



Application

10351 - 2018 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)

10979 - 69th Street West Pedestrian Improvements, from Xerxes Avenue to Penn Avenue

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted

Submitted Date: 07/12/2018 9:47 AM

---

## Primary Contact

<b>Name:*</b>	Jack	Broz		
	<small>Salutation</small>	<small>First Name</small>	<small>Middle Name</small>	<small>Last Name</small>
<b>Title:</b>	Transportation Engineer			
<b>Department:</b>				
<b>Email:</b>	jbroz@cityofrichfield.org			
<b>Address:</b>	1901 East 66th Street			
<b>* </b>	Richfield	Minnesota	55423	
	<small>City</small>	<small>State/Province</small>	<small>Postal Code/Zip</small>	
<b>Phone:*</b>	612-861-9792			
	<small>Phone</small>	<small>Ext.</small>		
<b>Fax:</b>	612-861-9181			
<b>What Grant Programs are you most interested in?</b>	Regional Solicitation - Roadways Including Multimodal Elements			

---

## Organization Information

**Name:** RICHFIELD,CITY OF

Jurisdictional Agency (if different):

Organization Type:

City

Organization Website:

Address:

6700 PORTLAND AVE S

\*

RICHFIELD

Minnesota

55423

City

State/Province

Postal Code/Zip

County:

Hennepin

Phone:\*

612-861-9700

Ext.

Fax:

PeopleSoft Vendor Number

0000004028A1

---

## Project Information

Project Name

69th Street West Pedestrian Improvements, from Xerxes Avenue to Penn Avenue

Primary County where the Project is Located

Hennepin

Cities or Townships where the Project is Located:

Richfield

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.)

The 69th Street West Pedestrian Improvements would fill an important gap in the sidewalk network in Richfield. 69th Street is a collector roadway that connects the transit and commercial areas along both Penn and York Avenues (Southdale). The adjacent land use to 69th St is residential. The project corridor is narrow and the addition of the sidewalk will require the narrowing of the roadway to avoid property impacts.

*(Limit 2,800 characters; approximately 400 words)*

TIP Description Guidance (will be used in TIP if the project is selected for funding)

69th Street West Pedestrian Improvements, from Xerxes Avenue to Penn Avenue

Project Length (Miles)

0.5

*to the nearest one-tenth of a mile*

---

## Project Funding

**Are you applying for competitive funds from another source(s) to implement this project?** No

**If yes, please identify the source(s)**

**Federal Amount** \$250,000.00

**Match Amount** \$250,000.00

*Minimum of 20% of project total*

**Project Total** \$500,000.00

**Match Percentage** 50.0%

*Minimum of 20%*

*Compute the match percentage by dividing the match amount by the project total*

**Source of Match Funds** City funds

*A minimum of 20% of the total project cost must come from non-federal sources; additional match funds over the 20% minimum can come from other federal sources*

### **Preferred Program Year**

**Select one:** 2022

*Select 2020 or 2021 for TDM projects only. For all other applications, select 2022 or 2023.*

**Additional Program Years:** 2020, 2021

*Select all years that are feasible if funding in an earlier year becomes available.*

---

## **Project Information**

**County, City, or Lead Agency** Richfield

**Zip Code where Majority of Work is Being Performed** 55423

**(Approximate) Begin Construction Date** 06/06/2022

**(Approximate) End Construction Date** 08/26/2022

**Name of Trail/Ped Facility:** 69th Street Pedestrian Improvements

*(i.e., CEDAR LAKE TRAIL)*

### **TERMINI:(Termini listed must be within 0.3 miles of any work)**

**From:** Xerxes Avenue S and 69th St W  
**(Intersection or Address)**

**To:** Penn Avenue S and 69th St W  
**(Intersection or Address)**

*DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR*

**Or At:**

**Primary Types of Work** Sidewalk, Ped Ramps, Curbs

*Examples: GRADE, AGG BASE, BIT BASE, BIT SURF, SIDEWALK, SIGNALS, LIGHTING, GUARDRAIL, BIKE PATH, PED RAMPS, BRIDGE, PARK AND RIDE, ETC.*

### **BRIDGE/CULVERT PROJECTS (IF APPLICABLE)**

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

Structure is Over/Under  
(Bridge or culvert name):

---

## Requirements - All Projects

### All Projects

1. The project must be consistent with the goals and policies in these adopted regional plans: Thrive MSP 2040 (2014), the 2040 Transportation Policy Plan (2015), the 2040 Regional Parks Policy Plan (2015), and the 2040 Water Resources Policy Plan (2015).

Check the box to indicate that the project meets this requirement. Yes

2. The project must be consistent with the 2040 Transportation Policy Plan. Reference the 2040 Transportation Plan goals, objectives, and strategies that relate to the project.

Transportation System Stewardship A1, A2

Safety and Security B1 B4 B6

Access to Destinations C1 C2 C4 C7 C9 C10 C15  
C17

List the goals, objectives, strategies, and associated pages:

Competitive Economy D1 D3

Healthy Environment E3 E4

Investments to Guide Land Use F1 F2 F7 F8

(Limit 2500 characters; approximately 750 words)

3. The project or the transportation problem/need that the project addresses must be in a local planning or programming document. Reference the name of the appropriate comprehensive plan, regional/statewide plan, capital improvement program, corridor study document [studies on trunk highway must be approved by the Minnesota Department of Transportation and the Metropolitan Council], or other official plan or program of the applicant agency [includes Safe Routes to School Plans] that the project is included in and/or a transportation problem/need that the project addresses.

List the applicable documents and pages:

City of Richfield documents: Comprehensive Plan, Ch. 6 (pp. 1-52), Arterials/Complete Streets Plan (pp.5-20), Bike Master Plan (pp.6-32), Parks Master Plan (pp.6-18), Safe Routes to School (pp. 1-23), ADA Transition Plan, and CIP Budget and Plan (2017 Revision).

(Limit 2500 characters; approximately 750 words)

4. The project must exclude costs for studies, preliminary engineering, design, or construction engineering. Right-of-way costs are only eligible as part of transit stations/stops, transit terminals, park-and-ride facilities, or pool-and-ride lots. Noise barriers, drainage projects, fences, landscaping, etc., are not eligible for funding as a standalone project, but can be included as part of the larger submitted project, which is otherwise eligible.

**Check the box to indicate that the project meets this requirement. Yes**

5. Applicants that are not cities or counties in the seven-county metro area with populations over 5,000 must contact the MnDOT Metro State Aid Office prior to submitting their application to determine if a public agency sponsor is required.

**Check the box to indicate that the project meets this requirement. Yes**

6. Applicants must not submit an application for the same project in more than one funding sub-category.

**Check the box to indicate that the project meets this requirement. Yes**

7. The requested funding amount must be more than or equal to the minimum award and less than or equal to the maximum award. The cost of preparing a project for funding authorization can be substantial. For that reason, minimum federal amounts apply. Other federal funds may be combined with the requested funds for projects exceeding the maximum award, but the source(s) must be identified in the application. Funding amounts by application category are listed below.

