

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.



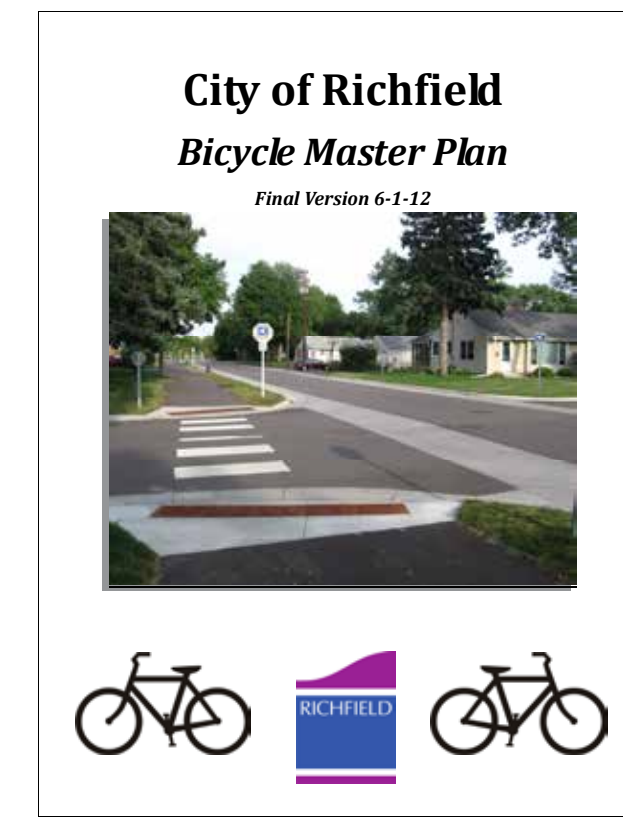
SWEET STREETS: *better roads, better Richfield*

PLANS & POLICIES

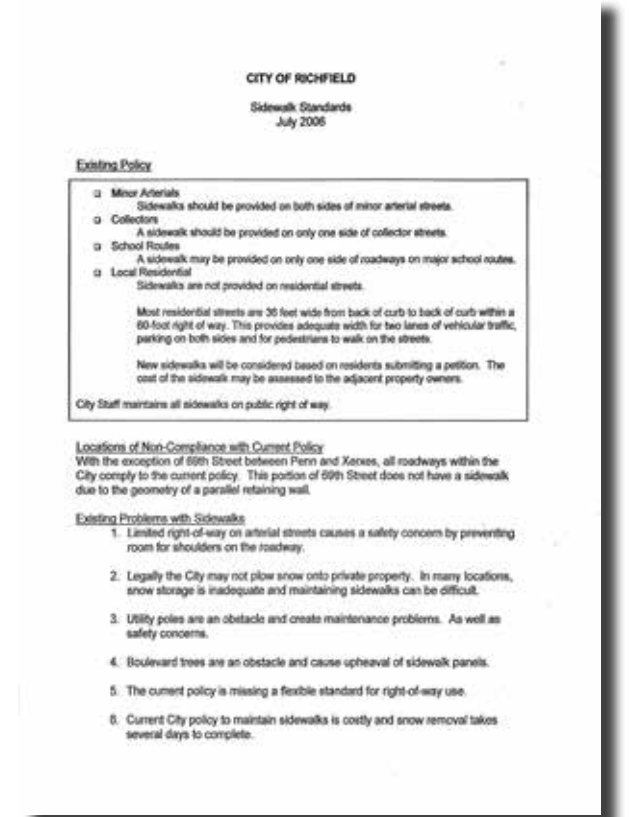
Sweet Streets Initiative



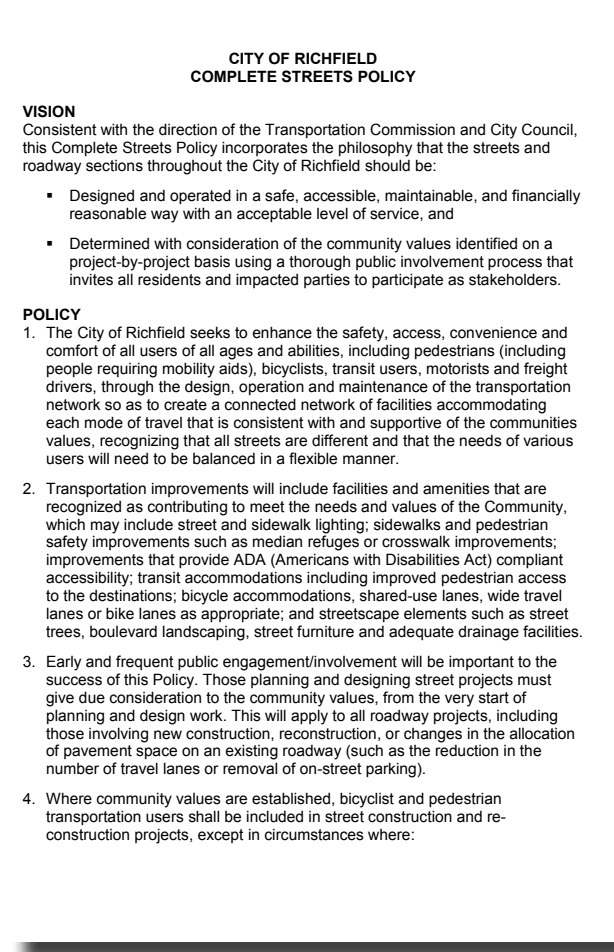
Bicycle Master Plan (2012)



