

# PROJECT OVERVIEW

- ▶ The **About the Project** section provides some of the background on why this project is being proposed at this time.
- ▶ The **Project Timeline** anticipates City Council consideration of the design during early summer with construction tentatively scheduled in 2021.
- ▶ The **Project Contacts** (listed at the bottom of the page) are provided for you to answer questions about either 65th Street or Lyndale Avenue during the design process.

## I. About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of 65th Street in 2021. The 65th Street "Phase 1" project was paused last August to better align with potential redevelopment in the area. This year, we are picking up where we left off, but we are extending the project farther west, focusing on the entire length of 65th Street from Nicollet Avenue to Rae Drive/66th Street. We are also including restriping improvements to Lyndale from 62 to 66th Street to improve bike mobility and pedestrian safety. The project will evaluate improvements to balance multi-modal mobility and access throughout the corridor including at the intersection of 65th Street and Lyndale Avenue. Upgrades will also be made to public utilities and storm sewer to mitigate flooding.

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 Timeline

The approximate timeline for this project is:





# PROJECT GOALS

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

► The City Council adopted **Guiding Principles** for transportation projects before the Portland and 66th Street reconstruction to ensure a "big picture future" for Richfield. These principles were developed during a visioning process with the City's commissions and council, and the principles are listed in a priority order of importance.



## 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.

# PLANS & POLICIES

► These are some of the City's **Plans and Policies** that the project will need to follow. These plans are available for review. You can find links to these documents on the [Sweet Streets page](#).





# COMMON THEMES FROM OPEN HOUSE

#3

► Anticipating the HUB redevelopment was moving forward, public input for the road reconstruction started on the eastern portion of the corridor. Since the HUB development was delayed, we have expanded the project to the west and included planned improvements on Lyndale. Public feedback from previous open houses and your input now are an important part of the design process on our **Sweet Streets®** Projects.

## June 2019

- In favor of keeping cul-de-sacs north of 65th Street
- Positive feedback for the proposed improvements
- Concern over traffic cutting through the neighborhood north of 65th Street
- Concern over the primary HUB entrance from 65th Street being aligned with Pillsbury
- Desire for a wide shared-use trail for the entire length
- Desire to keep Pillsbury one-way to the south (i.e. not making it a two-way)
- In favor of the improvements to the Pillsbury intersection with 65th Street



# ADDRESSING THE PROBLEM

► Our **Sweet Streets®** project development process takes public and technical input to form a **Purpose Statement** and **Project Needs**, and then we define **Project Goals and Priorities** to use during the design phase of the project. This process is intended to customize the corridor design to meet the unique community and technical needs.

**Combining the Guiding Principles and public input, we've identified the following:**

## PURPOSE STATEMENT

To address area flooding, provide pedestrian and bicyclist accommodations, and address motorist access needs along and across 65th Street from Nicollet Avenue to 66th Street.

## PROJECT NEEDS

1. Existing pavement is deteriorating
2. Large storm events cause extensive area flooding
3. Limited access to and from the neighborhood to the north
4. Gaps in the trail network, including to/from the park/lake
5. Pedestrian facilities are not ADA compliant

## PROJECT GOALS/PRIORITIES

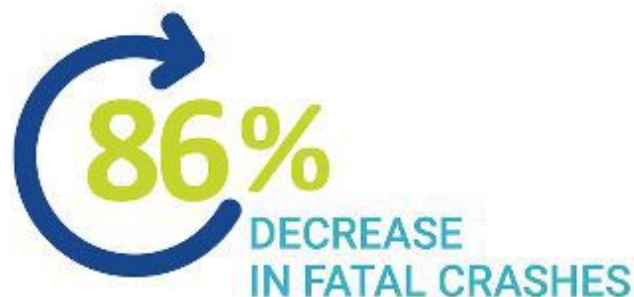
1. Improve connectivity for all modes
2. Increase pedestrian visibility
3. Create a comfortable walking/biking environment along and across 65th Street
4. Reduce flooding impacts within the roadway and on private property
5. Minimize property impacts
6. Coordinate improvements with adjacent Hub Shopping Center redevelopment where possible



# WHY A ROUNDABOUT

► When compared to signalized intersections, roundabouts provide a safer environment at busier intersections. Roundabouts also provide benefits for people walking due to reduced vehicle speeds and less waiting to cross the street. For more information about roundabouts, click here to view [AARP Livability Fact Sheet on Roundabouts](#).

## Roundabouts vs. Other Traffic Control Devices - Roundabouts show:



## Roundabouts vs. stop signs/signals:

- Handle more traffic with **less delay**
- **Idling decreases**, reducing vehicle emissions and fuel consumption by over 30%

**Entry curves slow traffic making entering and exiting easier, safer, and more efficient**

# FLOOD MITIGATION IMPROVEMENTS

► Click on the image below to view in a larger format.



