

Edina - Public works

Wooddale Avenue Bridge over Minnehaha Creek

Regional Solicitation - Roadways Including
Multimodal Elements

ID: R-2026-05013

Chad Millner

Requested: \$2,386,108

Status

Initial Review

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What application category are you applying for.*

Bridge Connections

General Information

Organization Name: Edina - Public works

▼ Organization Information

Organization Name	Edina - Public works
Legal Name	Edina - Public works
Street Address	7450 Metro Blvd
Street Address 2	
City	Edina
County	Hennepin
State	Minnesota
Country	United States of America
ZIP Code	55428

▼ Contact Information

Contact	Full Name	Email	Phone
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Developer 2	Stacy Crakes	scrakes@sehinc.com	952-238-6543

▼ Project Information

Project Name* Wooddale Avenue Bridge over Minnehaha Creek

Select Primary county where project is located* Hennepin

Cities or Townships where the Project is located* Edina

Jurisdictional Agency (if different than applicant):

Brief project description*

Bridge No. 90646, also known as the Wooddale Avenue Bridge, carries vehicles, pedestrians, and bicyclists across Minnehaha Creek on Wooddale Avenue in Edina, MN. Wooddale Avenue is a two-lane minor collector with an AADT of 6,722 (2025). The bridge is oriented in a north-south alignment over Minnehaha Creek, just south of 50th St, a minor arterial-Augmenter. At this location the creek is narrow and has sloped banks covered with dense growth of small trees and shrubs.

The 21-foot-long bridge, built in 1937, was a product of a depression-era federal relief program. The construction crew used readily available Platteville limestone for the headwalls and retaining walls along the creekbank. The multiplate, corrugated-metal arch structure features a single, 18-foot span.

Over time, the stone headwalls, retaining walls and the corrugated-metal arch have deteriorated and inspection records reveal that the bridge requires significant repairs. The steel arch is heavily rusted at and below the creek's waterline, the limestone masonry railings are failing, and adjacent storm sewer structures need replacement, all of which raise concerns about the bridge's structural integrity and load capacity. In addition, the height of the barriers does not meet current standards and the deck can hold only a 31-foot-wide roadway and a narrow sidewalk, inadequate to safely accommodate pedestrians and bicyclists.

Current pedestrian accommodations are limited to one 3.5 foot sidewalk on the east side of the road. Current bicycle accommodations include a southbound bike lane and a northbound shared bike lane. The updated bridge plans would expand the eastern sidewalks to 6 feet, add a new sidewalk to the western side of Wooddale Avenue, and add 5 foot buffered bike lanes in each direction. These improvements will help students walking and biking to school, people accessing transit north of the bridge, and the broader community through increased access to comfortable walking and biking facilities.

Transportation Improvement Program (TIP) Description*

The project proposes to replace old Bridge No. 90646 with new Bridge No. 27J94, Wooddale Avenue over Minnehaha Creek in the City of Edina. Bridge 27J94 will be a 22'-9" concrete arch span structure supporting two 11' vehicle lanes, two 5' buffered bike lanes and two 6' sidewalks. Concrete headwalls with stone veneer matching the historic stone of the old bridge will frame into the concrete arch at the creek openings.

Lead Agency*	City of Edina, MN
ZIP Code where majority of work is being performed*	55424
Functional Class of Road*	Minor Collector
Road System*	MSAS
Road/Route No. (i.e., 53 for CSAH 53)*	150
Name of Road (Example: 1st st., Main Ave)*	Wooddale Avenue
Approximate begin construction date (mo/yr)*	4/1/2029
Approximate end construction date (mo/yr)*	10/31/2029
Name or description of trail/ped facility (i.e., Cedar Lake Trail, University Avenue Sidewalk)	Wooddale Avenue Bicycle Facility

Termini (Termini listed must be within 0.3 miles of any work) (Do not include legal description; include name of roadway if majority of facility runs adjacent to a single corridor)

Roadway Name*	Wooddale Avenue
From Cross-Street*	50th Street West
To Cross-Street*	Browndale Avenue

Length of multimodal facilities included in project (nearest 0.1 miles, include all that apply using the best available information)*	0.1
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Multiuse trail*	0
Separated bicycle facility*	0
On-street bicycle facility*	0.1
Sidewalk*	0.1
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
Miles of Facility along Updated Regional Truck Corridors:	0
Miles along Tier 1 facilities:	0
Miles along Tier 2 facilities:	0