Sidewalk Standards and Snow Plowing Policies



Complete Streets Policy



Lyndale Avenue

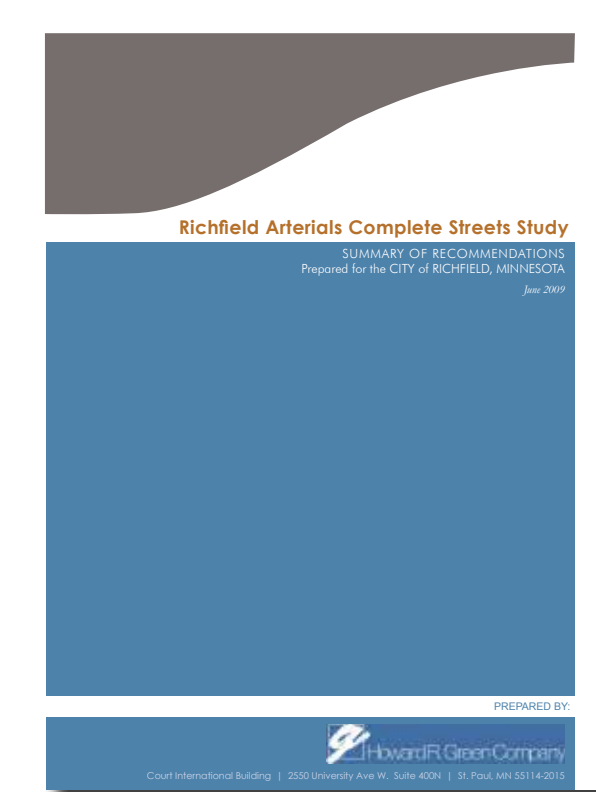
Distracted Driving Initiative



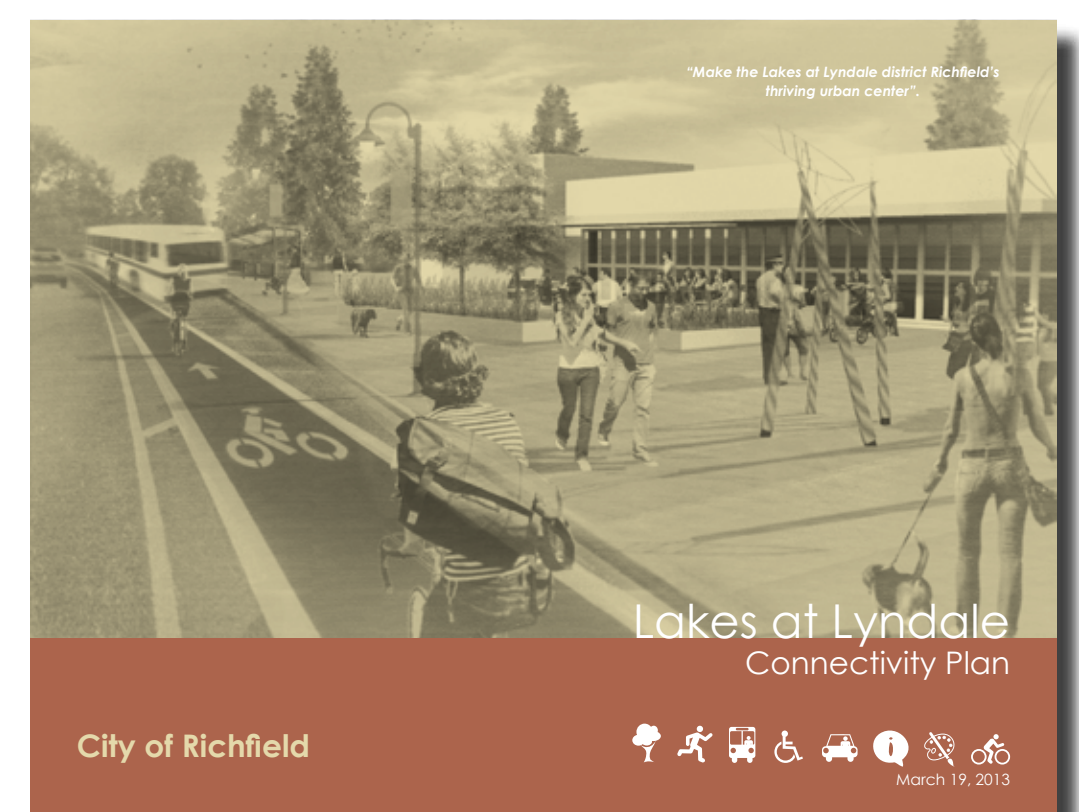
Comprehensive Plan Update



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

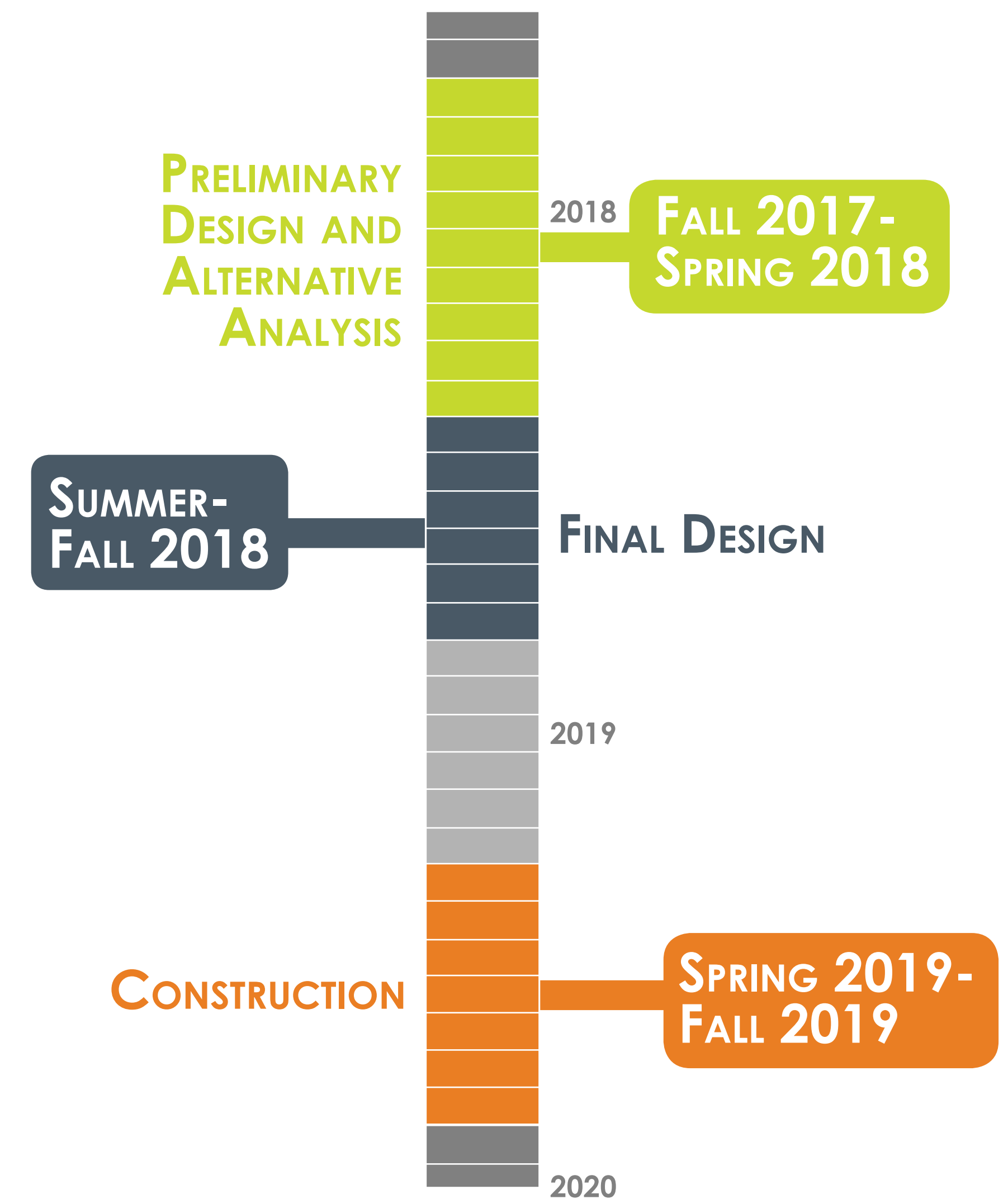
Have **Questions**? Want to Provide us **Feedback**? Please reach out to these contacts and let us know what you think!

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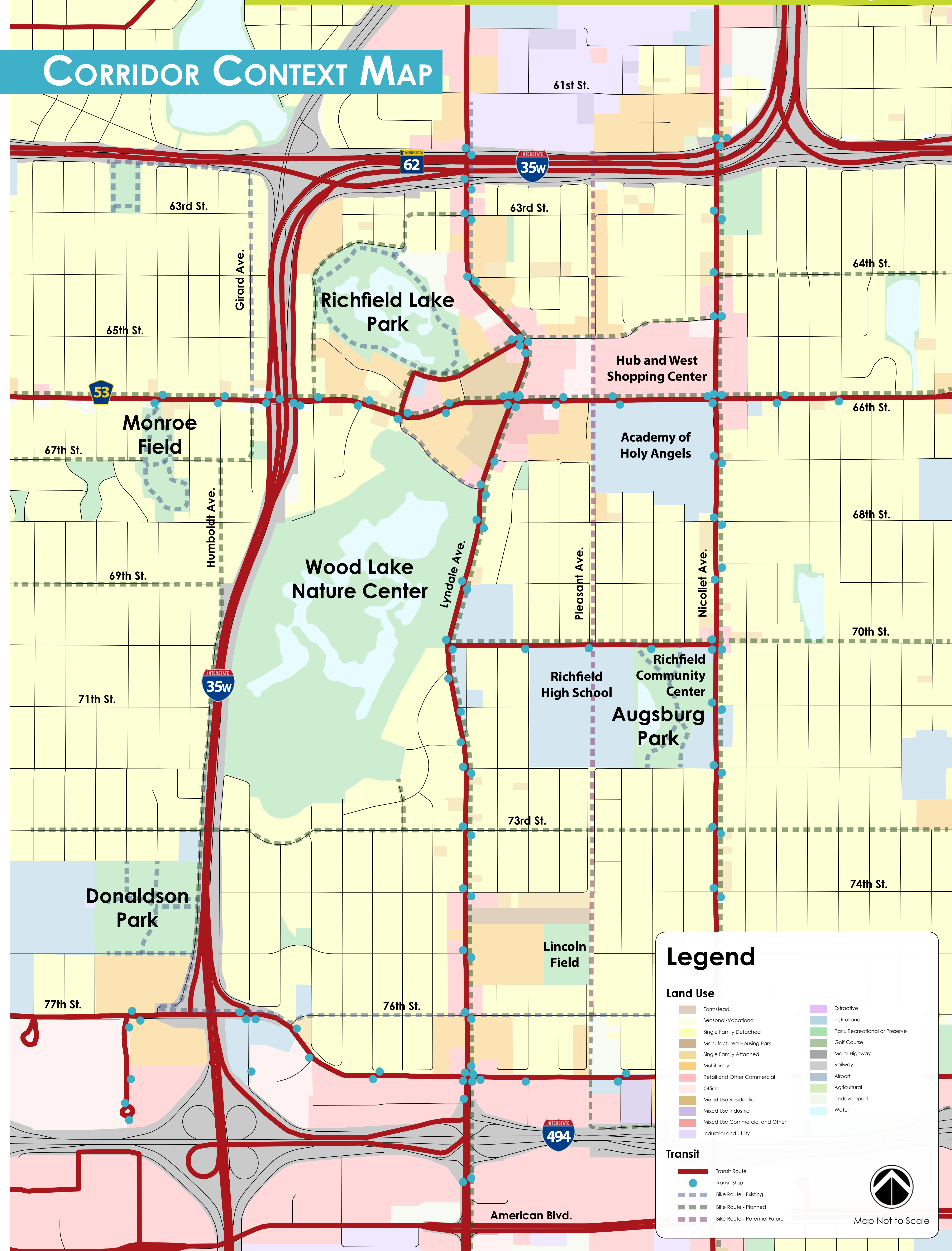
III. Project Timeline

The approximate timeline for this project is:



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CORRIDOR CONTEXT MAP



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WHAT WE'VE LEARNED

Common Themes from Open House #1 & #2 (October/November 2017)

INPUT RECEIVED	USERS AFFECTED	POTENTIAL RESULT
<ul style="list-style-type: none"> Sidewalks are too close to the roadway Sidewalks are not well-maintained Not enough space to store snow High traffic volumes and speeds making crossing the road difficult Traffic is noisy and sometimes causes vibrations/impacts to property 	Pedestrians Transit Users Adjacent Property Owners	<ul style="list-style-type: none"> Pedestrians do not feel safe walking along or across the corridor, or waiting for a bus Poor maintenance makes walking difficult, so people don't use the sidewalks Unhappy homeowners Compromised sense of community
<ul style="list-style-type: none"> Traffic volumes and speeds discourage bicycling Not enough space for bicycling 	Bicyclists	<ul style="list-style-type: none"> Bicyclists do not feel safe in the corridor Those who may wish to bike, do not
<ul style="list-style-type: none"> Too much delay and congestion High traffic volumes make it difficult to cross the corridor and turn from/onto the corridor Signal Timing slows down corridor traffic Signal Maintenance issues 	Drivers	<ul style="list-style-type: none"> Affects mobility and travel time; drivers may seek alternative routes through neighborhoods Increased crashes/conflicts
<ul style="list-style-type: none"> Not enough parking near businesses 	Parking	<ul style="list-style-type: none"> Unhappy business owners & patrons Neighborhood impacts from overflow parking



ADDRESSING THE PROBLEM

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



COMMUNITY PROBLEM STATEMENT:

- Safety and comfort for pedestrians, transit users, bicyclists, and drivers is compromised and users are not satisfied with the way the existing road operates.



GOAL: TO ADDRESS SAFETY IN DESIGN THROUGH CONSIDERATION OF:

- Speed - Reduce vehicle speeds along the corridor.
- Reduce crash severity by slowing traffic, reduce crashes by reducing conflict points.
- Reallocate Space - Allocate space for walking, bicycling, bus stops, parking, snow storage and green space while maintaining adequate traffic capacity for motor vehicles.

