Washington County - General

County Highway 13 (Radio Dr) Trail and ADA Improvements

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05247

Maddie Dahlheimer

Requested: $3,500,000

Status Initial Review

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What application category are you applying for.*

AT - Local Bike Facilities

General Information

Organization Name: Washington County - General

▼ Organization Information

Organization Name	Washington County - General
Legal Name	Washington County - General
Street Address	11660 Myeron RD
Street Address 2	
City	Stillwater
County	Washington
State	Minnesota

Country	United States of America
ZIP Code	55082

▼ Contact Information

Contact	Full Name	Email	Phone
Primary Grant Contact	Maddie Dahlheimer	madeline.dahlheimer@washingtoncountymn.gov	651-430-4338
Authorized User			
Grant Administration			
Developer 1			
Developer 2			

▼ Project Information

Project Name* County Highway 13 (Radio Dr) Trail and ADA Improvements

Select Primary county where project is located* Washington

Cities or Townships where the Project is located* Woodbury

Jurisdictional Agency (if different than applicant):

Brief project description*

Washington County proposes to construct a 0.42-mile segment of 10-foot wide shared-use trail with boulevard, implement accessibility improvements at Tamarack Village/Hudson Rd and Tamarack Rd intersections, and repave a 0.6-mile segment of trail along County State Highway (CSAH) 13 (Radio Drive) in the heart of Woodbury's commercial area.

Radio Dr is a Minor Expander carrying over 30,000 vehicles per day and is identified by the Metropolitan Council as an Expressway Barrier and Regional Freight Corridor, which carries heavy commercial traffic. Both project area intersections are designated Barrier Crossing Areas, and today, do not meet ADA standards—pedestrian ramps are noncompliant, accessible pedestrian signal (APS) push buttons are missing or out of compliance, and signal infrastructure is well past its service life and must be relocated to achieve ADA accessible configurations. The identified existing trail segment is in extremely poor condition and is arguably no longer considered accessible, with PCI values as low as 3 out of 100, grass intrusion, and inconsistent surface quality resulting from years of piecemeal repairs.

The proposed project will close a trail gap along the east side of Radio Drive between Hudson Rd/Tamarack Village and Seasons Parkway, providing safe travel along Radio Drive and safe connections to controlled crossing locations. It will also reconstruct pedestrian ramps and upgrade signal equipment at key intersections, improving overall accessibility and allowing trail users to safely cross Radio Drive to access the numerous destinations on either side of the County Highway including shops, grocery stores, medical clinics, neighborhoods, and more. Lastly, repaving the trail segment along the west side of CSAH 13 from Hudson Rd/City Pl Blvd to Seasons Pwky will create a continuous, accessible, and navigable facility for users of all ages and abilities.

Provide the project length to the nearest one-tenth of a mile* 0.6

Lead Agency* Washington County

ZIP Code where majority of work is being performed* 55125

Approximate begin construction date (mo/yr)*	4/1/2029
Approximate end construction date (mo/yr)*	11/1/2029

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

County Highway 13 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*	County Highway 13/Radio Dr
From Cross-Steet*	Hudson Rd/City Pl Blvd
To Cross-Street*	Seasons Pwky
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	1.1
Multiuse trail*	1.1
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0
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*	30300
Number of improved ADA ramps*	24
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.)*

GRADE, BIT MULTIUSE TRAIL, PED RAMPS, SIGNALS

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$* $3,500,000.00

Project Total: $* $6,214,000.00

Match Amount: $ (Minimum of 20% of the project total for federally funded projects; no match for Active Transportation regional sales tax-funded projects)

Match Amount: $2,714,000.00

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

Match percentage: 44%

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* County Transportation Sales Tax, Transportation Advancement Account, Sate Aid

Please check the years that are feasible for your program.* 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 and entered the required information. Yes

▼ Document Requirements

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

Summary

1. Applicants are required to submit a one-page Project Summary to be used by the scoring committees and TAB members. This one-pager may include the project name, applicant, route, a map, township/city/county where project is located, requested award amount, total project cost, before photo, project description, list of project benefits, or other pertinent information.
2. A Photograph from within the past year showing the Existing Conditions within the project area. If awarded funds, this photograph will be utilized in the Metropolitan Council’s online mapping tool to show a before-and-after comparison of the improvement. By submitting the application, the applicant agrees to allow the Council to use this photograph. Applicants should not use copyrighted images from other sources.