**Multiuse Trails and Bicycle Facilities:** \$250,000 to \$5,500,000

**Pedestrian Facilities (Sidewalks, Streetscaping, and ADA):** \$250,000 to \$1,000,000

**Safe Routes to School:** \$150,000 to \$1,000,000

**Check the box to indicate that the project meets this requirement. Yes**

8. The project must comply with the Americans with Disabilities Act (ADA).

**Check the box to indicate that the project meets this requirement. Yes**

9. In order for a selected project to be included in the Transportation Improvement Program (TIP) and approved by USDOT, the public agency sponsor must either have, or be substantially working towards, completing a current Americans with Disabilities Act (ADA) self-evaluation or transition plan that covers the public right of way/transportation, as required under Title II of the ADA.

**The applicant is a public agency that employs 50 or more people and has an adopted ADA transition plan that covers the public right of way/transportation.** Yes

02/25/2014

Date plan adopted by governing body

**The applicant is a public agency that employs 50 or more people and is currently working towards completing an ADA transition plan that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**The applicant is a public agency that employs fewer than 50 people and has a completed ADA self-evaluation that covers the public rights of way/transportation.**

Date self-evaluation completed

**The applicant is a public agency that employs fewer than 50 people and is working towards completing an ADA self-evaluation that covers the public rights of way/transportation.**

Date process started

Date of anticipated plan completion/adoption

**(TDM Applicants Only) The applicant is not a public agency subject to the self-evaluation requirements in Title II of the ADA.**

10. The project must be accessible and open to the general public.

**Check the box to indicate that the project meets this requirement. Yes**

11. The owner/operator of the facility must operate and maintain the project year-round for the useful life of the improvement, per FHWA direction established 8/27/2008 and updated 6/27/2017.

**Check the box to indicate that the project meets this requirement. Yes**

12. The project must represent a permanent improvement with independent utility. The term independent utility means the project provides benefits described in the application by itself and does not depend on any construction elements of the project being funded from other sources outside the regional solicitation, excluding the required non-federal match.

Projects that include traffic management or transit operating funds as part of a construction project are exempt from this policy.

**Check the box to indicate that the project meets this requirement.** Yes

13. The project must not be a temporary construction project. A temporary construction project is defined as work that must be replaced within five years and is ineligible for funding. The project must also not be staged construction where the project will be replaced as part of future stages. Staged construction is eligible for funding as long as future stages build on, rather than replace, previous work.

**Check the box to indicate that the project meets this requirement.** Yes

14. The project applicant must send written notification regarding the proposed project to all affected state and local units of government prior to submitting the application.

**Check the box to indicate that the project meets this requirement.** Yes

---

## Requirements - Bicycle and Pedestrian Facilities Projects

1. All projects must relate to surface transportation. As an example, for multiuse trail and bicycle facilities, surface transportation is defined as primarily serving a commuting purpose and/or that connect two destination points. A facility may serve both a transportation purpose and a recreational purpose; a facility that connects people to recreational destinations may be considered to have a transportation purpose.

**Check the box to indicate that the project meets this requirement.** Yes

### Multiuse Trails on Active Railroad Right-of-Way:

2. All multiuse trail projects that are located within right-of-way occupied by an active railroad must attach an agreement with the railroad that this right-of-way will be used for trail purposes.

**Check the box to indicate that the project meets this requirement.**

[Upload Agreement PDF](#)

**Check the box to indicate that the project is not in active railroad right-of-way.**

### Safe Routes to School projects only:

3. All projects must be located within a two-mile radius of the associated primary, middle, or high school site.

**Check the box to indicate that the project meets this requirement.**

4. All schools benefitting from the SRTS program must conduct after-implementation surveys. These include the student travel tally form and the parent survey available on the National Center for SRTS website. The school(s) must submit the after-evaluation data to the National Center for SRTS within a year of the project completion date. Additional guidance regarding evaluation can be found at the MnDOT SRTS website.

**Check the box to indicate that the applicant understands this requirement and will submit data to the National Center for SRTS within one year of project completion.**

---

## Requirements - Bicycle and Pedestrian Facilities Projects

---

### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST  
ESTIMATES

Cost

Mobilization (approx. 5% of total cost)	\$19,265.00
Removals (approx. 5% of total cost)	\$112,320.00
Roadway (grading, borrow, etc.)	\$0.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$27,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$106,650.00
Traffic Control	\$0.00
Striping	\$0.00
Signing	\$0.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$0.00
Bridge	\$0.00
Retaining Walls	\$33,750.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$0.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$298,985.00</b>

---

## Specific Bicycle and Pedestrian Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Path/Trail Construction	\$0.00
Sidewalk Construction	\$170,775.00
On-Street Bicycle Facility Construction	\$0.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$30,240.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$0.00

Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$0.00
Other Bicycle and Pedestrian Elements	\$0.00
<b>Totals</b>	<b>\$201,015.00</b>

## Specific Transit and TDM Elements

<b>CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES</b>	<b>Cost</b>
Fixed Guideway Elements	\$0.00
Stations, Stops, and Terminals	\$0.00
Support Facilities	\$0.00
Transit Systems (e.g. communications, signals, controls, fare collection, etc.)	\$0.00
Vehicles	\$0.00
Contingencies	\$0.00
Right-of-Way	\$0.00
Other Transit and TDM Elements	\$0.00
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

Number of Platform hours	0
Cost Per Platform hour (full loaded Cost)	\$0.00
Subtotal	\$0.00
Other Costs - Administration, Overhead, etc.	\$0.00

## Totals

Total Cost	\$500,000.00
Construction Cost Total	\$500,000.00
Transit Operating Cost Total	\$0.00

## Measure A: Project Location Relative to Jobs and Post-Secondary Education

Existing Employment Within One-Half Mile:	18104
Existing Post-Secondary Enrollment Within One-Half Mile:	0



**Upload Map**

1530290119374\_69th St ped regional economy.pdf

Please upload attachment in PDF form.

**Measure A: Population Summary**

**Existing Population Within One-Half Mile**

13171

**Upload Map**

1530290166983\_69th St ped population.pdf

Please upload attachment in PDF form.

**Measure A: Connection to disadvantageded populations and projects benefits, impacts, and mitigation**

**Select one:**

**Project located in Area of Concentrated Poverty with 50% or more of residents are people of color (ACP50):**

*(up to 100% of maximum score)*

**Project located in Area of Concentrated Poverty:**

*(up to 80% of maximum score )*

**Projects census tracts are above the regional average for population in poverty or population of color:**

Yes

*(up to 60% of maximum score )*

**Project located in a census tract that is below the regional average for population in poverty or populations of color or includes children, people with disabilities, or the elderly:**

*(up to 40% of maximum score )*

1.(0 to 3 points) A successful project is one that has actively engaged low-income populations, people of color, children, persons with disabilities, and the elderly during the project's development with the intent to limit negative impacts on them and, at the same time, provide the most benefits.

