing dedicated pedestrian infrastructure that improves pedestrian safety, accessibility, and connectivity in a high-demand area. Following construction of the Lake Marion Greenway in 2026, demand is expected to increase in this area, where no connection between the Greenway and downtown currently exists.

The project is designed to provide benefits while having minimal impacts. Impacts to the community will be limited to the construction phase and will include dust, noise, and short-term traffic detours. Temporary impacts such as dust and noise will be mitigated through best management practices. Any required detours will be clearly marked. There will be no long-term community burdens post construction.

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

High: The project application:

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

Medium: The project application:

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

Low: The project application:

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

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

Add Payment

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_regional_destinations:

gis_taz_jobs:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Bicycle and Pedestrian Facilities

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

Measure A – Complete Streets:

Measure A – Connection to Key Destinations:

Measure B – Connection to schools:

Measure C – Active Transportation Demand:

Measure A – Connection to existing safety planning efforts:

Measure B – Safety improvements for people outside of vehicles:

Measure A – Gaps, barriers or deficiency addressed:

Evaluative Criteria Total: 0

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: \$362,700.00

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 Jon Nelson at 2:25 AM on June 24, 2026

HISTORY

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