



**SPECIAL CITY COUNCIL WORKSESSION  
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM  
SEPTEMBER 17, 2018  
6:15 PM**

Call to order

1. Lyndale Avenue Reconstruction project

Adjournment

**Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.**

**CITY OF RICHFIELD, MINNESOTA**  
Office of City Manager

September 13, 2018

Council Memorandum No. 70

The Honorable Mayor  
and  
Members of the City Council

Subject: Summary of actions following approval of the Lyndale Avenue Design

Council Members:

Since the approval of the preliminary design for Lyndale Avenue on June 12, 2018, staff has continued to work towards the successful delivery of the project. Those efforts have been focused on two major initiatives:

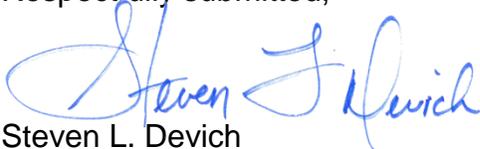
1. Completing the final design – This effort includes meeting with all residents and businesses that are directly impacted to discuss the upcoming construction in detail, how it may impact their property, and make minor adjustments to the plan, as needed. Through the final design process minor design changes have been made to accommodate parking and turn-arounds and preserve established landscaping features. A summary of where the team is with this effort follows:
  - Design team has concluded face-to-face meetings with:
    - i. Twenty-four (24) of the 28 businesses along the corridor – continued efforts are being made to connect with the last four.
    - ii. Forty (40) of the 67 residential properties along the corridor, those efforts have been focused primarily between 70<sup>th</sup> and 74<sup>th</sup> Streets. Staff anticipates having concluded all meetings prior to winter.
  - The following design modifications to the approved layout have resulted from the meetings and will be incorporated in final design:
    - i. Meandering the trail to reduce impacts
    - ii. Altering green space widths to save trees
    - iii. Minimizing the width of the turn lane
    - iv. Adjustments to on-street parking locations
  - These modifications allow for 19 out of 25 oak trees between 70<sup>th</sup> and 74<sup>th</sup> to be saved. Of the six that are still identified for removal, three are unhealthy and should be taken down regardless of the project.
  - The [project website](#) has been updated to address Frequently Asked Questions (FAQs).
  - A petition deadline has been identified as September 30, 2018, in anticipation of a petition from Oak Grove Boulevard residents regarding the consideration of a cul-de-sac on Oak Grove at Lyndale. This allows for

a short public involvement process to conclude prior to City Council consideration and still keep the project on schedule.

2. Discussion with residents on Oak Grove – Following approval of the preliminary design, staff was committed to meeting with the residents on Oak Grove Boulevard to help them understand the community-based process that led to the proposed/approved design and address their concerns related to the future Lyndale Avenue. Those discussions have been ongoing, below is a summary of the effort related to this initiative.
- Provided extensive data to the neighborhood upon Larry Koch's request.
  - Attended a neighborhood forum on July 26, 2018, to discuss concerns regarding the project, staked property lines and future curb lines to aide in the discussion.
  - Conducted a detailed review of the operations of the proposed roundabout at 70<sup>th</sup> Street compared to a signal as it relates to traffic gap creation southbound on Lyndale Avenue.
  - Addressed questions and concerns through ongoing e-mail communication. A sampling of the neighborhood discussion points are below (full list attached).
    - i. Impacts to greenspace/trees along the corridor
    - ii. Logic behind three roundabouts on Lyndale
    - iii. Property and access impacts to Ms. Wagner
    - iv. Lack of safety problem at 70<sup>th</sup>/Lyndale to warrant a roundabout
    - v. Request to remove bike lanes from Lyndale design

If you have any questions please contact Kristin Asher, Public Works Director, at 612-861-9795.

