

PROJECT OVERVIEW

I. About the Project

As part of its Sweet Streets initiative, The City of Richfield is planning for the reconstruction of 65th Street in 2020. The project will extend from Grand Avenue on the west end to Nicollet Avenue on the east end. The project will evaluate corridor improvements to balance mobility, access, and nonmotorized 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!

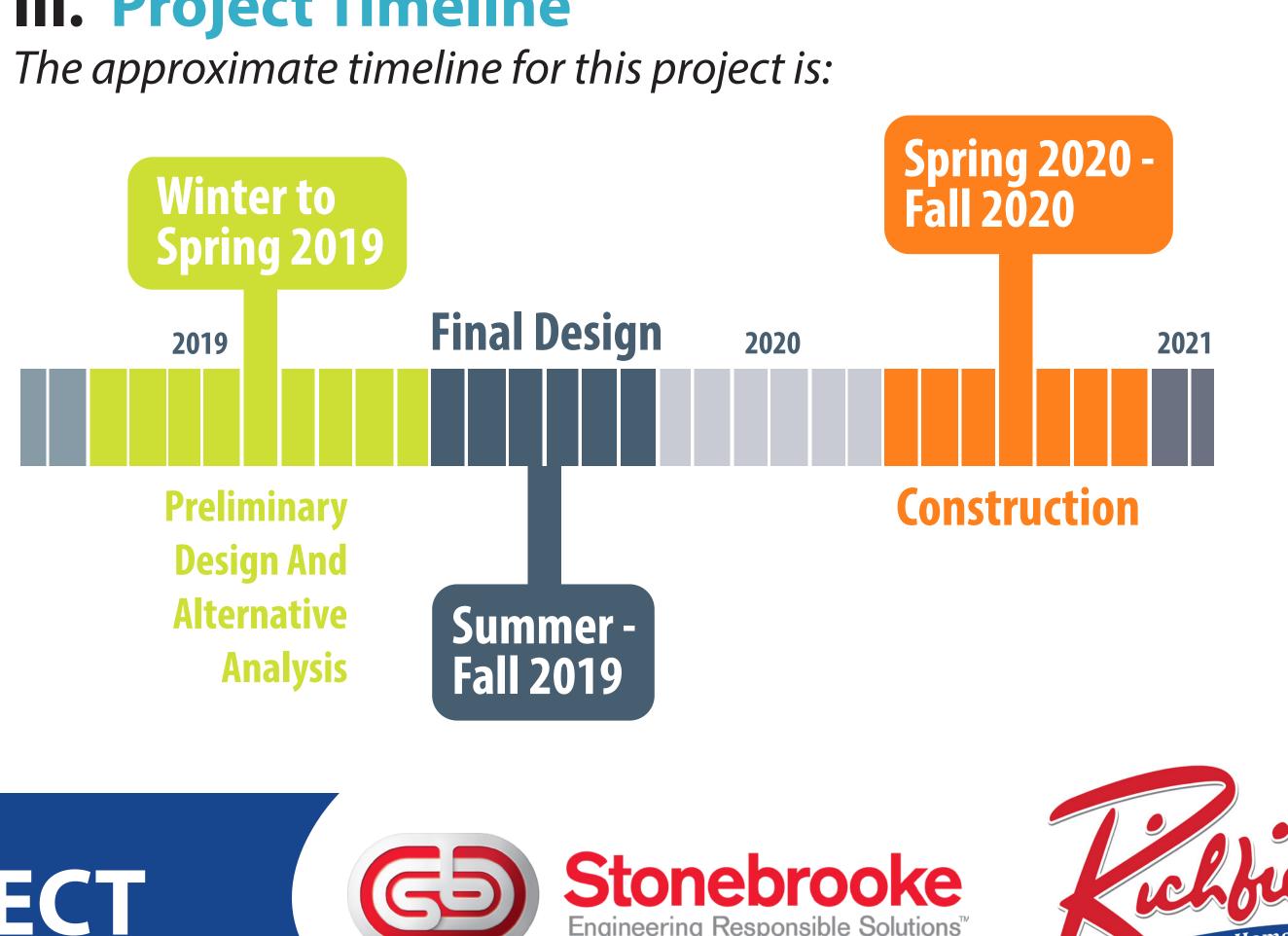
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Tyler Newhall, P.E. Stonebrooke Engineering Consulting Engineer *Phone: (952)540-4844* Email: tnewhall@stonebrookeengineering.com