## FLOOD MITIGATION IMPROVEMENTS

This project provides an opportunity to address a long-time flooding issue in the area of 65th Street and the Hub Shopping Center.

### LEGEND

— Storm Sewer Pipe



### THE PROBLEM

The current storm sewer system that carries runoff from roadways and parking lots to Richfield Lake is undersized and unable to adequately handle the more frequent, high-intensity storms that have become more common.



### THE SOLUTION

The long-term regional solution being implemented with this project includes adding a new large storm sewer pipe to carry water from the area of the worst flooding in and around the Hub along 65th Street to Richfield Lake.





# TOOLS TO ACHIEVE PROJECT GOALS

► Click on the image below to view in a larger format.





# THANK YOU!

## THERE ARE VARIOUS WAYS TO CONTINUE TO ENGAGE WITH US:



Provide your feedback on the proposed improvements through an interactive feedback map: <https://wikimapping.com/65th-Street-Reconstruction.html>



To view the full Preliminary Engineering Layout (April 2020), [click here](#).



For more information about the 65th Street Reconstruction project visit the [project website](#). To receive updates as the project progresses, and to receive other updates on projects underway around Richfield, be sure to sign up to receive email updates at [www.richfieldsweetstreets.org/signup](http://www.richfieldsweetstreets.org/signup)



Residents are also encouraged to reach out to Richfield Transportation Engineer, Jack Broz, at [JBroz@richfieldmn.gov](mailto:JBroz@richfieldmn.gov) with any comments, questions, or concerns about the project.



## 65TH STREET RECONSTRUCTION PROJECT

### About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of 65th Street in 2021. The 65th Street "Phase 1" project was paused last August to better align with potential redevelopment in the area. This year, we are picking up where we left off, but we are extending the project farther west, focusing on the entire length of 65th Street from Nicollet Avenue to Rae Drive/66th Street. We are also including restriping improvements to Lyndale from 62 to 66th Street to improve bike mobility and pedestrian safety. The project will evaluate improvements to balance multi-modal mobility and access throughout the corridor including at the intersection of 65th Street and Lyndale Avenue. Upgrades will also be made to public utilities and storm sewer to mitigate flooding.

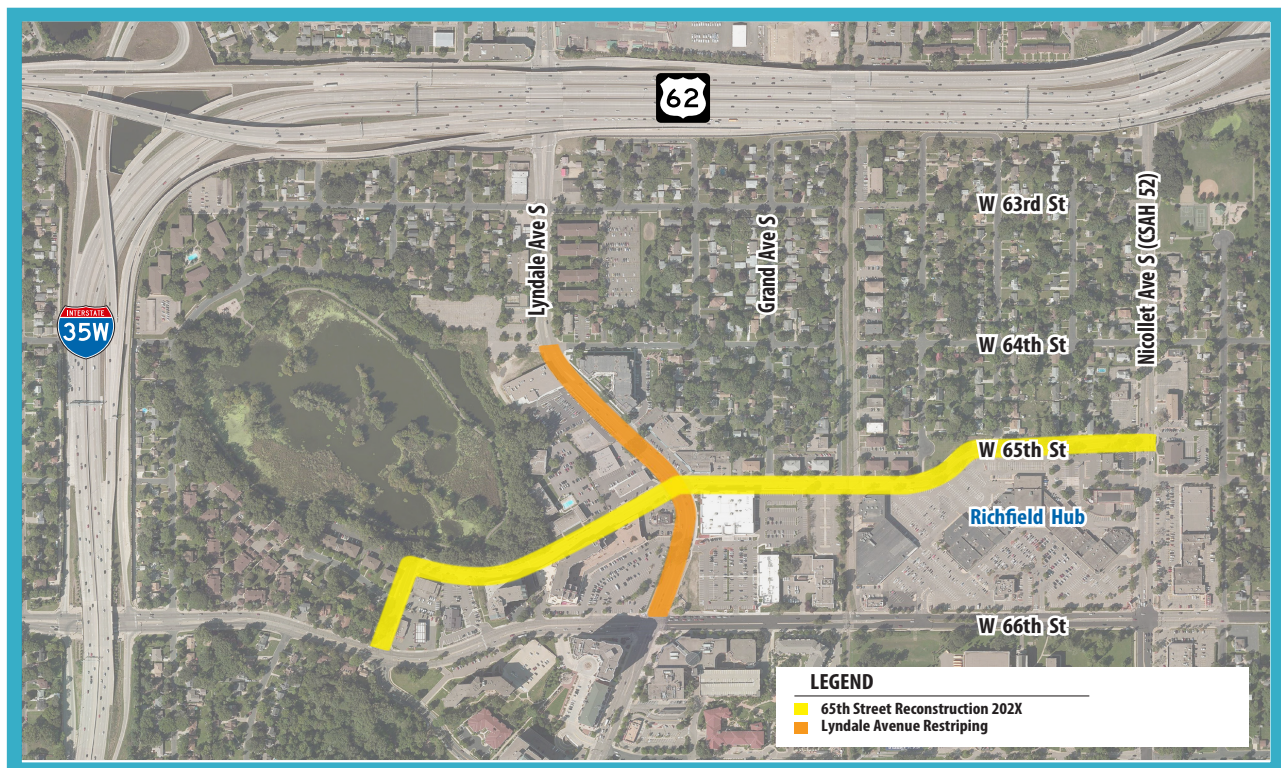
The City has recognized this as a unique opportunity to revisit the street's design and function, to ensure they represent the best approach to meet the community's transportation needs into the future.