Maps

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

Coordination

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

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

▼ Documents

To add other documents, click the green + sign, then click "Add Files." Then select the document category from the dropdown and click "Start Upload"

APPLICATION DOCUMENTS

Filter by Type: All document types (9)

A5_Hwy 13 Trail and ADA_Connections to Key Destinations.pdf

Connection to Key Destinations Map
Added by Maddie Dahlheimer at 6:04 AM on June 24, 2026

A3_Hwy 13 Trail and ADA_Map or Concept Drawing.pdf

Map or Concept Drawing
Added by Maddie Dahlheimer at 6:00 AM on June 24, 2026

A8_Hwy 13 Trail and ADA_Complete Streets Documents.pdf

Other Document | **Complete Streets Documentation**
Added by Maddie Dahlheimer at 11:00 AM on June 23, 2026

A7_Hwy 13 Trail and ADA_Total-Project-Cost-Worksheet.xlsx

Total Project Cost Worksheet
Added by Maddie Dahlheimer at 10:59 AM on June 23, 2026

A6_Hwy 13 Trail and ADA_SPACE Tool Screenshot.pdf

SPACE Calculation
Added by Maddie Dahlheimer at 10:58 AM on June 23, 2026

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Jump to Page

▼ Qualifying Requirements

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

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

The project is consistent with the goals, objectives, policies, and actions of the 2050 Transportation Policy Plan
Briefly list the applicable 2050 TPP objectives and policies.

Briefly list the applicable 2050 TPP objectives and policies*

[Objectives]
• An Equitable and Inclusive Region: Historically disadvantaged communities are better connected to jobs, education, and other opportunities; We better meet the transportation needs of people who have disabilities or limited mobility.

• Healthy and Safe Communities: People do not die or face life-changing injuries when using any form of transportation; People feel safer, more comfortable, and more welcome when using any form of transportation; We mitigate and avoid harm to people caused by nearby transportation infrastructure and use; People are better connected to community and cultural resources that support their physical, emotional, and mental well-being; People can increase physical activity with more opportunities to walk, roll, or bike.

• A Dynamic and Resilient Region: People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.

• Leading on Climate: The region's transportation system minimizes its greenhouse gas emissions; People have more reliable access to zero emissions vehicle infrastructure; By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

• Natural Systems: The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

This project will support many of the TPP policies, those most directly related include: planning support; funding; asset management; shared decision-making; needs of people with disabilities; equitable benefits and burdens; quality transportation facilities; eliminate traffic deaths and serious injuries; bicycle and pedestrian safety; reduce negative health impacts; placemaking and placekeeping; bicycle network; eliminate bicycle/pedestrian gaps and barriers; pedestrian network; multimodal connections; complete streets approach; mitigate climate impacts; reduce greenhouse gases; reduce vehicle miles traveled.

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

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

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

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List the applicable document(s) and pages*

Washington County 2026-2030 Capital Improvement Plan: Page 145
Washington County Long Range Transportation Plan (2026): Pages 19, 25, 37, A50, A51, A53, A57
City of Woodbury Safe Streets for All Action Plan (2025): Pages 16, 17, 45, 48,
City of Woodbury Comprehensive Plan (2019): Page 113

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

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

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

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

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The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per state statute 473.4465 Subd. 3(7). All bicycle and pedestrian applications must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

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

- A cross-jurisdictional agreement with another agency to maintain the proposed local pedestrian or bicycle facility.

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

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The project must represent a permanent improvement with independent utility. The term "independent utility" means the project provides benefits described in the application by itself and does not depend on any other construction elements to be delivered for the proposed project to be achieved.

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

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The project applicant has sent written notification regarding the proposed project to all affected units of government prior to submitting the application. Staff-level letters of support are required if another agency owns the roadway, will deliver the transit service, will contribute financially to the project, will be expected to sponsor the project, or will be expected to maintain the project. Transit projects proposing a project that crosses into another agency's service area must include a letter of support from all relevant transit agencies.

