

PROJECT GOALS ADAPTED FROM CITY OF RICHFIELD'S GUIDING PRINCIPLES AND SWEET STREETS INITIATIVE

I. Multimodal Design

Utilize innovative and non-traditional design standards in a way that is equitable for all modes/users, including bicycle, pedestrian, transit, and intermodal travel.

II. Connectivity and Public Realm

Connect public realm amenities so that a range of inter-modal activities support how neighborhood residents travel to and from destinations

III. Local Economy

Support all businesses in the local economy and provide a safe and more convenient way to access and connect across all modes.

IV. Design for People

Consider how people will use community amenities and facilities, addressing universal accessibility and the comfort, safety, and convenience of all users.

V. Community Character & Identity

Recognize and respond to community character and features with appropriate design, speeds, wayfinding, and amenities.

VI. Sustainable Solutions

Utilize solutions that are adaptable, flexible, built to last, and consider implications of long term maintenance.

VII. Health and Active Lifestyles

Incorporate elements that encourage comfortable corridors and places to walk and bike to, via safe and well-landscaped routes that connect the community.

VIII. Unique Location

Support a well-designed and functional system which complements local land use and capitalizes on Richfield's unique location through access to regional multimodal system.

think are most important for the Lyndale Avenue project

What do you

Put a dot next

to the project

goals you

think?





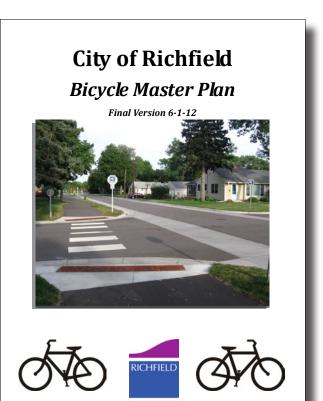


3 W E E S North Control of the S North Richfield

PLANS & POLICIES



Sweet Streets Initiative Bicycle Master Plan (2012)



Sidewalk Standards and Snow Plowing Policies

Sidewalk Standards July 2006

Minor Arterials
Sidewalks should be provided on both sides of minor arteria
Collectors

A sidewalk should be provided on only one side of collector streets.
Should Routes
A sidewalk may be provided on only one side of roadways on major school
Local Residential
Sidewalks are not provided on residential streets.

Most residential streets are 38 feet wide from back of curb to back of curb
60-foot right of way. This provides adequate width for two lanes of vehicul
parking on both sides and for pedestrians to walk on the street.

ocations of Non-Compliance with Current Policy
With the exception of 69th Street between Penn and Xerxes, all roadways within to
\$100 comply in the current policy. This portion of 69th Street does not have a side

With the exception of 69th Street between Penn and Xerxes, all roadways w City comply to the current policy. This portion of 69th Street does not have a due to the geometry of a parallel retaining wall. Existing Problems with Sidewalks

- Legally the City may not plow snow onto private property. In many loc snow storage is inadequate and maintaining sidewalks can be difficult.
- Utility poles are an obstacle and create maintenance problems safety concerns.

 Boulevard trees are an obstacle and cause upheaval of sideward trees are an obstacle and cause upheaval of sideward trees are an obstacle and cause upheaval of sideward trees are an obstacle and cause upheaval of sideward trees are an obstacle and cause upheaval of sideward trees are an obstacle and create maintenance problems.
- The current policy is missing a flexible standard for right-of-way use.
 Current City policy to maintain sidewalks is costly and snow removal

CITY OF RICHFIELD COMPLETE STREETS POLICY

Consistent with the direction of the Transportation Commission and City Council this Complete Streets Policy incorporates the philosophy that the streets and roadway sections throughout the City of Richfield should be:

Designed and operated in a safe, accessible, maintainable, and financially reasonable way with an acceptable level of service, and

Determined with consideration of the community values identified on a

POLICY

1. The City of Richfield seeks to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including pedestrians (including people requiring mobility aids), bicyclists, transit users, motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the communities values, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

project-by-project basis using a thorough public involvement process that nvites all residents and impacted parties to participate as stakeholders.

- 2. Transportation improvements will include facilities and amenities that are recognized as contributing to meet the needs and values of the Community, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; transit accommodations including improved pedestrian access to the destinations; bicycle accommodations, shared-use lanes, wide travel lanes or bike lanes as appropriate; and streetscape elements such as street trees, boulevard landscaping, street furniture and adequate drainage facilities.

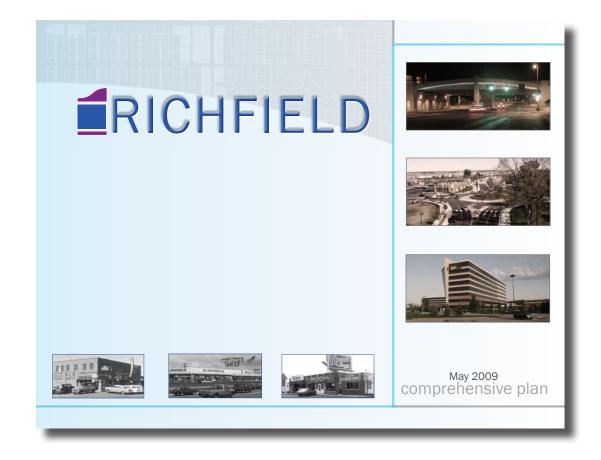
 3. Early and frequent public engagement/involvement will be important to the success of this Policy. Those planning and designing street projects must give due consideration to the community values, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).
- Where community values are established, bicyclist and pedestrial transportation users shall be included in street construction and re-

Complete
Streets Policy



Distracted Driving Initiative



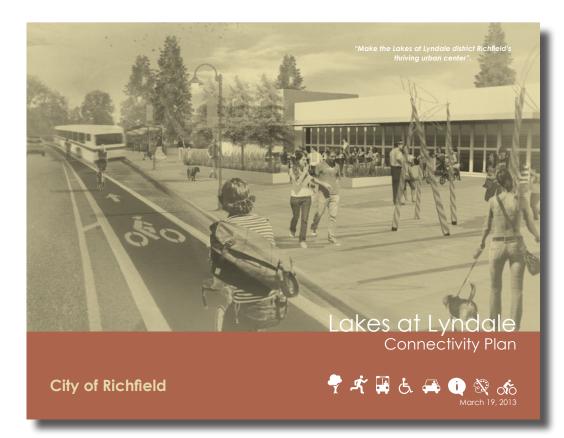


Comprehensive Plan Update

Richfield Arterials
Complete Streets
Study (2009)



Lakes at Lyndale Connectivity Plan (2013)



LYNDALE AVENUE RECONSTRUCTION PROJECT







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PROJECT OVERVIEW

I. About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of Lyndale Avenue South in 2019. The project will extend from 66th Street on the north end to 76th Street on the south end. The project will evaluate corridor improvements to balance mobility, access, and non-motorized uses along the roadway, as well as improvements to the public utilities.

The City has recognized this as a unique opportunity to revisit the street's design and function, to ensure they represent the best approach to meet the community's transportation needs into the future.

II. Project Contacts

Have **Questions**? Want to Provide us **Feedback**? Please reach out to these contacts and let us know what you think!

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III. Project Timeline

The approximate timeline for this project is:

