Oakdale

40th St. Bike/Pedestrian Bridge & Trail

Regional Solicitation - Bicycle and Pedestrian Facilities

ID: R-2026-05275

Jake Foster

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: Oakdale

▼ Organization Information

Organization Name	Oakdale
Legal Name	Oakdale
Street Address	1584 Hadley Ave
Street Address 2	
City	Oakdale
County	Washington
State	Minnesota
Country	United States of America

ZIP Code	55128

▼ Contact Information

Contact	Full Name	Email	Phone
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Grant Administration	Jake Foster	jake.foster@oakdalemn.gov	
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▼ Project Information

Project Name* 40th St. Bike/Pedestrian Bridge & Trail

Select Primary county where project is located* Washington

Cities or Townships where the Project is located* Oakdale

Jurisdictional Agency (if different than applicant):

Brief project description*

40th Street Bike/Pedestrian Bridge & Trail project is located in the City of Oakdale, Minnesota, within Washington County, at the 40th Street crossing of Interstate 694 (I 694). This corridor serves as a critical east–west connection linking residential neighborhoods, employment centers, parks, and regional trail systems on both sides of the interstate. I 694 is a high-volume, limited-access interstate highway that functions as a significant barrier to non-motorized travel. Although 40th Street currently provides a vehicular crossing, the existing bridge was designed primarily for motor vehicles and lacks adequate facilities to safely accommodate pedestrians and other non-motorized users.

This project proposes construction of a new, grade-separated pedestrian bridge adjacent to the existing 40th Street bridge, and a shared use path from connecting the bridge to Gresham Ave representing a targeted multimodal infrastructure improvement. The new structure will provide a continuous, ADA-compliant crossing over I 694, physically separated from vehicular traffic. Key project elements include pedestrian bridge construction, accessible approach ramps, safety railings, lighting, and connections to existing sidewalks, trails, and local street networks. The improvement is designed to meet modern accessibility and safety standards while integrating seamlessly into the surrounding transportation system.

Functionally, 40th Street operates as a local roadway within the urban network; however, its role as one of the limited crossings over I 694 makes it essential for maintaining east–west connectivity. Currently, pedestrians must share narrow space with fast-moving traffic, creating safety concerns and discouraging walking. The proposed project eliminates these deficiencies by providing a dedicated, protected facility for pedestrians and other non-motorized users.

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

Lead Agency* Oakdale

ZIP Code where majority of work is being performed* 55128

Approximate begin construction date (mo/yr)* 5/1/2028

Approximate end construction date (mo/yr)*	6/1/2029

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

40th Street Bike/Pedestrian Bridge & 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*	40th Street
From Cross-Steet*	Gresham Ave N
To Cross-Street*	50' East of I-694 ROW
Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.6
Multiuse trail*	0.6
Separated bicycle facility*	0
On-street bicycle facility*	0
Sidewalk*	0.14
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*	1754
Number of improved ADA ramps*	4
Number of intersection improvements*	1

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

Grade, AGG Base, BIT Base, BIT Surf, Sidewalk, Bridge, RRFB, Lighting, Path, Ped Ramps

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*	0-2
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):

Bridge is over I694.

Project Funding

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

Yes

If yes, please identify the sources*

City has received $3,750,000 in state bonding funds.

Grant Request Amount, US$* $3,500,000.00

Project Total: $* $7,500,000.00

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: $4,000,000.00

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

Match percentage: 53%

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* State bonding funds and municipal state aid

Please check the years that are feasible for your program.* 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 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)

City of Oakdale - BUILD Funding Commitment LTR by Mayor 02.19.2026.pdf

Resolution of Support
Added by Jake Foster at 5:57 AM on June 25, 2026

Relevant Documents.pdf

Added by Raveena Bandaru at 5:56 AM on June 25, 2026

09_SPACE Score.pdf

SPACE Calculation
Added by Brian Bachmeier at 1:14 AM on June 24, 2026

Total-Project-Cost-Worksheet.xlsx

Total Project Cost Worksheet
Added by Brian Bachmeier at 6:41 AM on June 23, 2026

05_Project Summary.pdf

Project Summary
Added by Brian Bachmeier at 6:21 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*