WHAT WE'VE DONE

CONDUCTED SPEED STUDIES:

- Vehicle travel speeds along Lyndale Avenue typically exceeded posted speed limits
- Travel time study shows corridor is not congested
 - AM Avg. Travel Time = 147 sec.; 30 MPH Avg. Speed
 - PM Avg. Travel Time = 138 sec.; 32 MPH Avg. Speed

SPEED ANALYSIS:

- Over 40% of traffic is speeding between 4am and 8pm
- Over 50% of traffic is speeding for 4 hours of the day

CONDUCTED CRASH ANALYSIS:

- Lyndale Avenue is below critical and statewide average crash rates, but exceeds the critical severity crash rate by **3** times the state average
- Intersection of Lyndale Avenue/Lakeshore Drive exceeds critical severity rate by **12** times the state average
- The intersections of Lakeshore Dr., 75th St. & 76th St. exceed state average crash rates
- Crashes within business area warrant access control

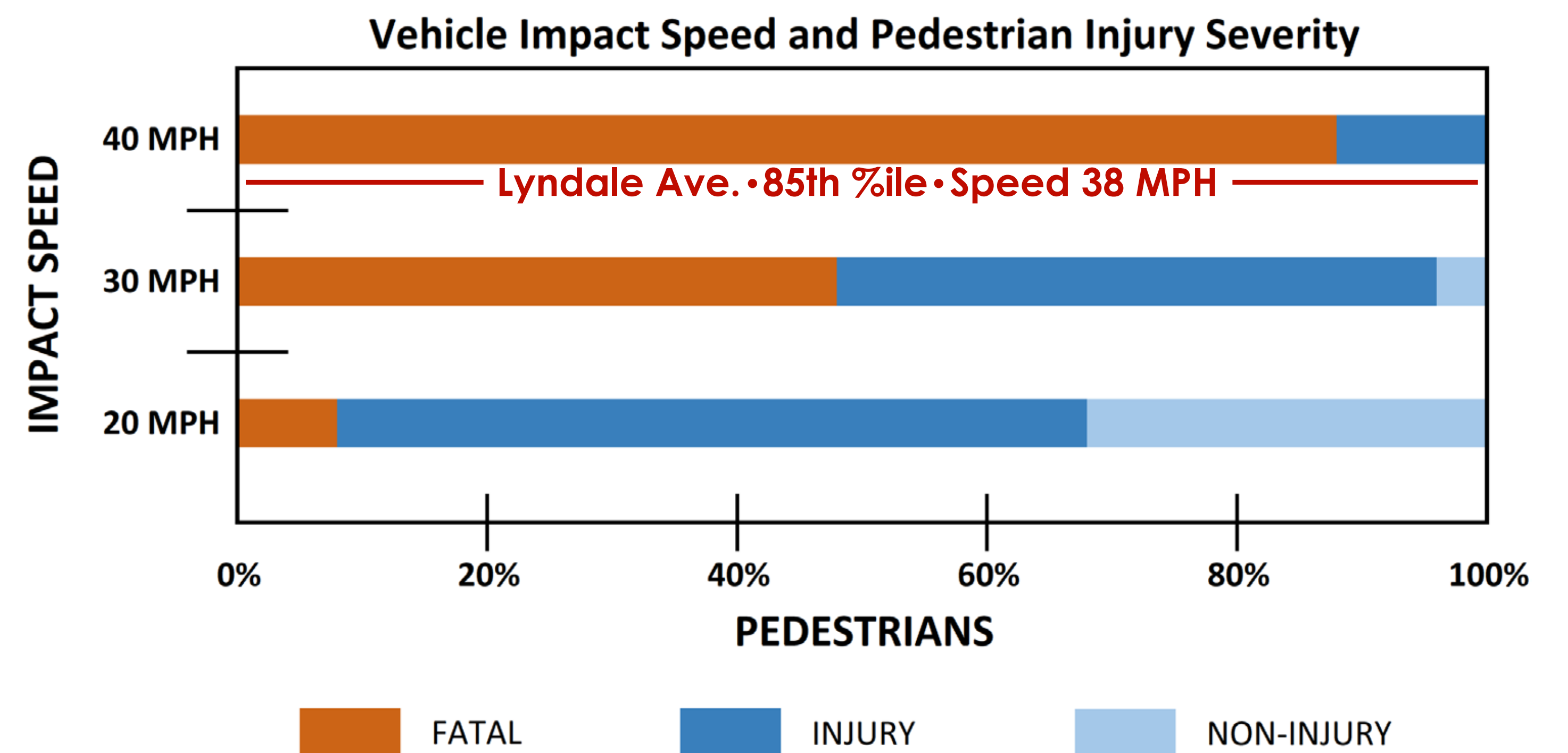
As speeds increase, the number of pedestrian fatalities also increases.

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Figure 1. Percent of Vehicles Traveling Over the Speed Limit



Figure 2. Vehicle Impact Speed and Pedestrian Injury Severity



Source: UK Department of Environment, Transport, and the Regions (DETR)