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

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The Metropolitan Council and the Transportation Advisory Board (TAB) get the first opportunity to utilize a share of the greenhouse gas and vehicle miles traveled offsets of any awarded federal or active transportation regional sales tax projects proportionate to the share of the total project cost funded by TAB to fulfill state requirements for the Greenhouse Gas Impact Assessment (MN Statute 161.178) enacted in 2023. Each offset can only be used one time. If the projects are not needed by the Metropolitan Council and TAB as offsets to other awarded Regional Solicitation highway projects, ownership of them will revert, in whole or in part, to the original project sponsor. Based on inputs provided in the application, Met Council staff will calculate the magnitude of the offsets.

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

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The applicant agrees to provide Metropolitan Council staff with post-construction data, as requested, in order to perform before-and-after analyses.

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

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

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

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

Choose one*	The applicant is a public agency that employs 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*	9/30/2015
Link to plan*	https://www.washingtoncountymn.gov/documentcenter/view/8045

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

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

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

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

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

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

▼ Prioritizing Criteria and Measures

2050 TPP Goal: Our Region is Dynamic and Resilient

Category Definition: The Local Bicycle Facilities application category is intended to fund construction of and improvements to bicycle facilities that are identified in a local or regional plan. Projects may be identified as Regional Bicycle Transportation Network alignments or Regional Trails or may be local in nature.

This application contributes to these 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.

- Multiuse trails or shared-use paths
- On-street or separated bicycle facilities
- At-grade or grade-separated bicycle crossing improvements or connections
- Filling multiple gaps, improving multiple crossings, or making other similar improvements along a corridor
- Elements that support bicycling (such as bike rack installation, bicycle repair stations, benches, wayfinding, etc.) may be included as part of a construction project, but are not eligible as standalone projects

▼ 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.

If you do not have a link, please attach your complete streets policy in the Documents section below.

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 below response.

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.*

Washington County promotes Complete Streets principles through a comprehensive, multimodal planning framework rather than a single policy. Adopted documents, including the County 2040 Comprehensive Plan, Long Range Transportation Plan (2026), MOVE Bike and Ped Plan (2021), and the Transit Needs Study (2026), collectively guide how transportation projects are planned, designed, and implemented. Together, these plans - in alignment with Complete Streets principles - emphasize the importance of supporting safe and reliable travel for vehicles, freight, transit, bicyclists, and pedestrians as part of an interconnected regional network.

A layered approach allows the County to apply Complete Streets principles in a flexible, context-sensitive way. Each adopted plan defines needs and priorities for different modes, enabling the County to balance safety, community context, and available resources. The County also uses a community-based design process that ensures every project considers local multimodal needs, engages affected stakeholders, and identifies opportunities to improve pedestrian, bicycle, and transit access.

The proposed project advances Complete Streets implementation by expanding and improving the multimodal system. New and upgraded trail connections and intersection improvements will enhance safety and access for

people walking, bicycling, and using active transportation for daily trips. Additionally, Woodbury's Safe Streets for All Action Plan outlines the City's commitment to a "complete streets approach and multimodal intersection design." This alignment ensures that both the County and City will prioritize multimodal safety and access throughout project development.

Link to Washington County's Comprehensive Plan: https://www.washingtoncountymn.gov/DocumentCenter/View/21955/Washington-County-2040-Comprehensive-Plan-PDF

Link to Washington County's Long Range Transportation Plan: https://www.co.washington.mn.us/LRTP

Link to Washington County's Bicycle and Pedestrian Plan: https://www.washingtoncountymn.gov/DocumentCenter/View/48198/Washington-County-Bike-Ped-Plan-Final-PDF?bidId=

Link to Washington County's Transit Needs Study: https://www.washingtoncountymn.gov/TransitNeedsStudy

Link to Woodbury's Safe Streets for All Action Plan: https://www.woodburymn.gov/1236/Safe-Streets-for-All

Measure A Scoring Guidance

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

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

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2. Connection to Key Destinations

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

Measure A - Connection to key destinations

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

Upload that map, along with a written response (300 words or less) that highlights the key destinations served and their importance to the local community. Applicants may identify additional destinations up to 1 mile from the project location but will need to demonstrate that these destinations have a continuous bicycle facility connection to ensure safe access from the project location. These destinations must be clearly marked outside of the ½ mile buffer for this criterion.

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.

Destinations surrounding the project area play an essential role in meeting daily needs for residents, employees, and visitors. Improving the multimodal network in this area will greatly increase the number of people who can walk, bike, or roll to meet their daily needs as well as the number of destinations they can reach. The Tamarack Village and CityPlace developments – located on either side of Radio Drive within the project area - create one of the community's most significant commercial and employment hubs, drawing people from across Woodbury and the broader region. There are over 700 households and almost 2,000 people living within one-half mile of this city hub.