Miles along Tier 3 facilities: 0

Number of improved ADA ramps* 4

Number of intersection improvements* 0

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

Bridge/culvert projects (if applicable)

Current Bridge/Culvert No. 90646

New Bridge/Culvert No. 90646

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

Project Funding

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

No

Grant Request Amount, US\$* \$2,386,108.00

Project Total: \$* \$2,982,636.00

Match Amount: \$ (Minimum of 20% of the project total for federally funded projects)

Match Amount: \$596,528.00

Match Percentage (Minimum of 20% for federally funded projects)

Match percentage: 20%

Source of Match Funds (For federally funded projects, a minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources)

Source of Match Funds* Combination of Municipal State Aid, Local City Utility and Pedestrian Funds

Please check the years that are feasible for your program.* 2029 (All projects)

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

Roadway Costs* \$2,614,815.00

Bicycle/Pedestrian Costs* \$367,821.00

Transit/TDM Capital Costs* \$0.00

Transit/TDM Operating Costs* \$0.00

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

Estimate approximately 6% of the project is eligible (\$197,100) - this includes new storm sewer structures and pipes and streambank stabilization where impacted.

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

The GIS link is not generated until a project name has been added to the question "Project Name" above and

the application has been saved. For multiple locations, you will refresh the window to add additional locations. If you make a mistake, please refresh and add the correct location and add a comment describing the error and correction. The project location(s) are used to determine some of the outcomes below. Please note that it may take several minutes for the GIS data to be populated in the application below.

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

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

▼ Document Requirements

Instructions

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

Summary

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

Maps

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

Coordination

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

Other

1. For Bridge Connection projects only: The applicant should attach the latest Structure Inventory Report. These documents must be attached within the web-based application.

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)



Edina_Wooddale Avenue Bridge over Minnehaha Creek_RS_Total-Project-Cost-Worksheet.xlsx



Total Project Cost Worksheet

Added by Stacy Crakes at 5:13 AM on June 24, 2026



Wooddale Ave Concept.pdf



Map or Concept Drawing

Added by Stacy Crakes at 9:09 AM on June 23, 2026



One Pager and
Map.pdf



Project Summary

Added by Stacy Crakes at 8:26 PM on June 22, 2026



Resolution No 2026-
35.pdf



Resolution of Support

Added by Stacy Crakes at 8:18 PM on June 22, 2026



Sidewalk Maintenance
Policy_2025.pdf



Year-Round Maintenance Commitment

Added by Stacy Crakes at 7:13 PM on June 22, 2026

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▼ **Qualifying Requirements**

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

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

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

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

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*

Dynamic and resilient region: The project is consistent with this 2050 TPP objective through:

Objective 2 - People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability (by expanding pedestrian and bicyclist facilities and reducing sidewalk gaps)

Applicable policies include:

- Policy 15 – bicycle network
- Policy 16 - eliminating bicycle/pedestrian gaps and barriers
- Policy 17 - pedestrian network
- Policy 22 - multimodal connections
- Policy 23 – complete streets approach

Healthy and Safe Communities: The project is consistent with this 2050 TPP objective through:

Objective 2 - People feel safer, more comfortable, and more welcome when using any form of transportation (by expanding sidewalk and bicycle facility widths and removing sidewalk gap)

Objective 4 - People are better connected to community and cultural resources that support their physical, emotional, and mental well-being (by providing stronger connections to parks and schools)

Objective 5 - People can increase physical activity with more opportunities to walk, roll, or bike (by expanding sidewalk and bicycle facility widths and removing sidewalk gap)

Applicable policies include:

- Policy 9 – quality transportation facilities
- Policy 11 – bicycle and pedestrian safety

An Equitable and Inclusive Region: The project is consistent with this 2050 TPP objective through:

Objective 3 - We better meet the transportation needs of people who have disabilities or limited mobility (through sidewalk expansion and ADA curb ramps , improving access to nearby parks, transit, religious institutions, and schools)

Natural Systems: The project is consistent with this 2050 TPP objective through:

Objective 1 - The region's transportation system protects, restores, and enhances natural systems (by replacing crumbling infrastructure, impacting Minnehaha Creek and the surrounding watershed)

Applicable policies include:

- Policy 33 – protect natural systems

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*

- City of Edina's 2018 Comprehensive Plan – Proposed bicycle facility along Wooddale Avenue (pg. 5-30)
- City of Edina 2018 Pedestrian and Bicycle Master Plan - Buffered bicycle lanes (pg.67)
- City of Edina's 2025 Safe and Equitable Mobility Action Plan – High Injury Network (pg. 15-16, 22)
- 2025-2030 Capital Improvement Plan Wooddale Avenue Bridge Historic Rehab \$2,500,000 Grants, MSA, and Local Funds

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

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

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

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

The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement. This includes assurance of year-round use of bicycle and pedestrian facilities per FHWA direction established 9/27/2008 and updated 4/15/2019. Project sponsors of standalone bicycle and pedestrian projects or bicycle and pedestrian facilities that are part of a roadway project must include information on how the requirement to maintain facilities for year-round use will be met. This information may include:

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

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

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

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

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

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

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

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

Yes

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

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

Yes

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

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

Yes

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

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

Yes

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

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

Yes

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* 5/5/2026

Link to plan* <https://www.bettertogetheredina.org/safe-equitable-mobility-action-plan-semap>

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

The roadway project is identified as a principal arterial (non-freeway facilities only) or minor arterial as shown on the latest **functional classification map**. Bridge Connections, Proactive Safety and Reactive Safety projects have broader eligibility and can be located on a minor collector and above functionally classified roadway in the urban areas or a major collector and above in the rural areas.

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

The project must be designed to meet 10-ton load limit standards.

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

This project involves the construction of a new/expanded interchange or new interchange ramps.* No

Bridge Connections projects only: The bridge must carry vehicular traffic. Bridges can carry traffic from multiple modes. However, bridges that are exclusively for bicycle or pedestrian traffic must apply under one of the Bicycle and Pedestrian Facilities application categories. Rail-only and transit-only bridges are ineligible for funding.

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

Bridge Connections projects only: The length of the in-place structure is 20 feet or longer.

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

Bridge Connections projects only: The bridge must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported on the most recent Minnesota Structure Inventory Report.

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 Bridge Connections application category is intended to fund bridge projects that increase system resilience by maintaining connections, implement a complete streets approach, encourage natural resource protection, and incorporate safety features. The bridge must be 20 feet or longer and must have a Local Planning Index (LPI) of less than 60 OR a National Bridge Inventory (NBI) Rating of 3 or less for either Deck Geometry, Approach Roadway, or Waterway Adequacy as reported in the most recent Minnesota Structure Inventory Report.

This application contributes to these 2050 TPP Policies or Objectives:

- People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- 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 and businesses can rely on predictable and cost-effective movement of freight and goods.
- The region's transportation system protects, restores, and enhances natural systems (air, water, vegetation, and habitat quality).

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 via the customer support email: RegionalSolicitationSupport@metc.state.mn.us.

Examples of Eligible Projects:

- Existing bridge rehabilitation
- Existing bridge replacement
- Rail, transit-only, and pedestrian/bike-only bridges are not eligible in this category

▼ Evaluative Criteria

1. System Resilience

This criterion measures how the project contributes to the resilience of the transportation system by mitigating the consequences of bridge failure.

Measure A - Detour Length (from LPI)

List the detour length found in the National Bridge Inventory (NBI) report as part of the region's current methodology for the Local Planning Index (LPI) calculation. Please include the National Bridge Inventory report*

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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.)

Measure A Scoring Guidance

The project will be scored using the following guidance:

The applicant with the furthest detour length will receive full points. Remaining projects will receive a proportionate share of the full points.

Measure B - Detour Impact

Describe the anticipated likely impacts to the regional transportation system if the bridge were to close or be restricted in some way (600 words or less).*

Consider the following when developing your response and provide data or evidence where possible. Note that not all considerations may be applicable to all projects, but please respond to those that are applicable.

- Impacts to people in vehicles or to users who walk or bike across the bridge.
- Impacts to freight movements.
- Impacts to congestion and increased travel times due to detour length and traffic volumes.
- Impacts to emergency vehicle response times.
- Connections to local businesses, schools, healthcare, and other key community destinations.
- Number of people or jobs immediately impacted by the change in travel patterns.