- Policy 9: Quality Transportation Facilities
- Policy 15: Bicycle Network
- Policy 17: Pedestrian System Improvements
- Policy 22: Multimodal Connections
- OBJECTIVE: Healthy and Safe Communities
- OBJECTIVE: A Dynamic and Resilient Region
- OBJECTIVE: Increased Transportation Options (Multimodal)

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*

• Oakdale 2040 Comprehensive Plan
o Transportation Chapter (Goal 4, Policy 9, p. 23) identifies the need to improve pedestrian connectivity across I-694, specifically supporting a pedestrian facility at the 40th Street bridge to link neighborhoods on both sides of the interstate.
• City of Oakdale Pedestrian and Bicycle Plan (2023)
o Goal A – Expand the Pedestrian and Bicycle Network (Chapter 3, p. 16):
This goal emphasizes expanding the walking and bicycling network to close gaps and improve connectivity across barriers. The 40th Street bridge project directly supports this goal by addressing the lack of a safe crossing over I-694, a major barrier limiting east–west travel.
o Strategy 2 – Build and Improve Crossings (Chapter 3, p. 13):
This strategy specifically prioritizes making it easier and safer for pedestrians and bicyclists to cross busy roadways. The project directly aligns with this strategy by introducing a grade-separated crossing at 40th Street, eliminating conflicts with high-speed traffic.
o Future Multimodal Projects Map (Chapter 4, p. 57 – Project 11b):
The 40th Street crossing is explicitly identified as a future multimodal project, highlighting it as a priority location to improve connectivity and address an existing network gap.
o Project Details Table (Chapter 4, p. 59):
The plan recommends adding a shared-use path or similar facility at the 40th Street bridge to connect existing sidewalks and trails on both sides of I-694. This directly supports the proposed pedestrian bridge project as a solution to improve safety and continuity.

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

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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

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*	11/22/2016
Link to plan*	Available at City Hall

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 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*

https://www.oakdalemn.gov/DocumentCenter/View/7049/Pedestrian-and-Bicycle-Plan-PDF

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 Oakdale has established a strong and consistent commitment to Complete Streets principles through its adopted plans, implementation practices, and ongoing investment in multimodal transportation. The City's 2040-Comprehensive-Plan and 2023 Pedestrian and Bicycle Plan emphasize the importance of a safe, accessible, and connected transportation system for all users, including pedestrians, bicyclists, and individuals with disabilities. These plans include specific policies focused on improving crossings and making it safer and easier for people to walk and bike, while also identifying the 40th Street corridor as a priority location for multimodal improvements.
The City consistently integrates pedestrian and bicycle infrastructure, ADA-compliant design, and safety improvements into both local and regional transportation projects, making multimodal planning a standard part of its approach. Recent efforts, include Federally-funded sidewalk improvement projects, such as Greenway Avenue Sidewalk project and other upgrades completed through the City's Street Improvement Program demonstrate this commitment in practice. The 40th Street Bike/Pedestrian Bridge & Trail project builds on these established practices and closes a notable and significant gap in walking and biking infrastructure: the existing bridge is 1 of only 3 remaining bridges out of 15 along the I-694/I 494 corridor without dedicated pedestrian space, forcing pedestrians to share narrow roadway space with high-speed traffic. The project

addresses this by constructing a stand-alone grade-separated pedestrian crossing. The project incorporates key features such as ADA-compliant approach ramps, adequate width for two-way pedestrian travel, protective barriers, lighting, and connections to existing sidewalks, and trails. It also represents a proactive effort to upgrade older infrastructure originally designed for vehicles to meet modern multimodal needs.
Through these improvements, the project and city demonstrate the continued commitment to creating a transportation system that is safe, accessible, and connected for all users, while actively applying Complete Streets principles in both planning and project implementation.

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.

