



Application

17074 - 2022 Multiuse Trails and Bicycle Facilities

17589 - 73rd St Ped/Bike Bridge Modernization

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 3:15 PM

Primary Contact

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What Grant Programs are you most interested in? Regional Solicitation - Bicycle and Pedestrian Facilities

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 000004028A1

Project Information

Project Name 73rd St Trail and Bridge Modernization
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.) Install sidewalk and on-street bikeway from Lyndale Ave to E Humboldt Ave. Replace 73rd St pedestrian bridge to make ADA accessible. Alter noise walls to accommodate new bridge ramps. Install off-street trail on W Humboldt Ave from 75th St to 73rd St connecting to the new bridge.

(Limit 2,800 characters; approximately 400 words)
TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DESCRIPTION - will be used in TIP if the project is selected for funding. See MnDOT's TIP description guidance. 73RD ST FROM MSAS 363 TO HUMBOLDT AVE, HUMBOLDT AVE FROM 75TH ST TO 73RD ST - CONSTRUCT PED BIKE TRAIL, SIDEWALK, I 35 AT 73RD ST - PED BRIDGE WITH RAMPS

Include both the CSAH/MSAS/TH references and their corresponding street names in the TIP Description (see Resources link on Regional Solicitation webpage for examples).
Project Length (Miles) 0.8
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 \$5,500,000.00

Match Amount \$3,700,000.00

Minimum of 20% of project total

Project Total \$9,200,000.00

For transit projects, the total cost for the application is total cost minus fare revenues.

Match Percentage 40.22%

Minimum of 20%

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

Source of Match Funds General Obligation Bonds

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: 2026

Select 2024 or 2025 for TDM and Unique projects only. For all other applications, select 2026 or 2027.

Additional Program Years:

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

Project Information

County, City, or Lead Agency City of Richfield

Zip Code where Majority of Work is Being Performed 55423

(Approximate) Begin Construction Date 04/01/2027

(Approximate) End Construction Date 07/01/2028

Name of Trail/Ped Facility: 73rd ST BIKEWAY, HUMBOLDT AVE TRAIL

(i.e., CEDAR LAKE TRAIL)

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

From: Lyndale Ave & 73rd St
(Intersection or Address)

To: Humboldt Ave & 73rd St
(Intersection or Address)

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

Or At: N/A

Miles of trail (nearest 0.1 miles): 0.8

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0.3

Is this a new trail? Yes

Primary Types of Work PED BRIDGE, NOISE WALL REHAB, BIKE PATH, CURB & GUTTER, CURB RAMPS, BIT PATCHING, SIGNS, LIGHTS

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.:	9888
New Bridge/Culvert No.:	n/a
Structure is Over/Under (Bridge or culvert name):	N/A

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 (2018), the 2040 Regional Parks Policy Plan (2018), 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.

Goal B (p. 2.5)

?Objective A: Reduce fatal and serious injury crashes (p. 2.5)

?Strategy B1. Incorporate safety and security considerations for all modes and users (p. 2.5)

?Strategy B6. Use best practices for safe walking and bicycling (p. 2.8)

Goal C (p. 2.10)

?Objective A. Increase availability of multimodal travel options (p. 2.10)

?Objective D. Increase the number and share of trips taken using transit, carpools, bicycling, and walking. (p. 2.10)

?Objective E. Improve availability of multimodal travel options (p. 2.10)

?Strategy C1. Implement transportation systems that are multimodal and provide connections between modes (p. 2.10)

?Strategy C2. Provide a network of interconnected bicycle facilities and pedestrian facilities (p. 2.11)

?Strategy C4. Promote multimodal travel and alternatives to single occupant vehicle travel (p. 2.14)

?Strategy C15. Focus investments on completing RBTN alignments and their direct connections. (p. 2.22)

?Strategy C16. Fund projects that improve key regional bicycle and pedestrian barrier crossing

Briefly list the goals, objectives, strategies, and associated pages:

locations (p. 2.23)

?Strategy C17. Provide reliable, cost-effective, and accessible transportation choices (p. 2.24)

Goal D (p. 2.26)

?Objective A. Improve multimodal access to regional job concentrations (p. 2.26)

?Objective B. Invest in a multimodal transportation system (p. 2.26)

?Strategy D3. Invest in regional transit and bicycle and pedestrian facilities (p. 2.27)

Goal E (p. 2.30)

?Objective A. Reduce transportation-related air emissions. (p. 2.30)

?Objective B. Reduce impacts of transportation construction (p. 2.30)

?Objective C. Increase the availability and attractiveness of transit, bicycling, and walking (p. 2.30)

