SWEET STREETS: better roads, better Richfield

COUNCIL WORK SESSION

OCTOBER 22, 2019

PUBLIC ENGAGEMENT PROCESS
PORTLAND AVENUE: PREVIOUS CONDITIONS
PORTLAND AVENUE: A NEW SWEET STREET
Sidewalk Life
The sidewalks of the city
Like the heartbeat of a town,
The footsteps of its people
Beat a rhythm of its own.
All of us together
In this city built of stone
Live and work and walk these streets
Together, not alone.

Sandy Clay
City of Richfield has seen over $200 million in redevelopment investment

RICHFIELD, Minn. (KMSP) - The city of Richfield is enjoying a redevelopment boom like they've never seen before with hundreds of millions of dollars worth of projects underway right now.

The last time Richfield had a development surge anything close to this was close to the turn of the century when the Best Buy headquarters came to town.

By Leah Beno

Posted Sep 05 2018 04:48PM CDT
Video Posted Sep 05 2018 06:38PM CDT
Updated Sep 05 2018 07:41PM CDT

Richfield again tops Star Tribune housing index; Little Canada makes biggest leap upward

In-demand communities have affordable homes along commuter routes.

By Jim Buchta and MaryJo Webster Star Tribune | FEBRUARY 24, 2018 — 11:01PM

Paul Teeter and Anna Case looked at the tile work in their new 2,100-square-foot, three-bedroom home in Richfield.
Best Suburb

Richfield

Is Richfield fancy now? Sorta! The first sensibilities and mid-century ramblers and drink options—Lyn 65, Pizza Luce Andale Taqueria y Mercado—and a second straight year, Richfield was named Twin Cities, according to a Star Tribune survey. Gentrification’s fangs can only dig so deep into the 36,000-person suburb, however. Home prices are still (relatively) affordable, burgers at Sandy’s Tavern remain $5, and A World of Fish will outlive us all. More than ever, the freeway-wrapped, character-rich city lives up to its motto: “The Urban Hometown.”
GUIDING PRINCIPLES

I. Multimodal Design
Multimodal Design of public rights of way will be consistent with the City’s Complete Streets policy and will utilize innovative and non-traditional design standards in a way that is equitable for all modes of users, inter-modal activities, and is respectful of the surrounding community.

- Provide pedestrian facilities and amenities within the right of way
- Provide bike lanes at least 5 feet wide
- Include transit facilities, plan for intermodal transfers, and provide bike lockers & racks
- Add bike rentals and Nice Ride stations

II. Connectivity and Public Realm
The street and public right-of-way network will be used to connect various Public Realm amenities so that a range of inter-modal activities (walking, biking, driving, etc.) support how neighborhood residents travel to and from destinations such as schools, parks/open space, shops and businesses.

- Provide a well-connected network of streets, paths & transit
- Accommodate multimodal connections to local destinations
- Enhance connections to the regional transit and bicycle networks
- Implement signage and way-finding

III. Local Economy
Community improvements and reinvestment will reinforce and support all businesses in the Local Economy and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists and motorists.

- Maintain/improve visibility and convenient access to businesses
- Employ parking strategies that provide safe access for all users and modes of movement
- Provide wider retail sidewalks that support a variety of users and uses
- Promote building use and type that reinforces street enclosure and defines the public realm

IV. Design for People
How people use community amenities and facilities is the most important criteria regarding the planning, engineering, implementation and maintenance of any improvement. Design for People will address universal accessibility as well as comfort, safety, and convenience for all users.

- Provide comfortable places to sit and walk
- Employ Complete Streets design that emphasizes all users
- Design streets that are a human scale with narrower lane widths, bump-outs, etc.
- Plant boulevard and shade trees

V. Community Character and Identity
The design and implementation of community facilities and improvements will recognize the Community Character of single family residential scale and pattern and will also respond to local features such as natural resources, public art, aesthetics and gateways.

- Respond to residential neighborhood use and scale with appropriate street size and speeds
- Design wayfinding that represents local character
- Maintain a mature tree canopy
- Incorporate opportunities for public art

VI. Sustainable Solutions
New improvements, growth and development will utilize Sustainable Solutions that are adaptable, flexible, built to last and that consider implications of long term maintenance to ensure the future economic, environmental and social health of the community.