Describe how the project has encouraged or will engage the full cross-section of community in decision-making. Identify the communities to be engaged and where in the project development process engagement has occurred or will occur. Elements of quality engagement include: outreach to specific communities and populations that are likely to be directly impacted by the project; techniques to reach out to populations traditionally not involved in the community engagement related to transportation projects; residents or users identifying potential positive and negative elements of the project; and surveys, study recommendations, or plans that provide feedback from populations that may be impacted by the proposed project. If relevant, describe how NEPA or Title VI regulations will guide engagement activities.

**Response:**

The project development to date has engaged the neighborhood, users of the corridor along with city-wide outreach.

*(Limit 1,400 characters; approximately 200 words)*

2.(0 to 7 points) Describe the projects benefits to low-income populations, people of color, children, people with disabilities, and the elderly. Benefits could relate to safety; public health; access to destinations; travel time; gap closure; leveraging of other beneficial projects and investments; and/or community cohesion. Note that this is not an exhaustive list.

**Response:**

The proposed pedestrian improvements will provide a sidewalk where there is no sidewalk today. The proposed sidewalk will be ADA compliant and provide a safe walking environment for all ages and abilities.

*(Limit 2,800 characters; approximately 400 words)*

*3.(-3 to 0 points) Describe any negative externalities created by the project along with measures that will be taken to mitigate them. Negative externalities can result in a reduction in points, but mitigation of externalities can offset reductions.*

*Below is a list of negative impacts. Note that this is not an exhaustive list.*

*Increased difficulty in street crossing caused by increased roadway width, increased traffic speed, wider turning radii, or other elements that negatively impact pedestrian access.*

*Increased noise.*

*Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.*

*Project elements that are detrimental to location-based air quality by increasing stop/start activity at intersections, creating vehicle idling areas, directing an increased number of vehicles to a particular point, etc.*

*Increased speed and/or cut-through traffic.*

*Removed or diminished safe bicycle access.*

*Inclusion of some other barrier to access to jobs and other destinations.*

*Displacement of residents and businesses.*

*Construction/implementation impacts such as dust; noise; reduced access for travelers and to businesses; disruption of utilities; and eliminated street crossings. These tend to be temporary.*

*Other*

Negative impacts due to the improvement include temporary construction impacts to the adjacent properties during construction.

**Response:**

*(Limit 2,800 characters; approximately 400 words)*

**Upload Map**

1530291234702\_69th St ped socio-economic.pdf

---

## Measure B: Affordable Housing

City	Segment Length (For stand-alone projects, enter population from Regional Economy map) within each City/Township	Segment Length/Total Project Length	Score	Housing Score Multiplied by Segment percent
Richfield	13171.0	1.0	76.0	76.0

---

## Total Project Length

Total Project Length (as entered in the "Project Information" form) 0

---

## Affordable Housing Scoring

Total Project Length (Miles) or Population	13171.0
Total Housing Score	76.0

---

## Affordable Housing Scoring

---

### Measure A: Gaps, Barriers and Continuity/Connections

The 69th St Pedestrian Improvements will fill a gap in the city's sidewalk network and connect residents to the transit and commercial areas to the east and west of the corridor. As a collector, 69th St should have a sidewalk on one side according to City policy. ADT=3000,

Speeds: 85% speeds 35-38 mph (Posted 30)

Cross Section: 36' roadway in 60' ROW

The project is located 1950' south of the nearest sidewalk (66th Street) and 3925' north of the nearest sidewalk/regional trail (75th St/Nine Mile Creek).

Response:

*(Limit 2,800 characters; approximately 400 words)*

**Upload the RBTN Evaluation Map**

1530296345874\_69th St ped to RBTN.pdf

*Please upload attachment in PDF form.*

---

### Measure B: Project Improvements

Response:

The 69th Street Pedestrian Improvements will fill a gap in the sidewalk network in the City of Richfield and address the safety concerns for pedestrians. The corridor had experienced speeding and without a sidewalk the pedestrians were at risk. An interim solution has been installed that removed parking and defined a "on-street" path to temporarily address the safety concerns.

(Limit 2,800 characters; approximately 400 words)

## Measure A: Multimodal Elements and Connections

Response:

The proposed 69th St Pedestrian Improvements will provide a sidewalk to fill a gap between the existing sidewalks at Xerxes and Penn Avenues. The corridor would allow a separated space for pedestrians as they connect to bus routes and commercial areas on Penn and York Avenues (Southdale). Bus Routes: 4, 6, 537, 538, 578, 558

(Limit 2,800 characters; approximately 400 words)

## Transit Projects Not Requiring Construction

If the applicant is completing a transit application that is operations only, check the box and do not complete the remainder of the form. These projects will receive full points for the Risk Assessment.

Park-and-Ride and other transit construction projects require completion of the Risk Assessment below.

**Check Here if Your Transit Project Does Not Require Construction**

## Measure A: Risk Assessment - Construction Projects

### 1)Layout (30 Percent of Points)

Layout should include proposed geometrics and existing and proposed right-of-way boundaries.

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties that the project goes through or agencies that maintain the roadway(s)). A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

Attach Layout

1531344945859\_Layout.pdf

Please upload attachment in PDF form.

Layout completed but not approved by all jurisdictions. A PDF of the layout must be attached to receive points.

50%

**Attach Layout**

*Please upload attachment in PDF form.*

**Layout has not been started**

0%

**Anticipated date or date of completion**

**2)Review of Section 106 Historic Resources (20 Percent of Points)**

**No known historic properties eligible for or listed in the National Register of Historic Places are located in the project area, and project is not located on an identified historic bridge** Yes

100%

**There are historical/archeological properties present but determination of no historic properties affected is anticipated.**

100%

**Historic/archeological property impacted; determination of no adverse effect anticipated**

80%

**Historic/archeological property impacted; determination of adverse effect anticipated**

40%

**Unsure if there are any historic/archaeological properties in the project area.**

0%

**Project is located on an identified historic bridge**

**3)Right-of-Way (30 Percent of Points)**

**Right-of-way, permanent or temporary easements either not required or all have been acquired**

100%

**Right-of-way, permanent or temporary easements required, plat, legal descriptions, or official map complete** Yes

50%

**Right-of-way, permanent or temporary easements required, parcels identified**

25%

**Right-of-way, permanent or temporary easements required, parcels not all identified**

0%

**Anticipated date or date of acquisition**

**4)Railroad Involvement (20 Percent of Points)**

**No railroad involvement on project or railroad Right-of-Way agreement is executed (include signature page, if applicable)** Yes

100%

## Signature Page

Please upload attachment in PDF form.