Detour Impact*

The Wooddale Avenue bridge provides a critical connection across Minnehaha Creek, a natural barrier that significantly limits east–west and north–south connectivity in the area. Due to structural concerns and posted weight limits, the bridge is currently unable to accommodate the City’s pumper truck, restricting emergency response access across the corridor.

This crossing is essential for maintaining direct access between the Arden Park, Minnehaha Woods, and Golf Terrace Heights neighborhoods and the broader roadway network. The nearest fire stations are located more than three miles away and rely on the most direct route using TH 100, 50th Street, and Wooddale Avenue to access these neighborhoods via the bridge. Without this connection, emergency vehicles must detour to the south, resulting in an estimated increase in response time of at least two minutes under ideal conditions. This delay increases risk to life and property, particularly for high-occupancy uses such as the Edina Country Club, which is directly adjacent to the bridge and hosts events with up to 300 guests.

Minnehaha Creek and the adjacent Edina Country Club create a constrained corridor that limits alternative crossings, making this bridge a critical and irreplaceable link in the local transportation system. In the event of a closure, the nearest available crossing would require approximately seven miles of out-of-direction travel for vehicles. This represents a substantial detour impact and highlights the importance of this location as a key bridge connection.

The bridge also serves an important role in providing direct multimodal access. Closure would require pedestrians and bicyclists, including students traveling to nearby schools, to detour nearly one mile to the next available crossing. These extended routes create barriers to walking and biking, reduce connectivity between neighborhoods and destinations, and shift traffic to local residential streets, resulting in increased cut-through traffic and reduced neighborhood safety.

Maintaining and improving this crossing will restore a critical connection across a natural barrier, eliminate significant detour impacts, and ensure safe and reliable access for all users, including emergency responders, residents, and multimodal travelers.

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. The project rating will be based on the anticipated scale of impact to the regional transportation system, rather than the number of impacts addressed.

- **High:** The highest rated projects in this measure will provide information that strongly supports a high level of disruption to the regional transportation system in the event of a bridge closure. The response will include quantitative or qualitative evidence to support the response, and likely includes significant impacts in more than one category (including people that walk or bike, freight disruptions, lost connections to local destinations, or emergency vehicle response times).
- **Medium-High**
- **Medium:** Mid-range projects in this measure will provide evidence of moderate disruption to the regional transportation system in the event of a bridge closure. The quantitative or qualitative evidence to support the response may be lower quality or lacking in detail, but the response likely indicates that disruptions will impact more than one category detailed above.
- **Medium-Low**

- Low: Low rated projects in this measure will likely not include quantitative data and may not provide clear information to indicate that a bridge closure would cause concerning disruptions to the regional transportation system.
- Non-responsive/Not relevant: Projects that do not address this measure or do not provide evidence of any disruption will receive zero points.

Measure C - Bridge Posting for Load Restrictions

Is the bridge load posted?*

Yes

Measure C Scoring Guidance

The project will be scored using the following guidance:

- 15 points: Yes, bridge is load posted in any way
- 0 points: No, bridge is not load posted

2. Multimodal/Complete Streets Connections

This criterion measures how the project improves travel experience, safety, and security for other modes of transportation and addresses the safe integration of these modes. The 2050 Transportation Policy Plan requires that explicit consideration of all users of the transportation system be considered in the planning and scoping phase of projects.

Measure A – New or improved multimodal connections (transit, bicycle, pedestrian, TDM elements)

Describe the new or improved multimodal connections (transit, bicycle, pedestrian, etc.) along, across or underneath the project and/or TDM elements (400 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.

- How does the project reduce the level of traffic stress (reference the Oregon Department of Transportation level of traffic stress or another similar methodology) for all users of multimodal facilities?
- How will the project improve the comfort and quality of the travel experience for bicyclists, pedestrians, and transit users of all ages and abilities?
- How will the project reduce delays for these users?
- How will the project improve access or expand connections for these users?
- How will the project use TDM to encourage the use of other modes?
- Does the project provide a high-quality connection based on the surrounding land use and/or community context?