- Understand the environmental setting and context of the area
- Incorporate green stormwater practices such as rain gardens, tree trenches and pervious pavers
- Enhance utilities where possible
- Accommodate future maintenance and operations with dedicated funding sources

VII. Healthy and Active Lifestyles
Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk and bike to, safe and well-landscaped routes that inter-connect the community, and promote Healthy and Active Lifestyles.

- Create safe, convenient, and fun non-motorized travel opportunities
- Design a safe, well-defined network of routes to walk and bike to school
- Provide well-marked, designed, and visible street crossings
- Implement signage and way-finding

VIII. Unique Location
Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalizes on Richfield’s Unique Location through enhanced access to the regional multimodal transportation system to improve livability and convenience.

- Emphasize design that accommodates local traffic over through traffic
- Enhance regional transit and trail connections
- Maintain convenient freeway access
GUIDING PRINCIPLES

I. Multimodal Design
- Provide multi-modal facilities and amenities within the right of way
- Provide bike paths at grade and at least 6 feet wide
- Plan pedestrian-friendly, multi-modal transfer, and provide bike lockers & racks
- Add bike rentals and bike repair stations

II. Connectivity and the Public Realm
- Provide an interconnected network of streets, paths & transit
- Connect pedestrian, transit connections to public destinations
- Provide bicycle connections to regional trails and bike networks
- Encourage safe and more convenient way to access and connect to neighbors, residents, pedestrians, cyclists and motorists

III. Local Economy
- Maintain and improve walkability and conveniences access to businesses
- Employ urban strategies that provide safe streets for all users and destinations
- Provide green retail amenities that support a variety of users and users

IV. Design for People
- Provide comfortable spaces to sit and walk
- Design streets that are safe for pedestrians with minimum-traffic widths, green spaces, etc.
- Plan for legibility and shape trees

V. Community Character and Identity
- Maintain a mixture of land uses
- Incorporate opportunities for public art

VI. Sustainable Solutions
- Understand the environmental settings and context at the site
- Incorporate green stormwater practices such as rain gardens, tree trenches and pervious pavers
- Ensure connectivity to the regional trail and bike networks

VII. Health and Active Lifestyles
- Create safe, comfortable and fun non-motorized travel opportunities
- Design a safe, well-connected network of nodes to walk and bike to
- Provide well-planned, designed and usable street conditions

VIII. Unique Location
- Enhance regional travel and transit connections
- Maintain convenient freeway access
MOBILITY RELATIONSHIP TO GUIDING PRINCIPLES

ADDITIONAL MODES
- BIKE
- PEDESTRIAN
- MASS TRANSIT

Engineering

LEGAL (ADA)  SAFETY  CONVENIENCE  ADVANTAGEOUS  =  RESULT

MOBILITY & COMPLETE STREETS
Project Development & Planning Process

PRELIMINARY DESIGN

TECHNICAL ANALYSIS

TRANSPORTATION COMMISSION

OPEN HOUSE #1

OPEN HOUSE #2

TRANSPORTATION COMMISSION

OPEN HOUSE #3...

TRANSPORTATION COMMISSION

OPEN HOUSE #4

TRANSPORTATION COMMISSION

COUNCIL APPROVAL
Pedestrian Master Plan
**Objective Safety** refers to the number and severity of crashes occurring on a particular facility in a particular time period.

**Nominal Safety** refers to compliance with standards, warrants, guidelines and sanctioned design procedures.

**Subjective Safety** refers to the users perception of how safe a facility feels.

**Substantive Safety** is the expected crash frequency and severity for a roadway.
SUBJECTIVE SAFETY: SAFE SPEEDS

Impact Speed and a Pedestrian's Risk of Severe Injury or Death
September 2011

Impact Speed (mph)

Risk of Severe Injury

- Struck by Light Truck
- Struck by Car

Car crashes rank among the leading causes of death in the United States.
Other Performance Measurements to Consider

**Pedestrian Mode (ADA and...**

- Speed of traffic (slower)
- Average Daily Traffic (ADT & HCADT)
- Delay to cross
- Offset to traffic, (buffer zone)
- Crossing distances
- Median refuge
- Traffic controlled intersections