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EVALUATION PROCESS

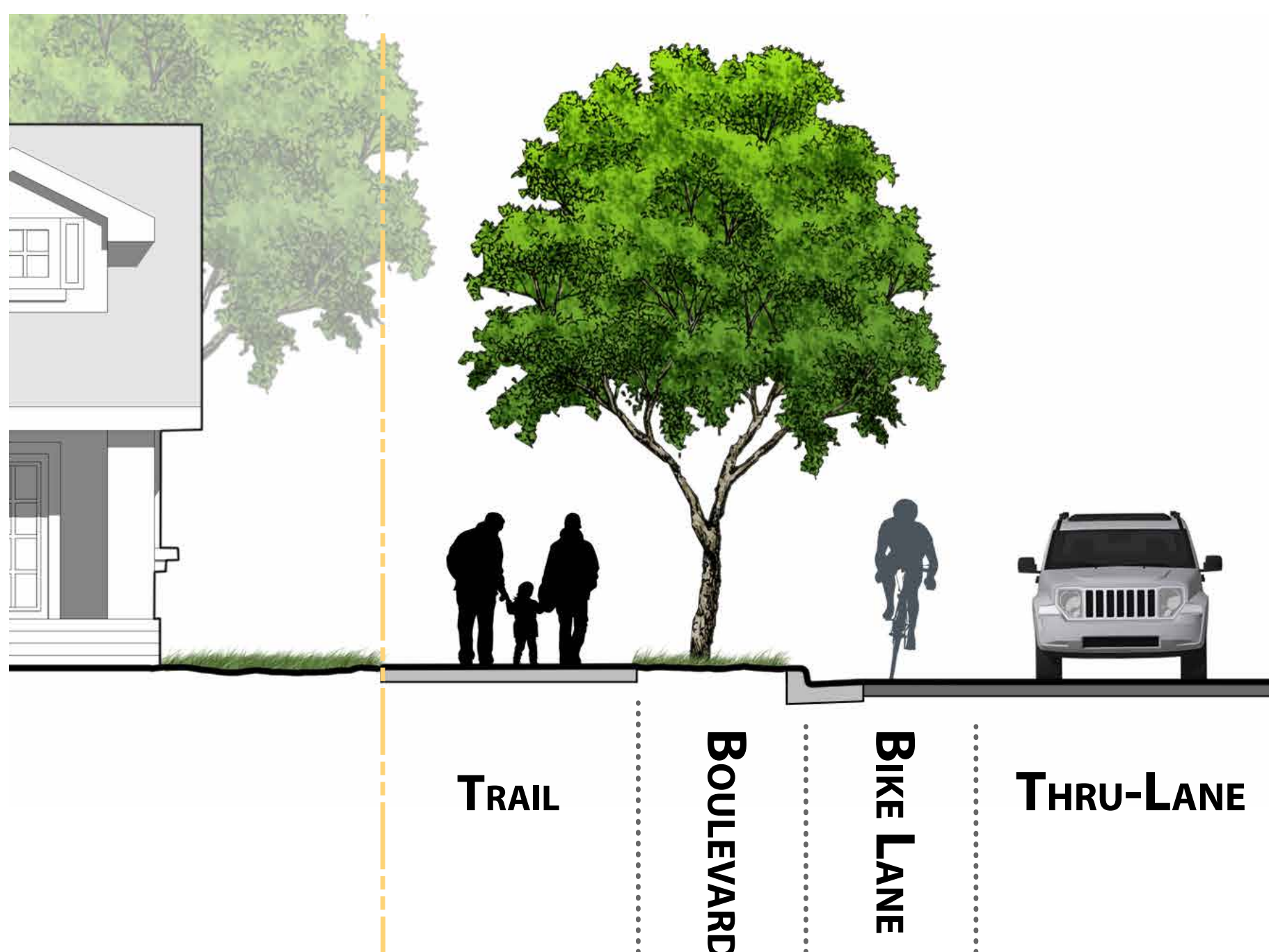
- ✓ **PEDESTRIAN** Improve pedestrian experience both across & along the roadway
- ✓ **RECREATIONAL BICYCLING** Provide space for comfortable recreational bicycling
- ✓ **COMMUTER BICYCLING** Provide dedicated space for commuter bicyclists
- ✓ **VEHICLE** Reduce the frequency and severity of crashes, maintain mobility along and across the roadway
- ✓ **ENVIRONMENT** Provide green space
- ✓ **MAINTENANCE** Provide room for snow storage
- ✓ **PARKING** Provide vehicle and bicycle parking for better access to businesses and homes along the corridor



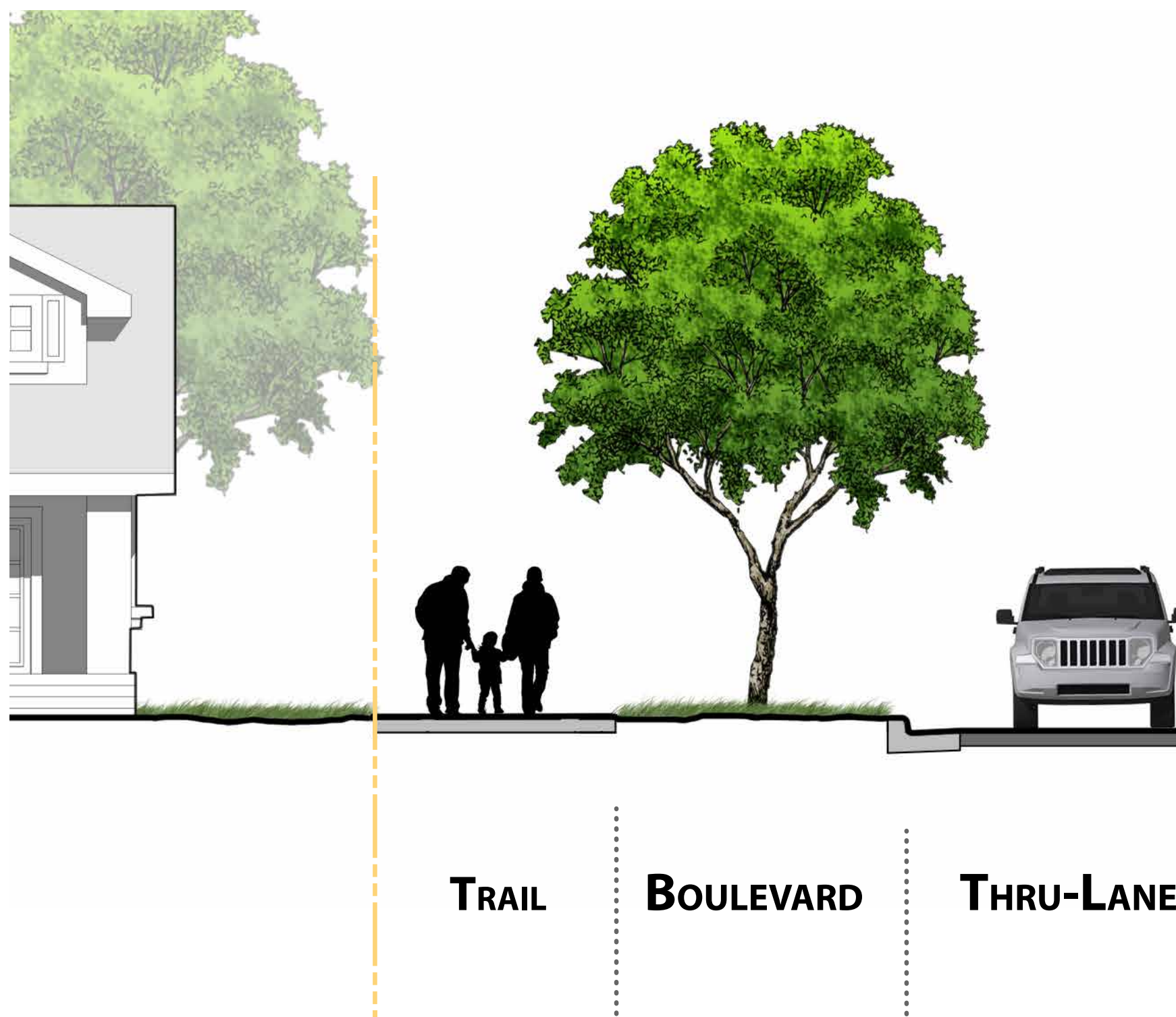
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BICYCLE ALTERNATIVES