Current pedestrian accommodations are limited to one 3.5-foot sidewalk on the east side of the road. The updated bridge plans would expand the eastern sidewalks to 6 feet and add a new 6-foot sidewalk to the western side of Wooddale Avenue. Plans would also incorporate 5-foot buffered bike lanes in each direction, to realize the north-south bicycle connection called out in the city's Comprehensive Plan and Pedestrian and Bicycle Master Plan. These improvements will help students walking and biking to Southview Middle School. With the golf course to the west of Wooddale Avenue and Minnehaha Creek to the east, Wooddale Avenue provides the only north-south connection for student north of 50th St to access the middle school in their district just one mile to the south. If this bridge were to close, the closest walking or biking route would add almost a mile for students walking and biking to school. The changes would also provide greater park accessibility for residents to the north and walking and biking access to Edina Community Center.

The last pedestrian and bicycle counts were conducted in August 2018, documenting 196 pedestrians and 242 bicyclists, demonstrating existing demand for multimodal use of the corridor.

In addition to the bridge upgrades, the city is completing a full bike lane build out of Wooddale Avenue from 50th Street to Valley View Road (1.4 miles) and intersection upgrades at 50th Street and Wooddale Avenue (push button and ADA ramps) by 2029. These improvements will improve accessible access to Metro Transit route 46 stop, roughly 250 feet north of the bridge. Similar to school walk and bike routes, this bridge is integral to efficient transit access to homes and jobs to the south of the bridge and would result in nearly a mile of out of direction travel to reach the next closest route if the bridge was no longer usable.

This bridge is also within the 10-minute walkshed of both the 50th and France Business District and the Grandview District, improving active transportation opportunities, helping to reduce VMT.

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. The project rating will be based on the quality of the improvements, as opposed to being based solely on the number of modes addressed.

- **High:** The highest rated projects in this measure will significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology. Projects that are on the Regional Bicycle Transportation Network (RBTN) AND provide new or improved bicycle facilities designed to cater to uses of all ages and abilities will receive a high score.
- **Medium-High**
- **Medium:** Mid-range projects in this measure may significantly improve the travel experience, safety, and security for modes of transportation beyond vehicles and the safe integration of these modes in the project but without quantitative or qualitative data or using a less established methodology. Similarly, mid-range projects may have quantitative data and a solid methodology but only offer a small improvement to the multimodal experience.
- **Medium-Low**
- **Low:** Low rated projects in this measure will not include quantitative or qualitative data and may not provide clear information to create confidence that the project will provide benefits.
- **Non-responsive/Not relevant:** Projects that do not improve the multimodal travel experience, safety and security should receive zero points in this measure.

3. 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 - Safety Improvements for People Outside of Vehicles

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

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

- Will crossing distances or times between protected crossings for people outside of vehicles be increasing or decreasing? If so, how many locations will be affected? If increasing, what measures will be considered to recognize the increase in distance between crossing opportunities?
- Describe what measures are being used to reduce exposure and delay for people outside of vehicles.
- If grade separated pedestrian crossings are being added and increasing crossing times, describe any features that are included that will reduce the detour required of pedestrians and make the separated crossing a more appealing option.
- If mid-block crossings are restricted or blocked, explain why this is necessary and how pedestrian crossing needs and safety are supported in other ways.
- Describe how motorist speed will be managed in the project design, in both through-traffic and turning movements. Note any strategies or treatments being considered that are intended to help motorists drive slower or protect pedestrians and bicyclists if motorist speeds will increase.
- Consider these resources for safety improvements: Regional Safety Action Plan's Programmatic Recommendations, FHWA's Safe System Roadway Design Hierarchy, and MnDOT's Traffic Engineering Countermeasures

The major safety benefits for this project include proactive safety improvements for vulnerable road users. Current conditions are car-centric and include a narrow 3.5 foot sidewalk on one side of the bridge. The narrow sidewalk does not meet the 48 inch minimum PROWAG standards and becomes more constrained during winter months. Under current conditions, bicyclists including students biking to South View Middle School and residents biking to access transit and business districts, must share the road with motorists on a roadway that serves almost 7,000 vehicles per day.

The upgraded bridge projects would provide 6 foot sidewalks on both sides of the bridge as well as buffered bike lanes in each directly, providing a higher level of separation from vehicles for both pedestrians and bicyclists.

In addition to the bridge upgrades, the city is completing a full buffered bike lane build out of Wooddale Avenue

from 50th Street to Valley View Road (1.4 miles) and intersection upgrades at 50th Street and Wooddale Avenue (push button and ADA ramps) by 2029. These improvements will improve safer access to Metro Transit route 46 stop, roughly 250 feet north of the bridge, to South View Middle School one mile to the south, and to the local parks and shopping destinations, all within a ten minute walkshed.