- Crosswalk visibility, (i.e., pavement markings, signage)
- Number of conflict points with vehicles and bicycles
- Minimize circuitous routing
- Shade
- Lighting
- Resting areas (benches, short walls, drinking fountains)
### Other Performance Measurements to Consider

#### Transit Mode
- Speed of traffic (slower)
- Space for waiting and proximity to boarding areas
- Offset to boarding area
- Bench or other waiting area
- Shade

#### Bicycle Mode
- Speed of traffic (slower)
- Buffer to traffic
- Average Daily Traffic (ADT)
- Space allocated for left-turning bicycles
- Space allocated for “cycletrack”

#### Vehicle Mode
- Reduce the frequency and severity of crashes
- Reduce Conflict points
- Reduce speeds
- Corridor travel time
- Queue lengths (i.e.; no impact to other arterials)
PUBLIC ENGAGEMENT CASE STUDY

• Lyndale Avenue Open House #3
LYNDALE AVENUE RECONSTRUCTION OPEN HOUSE
TUESDAY, FEBRUARY 20TH, 2018, 4 PM – 7 PM
OAK GROVE LUTHERAN CHURCH
7045 LYNDALE AVE SOUTH
RICHFIELD, MN 55423

ALL ARE INVITED TO PROVIDE INPUT AND LEARN MORE ABOUT PROPOSED SAFER PEDESTRIAN AND BICYCLE FACILITIES, ROUNDABOUTS, AND 3-LANE ROADWAY.

For more information, contact:
Jack Broz, Transportation Engineer
612-861-9792 or jbroz@richfieldmn.gov, or visit
WWW.RICHFIELDSWEETSTREETS.ORG/LEARN

RICHFIELDSWEETSTREETS.ORG SWEET STREETS: better roads, better Richfield
SOCIAL MEDIA

City of Richfield, Minnesota - Local Government
Published by Richard Field (1h) - February 12, 2018

How do you feel about 3-lane roadways in Richfield?
One of the components of the Lyndale Avenue Reconstruction Project being considered is reducing the number of lanes on Lyndale Avenue from four lanes to three lanes. This change could address identified safety concerns. We are still in the design and decision-making stage. This is just one of the many safety components being considered for the project that will commence construction in 2019.
Other topics being discussed include roundabouts, bicycle lanes, medians and on-street parking.
If you have strong feelings either for or against the reduction of lanes on Lyndale Avenue, attend the project's open house on Tuesday, February 20 from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.
For more information, visit: https://www.richfieldsweetstreets.org/learn...

City of Richfield, Minnesota - Local Government
Published by Richard Field (1h) - February 20, 2018

Attend tonight's Lyndale Avenue Reconstruction Project open house.
The project team is looking for resident input on safer pedestrian and bicycle facilities, roundabouts, 3-lane roadways and much more.
If you have thoughts about what Lyndale Avenue should look like in the future, attend the open house tonight, February 20. The open house will take place from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.
For more information, visit: https://www.richfieldsweetstreets.org/learn...

3,187 People Reached
522 Engagements

Like
Comment
Share
Tuesday will be here before you know it! Will we be seeing you at the Lyndale Avenue Reconstruction Open House?
Learn more about the project here: https://www.richfieldsweetstreets.org/learn...

Lyndale Avenue Reconstruction Open House
Tuesday, February 20th, 2018, 4 PM – 7 PM
Oak Grove Lutheran Church
7045 Lyndale Ave South
Richfield, MN 55423

All are invited to provide input and learn more about proposed safer pedestrian and bicycle facilities, roundabouts, and 3-lane roadway.

For more information, contact:
Jack Broz, Transportation Engineer
612-861-9792 or jbroz@richfieldmn.gov, or visit
WWW.RICHFIELDSWEETSTREETS.ORG/LEARN

City of Richfield, Minnesota - Local Government
Published by Hootsuite [?] - February 14, 2018

What is most important to you in the Lyndale Avenue Reconstruction Project design?
In every design, project staff and residents evaluate many areas. The Lyndale Avenue Reconstruction Project areas of evaluation came from the comments and concerns from residents that have participated so far.
The checklist below was developed from the comments in order to help everyone involved think about all of the different considerations.
Come talk about these considerations as well as bike-lanes, roundabouts, lane reduction, medians, on-street parking, and much more at the Lyndale Avenue Reconstruction Open House on Tuesday, February 20 from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.
For more information, visit: https://www.richfieldsweetstreets.org/learn...