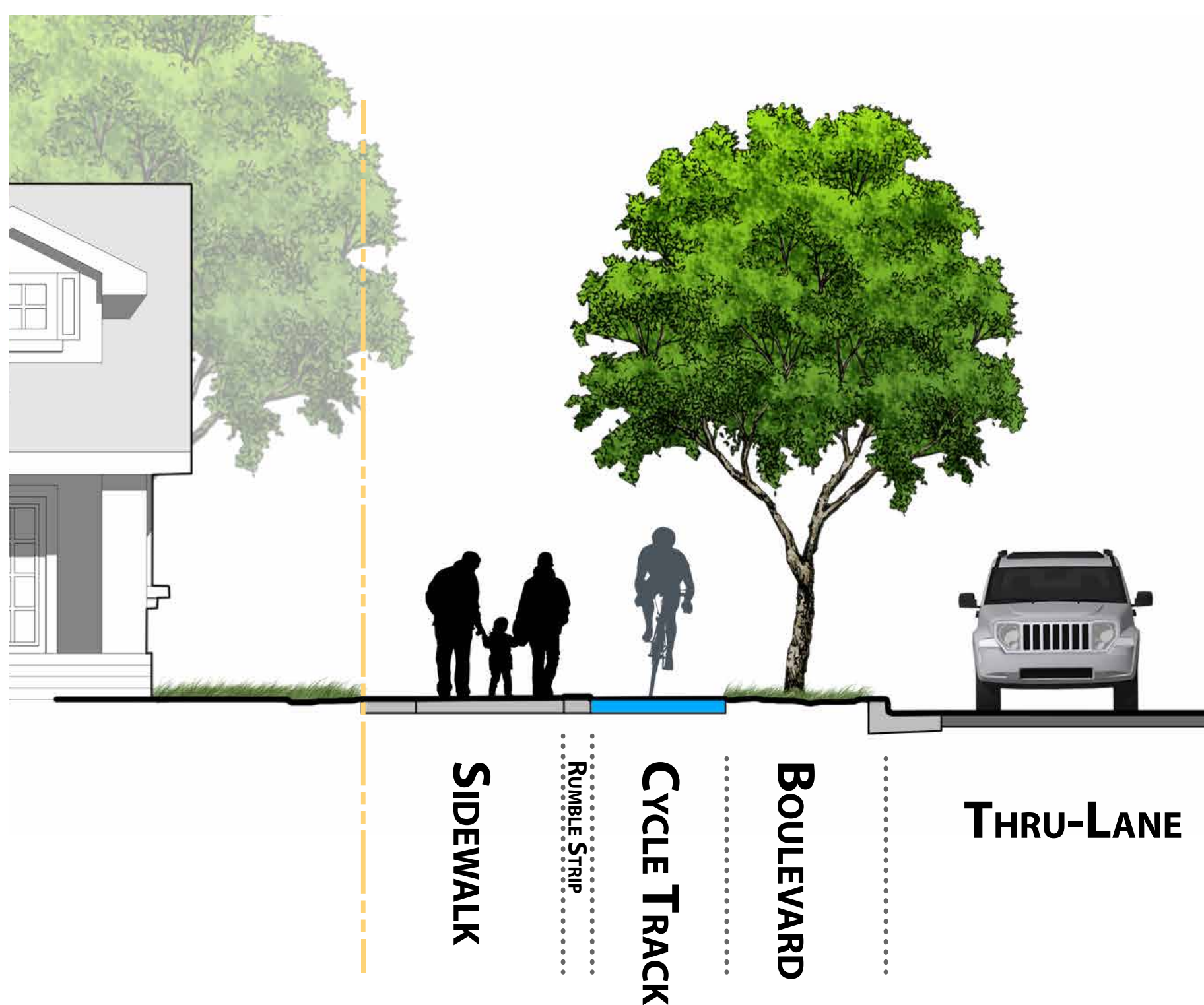
BIKE LANES



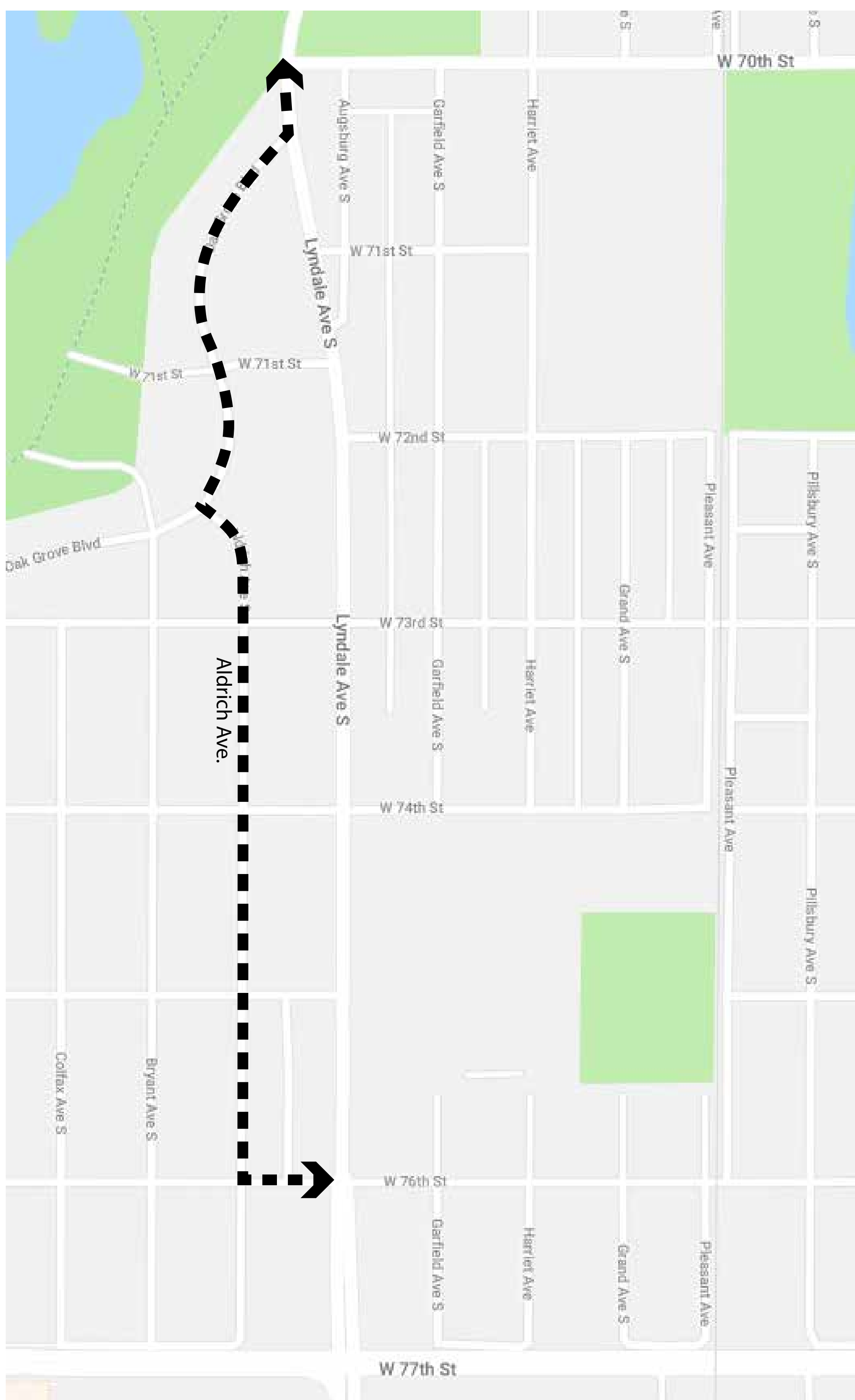
