

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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III. Project Timeline







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Mixed Use Re
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Mixed Use Co

Transit Route
Transit Stop
Bike Route -
 Bike Route -
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.

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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

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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**













WHAT WE'VE LEARNED

Common Themes from Open House #1 (December 2018)

INPUT RECEIVED	
 Improve and develop safe pedestrian and bicycle facilities 	F
 Pedestrian crossing improvements 	F
•65th Street Improvements - Intersection with Nicollet Avenue	
 65th Street Improvements - Lane Configurations and minimizing property impacts 	
 Improve access / reduce conflicts 	
 Consider on-street parking 	
 Railroad crossing in poor condition 	
*Tools Available may apply to both 65th Street a	nd N







Users Affected	
Pedestrians / Bicyclists	 On-Street k Cycle track Sidewalk /
Pedestrians	 Raised med Rectangula Crosswalk
Drivers / Pedestrians / Bicyclists	 Compact results Signal imp
Drivers / Pedestrians / Bicyclists	 3-Lane section 2-Lane section 4-Lane section
Drivers / Pedestrians / Bicyclists	 Right-in / F 3/4 access Roundabo Reconnect
Drivers	 On-street p Bumpouts
Drivers / Pedestrians / Bicyclists	• At-grade s

Nicollet Avenue portions of the project



TOOLS AVAILABLE*

bike lanes

Trail

- dian ar Rapid Flash Beacon (RRFB) signage and striping
- oundabout rovements
- tion (reduced road width) tion w/turn lanes (reduced road width) tion w/turn lanes
- Right-out access
- ing the Grid
- parking with bike lanes
- urface improvements



ADDRESSING THE PROBLEM

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





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COMMUNITY PROBLEM STATEMENT:

While considering the redevelopment of the adjacent Hub Shopping Center, ensure that the 65th Street Reconstruction Project also addresses access needs, safety, and comfort for pedestrians, bicyclists, and drivers

GOAL: TO ADDRESS ACCESS NEEDS AND SAFETY IN DESIGN THROUGH CONSIDERATION OF:

1. Reallocating Space - Allocate space for walking, bicycling, parking (as needed), snow storage, and green space while maintaining adequate traffic capacity for motor vehicles

2. Reducing crash severity by slowing traffic and reducing conflict points

3. Coordinating improvements with adjacent redevelopment project





CORRIDOR MPROVEMENT TOOL: BICYCLE AND PEDESTRIAN FACILITIES

BIKE LANE



CYCLE TRACK



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Shared Use Trail



SIDEWALK







CORRIDOR MPROVEMENT TOOL: CONSIDER PARKING OPTIONS

TYPICAL ON-STREET PARKING



The demand and need for on-street parking will likely be driven by adjacent development

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BUMP-OUT WITH BIKE LANE









CORRIDOR MPROVEMENT TOOL: RAILROAD CROSSING UPGRADE

IMPROVE CROSSING AT 65TH / PLEASANT*



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MnDOT Rail Office will determine the crossing control devices used *Photo is an example of what an improved crossing could look like





NTERSECTION TOOL: COMPACT **ROUNDABOUT / SIGNAL MPROVEMENTS**

COMPACT ROUNDABOUT



Site Specific Benefits:

- Lower vehicle speeds
- Fewer vehicle and pedestrian conflict points
- Traversable island to accomodate large vehicles
- Potential to reduce vehicle delay times

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SIGNAL IMPROVEMENTS



Site Specific Benefits:

- Likely to have less property impacts
- Likely to have lower construction cost as
- infrastructure is in place
- Shorter construction duration with less impacts





CORRIDOR MPROVEMENT TOOL: PEDESTRIAN CROSSING MPROVEMENTS

RAISED MEDIAN CROSSING



Benefits:

- Pedestrian crossing refuge

Pedestrian Signage



Benefits:

- Low cost
- Increase vehicle awareness to

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 Reduced vehicle speeds • Fewer conflict points

RECTANGULAR RAPID FLASHING BEACON (RRFB)



pedestrian crossings



Benefits:

- Increase driver yield behavior from 7% before to 81% after
- Pedestrian activated
- Increased crossing visibility



CORRIDOR IMPROVEMENT TOOL: MPROVING NEIGHBORHOOD ACCESS

IMPROVING NEIGHBORHOOD ACCESS BY RECONNECTING THE GRID

Benefits:

Improved access to HUB

Additional entrance and exit points to neighborhood

More access points for emergency vehicles

Ability to utilize 65th Street for access and not rely solely on Nicollet Avenue

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*A 4 to 3 lane conversion with medians would modify access to/from this neighborhood





CORRIDOR IMPROVEMENT TOOL: LANE CONFIGURATIONS

3-LANE



Safety Benefits:

- Speed
 - Reduces excessive speeding
 - •Slight decrease in average speed

Conflict Points

- •Fewer conflict points for crossing traffic and pedestrians (shorter crossing distance)
- Proven to reduce crashes on 4-lane to 3-lane conversions

• Space

- Narrows roadway footprint
- •Allows space for on-street bicycling, parking, or green space

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2-LANE WITH TURN LANES



Additional Safety Benefits Beyond 3-Lane:

- Further reduces project footprint

- Potential to provide pedestrian refuge
- May add more space for other facilities





CORRIDOR MPROVEMENT TOOL: **REDUCING CONFLICT POINTS**



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Source: MnDOT Safety Handbook

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otal	Typical Crash Rate (crashes per mil. entering vehicles)
32	0.3
9	0.3
10	0.2
4	0.1

Reducing Conflict Points:

- pedestrians and bicycles)
- of conflict points
- the crash severity



 Conflict points are locations where vehicle paths merge, diverge, or cross (also applies to

• Safety research suggests intersection crash rates are related to the number of conflict points

• Controlling access by reducing the number of driveways and intersections reduces the number

• A reduction in conflict points generally improves safety by reducing the number of crashes and