Within a half-mile of its limits, this project serves high-density housing, two city parks, four grocery stores, a wide range of restaurants, multiple medical clinics (including two urgent care clinics), drugstores, a K-12 school, two daycares, a place of worship, discount retailers, and other specialty shops and boutiques.

Together, these destinations create a dense concentration of essential services, employment, recreation, and housing. Improving multimodal connections in this area strengthens access to daily needs, supports public health, reduces reliance on driving, and enhances the overall connectivity and livability of the community.

In addition to the many destinations within the half mile radius, an additional place of worship and preschool, as well as several neighborhoods with a mix of higher-density housing and single family are located within a one-mile radius. These additional destinations further expand the variety of essential services and housing options, and support opportunities for active transportation.

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 measure will make a strong case about how the project will significantly increase access to key destinations. This may include providing new connections and/or improvements to existing connections. The narrative should also explain why the destinations are critical to the community and/or region. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-High
- Medium: Mid-range projects in this measure may minimally increase access to key destinations by only connecting to a few destinations and/or providing small improvements to existing connections. Differentiation among these projects should consider how many destinations are connected, the importance of the destinations to the community and/or region, and the level of increased access as provided in the narrative. Destinations beyond ½ mile should be considered only if the respondent clearly demonstrates a safe connection from the project location to the identified destination.
- Medium-Low
- Low: Projects that have minimal destinations within the project area or do not create safe connections to those destinations should receive minimal points for this criterion. Consider whether the project adds new connections and/or improves existing connections when making this assessment.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.
- Non-responsive/Not relevant: Projects that do not create any new connections, do not have any destinations within the project area, or do not provide adequate information should receive zero points for this measure.

Measure B - Connection to K-12 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 does not provide a direct or indirect connection to a K-12 school.

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 Suitability for the Pedestrian and Cycling Environment (SPACE) tool (https://mndotspace.mn.gov/). This score measures the location's estimated latent demand for active transportation based on a variety of environmental, physical and demographic factors.

Use the SPACE tool to roughly draw the project alignment or location using the drawing tools. Then, upload a screenshot of the SPACE tool showing the calculated score.*
Measure C Scoring Guidance

The applicant with the highest SPACE 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 SPACE score of 50, and the top project had score of 75, this applicant would receive (50/75) * 5points, or 3.33 points.

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3. Identified Gaps, Barriers, or Deficiencies

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

Measure A - Gaps, barriers or deficiency addressed

Select all that apply*

This project 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 will close a trail network gap on the east side of Radio Drive by implementing a new, 10-foot multi use trail with a boulevard buffer between Hudson Rd/Tamarack Village and Season Pkwy that connects directly to existing facilities, controlled crossing locations, and multiple key community destinations. Radio Drive is identified by the Metropolitan Council as an Expressway Level Barrier, and the two project intersections are designated Expressway Barrier crossing locations.

This project will also improve two controlled crossing locations of Radio Drive – Tamarack Village/Hudson Rd and Tamarack Rd. Improvements include replacing and relocating out of date signal infrastructure to allow for the construction of ADA compliant pedestrian ramps, installing new signals and APS push buttons indicators in accordance with current standards, and installing new crosswalk striping. Improvements at these controlled crossing locations will reduce the barrier of crossing Radio Drive and will better support true door to door active transportation mobility.

Lastly, the project will repave the existing trail segment on the west side of Radio Dr, between Hudson Rd/City Place Blvd and Seasons Pkwy where pavement conditions have deteriorated to PCI values as low as 3 out of 100, with grass intrusion and inconsistent surface quality. Restoring a smooth, 10-foot trail with a boulevard buffer removes a barrier for less confident users and improves comfort and safety.

All together, these improvements fill a network gap, overcome a major regional barrier, and correct significant system deficiencies, substantially improving connectivity and the ability of community members of all ages and abilities to use active transportation for daily needs.

Measure A Scoring Guidance

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

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

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4. Safety

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

Measure A – Connection to existing safety planning efforts

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

Identified on County Top 10 priority lists (reactive or proactive), Crash Risk Index >15, Location is listed in another safety plan that prioritizes reducing fatal and serious injury crashes.