### Project Contacts

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

**Jack Broz, City of Richfield**  
Transportation Engineer  
Phone: (612) 861-9792  
Email: [JBroz@richfieldmn.gov](mailto:JBroz@richfieldmn.gov)

**Bill Klingbeil, P.E. Kimley-Horn and Associates** Consulting Engineer  
Phone: (612) 294-7275  
Email: [william.klingbeil@kimley-horn.com](mailto:william.klingbeil@kimley-horn.com)



## 65TH STREET RECONSTRUCTION PROJECT

### Purpose Statement:

To address area flooding, provide pedestrian and bicyclist accommodations, and address motorist access needs along and across 65th Street from Nicollet Avenue to 66th Street.

For more information about the 65th Street Reconstruction Project, visit: [richfieldsweetstreets.org](http://richfieldsweetstreets.org)

### Project Needs:

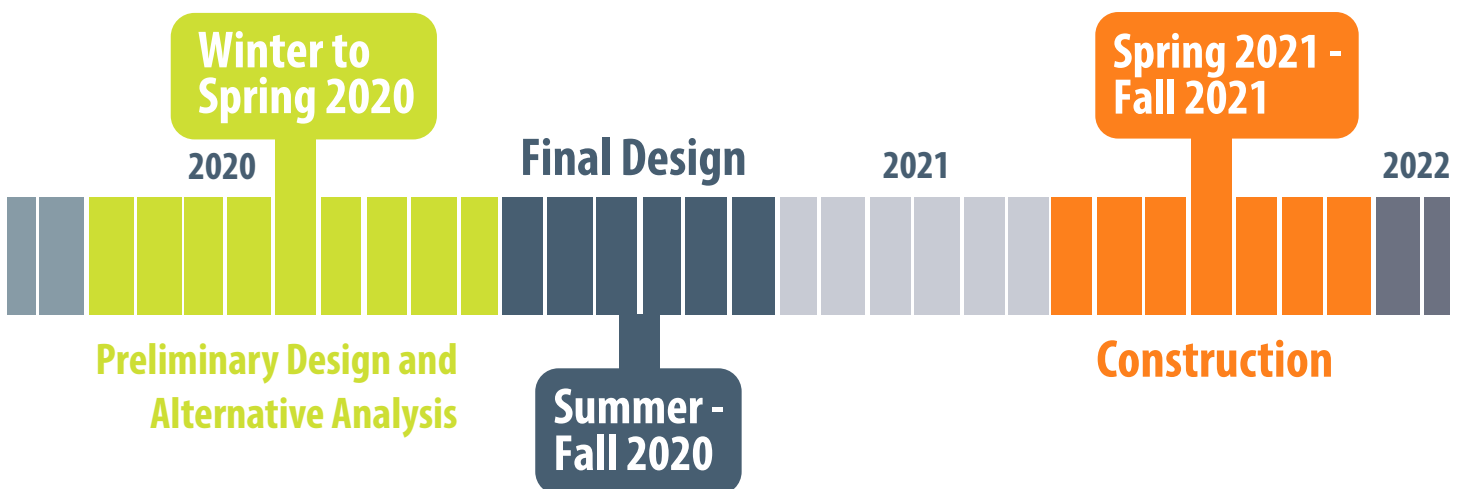
1. Existing pavement is deteriorating
2. Large storm events cause extensive area flooding
3. Limited access to and from the neighborhood to the north
4. Gaps in the trail network, including to/from the park/lake
5. Pedestrian facilities are not ADA compliant

### Project Goals/Priorities:

1. Improve connectivity for all modes
2. Increase pedestrian visibility
3. Create a comfortable walking/biking environment along and across 65th Street
4. Reduce flooding impacts within the roadway and on private property
5. Minimize property impacts
6. Coordinate improvements with adjacent Hub Shopping Center redevelopment where possible

### Project Timeline

The approximate timeline for this project is:





Thank you for taking the time to complete this survey about the **65<sup>th</sup> Street Reconstruction Project**. We appreciate your feedback!

1. The proposed improvements include adding a roundabout at 65th Street and Lyndale Avenue, medians, bike lanes, new shared-use trails, and preserving on-street parking. Do you agree that the proposed improvements address the problem statement and project needs?
  - Yes
  - No
  - Not sure
2. Do you have any comments regarding the proposed improvements capturing the problem statement and project needs?
3. Anything else you'd like the project team to know?