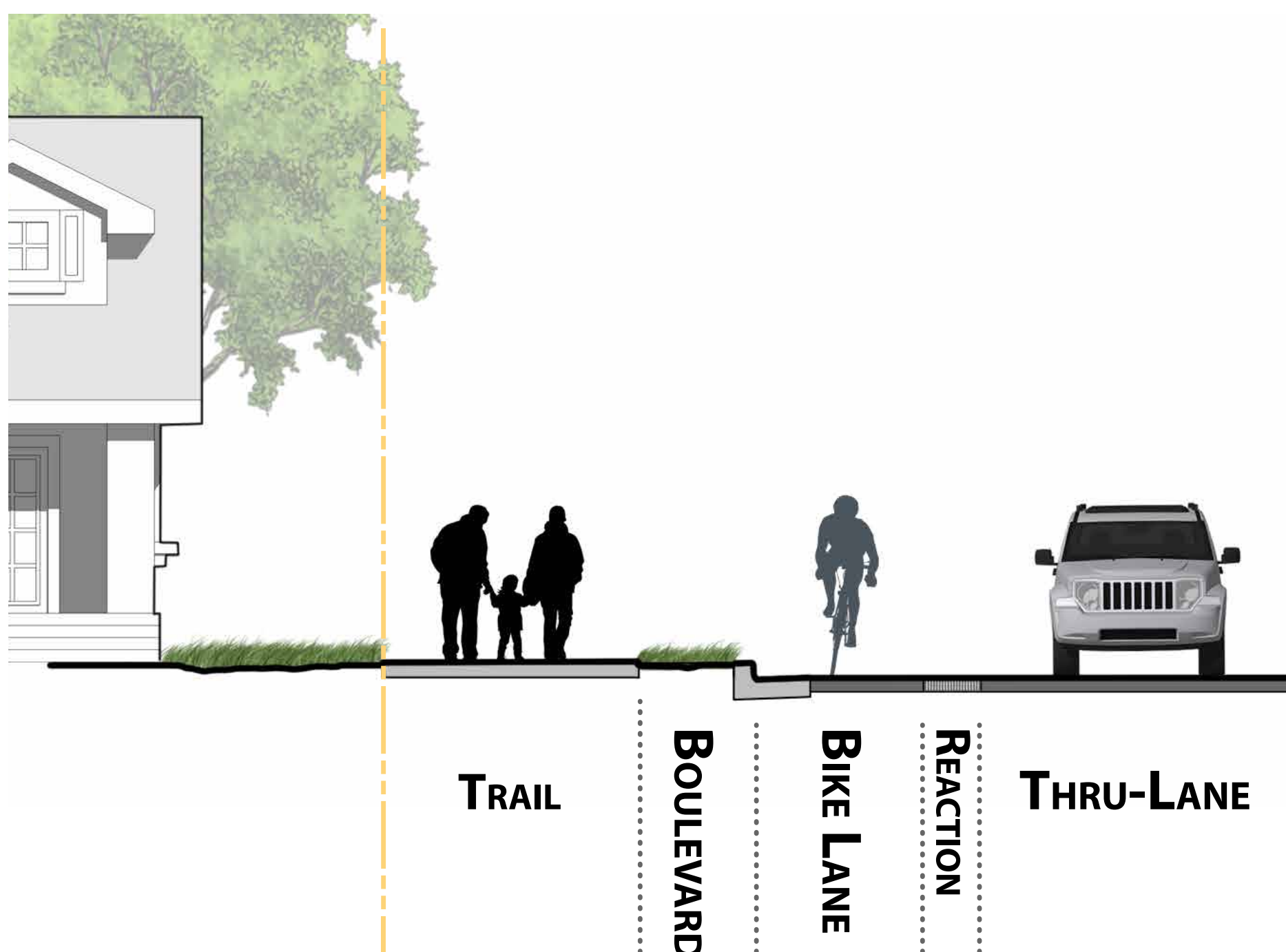
RE-ROUT CYCLES TO ALDRICH



