SWEET STREETS: better roads, better Richfield

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 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!

Jeff Pearson, P.E. **City of Richfield**City Engineer

Phone: (612)861-9791

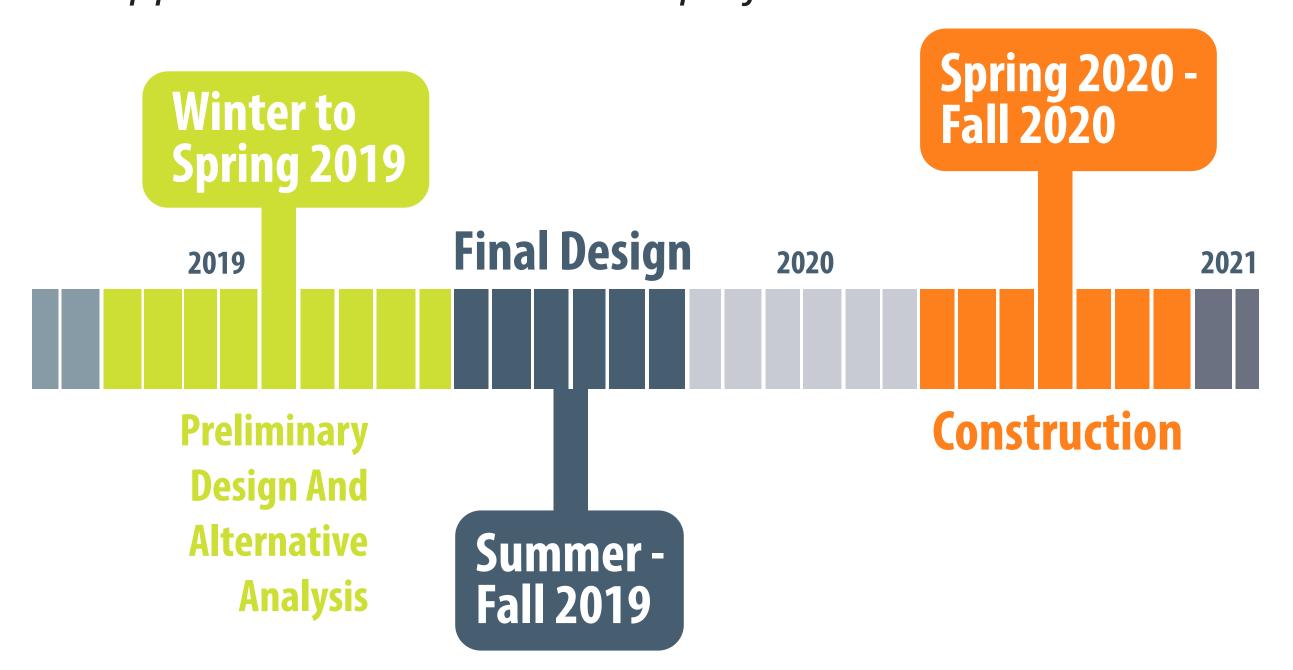
Email: jpearson@richfieldmn.gov

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



III. Project Timeline

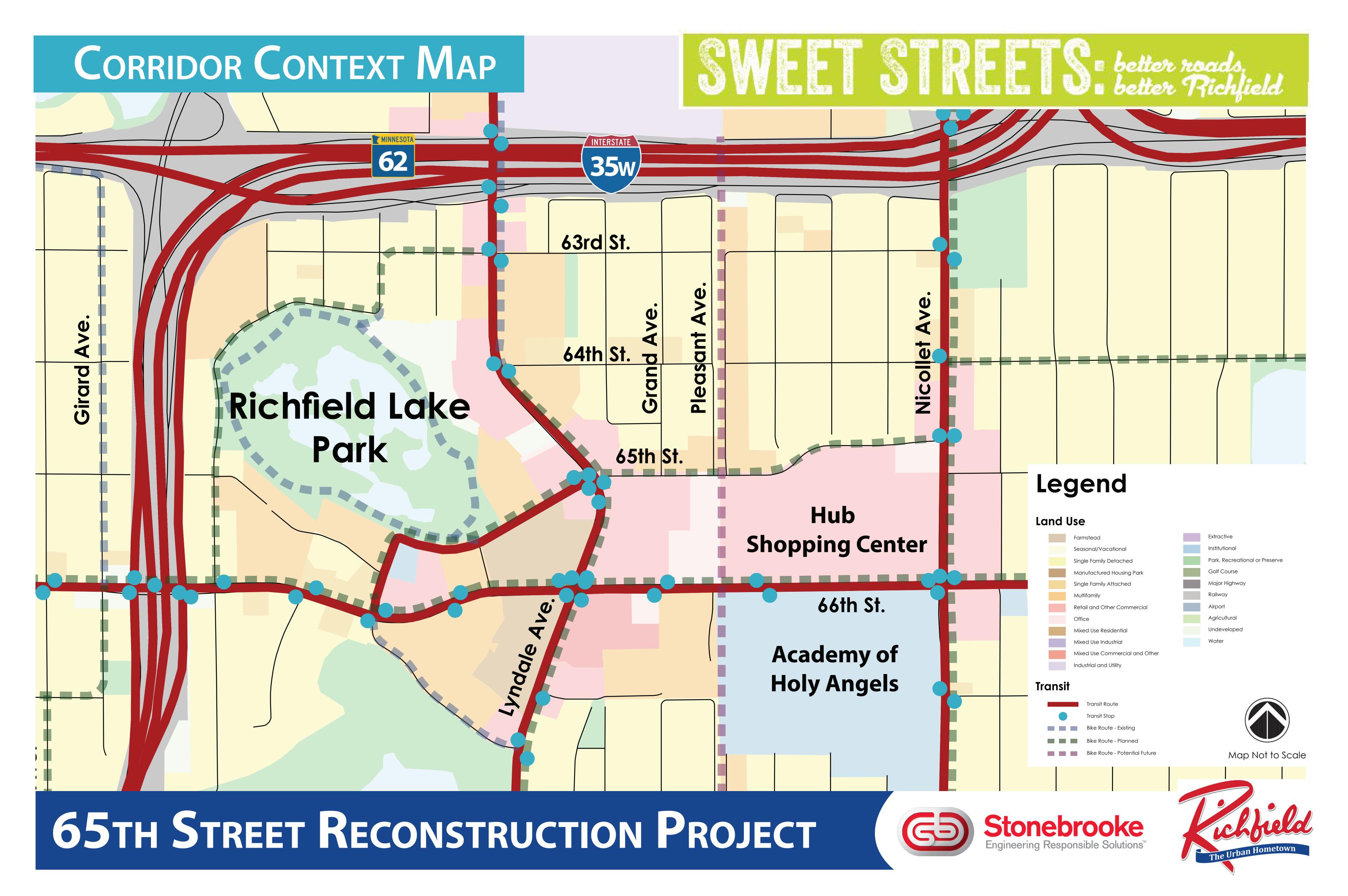
The approximate timeline for this project is:













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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.

What do you think?

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

65TH STREET RECONSTRUCTION PROJECT





SWEET STREETS: better roads, better Richfield

PLANS & POLICIES



Sweet
Streets
Initiative

City of Richfield

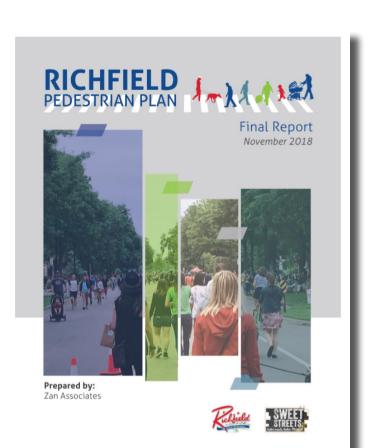
Bicycle Master Plan

Final Version 6-1-12

Final Version 6-1-12

FINAL PLANT OF THE PLANT

Bicycle Master Plan (2012)



Pedestrian
Master
Plan
(2018)

CITY OF RICHFIELD COMPLETE STREETS POLI

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

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

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 and product frace that is consistent with sequence of the communities.

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.

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 combiant

accessibility; transit accommodations including improved pedestrian access to the destinations; bicycle accommodations, shared-use lanes, wide travel

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

planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocatio of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).