Measure A Scoring Guidance

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

- **High:** The highest rated projects in this criterion will serve the needs of pedestrians and bicyclists with the greatest safety and least pedestrian and bicyclist delay, detour, or discomfort. Score projects higher if selected countermeasures are designed to be comfortably used by people of all ages and abilities. The highest scoring projects will provide 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.

4. Freight

Tying regional policy in the 2050 Transportation Policy Plan to the Regional Solicitation, this criterion measures the project's ability to serve a transportation purpose within the regional transportation system and economy based on how it aligns with the Regional Truck Corridor Study.

This measure relies on the results on the Truck Highway Corridor Study, which prioritized all principal and minor arterials based on truck volume, truck percentage of total traffic, proximity to freight industry clusters, and proximity to regional freight terminals. The truck corridors were grouped into tiers 1, 2, and 3, in order of priority. Use the 2021 Updated Regional Truck Corridors tiers to respond to this measure: **2021 Updated Regional Truck Corridors**.

Select the highest one for your project, based on the 2021 updated Regional Truck Corridors*
Not applicable

Measure A Scoring Guidance

Applicants will be awarded points as assigned in the above tiers: (for new alignments, use the tier of the existing alignment or parallel alignment that the new connection is replacing):

- 5 points: Projects along Tier 1
- 4 points: Projects along Tier 2
- 3 points: Projects along Tier 3
- 2 points: Projects that provide a direct and immediate connection to a corridor
- 0 points: None of the tiers

5. Natural Systems Protection and Restoration

This criterion measures the project's ability to protect and preserve the region's natural systems and build more resilient infrastructure.

Measure A - Flood mitigation, stormwater treatment, other environmental benefits

Describe how the project protects and restores natural systems through flood mitigation, stormwater treatment, etc. (600 words or less)*

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

- Does the project increase or decrease impervious surface area?
- Does the project use alternative construction methods (e.g., recycling pavement materials or using surfaces more friendly to freeze/thaw cycles)?
- Does the project use landscaping or streetscaping appropriate for the area/climate?
- Does the project preserve existing mature trees or plan new trees with associated establishment period?
- Does the project use soil amendments to improve environmental performance (e.g., biochar food-derived compost)?
- Is the project designed to industry standard flood events (e.g., 100-year flood events)?
- Does the project manage stormwater more efficiently or mitigate an existing stormwater runoff concern?
- Does the project add new infrastructure that is more resilient to wetter and warmer conditions?
- Does the project improve habitat connectivity?

The project protects and restores the natural systems of Minnehaha Creek by addressing active erosion, improving stormwater treatment, and constructing infrastructure designed for long-term resilience.

The existing bridge is actively deteriorating into the creek, contributing sediment and debris that degrade water quality and pose safety risks to people and wildlife. Falling limestone and eroding materials increase turbidity, destabilize the streambank, and negatively impact aquatic habitat. Replacing the bridge will eliminate this ongoing source of pollution and stabilize the creek corridor, resulting in improved water quality and reduced physical hazards.

The project incorporates enhanced stormwater management to address existing runoff concerns. New sump structures will capture sediment and debris from roadway runoff before it enters the creek, significantly reducing pollutant loading and protecting aquatic life. These improvements provide a meaningful upgrade over existing conditions, where untreated runoff contributes directly to water quality degradation.

Design and construction are being coordinated with the watershed district to ensure compliance with environmental standards and protection of the surrounding watershed. This coordination supports the use of best management practices during construction to minimize sediment discharge and short-term impacts, while ensuring long-term system performance.

The replacement infrastructure will be designed to withstand 100-year flood events, improving the system's ability to manage high flows and reducing the risk of future erosion or structural failure. This increased resilience is critical given changing precipitation patterns and helps protect both the natural and built environment from flood-related damage, including streambank instability and downstream sediment transport. Although the project will increase impervious surface area, this impact is offset by improved drainage design and stormwater treatment features that enhance overall environmental performance. The system will more effectively capture, convey, and treat runoff, reducing direct impacts to the creek compared to existing conditions.

Landscaping improvements, including the planting of new trees appropriate to the local climate, will provide additional environmental benefits. These plantings will help stabilize soils, reduce runoff velocities, and improve the overall ecological function and visual quality of the corridor. Over time, established vegetation will support ongoing restoration of the creek environment.