**Railroad Right-of-Way Agreement required; negotiations have begun**

50%

**Railroad Right-of-Way Agreement required; negotiations have not begun.**

0%

**Anticipated date or date of executed Agreement**

---

## Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$500,000.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$500,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

---

## Other Attachments

File Name	Description	File Size
10979_P_Richfield_Attach-SidewalkSnowPlowingPolicy2011.pdf	City of Richfield sidewalk snow plowing policy	62 KB
10979_P_Richfield_Attach-SidewalkStandardsPolicypdf.pdf	City of Richfield sidewalk standards policy	25 KB
Cost Estimate 69th St Pathway.pdf	Project Cost estimate	187 KB
Layout.pdf	Project Layout	470 KB
Resolution.pdf	City Council Resolution	485 KB
SidewalkSnowPlowingPolicy2011.doc	City Sidewalk Plowing Policy	31 KB
SidewalkStandardsPolicy_External.doc	City Sidewalk Standards	28 KB

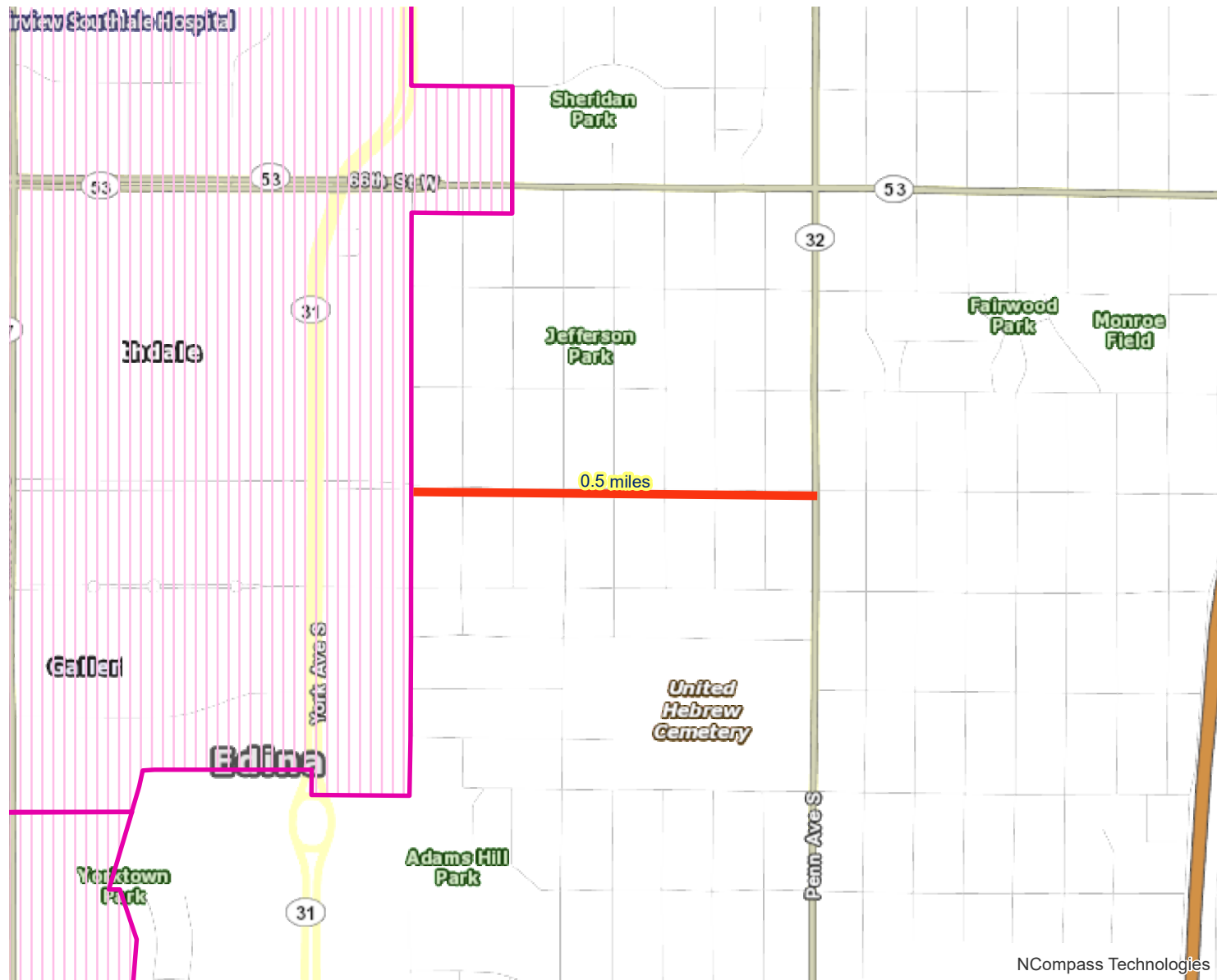
# Regional Economy

Pedestrian Facilities Project: 69th Street Pedestrian Improvements | Map ID: 1530281909266

## Results

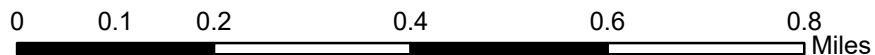
Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 13171  
Total Employment: 18104  
Mfg and Dist Employment: 257



NCompass Technologies

-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 6/29/2018  
LandscapeRSA5



For complete disclaimer of accuracy, please visit  
<http://giswebsite.metc.state.mn.us/gisitenew/notice.aspx>