The I 694 corridor is currently a major physical barrier in Oakdale, preventing direct pedestrian access and forcing longer, vehicle-dependent travel to reach nearby amenities. By creating a safe, grade-separated crossing, the project restores direct connectivity and effectively reduces travel distance and time for people walking and biking within the project area from Gresham Avenue to approximately 50' east of 40th street bridge.
The 40th Street Bike/Pedestrian Bridge & Trail project serves a range of important local and regional

destinations. Within approximately ½ mile of these project limits, as well as other connections to destinations slightly beyond that distance. On the west side of I 694, the project directly serves established residential neighborhoods. On the east side, it provides direct access to the significant and growing population base of the Willowbrooke neighborhood, a rapidly developing 208 acre residential area with more than 1,000 housing units. Within approximately half mile to one mile, the project enhances access to additional key destinations, including the Oakdale Nature Preserve, Oakdale Discovery Center, and the Gateway State Trail, as well as employment and commercial areas along the Hadley Avenue corridor, that feature approximately 1,000 jobs within a one-mile radius, while also connecting residents to essential neighborhood spaces and community facilities that are currently difficult to reach safely without a vehicle.
The project's primary goal is not only serving existing destinations within proximity but also providing access to a wider range of essential and everyday destinations that are currently inaccessible or unsafe to reach on foot.

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.*

The 40th Street Bike/Pedestrian Bridge & Trail project addresses a significant network gap and physical barrier in the active transportation network created by I-694, where pedestrians must currently travel approximately 0.2 miles to reach the nearest crossing, despite existing pathways on both sides of the roadway. This indirect routing discourages walking and limits convenient access between neighborhoods. The existing 40th Street crossing does not readily allow this movement today, as the bridge roadway is approximately 28 feet curb-to-curb with two 11 foot travel lanes and limited 3 foot recovery areas, and does not include a dedicated pedestrian facility. In addition, between the bridge and Gresham Avenue, the absence of continuous sidewalks further interrupts the pedestrian network, requiring users to travel along the roadway or on shoulders. This configuration forces pedestrians to share space with vehicles, resulting in unsafe and connections between established residential neighborhoods, parks, trails, and employment areas.
The project location presents additional safety concerns beyond vehicular conflicts due to the absence of modern protective barriers, the bridge exposes pedestrians to increased risks of falls or intentional incidents evidenced by two documented fatalities at this location over the past 20 years as well as hazards to motorists from objects dropped onto the interstate below.
The proposed project resolves these deficiencies by constructing a new, grade-separated pedestrian bridge designed as a dedicated non-motorized facility along with a shared-use path extending from the bridge to Gresham Avenue, providing a continuous and safe connection for pedestrians and bicyclists. The bridge will provide a continuous, ADA-compliant connection with a width of approximately 10–14 feet to accommodate two-way pedestrian travel and mobility devices, incorporating modern protective barriers and clear zones that meet current design standards and address deficiencies in the existing bridge railings. The project fills this gap and resolves a major safety and comfort deficiency.

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*)*

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).*

Although the project is not specifically identified in a regional or local safety plan, it is highlighted in the City's 2023 Pedestrian and Bicycle Plan as a priority location for improving safety and connectivity. The Connecting Oakdale: 40th Street Bike/Pedestrian Bridge & Trail provides a high-quality, parallel alternative route that significantly improves safety for people walking and biking. The 40th Street bridge is 1 of only 3 remaining bridges out of 15 along the I-694/I 494 corridor in the East Metro that lacks dedicated pedestrian space.

The existing 40th Street bridge requires pedestrians to share a constrained roadway environment with vehicular traffic, with no dedicated pedestrian space and limited separation within a 28 foot deck. Traffic data show average daily volumes of over 1,754 vehicles, with nearly 80% of drivers exceeding the posted speed limit, creating a high-risk crossing with significant exposure to severe crash outcomes.,

The project addresses these issues by constructing a fully grade-separated pedestrian bridge adjacent to the existing structure and a shared-use path extending from the 40th street bridge to Gresham Avenue. This facility functions as a dedicated parallel route for non-motorized users, aiming to separate pedestrians from the vehicular environment and eliminating all pedestrian-vehicle conflict points at the crossing.