Overall, the project will eliminate a current source of environmental degradation while introducing more effective stormwater management, improved flood resilience, and climate-appropriate landscaping, resulting in measurable improvements to water quality and stream stability within the Minnehaha Creek watershed.

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:** Projects in this range will significantly improve, protect, and restore natural systems over the existing condition. The response will include quantitative or qualitative metrics showing a high level of improvement using an established methodology.
- **Medium-High**
- **Medium:** Projects in this range will somewhat improve, protect, and restore natural systems over the existing condition. The response will include qualitative or quantitative metrics showing a smaller level of improvement using an established methodology.
- **Medium-Low**
- **Low:** These projects make a case as to how the project somewhat improves, protects, and restores natural

systems without qualitative or quantitative data or using a less solid methodology. Projects in this range have smaller improvements to natural systems.

- **Non-responsive/Not relevant:** Projects that do not improve, protect or restore natural systems or do not provide adequate information 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.

While the project corridor is not located within a traditionally underserved neighborhood based on regional demographic indicators, it serves as a critical connector for a diverse set of users who rely on safe, direct multimodal access between residential areas, transit, employment, and community destinations.

The corridor provides a direct pedestrian and bicycle connection between Metro Transit Route 46 and several high-use local destinations, including South View Middle School (116 employees), Concord Elementary School (86 employees), Edina Community Center (373 employees), and Edina Country Club (51–200 employees). These destinations generate consistent daily travel demand from students, staff, and community members, particularly during peak school and after-school hours when youth, families, and employees are most likely to walk, bike, or use transit to access the corridor.

In addition to serving employees, the corridor functions as an important route for students traveling between neighborhoods and schools and for community members accessing recreational and civic amenities at the Edina Community Center. The presence of transit (Route 46) introduces a broader user base, including transit-dependent riders who rely on safe first- and last-mile connections to reach employment and services.

Despite these connections, existing infrastructure conditions limit the corridor's effectiveness as a safe and comfortable multimodal facility. The current bridge acts as a barrier for people walking, biking, or using mobility devices by creating constrained space, uncomfortable proximity to vehicular traffic, and limited accessibility accommodations. These conditions disproportionately impact youth, older adults, and individuals with disabilities—users who are more reliant on safe, separated infrastructure and less likely to have access to a personal vehicle.

Historically, corridors like this have been designed primarily to prioritize vehicular throughput, with limited consideration for pedestrian and bicyclist connectivity. While not resulting in significant documented displacement or systemic disinvestment, this historical design approach has created ongoing gaps in the active transportation network, particularly at critical crossing points such as bridges. Addressing this barrier directly supports safer, more equitable access to schools, transit, employment, and community destinations.

The project purpose—to improve multimodal connectivity and safety across the bridge—directly responds to these existing conditions by enhancing access between transit and key destinations, reducing exposure to vehicular traffic, and creating a more inclusive facility that accommodates users of all ages and abilities.

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

High: The project application:

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

Medium: The project application:

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

Low: The project application:

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

B. Community Needs and Future Engagement

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

The Wooddale Avenue Bridge project was identified through a combination of long-range planning, data collection, and sustained community engagement. The need to replace aging infrastructure and improve multimodal connectivity is documented in the City’s Comprehensive Plan and Pedestrian and Bicycle Master Plan, which call for improved north-south bicycle facilities, accessible pedestrian connections, and infrastructure designed for long-term resilience. These policy documents are reinforced by observed conditions, including aging bridge infrastructure, limited ADA-compliant pedestrian facilities, and exposure to flooding and debris impacts within the Minnehaha Creek watershed.

Pedestrian and bicycle counts also demonstrate consistent use of crossings in the project area and comparable nearby facilities, confirming existing multimodal demand and the importance of safe, continuous connections. Daily counts collected at Wooddale Avenue and W. 54th Street show regular pedestrian and bicycle activity throughout the day, while two-day crossing counts at Wooddale Lane in June 2024 further indicate steady pedestrian usage patterns. Comparable crossing data at the 50th Street bridge also reflect ongoing demand for safe crossings in similar contexts. Together, these datasets highlight the need to provide improved, accessible, and continuous facilities for people walking and biking.