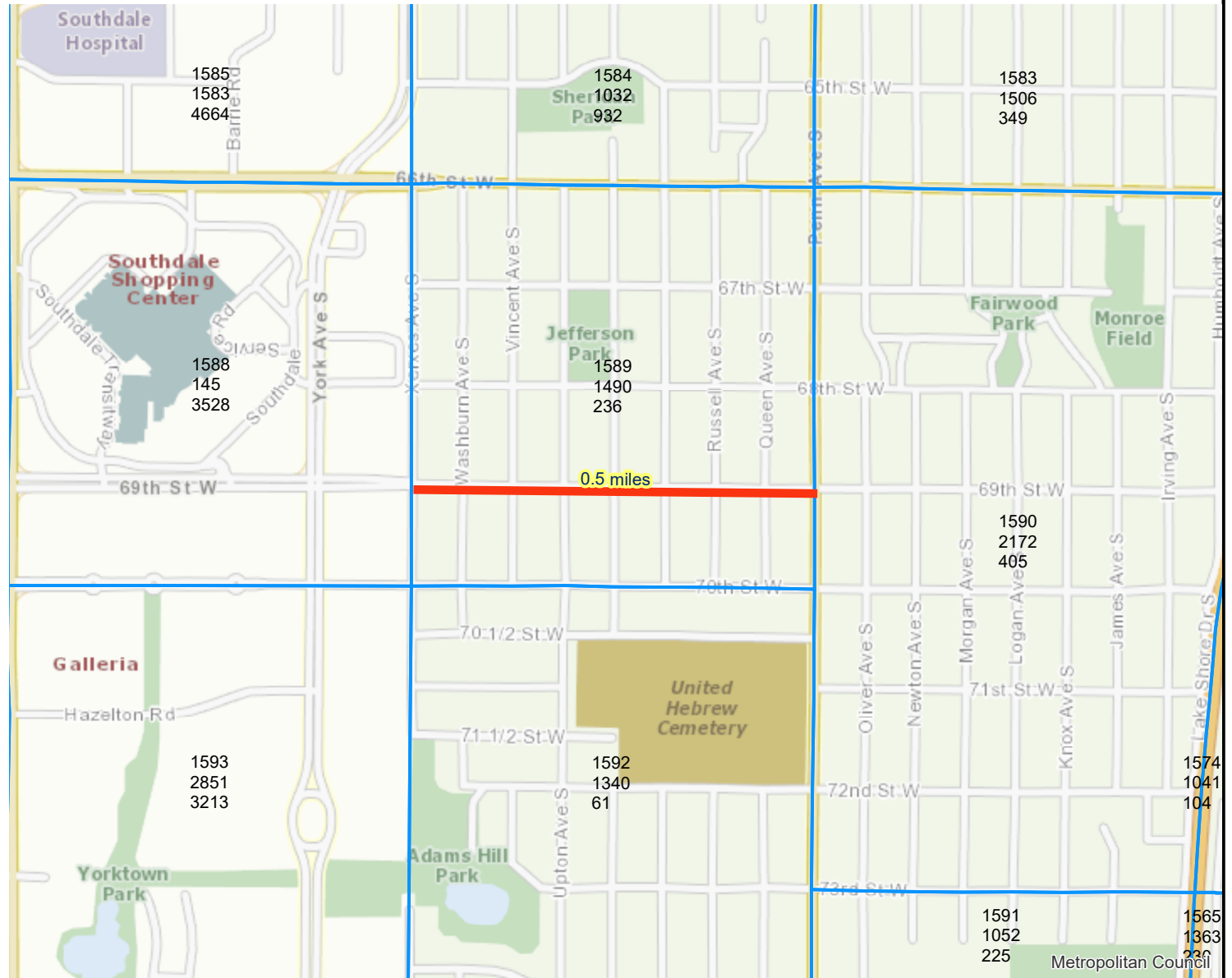


# Population/Employment Summary

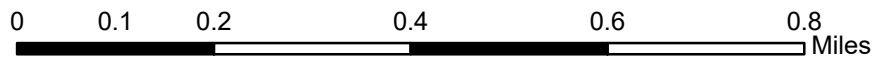
Pedestrian Facilities Project: 69th Street Pedestrian Improvements | Map ID: 1530281909266

## Results

Within HALF Mile of project:  
Total Population: 13171



- Project
- 2010 TAZ



Created: 6/29/2018  
LandscapeRSA4



For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

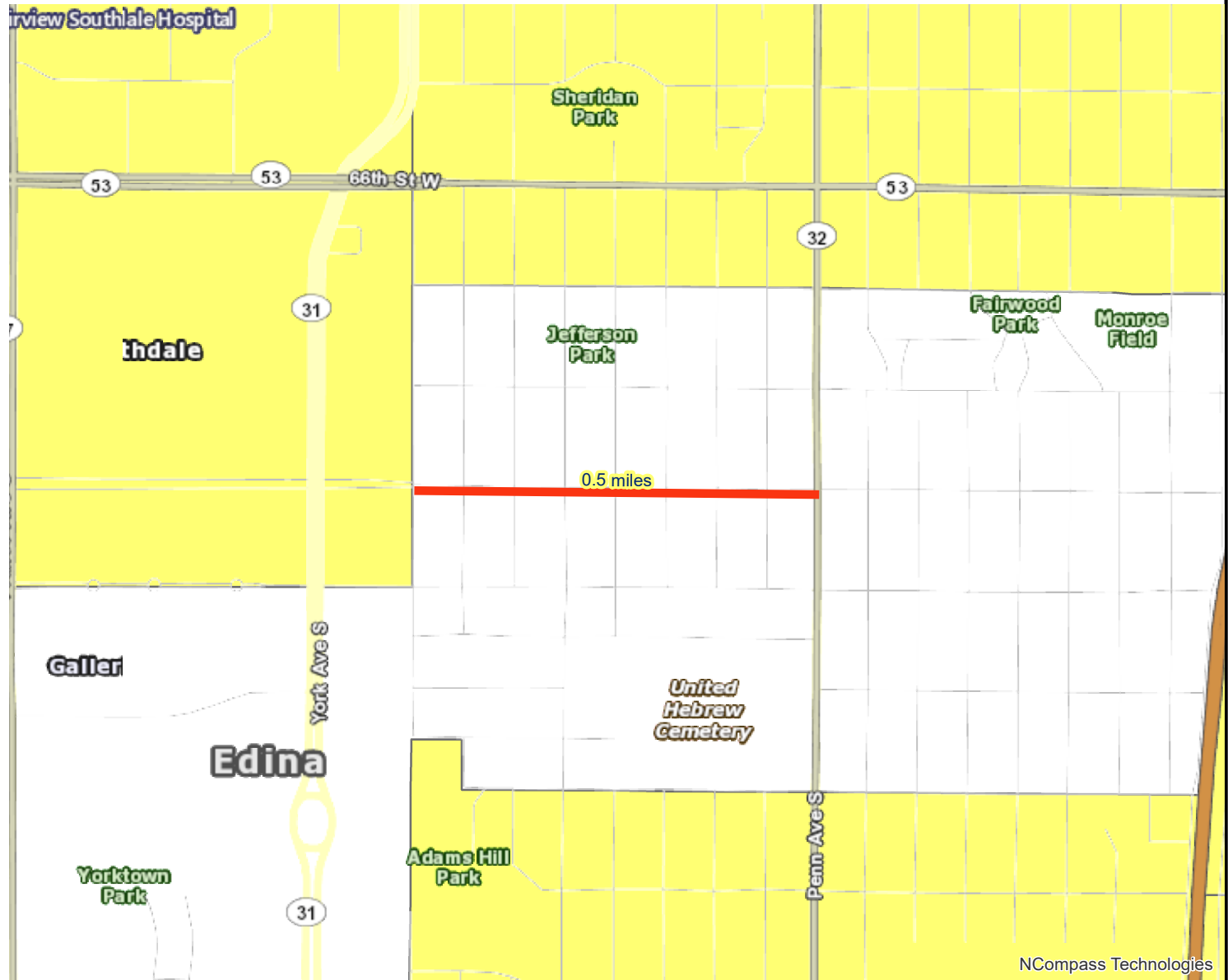




# Socio-Economic Conditions

## Results

Project located in a census tract that is below the regional average for population in poverty or populations of color, or includes children, people with disabilities, or the elderly:  
(0 to 12 Points)