4. Where community values are established, bicyclist and pedestrian

Complete
Streets
Policy

65th Street Sidewalk Standards and Snow Plowing Policies

Existing Policy

Minor Arterials
Sidewalks should be provided on both sides of minor arterial streets.
Collectors
A sidewalk should be provided on only one side of collector streets.
School Routes
A sidewalk may be provided on only one side of roadways on major school routes.
Local Residential
Sidewalks are not provided on residential streets.
Most residential streets are 35 feet wide from back of curb to back of curb within a 60-foot right of way. This provides adequate width for two lanes of vehicular traffic, parking on both sides and for pedestrians to walk on the streets.
New sidewalks will be considered based on residents submitting a petition. The cost of the sidewalk may be assessed to the adjacent property owners.
City Staff maintains all sidewalks on public right of way.

Locations of Non-Compliance with Current Policy
With the exception of 69th Street between Penn and Xerxes, all roadways within the City comply to the current policy. This portion of 69th Street does not have a sidewalk due to the geometry of a parallel retaining wall.

Existing Problems with Sidewalks
1. Limited right-of-way on arterial streets causes a safety concern by preventing room for shoulders on the readway.
2. Legally the City may not plow snow onto private property. In many locations, snow storage is inadequate and create maintenance problems. As well as safety concerns.

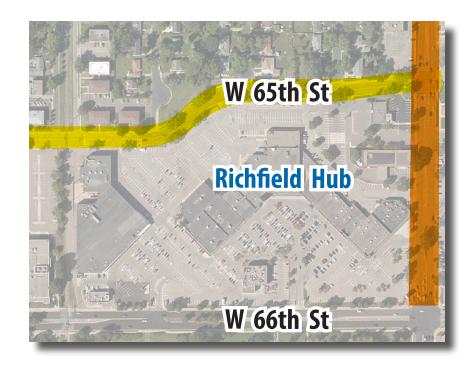
5. The current policy is missing a flexible standard for right-of-way use

6. Current City policy to maintain sidewalks is costly and snow removal take

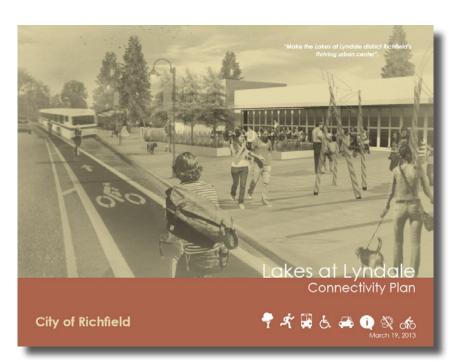
Comprehensive Plan Update



Richfield Hub Redevelopment



Lakes at
Lyndale
Connectivity
Plan (2013)



Distracted Driving Initiative



65TH STREET RECONSTRUCTION PROJECT





WHAT WE'VE LEARNED



Common Themes from Open House #2 (April 2019)

INPUT RECEIVED	Users Affected	How Input has been Considered in Concept Layout
 Do not connect local streets to 65th Street 	NeighborhoodDrivers	 Consideration given to leaving local street connections as-is
•Consider partial or full connection of local streets	NeighborhoodDrivers	• Evaluate connecting one or more local streets to 65th Street
•Improve and develop safe pedestrian and bicycle facilities	• Pedestrians/Bicyclists	 Shared-use trail north of 65th Street Sidewalk south of 65th Street On-Street bike lanes on Nicollet Ave
•Improve Nicollet Avenue for pedestrians, bicyclists, vehicles	Pedestrians/BicyclistsDrivers	 4 to 3 lane conversion Improve pedestrian crossing at 62nd and 63rd Street with pedestrian refuge area On-street bike lanes
•Improve pedestrian crossings (Both 65th Street & Nicollet Ave)	 Pedestrians/Bicyclists 	 Crosswalk signage and striping Raised median at select locations Evaluate Rectangular Rapid Flash Beacon (RRFB)
•Reduce lanes and conflict points	Pedestrians/BicyclistsDrivers	4 to 3 lane conversion4 to 2 lane conversion
•Improve Nicollet Avenue / 65th Street Intersection	Pedestrians/BicyclistsDrivers	 Consider signal and roundabout improvement options

65TH STREET RECONSTRUCTION PROJECT