The grade separated crossing will include ADA-compliant ramps, barrier protection, adequate width for two-way travel, and lighting, ensuring safe and comfortable use for people of all ages and abilities. In addition, the project provides network redundancy, maintaining safe pedestrian connectivity even during roadway incidents or maintenance activities. By transforming an unsafe shared-use facility into a safe, dedicated alternative route, the project directly addresses a major safety risk and supports long-term reductions in crash exposure, meeting the safety criterion at a high level.

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

40th Street Bike/Pedestrian Bridge & Trail project delivers substantial safety improvements for people outside of vehicles by directly addressing existing risk factors and incorporating proven safety countermeasures consistent with FHWA Safe System principles and MnDOT design practices. Currently, pedestrians must share space with high-speed traffic on a constrained bridge, resulting in continuous exposure to motor vehicles. The project eliminates this condition by constructing a grade-separated pedestrian facility and shared-use facility adjacent to the existing crossing, removing all pedestrian-vehicle conflict points and reducing exposure to traffic volumes of approximately 1,754 vehicles per day (ADT).

A primary safety benefit of the project is complete separation of pedestrians and bicyclists from vehicle traffic, which is one of the most effective countermeasures for reducing pedestrian crashes. Research summarized in the FHWA Crash Modification Factors Clearinghouse shows that eliminating conflict points through grade-separated crossings can result in substantial crash reductions, often associated with CMF values ranging from approximately 0.05 to 0.30 indicating a significant reduction in crash risk typically between 70% and 95% by eliminating direct conflicts between pedestrians and vehicles.. By introducing a grade separated pedestrian bridge, the project applies this countermeasure directly, transforming a high-risk shared-use roadway into a protected facility. In addition, the proposed shared-use path connecting the bridge to Gresham Avenue further enhances safety by providing a continuous, facility that reduces exposure to traffic and eliminates the need for pedestrians and bicyclists to travel along the roadway or shoulders.

The project also includes additional safety features that further improve protection and comfort for users. Protective barriers and railings will prevent falls and create a physical barrier to traffic, reducing severity and potential incidents. These treatments are typically associated with CMF values of approximately 0.60 to 0.80 (depending on context) indicating meaningful reductions in crash severity and fall-related incidents by about 20% to 40%. In addition, pedestrian-scale lighting is included to improve visibility and nighttime safety, a countermeasure widely shown to reduce crashes by approximately 20–30% (CMF ≈ 0.70–0.80).

Further safety benefits are achieved through facility design elements that reduce user conflicts and improve accessibility, including adequate width for two-way pedestrian travel and ADA-compliant ramps that ensure the facility is usable by people of all ages and abilities. The bridge is located adjacent to the existing crossing and aligned with current travel patterns, minimizing detour and maintaining a direct, intuitive route that encourages consistent use of the safer facility. Finally, the project delivers a high level of safety improvement eliminating exposure, reducing crash risk and severity, and creating a safe, accessible, and comfortable crossing for all users.

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 surrounding the 40th Street crossing is located within a primarily residential area of Oakdale, and the project would create a key connection walking and bicycling between neighborhoods on both sides of Interstate 694. The area includes established residential neighborhoods to the west and the rapidly growing Willowbrooke neighborhood to the east. It is also located near key recreational assets such as the Gateway State Trail and the Oakdale Nature Preserve trail system popular destinations for walking and biking, yet these areas remain difficult and unsafe to access across I-694 under current conditions.
Demographic data indicate that the project area (within a 1 mile buffer) is home to approximately 2,755 residents across 1,091 households, with an average household size of 2.6 persons. The area includes both younger and older populations, with about 28% of households include children under age 18, and about 13% of households include older adults of age 65 or older, indicating that a meaningful share of the community consists of population that particularly benefit from safer, more accessible pedestrian Infrastructure.
Historically, Interstate 694 has functioned as a significant physical barrier, separating neighborhoods and limiting safe non-motorized travel between the east and west sides of the corridor. The existing 40th Street bridge, originally designed to accommodate vehicular traffic, reflects older design standards that did not prioritize pedestrian access, resulting in limited and unsafe connectivity across the interstate. These conditions have created a long-standing mobility challenge, particularly for residents who rely on walking or biking, including youth, older adults, individuals with disabilities, and those without consistent access to a vehicle.
The proposed project directly addresses these historic gaps by improving safe access between neighborhoods, parks, trails, and employment opportunities. By removing a key barrier and providing an ADA-compliant grade separated pedestrian bridge, the project supports a more equitable and connected transportation system that reflects the needs of the surrounding community.