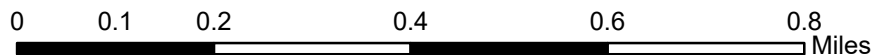


— Project

Area of Concentrated Poverty > 50% residents of color

Area of Concentrated Poverty

Above reg'l avg conc of race/poverty



Created: 6/29/2018  
LandscapeRSA2

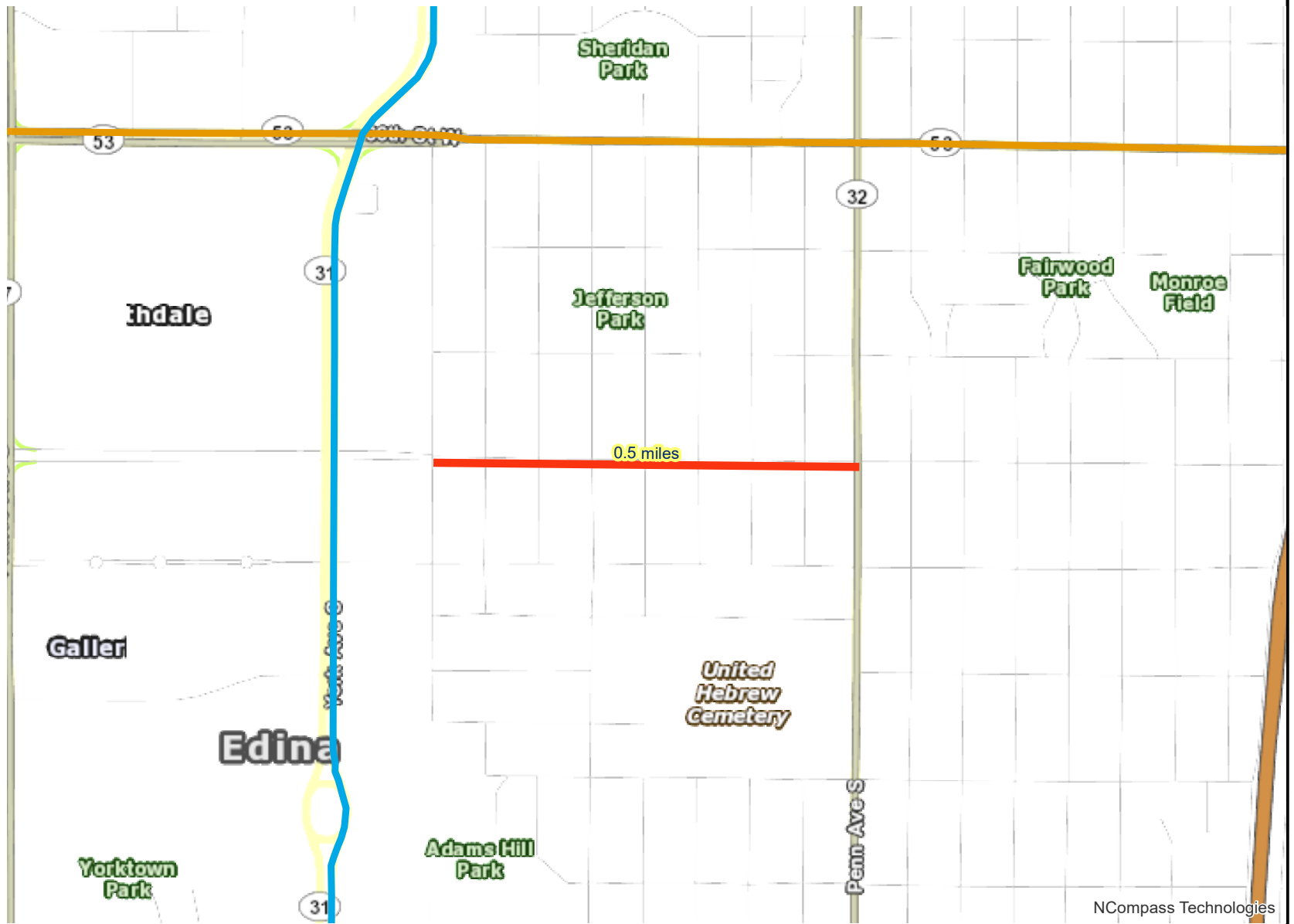


For complete disclaimer of accuracy, please visit <http://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>

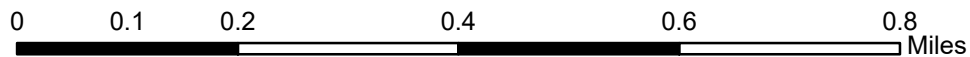


# Project to RBTN Orientation

Pedestrian Facilities Project: 69th Street Pedestrian Improvements | Map ID: 1530281909266



- Project
- RBTN Tier 1
- RBTN Tier 2
- RBTN Tier 1 Alignment
- RBTN Tier 2 Alignment
- Minor Arterials
- Principal Arterials