Evaluation
- Pedestrian
  Improve pedestrian experience both across and 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

Lyndale Avenue Reconstruction Project

People Reached: 1,446
Engagements: 153

1 BOOST POST
16 Comments 1 Share
SIGNS & MORE!

March 20, 2019

Dear Neighbor,

The City of Richfield has initiated a street improvement project along 65th St. from Nicollet Ave to Brandt Ave planned to begin in 2020. Hennepin County is also completing a street maintenance project on Nicollet Ave from 65th St north into Minneapolis — this project would also take place in 2020 and would include a拓宽 of Nicollet Ave from the current 4 lane roadway to a 3 lane roadway similar to Nicollet Ave south of 65th St.

As part of the City’s 65th St Project, we are examining many existing and potential future intersections, particularly the feasibility and impacts of reconnecting Blaisdell Ave, Westworth Ave, and Pillsbury Ave with 65th St. There are various reasons to reconnect the grid in this area — mobility and access for the residents of this neighborhood being a primary argument.

We want to hear from you!

What would you like to see done with Blaisdell, Westworth, and Pillsbury avenues and their access to 65th St?

Please come to the 65th St Open House on Thursday, March 28th from 4 to 7pm at Richfield City Hall to talk with City and project staff. We want your voices to be heard and your opinions to be shared. If you cannot make it to the open house or have questions/concerns please contact Transportation Engineer Jack Brol at 612-984-3792, jbrol@richfieldmn.gov.

Respectfully,

Jack Brol
Transportation Engineer
OUR REACH

• Mailings
• Newspaper Ads
• Signage
• Social Media
  – “sharing”
• Sweet Streets website & subscribers
• Community Calendar
PLEASE SIGN IN!
Lyndale Avenue Reconstruction
PARTICIPANT FEEDBACK FORM
Public Open House 2/20/18

Please visit the boards around the room and provide your answers to the questions below. Your input will help to refine the design alternatives. When finished, please place in the comment box. Thank you!

What We’ve Learned
Have the common themes from previous open houses been accurately captured? (please circle your answer)

Yes  No  Not Sure

Addressing the Problem
Do you agree that the problem statement captures the overall concerns of the community? (please circle your answer)

Yes  No  Not Sure

Property Impacts
Would you support an alternative that impacts adjacent property if needed to successfully address the existing problems? (please circle your answer)

Yes  No  Not Sure

Design Concepts
Considering the benefits and tradeoffs, please indicate whether the intersection concepts would improve the safety of Lyndale Avenue. Indicate yes if you feel the tool would improve safety, or no if it would not.

76th Street to 74th Street

<table>
<thead>
<tr>
<th>Intersection Concept</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>#1 - Reduce Conflicts</td>
<td></td>
</tr>
<tr>
<td>#2 - Compact Roundabout</td>
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<tr>
<td>#3 - 4-Lane Roadway</td>
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<table>
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<tr>
<th>lakeshore Drive to 67th Street</th>
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<tbody>
<tr>
<td>Intersection Concept</td>
</tr>
<tr>
<td>----------------------</td>
</tr>
<tr>
<td>#1 - Compact Roundabout</td>
</tr>
<tr>
<td>#2 - Signal</td>
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</tbody>
</table>
**Lyndale Avenue Reconstruction**
City of Richfield
Open House Summary
February 20, 2018 – 4:00 to 7:00 PM
Oak Grove Lutheran Church

**Participants:**
The purpose of this open house was to review what has been done to date to respond to community feedback and complete supporting technical analysis, and to provide input on potential design concepts for the corridor and for key intersections.

**Staff Attendees:**
- Bolton & Menk – Tim Larm, Sarah Lloyd, Zachary Persons
- City of Richfield – Jeff Freel, Jack Broz, Logan Visal
- Richfield Transportation Commission Members – Ken Severson, Paul Chiliman, Jack Wold

**Richfield Public Attendees:**
There were approximately ninety (90) interested participants who attended the open house to review the materials and provide comments.