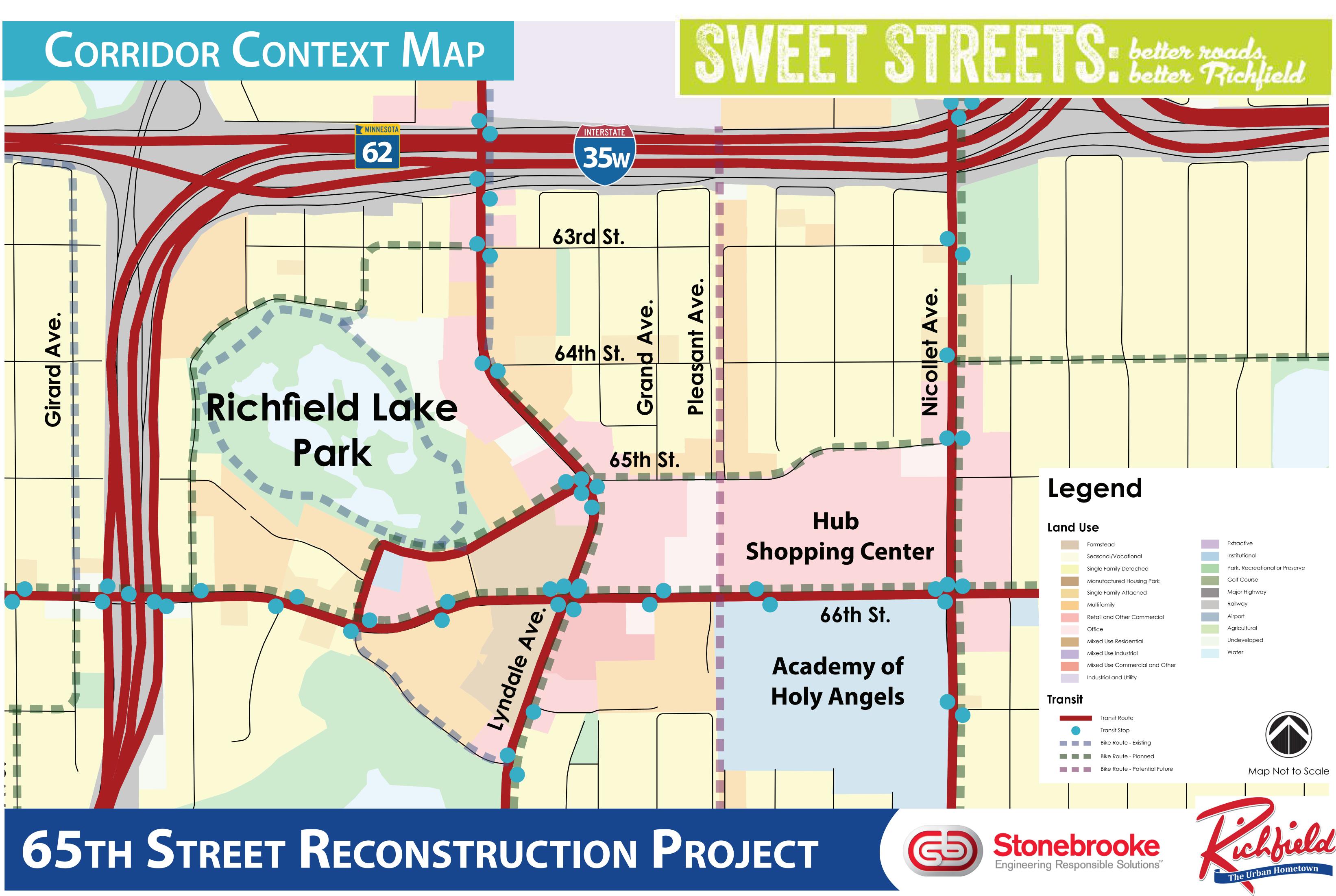
65TH STREET RECONSTRUCTION PROJECT



III. Project Timeline







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Bike Route -



What do you think?

Put a dot next to the project goals you think are most important for the 65th Street Reconstruction Project

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.

65TH STREET RECONSTRUCTION PROJECT



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.



V. Community Character & Identity

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



PLANS & POLICIES **COMPREHENSIVE PLAN** CAPITAL IMPROVEMENT COMPREHENSIVE PLAN UPDATE **COMPLETE STREETS** PROJECT Planning **GUIDING PRINCIPLES BICYCLE MASTER PLAN** PARKS MASTER PLAN CONSTRUCTION CITY OF RICHFIELD COMPLETE STREETS POLICY VISION 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 Complete Determined with consideration of the community values identified on a project-by-project basis using a thorough public involvement process that invites all residents and impacted parties to participate as stakeholders. 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

zing that all streets are different and that

2. Transportation improvements will include facilities and amenities that are

recognized as contributing to meet the needs and values of the Commun which may include street and sidewalk lighting; sidewalks and pedestriar safety improvements such as median refuges or crosswalk improvement improvements that provide ADA (Americans with Disabilities Act) complia

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 facilitie

success of this Policy. Those planning and designing street projects mus give due consideration to the community values, from the very start of a nong and design work. This will apply to all roadway projects, including se involving new construction, reconstruction, or changes in the allocatio pavement space on an existing roadway (such as the reduction in the mber of travel lanes or removal of on-street parking).

sportation users shall be included in street construction and retruction projects, except in circumstances where

4. Where community values are established, bicyclist and pedestr

ent/involvement will be important to th

users will need to be balanced in a flexible manner.

Comprehensive **Plan Update**



Streets

Policy

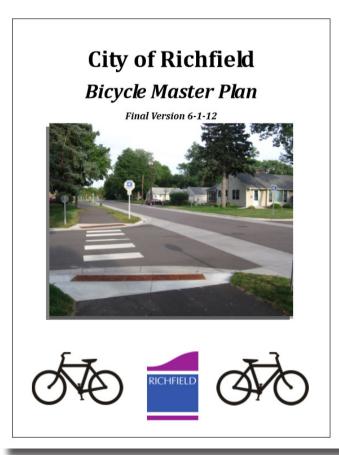
Richfield Hub Redevelopment

65TH STREET RECONSTRUCTION PROJECT

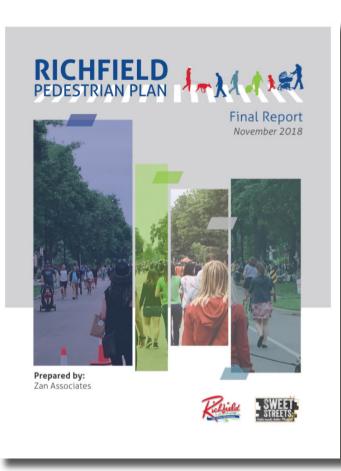




Sweet **Streets** Initiative



Bicycle Master Plan (2012)



65th Street



Lakes at Lyndale Connectivity **Plan (2013)**



ity of Richfield



Pedestrian Master Plan (2018)

Sidewalk Standards and Snow Plowing **Policies**