Created: 6/29/2018  
LandscapeRSA6



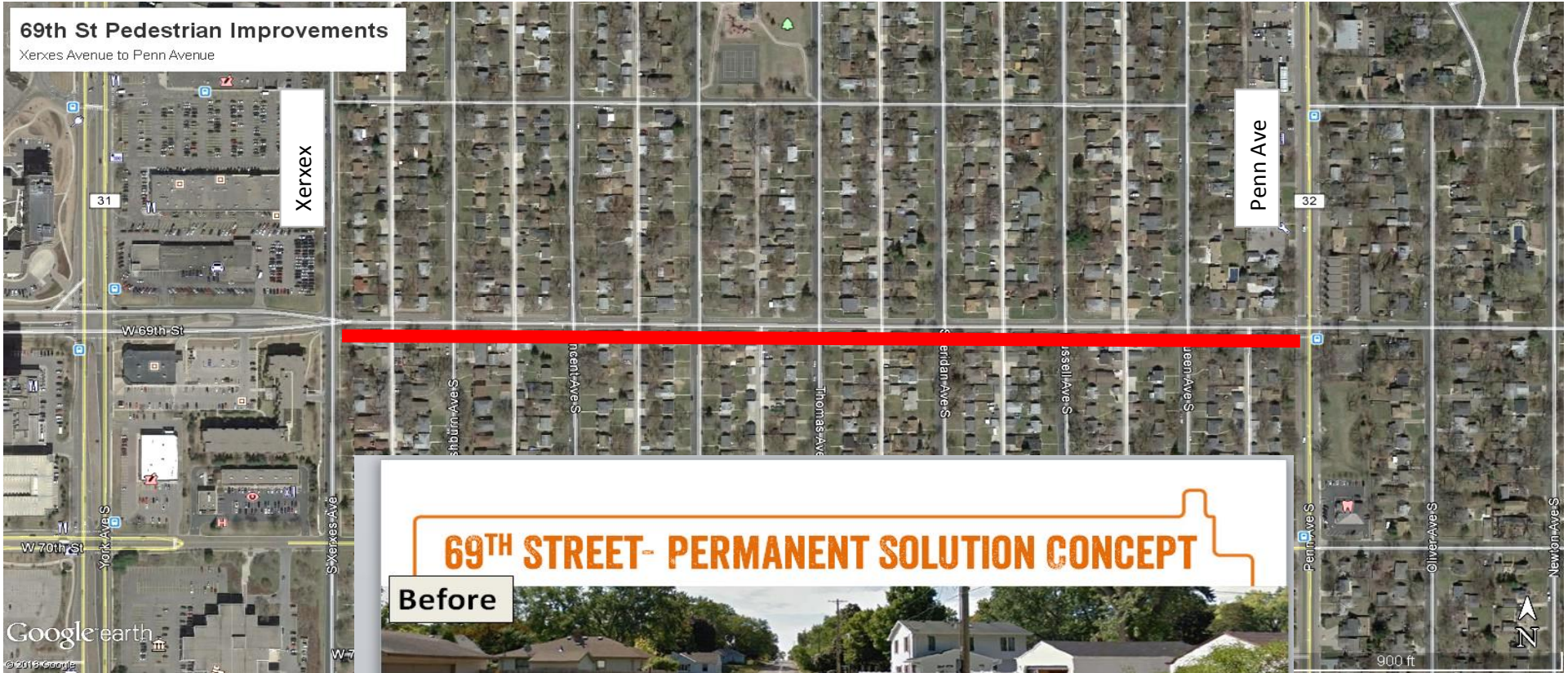
For complete disclaimer of accuracy, please visit <https://giswebsite.metc.state.mn.us/gissitenew/notice.aspx>



NCompass Technologies

# 69th St Pedestrian Improvements

Xerxes Avenue to Penn Avenue



## 69TH STREET- PERMANENT SOLUTION CONCEPT

Before



After

- Narrowed street
- Curb
- Sidewalk
- Retaining walls



**PUBLIC WORKS DEPARTMENT  
CITY OF RICHFIELD**

DATE: January 31, 2011

SUBJECT: Sidewalk Snow Plowing Policy

POLICY:

Revision of Snow Plowing Policy - Section 9 Sidewalks

**Priorities**

Priorities for snow removal on sidewalks are set to accommodate the needs of the mass transit public. Priority for plowing is as follows:

1. HUB area
2. Arterial Roads
3. Collectors Streets
4. Residential Neighborhoods

In the event of a major snow event (ten inches or more) one side of each arterial street will be plowed, until all arterials roads are cleared.

**Transit Accommodations**

In addition to plowing sidewalks in the most densely used areas first, we have a Sentencing to Serve crew in four days a week, whose primary job in the winter months is to shovel out bus stops for the mass transit public.

**Operations and Scheduling**

Typically two machines will be available for snow removal from sidewalks. One machine will start and finish the HUB area. The other machine will start on arterial roads. In the event where there is a heavy snowfall event, our hockey rink blower will be pulled off of rinks and used on sidewalks.

**Normal Snowfall**

During a normal snowfall (less than ten inches) arterial sidewalks will be plowed in a pattern with both sides of the street done in sequence. Typically we would expect the arterial sidewalks to be cleared within two days after a snowfall event.

### **Heavy Snowfall**

During a heavy snowfall (ten inches or more) arterial sidewalks will be plowed one side only until all arterial routes have one side cleared. This will ensure that pedestrians can travel to bus stops without walking in the street.

### **Pedestrian Bridges**

The City of Richfield has two pedestrian bridges, one across 35W at 73<sup>rd</sup> St. and one across 494 at 2<sup>nd</sup> St. these bridges are not part of the Safe Routes to School as they don't have sidewalks leading away from them in either direction. We have STS shovel off the bridge over 35W at 73<sup>rd</sup> St., when they are finished shoveling bus stops.

Attachment  
2009 Ridership data  
City of Richfield Sidewalk Map  
Snow Plowing Policy

# CITY OF RICHFIELD

## Sidewalk Standards Policy August 2016

Sidewalk placement is based on street classifications. Sidewalks requested or approved by City Council will meet the sidewalk standards outlined below.

### Street Classifications

- Minor Arterial
  - Sidewalks should be provided on both sides of minor arterial streets.
- Collector
  - A sidewalk should be provided on only one side of collector streets.
- School Route
  - A sidewalk may be provided on one side of roadways on major school routes.
- Local Residential
  - Sidewalks are not provided on residential streets.
  - Most residential streets are 36 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.

### Sidewalk Standards

The minimum width for sidewalks should be six (6) feet to accommodate the operation of city sidewalk plows.

The following sidewalk layout options work within a twelve (12) foot right-of-way area:

1. Six (6) foot green space behind curb, six (6) foot sidewalk, zero (0) foot green space between private property. (Collector and Local Residential)
2. Zero (0) foot setback behind curb, 10 foot sidewalk with two (2) foot green space. (Minor Arterial)