Please describe and provide reference or link to the plan.*

Woodbury Safe Streets for All Action Plan (https://www.woodburymn.gov/1236/Safe-Streets-for-All): Priority Network (pg 17) and Priority Project (pg 45, 48, 49)

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

This project improves safety for people walking and bicycling by addressing multiple risk factors with proven design countermeasures. The new 10-foot-wide multi-use trail with boulevard on the east side of Radio Drive eliminates a major exposure risk by providing a facility separated from vehicle traffic where today people would walk or bike on the roadway shoulder. The added grass boulevard provides further separation from high-volume traffic, increasing comfort and reducing risk consistent with Safe System principles and FHWA recommendations.

Crossing safety will also be improved at project intersections. Each location will be upgraded to current ADA standards, including fully compliant curb ramps, accessible pedestrian signals, and improved pedestrian phasing to reduce conflicts with turning vehicles. These treatments ensure predictable, managed interaction between modes and support safe crossings for all ages and abilities. Intersection visibility will be enhanced through high-visibility crosswalk striping, updated signage, and new signal backplates with retroreflective borders, putting into action several FHWA Proven Safety Countermeasures.

Intersection curb locations will also be evaluated to identify opportunities to shorten crossing distances, tighten turning radii, improve sight lines, and lower turning speeds. These elements reduce pedestrian exposure time and encourage slower, more controlled vehicle movements, aligning with MnDOT and FHWA guidance for speed management in multimodal areas.

This project includes repaving the deteriorated trail segment on the west-side of Radio Dr that is acting as a barrier to some age and ability groups. Restoring a smooth, consistent 10-foot trail with boulevard separation eliminates tripping hazards, increases comfort, and supports safe use by less-confident bicyclists, mobility-device users, and pedestrians.

Measure B Scoring Guidance

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

- High: The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide frequent, safe, at-grade crossing opportunities to prioritize directness and convenience with safety. Score projects higher if design elements are included to help motorists drive slower. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- Medium-High
- Medium: Mid-range projects in this measure may make a strong case as to how the project improves the travel experience, safety, and security for people outside of vehicles but without quantitative data or using a less established methodology. These projects may require lengthy detours or elevation changes or have less frequent at-grade crossings that do not align well with destinations. Similarly, mid-range projects may have quantitative or qualitative data and an established methodology but only offer a small improvement to the multimodal experience.
- Medium-Low
- Low: Projects that make minimal improvement to the travel experience, safety and security for people outside of vehicles should receive low points in this measure. These projects may include motor vehicle design elements that raise concerns for pedestrian and bicyclist safety, such as increased vehicle speeds or increased crossing distances that would not be fully mitigated by any safety countermeasures for pedestrians and bicyclists.

- Non-responsive/Not relevant: Projects that do not improve the travel experience and safety for people outside of vehicles should receive zero points for this measure.

▼ Community Considerations

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

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

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

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

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

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

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

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

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

Other Key Concepts

Community Definition: For the Community Considerations scoring criterion, “community” is defined as people and groups of people who are adjacent to and/or impacted by the proposed project. This includes those who live, work, attend school, or access essential destinations (such as healthcare, shopping, or services) within the project area. Prioritized consideration is given to communities of color, Indigenous communities, low-income, disabled, youth, and older adult populations. The term “community” does not include transportation system users who only travel through the area without connecting to destinations within it. Transit users and others outside personal vehicles may be considered part of the community if their trips begin, end, or include stops within the project area.

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

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

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

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

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

A. Community Data and Context

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

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

The project area includes parts of Woodbury where more vulnerable community members live. This includes people with higher social vulnerability, including those who do not have access to a vehicle, low-income individuals, and populations aged 65 or older (adjacent census tracts/block groups range from 1 to 10% households without vehicle access; 5 to 15% under 200% poverty line; 5% to greater than 25% population 65 or older (Woodbury Safe Streets for All)).

Destinations surrounding the project area play an essential role in meeting daily needs for residents, employees, and visitors. Tamarack Village and CityPlace developments create one of the community's most significant commercial and employment hubs, drawing people from across Woodbury and the broader region. Within a half-mile of its limits, this project serves high-density housing, two city parks, four grocery stores, a wide range of restaurants, multiple medical clinics (including two urgent care clinics), drugstores, a K-12 school, two daycares, a place of worship, discount retailers, and other specialty shops and boutiques. Together, these destinations create a dense concentration of essential services, employment, recreation, and housing. Improving multimodal connections in this area strengthens access to daily needs, supports public health, reduces reliance on driving, and enhances the overall connectivity and livability of the community.