CYCLE TRACKS



BUFFERED BIKE LANES



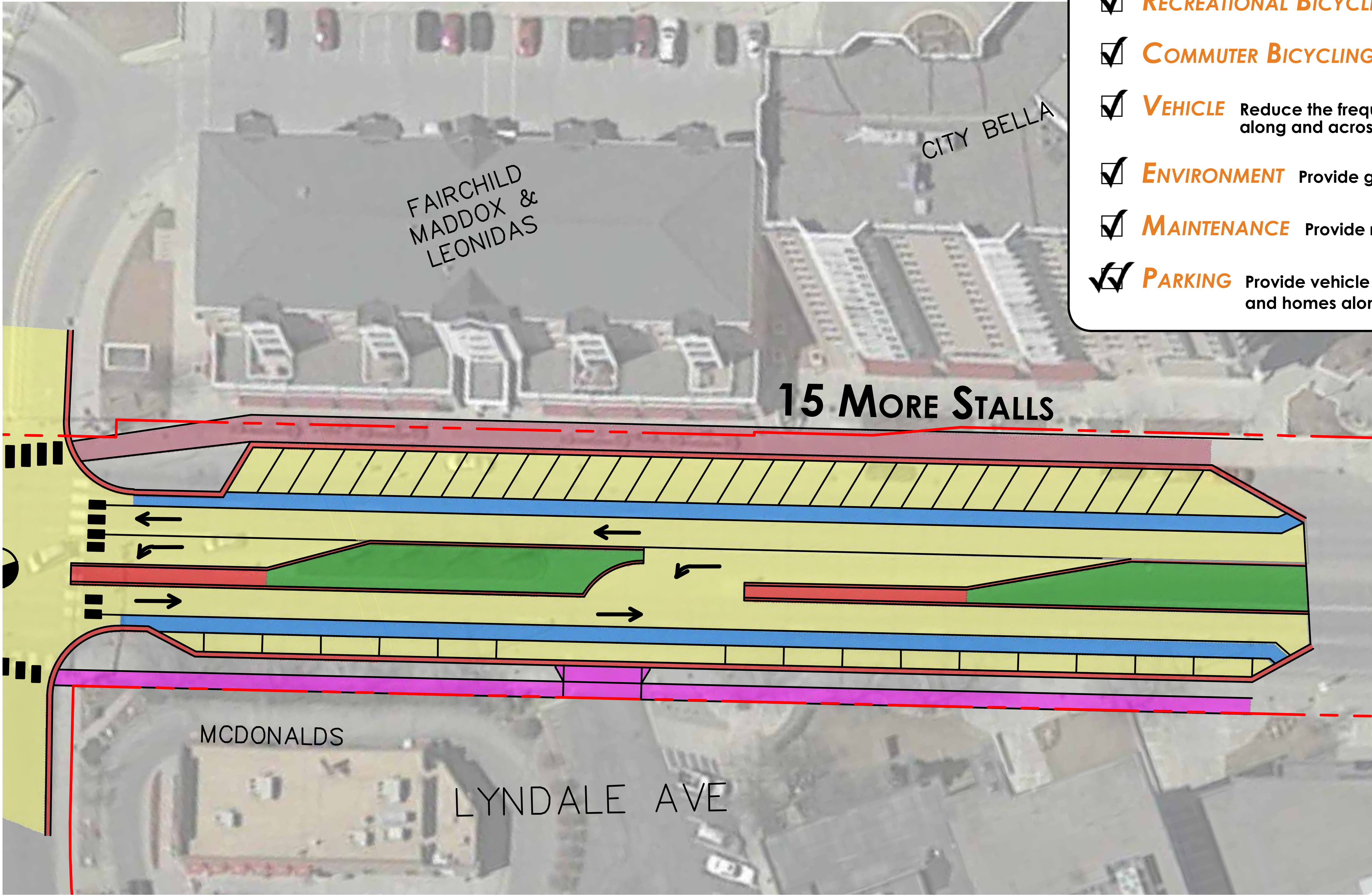
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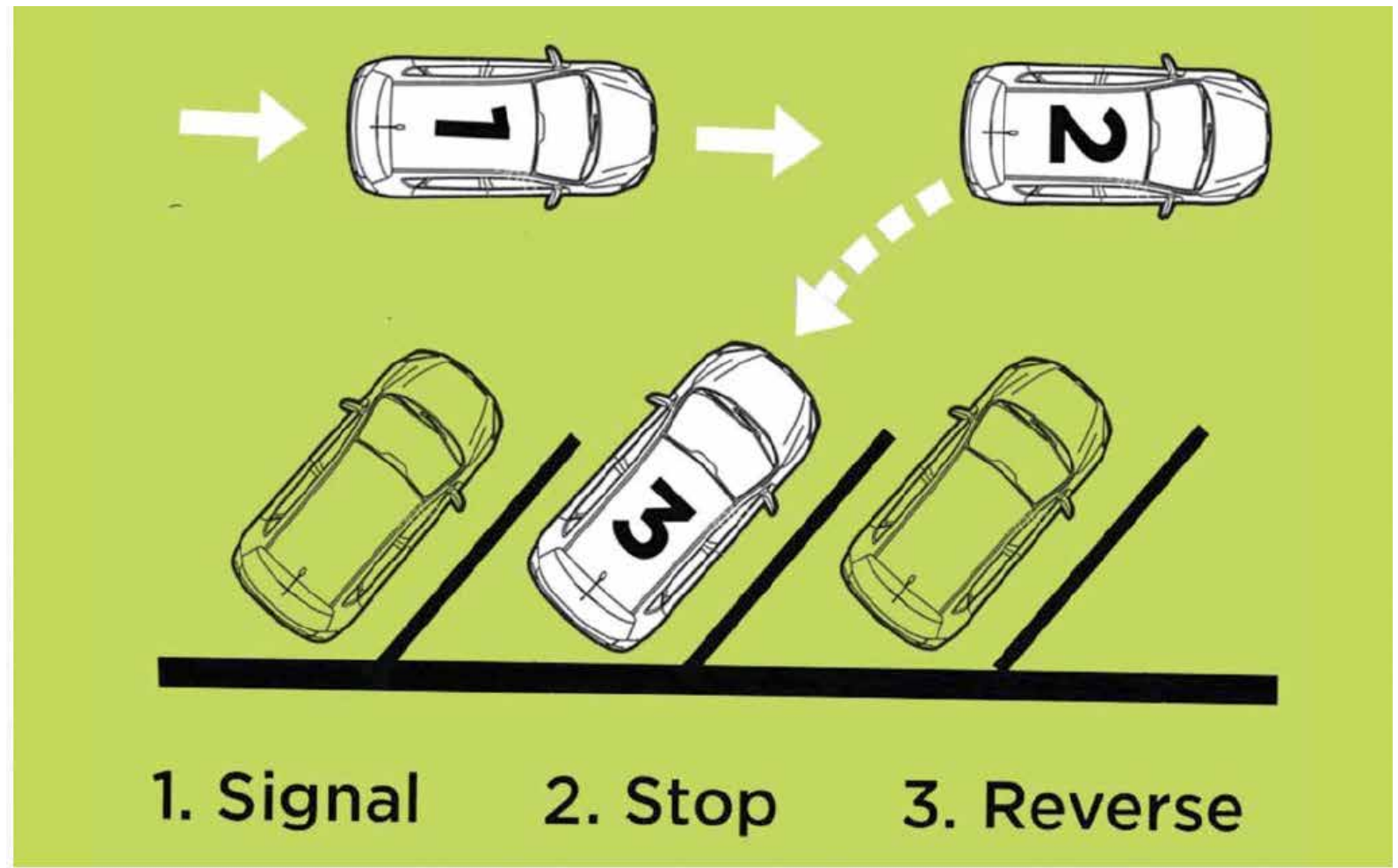
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BACK-IN ANGLE PARKING

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