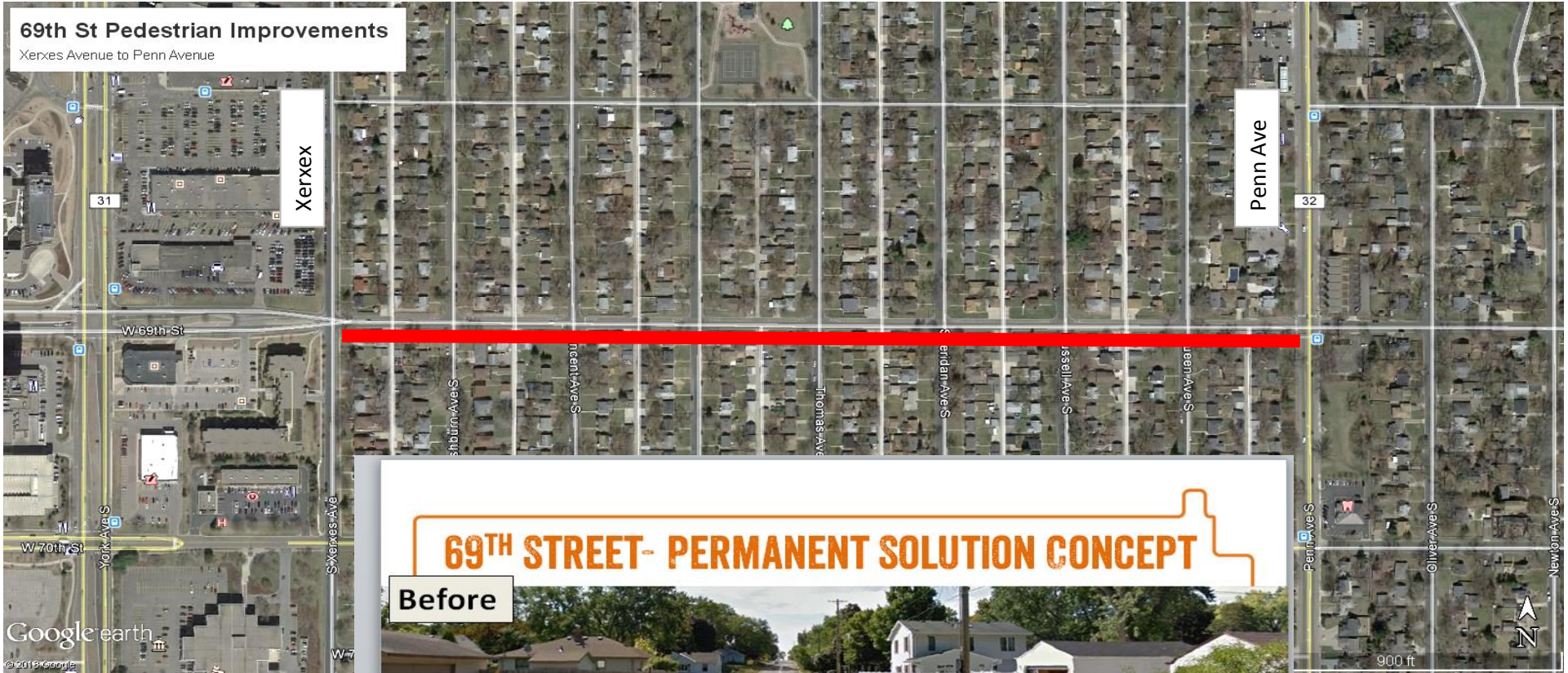
Both of these choices offer an acceptable ease of maintenance and snow storage. The minimum green space in order for trees to grow is six (6) feet. City Staff maintains all sidewalks on public right of way.

**69th Street Pedestrian Improvements**

	quantity	unit	unit price	cost	mobilization	removals	retaining wall	ADA	walk	concrete	storm
move curb 8' & add 10' walk											
remove curb & gutter	2600	LF	\$ 3.00	\$ 7,800.00		\$ 7,800.00					
saw cut bituminous	2600	LF	\$ 2.50	\$ 6,500.00		\$ 6,500.00					
B618 curb and gutter	2600	LF	\$ 20.00	\$ 52,000.00					\$ 52,000.00		
remove bituminous pavement	20800	SF	\$ 3.00	\$ 62,400.00		\$ 62,400.00					
remove catch basin	10	each	\$ 400.00	\$ 4,000.00		\$ 4,000.00					
extend storm pipe 8'	10	each	\$ 1,000.00	\$ 10,000.00							\$ 10,000.00
4" concrete walk	26000	SF	\$ 4.00	\$ 104,000.00				\$ 104,000.00			
Ped ramp	16	each	\$ 1,400.00	\$ 22,400.00			\$ 22,400.00				
class 5 aggregate base	900	CY	\$ 25.00	\$ 22,500.00				\$ 22,500.00			
6" concrete drive	4500	SF	\$ 6.00	\$ 27,000.00					\$ 27,000.00		
mobilization	1	LUMP	\$ 14,270.00	\$ 14,270.00	\$ 14,270.00						
install catch basin	10	each	\$ 1,000.00	\$ 10,000.00							\$ 10,000.00
wall excavation	100	CY	\$ 25.00	\$ 2,500.00		\$ 2,500.00					
block retaining wall	1000	SF	\$ 25.00	\$ 25,000.00			\$ 25,000.00				
			Subtotal	\$ 370,370.00	\$ 14,270.00	\$ 83,200.00	\$ 25,000.00	\$ 22,400.00	\$ 126,500.00	\$ 79,000.00	\$ 20,000.00
			Contingency	\$ 129,629.50	\$ 4,994.50	\$ 29,120.00	\$ 8,750.00	\$ 7,840.00	\$ 44,275.00	\$ 27,650.00	\$ 7,000.00
			<b>Total</b>	<b>\$ 499,999.50</b>	<b>\$ 19,264.50</b>	<b>\$ 112,320.00</b>	<b>\$ 33,750.00</b>	<b>\$ 30,240.00</b>	<b>\$ 170,775.00</b>	<b>\$ 106,650.00</b>	<b>\$ 27,000.00</b>

# 69th St Pedestrian Improvements

Xerxes Avenue to Penn Avenue



## 69TH STREET- PERMANENT SOLUTION CONCEPT

Before



After

- Narrowed street
- Curb
- Sidewalk
- Retaining walls





**RESOLUTION NO. 11505**

**RESOLUTION AUTHORIZING SUBMISSION OF THE 69<sup>th</sup> STREET WEST  
PEDESTRIAN PROJECT FUNDING APPLICATION FOR FEDERAL SURFACE  
TRANSPORTATION PROGRAM FUNDS**

**WHEREAS**, the City of Richfield understands that 69<sup>th</sup> Street West from Xerxes Avenue to Penn Avenue is designated as a Collector Roadway; and

**WHEREAS**, the City of Richfield has a policy to provide a sidewalk on one side of Collector Roadways; and

**WHEREAS**, 69<sup>th</sup> Street West from Xerxes Avenue to Penn Avenue does not have a sidewalk; and

**WHEREAS**, the City of Richfield has an approved Complete Streets Policy; and

**WHEREAS**, the City of Richfield has completed a Guiding Principles process for major transportation projects; and

**WHEREAS**, the City of Richfield has determined that the 69<sup>th</sup> Street Pedestrian Improvements Project will create improved safety and mobility along the corridor; and

**WHEREAS**, the Metropolitan Council is currently accepting applications as part of the Regional Solicitation process for federal funding of transportation projects through the Federal Highway Administration's Surface Transportation Program (STP); and

**WHEREAS**, the STP purpose aligns with the needed improvements on 69<sup>th</sup> Street West from Xerxes Avenue to Penn Avenue.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Richfield approves the submission of the 69<sup>th</sup> Street Pedestrian Improvements Project 2018 Application for Federal Surface Transportation Program funds. The application includes the construction of a sidewalk from Xerxes Avenue to Penn Avenue, along with reconstruction of curbs, drainage, driveways, alleys approaches and minor grading to construct the sidewalk along this corridor.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of June, 2018.



Pat Elliott, Mayor

ATTEST:

  
Elizabeth VanHoose, City Clerk