Respectfully submitted,



Steven L. Devich  
City Manager

SLD:kda

Attachment

Email: Assistant City Manager  
Department Directors

# Oak Grove Blvd Discussion Points

## June 12<sup>th</sup> to Present

Oak Grove Neighborhood email conversations began in response to Transportation Engineer Jack Broz's response to the Koch Law Firm letter sent on behalf of Nola Wagner. The Koch letter was dated 6/12 and sent to Council. Larry Koch and five others spoke in opposition to the Lyndale reconstruction preliminary design at the 6/12 meeting. Broz met with Nola Wagner and Larry Koch on 6/19 to alleviate the concerns raised in the 6/12 letter:

- “material increase safety risk” to pedestrians and vehicles w/ roundabout at 70<sup>th</sup> and Lyndale
- “unnecessarily impedes” Wagner’s access to/from Lyndale and her property
- “unnecessarily impedes” access to/from Lyndale from Oak Grove Blvd
- “adverse impact of the roundabout on Nola’s property”
- “any roundabout poses an additional unreasonable risk to pedestrians crossing any street as there is no time during which the traffic entering or exiting from 70<sup>th</sup> street is stopped”
- “Based upon the foregoing safety issues, the roundabout would violate the City of Richfield’s own Complete Streets Policy...”

Larry Koch followed up with another letter to Broz asking for any and all material, data, designs, comments, concerns, lists of attendees, reports, presentations, open house materials, videotapes, traffic simulations, emails, analyses, transportation commission meetings and minutes, studies, and rationale for the layout of the preliminary design of Lyndale approved by Council on 6/12. Broz provided as much information as possible and on 6/29 Jackie Hayes, acting as the contact for Oak Grove residents, emailed Broz requesting a meeting in July to discuss the material Broz provided. Richfield staff, City Council members and Transportation Commissioners and liaisons met with concerned Oak Grove residents on 7/26 in the Oak Grove neighborhood. An email dialogue has continued through August and to the present. The following concerns have been raised by Oak Grove neighbors and have been addressed by staff. The concerns include:

- Depletion of our natural resource of green space/reckless destruction of trees
- Provide the logic supporting three roundabouts along Lyndale
- Dramatic pedestrian access and safety issues resulting from a 70<sup>th</sup>/Lyndale roundabout
- Unacceptable property and access impacts to Wagner and others
- Costs/needs/liability/dangers of bike lanes. “Quit appeasing the minority requests (bike advocates)” Request to eliminate bike lanes from Lyndale
- Request for citizen panel/participation in final design process
- Request to stake out ROW boundary on E & W side of Lyndale from 70<sup>th</sup> to 74<sup>th</sup>
- Request for putting a cul-de-sac at Oak Grove and Lyndale and resulting design changes
- Request for cost/property impacts of a signal vs. roundabout
- Why put a roundabout at Lyndale and 70<sup>th</sup> if people aren’t dying there? There is no safety need?
- Why can’t Richfield move the roundabout East onto others’ property?
- Why can’t Richfield put bike lanes on a different road so as to narrow the project footprint?

- There's no bike path link with Minneapolis, aka no bike commuter benefit
- How many homeowners/businesses has Richfield talked to?
- Why is Lyndale so different than Portland and Nicollet?
- Why isn't Oak Grove Church sharing the burden?
- If Richfield eliminates the sidewalk and bike path on the West side of Lyndale wouldn't we be able to save all the trees?
- Demonstrate that the roundabout is safest choice for 70<sup>th</sup> and Lyndale
- Roundabouts inhibit livability and safety
- Please define "direct property impacts"
- Please define what Richfield means by "contact" residents and businesses
- Address the safety, reason, and purpose of a bike lane on Lyndale vs. Aldrich.
- Identify along the corridor the widest sidewalk/curb on each side of the project
- The peak traffic times for pedestrians and vehicles together will exceed the safe carrying capacity of the roundabout that is currently on the approved plan
- Residents living on Lyndale Ave, Oak Grove Blvd and 71st Street will struggle to safely enter Lyndale Ave without a signal light to disrupt the flow of traffic
- Concerns regarding expanding the Lyndale corridor by utilizing the city's existing right-of-way