**Materials Presented:**
The material was set in a format allowing attendees the opportunity to view and visit with staff at their leisure. Materials included:
- Several boards with information on project overview, goals and objectives, related plans and policies, community context, problem statement, work done to date, feedback summary, and evaluation process.
- Boards outlining the different roadway, intersection, and bicycle alternatives.
- Series of boards with information on specific design elements and safety tools.
- Large layout of the corridor with the opportunity to discuss and provide comments.
- Surveys and comment cards to solicit input from participants.

**Parking:**
The concept of adding spaces was generally well received. Concerns were eight of any barriers, lacking trees, and “not needing” it.
- Concept 1 Pocket: People liked pocket parking.
- Concept 2 Parallel: People were neutral on this one.
- Concept 3 Back In: Either they loved it or hated it. The main concern was the actual task of backing into a spot. They said that is not only difficult, but would hold up traffic.

**Bicycle Facilities:**
People liked the cycle track and moving the route to Abbott the best.
- Concept 2 Traditional Bike Lane: Many thought this option is unsafe and hazardous to both people and bikers.
- Concept 2 Buffered Bike Lane: People who liked this option liked how it was cut off from the main road and that the area would be plowed in the winter.
- Concept 3 Cycle Track: Most preferred option.
- Concept 4 Move Route: Many preferred this option as well, but people who also answered the “no need/desire” when asked if they bike on Lyndale.

**Baseline Survey Questions**

- Do you agree that the problem statement captured the overall concerns of the community?
- How does the evaluation process help find solutions important to the community?
- Would you support an alternative that impacts adjacent property if needed to successfully address the existing problems?

- 70th Street
- Most people preferred the roundabout. There was an overall pedestrian crossing safety concern.
  - Concept 1: Most people preferred the compact roundabout as it would continue to move school traffic and reduce backups. The only worry here was pedestrian crossing safety.
  - Concept 2: Most who supported this option requested faster signal times and generally said yes to this because they did not like the concept of a roundabout.

- Lakeshore Drive to 67th Street
- Concept 1: People tended to support the compact roundabout concept more frequently than the signal. The main concerns were driveway access if a median were to be installed and safety crossing the intersection.
TRANSPORTATION COMMISSION

AGENDA

RICHFIELD TRANSPORTATION COMMISSION MEETING
MARCH 7, 2018 7:00 PM
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM

I. Call meeting to order
II. Review & approve agenda
III. Review & approve minutes for February 7, 2017 meeting #1
IV. Update Bylaws (10 min)
   - Action Item: Recommendation to Council #2
V. Welcome new Liaisons
VI. Updates (10 min)
   - 66th St
   - M&O
   - Other Commissions/Bike Advocates
VII. MnDOT Complete Street Workshop (20 min)
VIII. Lyndale Avenue Reconstruction (60 min)
   - February 20th Open House Summary
   - Layout Overview
IX. Work Plan Review/Next Steps
   - 2018 Bicycle Routes
X. Upcoming events/meeting(s)
   - 66th Street Open House: March 14th, 2018 (5-7 PM)
   - Next scheduled Commission meeting: April 4th, 2018
   - Joint Transportation Commission/Council Work Sessions: April 24th, 2018
XI. Adjournment

Attachment

Sweet Streets-City of Richfield
Published by © Elizabeth Marie [!] March 3, 2018

Last night the Transportation Commission discussed the Lyndale Avenue Reconstruction Project. The commissioners first heard summaries of the Open House comments along with the meetings with individuals/businesses that have been held. Then, the design was reviewed for the corridor from 76th St to 66th Street. Further design refinements will try to address some of the project impacts raised during the review. View the project design at: https://www.richfieldsweetstreets.org/…/lyndale-proposed-la...

For more information about these projects and other Transportation Commission actions, visit: http://www.richfieldmn.gov/…/comm…/transportation-commission. Transportation Commission meetings are held every first Wednesday, 7:00 pm, at the Municipal Center (8700 Portland) and are open to the public.

RICHFIELDSTREETSO.ORG
www.richfieldsweetstreets.org

People Reached: 3,106
Engagements: 727

3 Comments 2 Shares
SWEET STREETS: better roads, better Richfield