Community input has been central to confirming and refining these needs. The City has conducted ongoing outreach with adjacent property owners through multiple meetings between 2020 and 2026, ensuring that direct stakeholders helped identify concerns related to safety, access, and construction impacts. Additional engagement occurred through Heritage Preservation Committee meetings in August 2020, September 2022, September 2024, and May 2025, where historic context and community character were incorporated into project development. To broaden engagement, the City launched a dedicated project page on Better Together Edina, which solicited community-wide feedback and provided accessible project information, including frequently asked questions.

This engagement approach reflects multiple points along the Imagine 2050 engagement spectrum, including informing (project website and FAQs), consulting (community feedback tools and stakeholder meetings), and involving (ongoing coordination with adjacent property owners and advisory committees). These efforts ensured that community feedback directly influenced the identification and prioritization of project needs, including improved safety, accessibility, and environmental resilience.

Engagement will continue throughout final design and construction. The City will maintain the project website as a central information hub, provide regular updates to stakeholders and adjacent property owners, and coordinate with advisory groups as needed. These efforts are supported by the City’s established communication practices, including use of dedicated project webpages, committee review processes, and staff resources to manage outreach and public involvement. Together, these structures ensure that community input remains an ongoing component of project delivery.

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 Wooddale Avenue Bridge project delivers targeted community benefits that address identified needs related to safety, accessibility, and system resilience. Key benefits include:

- Replacing aging/insufficient infrastructure
- Providing higher comfort, accessible walking facilities to connect transit with major employers
- Improving bicyclist safety and comfort with a buffered bike lane to connect students to school, residents to the local community center and commercial destinations, and transit users to jobs, parks and other destinations
- Improving climate resilience by designing for 100-year flood events
- Mitigating falling debris in the Minnehaha Creek and watershed

These improvements address existing burdens, including aging infrastructure, limited accessible pedestrian facilities, safety concerns for bicyclists and pedestrians, and vulnerability to flooding and debris impacts.

Enhanced pedestrian and bicycle facilities improve connectivity and reduce barriers to walking, biking, and transit use, particularly benefiting vulnerable users such as students and transit-dependent populations.

The new bridge is not anticipated to create any new long-term burdens. Buffered bike lanes will improve safety for students walking to school and transit users accessing jobs, providing meaningful benefits for vulnerable road users. Short-term construction impacts will be minimized through ongoing coordination with adjacent property owners and continued public communication.

Overall, the project provides safer, more accessible, and more resilient infrastructure aligned with community-identified needs.

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

High: The project application:

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

Medium: The project application:

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

Low: The project application:

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

▼ Funds & Payments - Internal

Current Amount Recommended:

▼ Funding Sources

Funding Sources

No Funding Sources available

▼ Payments and Refunds

Payments and Refunds

[Add Payment](#)

No transactions available

▼ Grant Requirements - Internal

Progress Reports

No Progress Reports available

▼ ArcGIS - Internal

gis_taz_population:

gis_taz_jobs:

gis_regional_destinations:

gis_project_location_description:

▼ Review & Feedback - Internal

Program: Regional Solicitation

Sub Program: Regional Solicitation - Roadways Including Multimodal Elements

Assigned Council Program Contact:

Finance Unit Reviewer:

External Reviewers

Reviewers

▼ Internal Reviewers

Comments Returned to
Applicant:

Program
Feedback:

▼ Evaluative Criteria

Measure A – Multimodal/Complete
Streets Connections:

Measure B – Safety improvements for
people outside of vehicles:

Measure A – Detour Length:

Measure B – Detour Impact:

Measure C – Bridge posting for load
restricitions:

Measure A – Flood mitigation,
stormwater treatment, other
environmental benefits:

Evaluative Criteria Total: 0
Save to update the total.

Dates & Financials - Internal Only

Start Date:

End Date:

Amount Requested: \$2,386,108.00

Total Project Budget:

▼ Communications & Relationships - Internal

Relationships

Interactions

► Signals (0 Signals)

► Internal Notifications (0 internal notifications)

OUTLOOK EMAIL COMPONENT

SYSTEM GENERATED EMAIL ALERTS

▼ Notes & History - Internal

Status

Initial Review

NOTES

Draft → Initial Review

Created by Andrew Scipioni at 11:40 AM on June 24, 2026

HISTORY

Show History

Updated By:	Andrew Scipioni
Created By:	Chelsea Moore-Ritchie
Updated At:	6/24/2026
Created At:	5/21/2026