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).*

40th Street Bike/Pedestrian Bridge & Trail project was identified through a combination of long-range planning and extensive community engagement efforts documented in the City of Oakdale’s 2040 Comprehensive Plan and 2023 Pedestrian and Bicycle Plan. These plans recognize the need to improve east–west connectivity across Interstate 694 and specifically emphasize expanding safe pedestrian crossings and closing gaps in the walking and bicycling network.

Community engagement was central to identifying this need. The Pedestrian and Bicycle Plan included a robust outreach process with approximately 390 participant interactions, including open houses, pop-up workshops at community locations such as the farmers market and library, online surveys, and focus groups. Engagement efforts intentionally reached a diverse range of residents, including Tartan High School students, members of the 50+ Wellness Group, local businesses, and community commissions, bringing perspective across different ages and mobility needs.

Feedback consistently identified key barriers that directly relate to the 40th Street corridor, including the difficulty and safety concerns associated with crossing busy streets, gaps in the sidewalk and trail network, and a strong preference for separation between pedestrians and vehicles. Residents highlighted the need for safer crossings and better connections to destinations such as parks, regional trails, and residential areas concerns that directly support the need for a grade-separated crossing at 40th Street.

This project responds directly to these community-identified needs by providing a safe, accessible crossing that eliminates conflicts with traffic and reconnects neighborhoods currently divided by I 694. As development continues, particularly in the Willowbrooke area, these needs have become more urgent, reinforcing the importance of implementing a solution identified through both planning and engagement.

Community engagement will continue throughout the project lifecycle, including during environmental review, final design, and construction. The city of Oakdale will use public open houses, online engagement tools, and targeted outreach to nearby residents and stakeholders to ensure continued input on design elements such as accessibility, lighting, and connections.

Oakdale’s engagement approach aligns with the Imagine 2050 engagement spectrum, progressing from informing and consulting to involving and collaborating with community members. This is supported by existing organizational structures, including ongoing involvement of City Council and commissions, integration of public input into planning and capital improvement programming, and dedicated staff resources to manage outreach and implementation.

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 40th Street Bike/Pedestrian Bridge & Trail project will provide substantial long-term benefits by improving safety, connectivity, and accessibility while directly addressing documented community needs. Community engagement and planning efforts identified key concerns, including unsafe crossing conditions, lack of dedicated pedestrian infrastructure, and barriers created by Interstate 694. The project addresses these issues by constructing a grade-separated pedestrian bridge that fully separates users from vehicle traffic, creating a safer and more comfortable crossing. This improvement is particularly important for families, older adults, and individuals with disabilities who face greater challenges navigating the existing conditions.

A key benefit of the project is the reduction in safety risk for people walking and biking. Existing conditions require users to navigate the bridge alongside traffic, which discourages walking and creates unsafe conditions. By introducing a separated pedestrian facility, the project removes this conflict and creates a more comfortable and predictable environment for all users. This is especially important for households with children, older adults, and individuals with mobility challenges who are more sensitive to unsafe or high-stress environments.

The project also enhances access to community assets. Residents will have improved connections to destinations such as the Gateway State Trail, Oakdale Nature Preserve, and nearby employment areas along the Hadley Avenue corridor, supporting recreation, health, and economic opportunity. It also makes shorter, local trips more feasible without a car, helping reduce transportation barriers and supporting more independent mobility.

Short-term impacts during construction may include temporary noise, localized access changes, and traffic disruptions. These will be minimized through construction staging, maintaining access to homes and businesses, and clear communication with residents about schedules and detours. The project provides lasting benefits by improving everyday mobility, enhancing access to important destinations, and creating a safer and more connected environment for the surrounding community, while taking steps to reduce and manage temporary construction-related impacts.

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 Jake Foster at 5:59 AM on June 25, 2026

HISTORY

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Updated By:	Jake Foster
Created By:	Jake Foster
Updated At:	6/25/2026
Created At:	6/11/2026