Vulnerable road users, such as bicyclists and pedestrians, are at much greater risk of injury or death if involved in a crash in Woodbury. Compared to motorists, bicyclists or pedestrians involved in a crash are 5+ times more likely to be hurt or killed if involved in a crash (Woodbury Safe Streets for All). Improvements to bike and pedestrian facilities will specifically help these populations and improve transportation equity.

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).*

Community engagement conducted by both Washington County and the City of Woodbury led to the proposal of this project. Engagement efforts for the County’s Long Range Transportation Plan (LRTP) and the City’s Safe Streets for All Action Plan are outlined below.

In 2024, Washington County conducted public engagement to support development of Connect 2050, the County’s Long-Range Transportation Plan. Engagement for the LRTP included elected official roundtables, community pop-ups, and online public engagement (information, county-wide survey and comment map). Improving safety across all modes was a top priority throughout engagement, with a strong emphasis on enhancing the pedestrian and bike system by focusing on connectivity, safety, and comfort, identifying the need for separated facilities. This project supports identified priorities by providing new and resurfaced separated trail and intersection improvements along a high-volume roadway to better connect bicyclists and pedestrians to local destinations and daily needs within the commercial heart of Woodbury.

In 2024, the City of Woodbury conducted public engagement to understand transportation safety challenges that people using roadways in their community experience through the development of their Safe Streets for All Action Plan. Engagement activities prioritized inclusion and equity by making targeted efforts to reach certain populations, including residents of color, low-income residents, and youth populations. Engagement for this plan included an online survey and comment map, five community pop-up events, and in-person and virtual workshops. Public feedback demonstrated a concentration of concerns in the project area, especially regarding improvements to bicycle infrastructure and pedestrian crossings. Public feedback supported by technical analysis led to the identification and prioritization of this proposed project.

Future community engagement will range the Imagine 2050 engagement spectrum (collaborate, involve, consult, and inform) and continue throughout the project development and delivery. As is standard with Washington County projects, this project will have at least one dedicated engagement staff person involved throughout the process. Specific activities may include open houses, pop-up events, business and property owner engagement, elected official engagement, and engagement with special interest community groups. Future engagement will also consider potential barriers to accessing the project process and mitigation opportunities, such as timing and location of events, translation of written materials, and availability of interpretation services. Washington County can also lean on existing organizational relationships, including its Trusted Messenger Program—a standing group of contracts focused on building relationships with community organizations and cultural communities, crafting culturally relevant messaging, and otherwise connecting with underserved community groups.

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).*

Community feedback identified improving safety across all transportation modes as a top priority throughout the County and City’s planning efforts, with a strong emphasis on enhancing the pedestrian and bike system by focusing on connectivity, safety, and comfort.

The components of the proposed project directly respond to these priorities by closing a network gap with a new, multi use trail with a boulevard buffer that connects directly to existing facilities, controlled and accessible crossings, and multiple key community destinations.

This project will also improve crossings by implementing improvements at intersections to meet ADA standards, correcting non compliant pedestrian ramps, and adding accessible pedestrian signals to support true door to door active transportation mobility.

The project will repave the existing trail segment on the west side of Radio Dr, where pavement conditions have deteriorated to PCI values as low as 3 out of 100, with grass intrusion and inconsistent surface quality. Restoring a trail with a boulevard buffer removes a barrier for less confident users or those with mobility concerns, and improves comfort and safety for all ages and abilities.

All together, these improvements fill a network gap, overcome a major regional Expressway Barrier, and correct significant system deficiencies, substantially improving connectivity and the ability of community members of all ages and abilities to use active transportation for daily needs.

New impacts and burdens are not anticipated as a result of this project. Temporary alternative pedestrian routes will be implemented during construction and communicated via the County’s communication channels.

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 plannign 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: $3,500,000.00

Total Project Budget:

▼ **Communications & Relationships** - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ **Notes & History** - Internal

Status Initial Review

Adobe Sign

Agreement ID:

Adobe Status:

Latest Event:

Adobe Executed Date:

NOTES

Draft → Initial Review
Created by Maddie Dahlheimer at 7:39 AM on June 24, 2026

HISTORY

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