?Objective D. Provide a transportation system that promotes community cohesion and connectivity (p. 2.30)

?Strategy E3. Implement a transportation system that considers the needs of all potential users (p. 2.31)

?Strategy E5. Protect, enhance and mitigate impacts on the cultural and built environments (p. 2.33)

?Strategy E6. Use a variety of communication methods and eliminate barriers to foster public engagement (p. 2.34)

?Strategy E7. Avoid, minimize and mitigate disproportionately high and adverse impacts of transportation projects to the region's historically underrepresented communities (p. 2.34)

Goal F (p. 2.35)

?Objective A. Focus regional growth in areas that support multimodal travel. (p. 2.35)

?Objective C. Encourage local land use design that integrates highways, streets, transit, walking, and bicycling. (p. 2.35)

?Strategy F5. Adopt policies to support the opportunities and challenges of creating walkable, bikeable, and transit-friendly places. (p. 2.37)

?Strategy F6. Include bicycle and pedestrian elements in local comprehensive plans (p. 2.38)

(Limit 2,800 characters; approximately 400 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.

? 2009 Comprehensive Plan 2030 (Transportation p. 6-43; Appendix-14)

? 2009 SRTS Comprehensive Plan (p. 7 fig. 2, p. 13 fig. 7, p. 18 fig. 10, p. 23 fig. 15)

? 2012 Bike Master Plan (p. 29, p. 35)

? 2014 SRTS Comprehensive Plan (p. 9, 10, 15, 24 fig. 7, 30 fig. 13)

? 2018 Pedestrian Master Plan (p. 36, 38)

? 2018 Comprehensive Plan 2040 (Transportation p. 80, 83)

List the applicable documents and pages: Unique projects are exempt from this qualifying requirement because of their innovative nature.

(Limit 2,800 characters; approximately 400 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. Unique project costs are limited to those that are federally eligible.

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

5. Applicant is a public agency (e.g., county, city, tribal government, transit provider, etc.) or non-profit organization (TDM and Unique Projects applicants only). Applicants that are not State Aid 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 in Table 1. For unique projects, the minimum award is \$500,000 and the maximum award is the total amount available each funding cycle (approximately \$4,000,000 for the 2020 funding cycle).

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

Pedestrian Facilities (Sidewalks, Streetscaping, and ADA): \$250,000 to \$2,000,000

Safe Routes to School: \$250,000 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 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 plan must be completed by the local agency before the Regional Solicitation application deadline. For the 2022 Regional Solicitation funding cycle, this requirement may include that the plan is updated within the past five years.

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

Date plan completed: 02/25/2014

Link to plan: https://www.richfieldmn.gov/departments/public_works/transportation/bicycle___pedestrian_planning/ada.php

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

Date self-evaluation completed:

Link to plan:

Upload plan or self-evaluation if there is no link

Upload as PDF

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. Unique projects are exempt from this qualifying requirement.

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. Yes

Multiuse Trails and Bicycle Facilities projects only:

3.All applications must include a letter from the operator of the facility confirming that they will remove snow and ice for year-round bicycle and pedestrian use. The Minnesota Pollution Control Agency has a resource for best practices when using salt. Upload PDF of Agreement in Other Attachments.

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

Upload PDF of Agreement in Other Attachments.

Safe Routes to School projects only:

4.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.

5.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)	\$420,000.00
Removals (approx. 5% of total cost)	\$265,000.00
Roadway (grading, borrow, etc.)	\$195,000.00
Roadway (aggregates and paving)	\$0.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$10,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$51,000.00
Traffic Control	\$60,000.00
Striping	\$3,000.00
Signing	\$150,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$7,000.00

Bridge	\$3,300,000.00
Retaining Walls	\$385,000.00
Noise Wall (not calculated in cost effectiveness measure)	\$165,000.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$1,253,000.00
Other Roadway Elements	\$160,000.00
Totals	\$6,424,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$50,000.00
Sidewalk Construction	\$148,000.00
On-Street Bicycle Facility Construction	\$2,000.00
Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$42,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$90,000.00
Streetscaping	\$0.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$124,000.00
Other Bicycle and Pedestrian Elements	\$330,000.00
Totals	\$786,000.00

Specific Transit and TDM Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
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
Totals	\$0.00

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	\$7,210,000.00
Construction Cost Total	\$7,210,000.00
Transit Operating Cost Total	\$0.00

Measure A: Project Location Relative to the RBTN

Select one:

Tier 1, Priority RBTN Corridor

Tier 1, RBTN Alignment

Tier 2, RBTN Corridor Yes

Tier 2, RBTN Alignment

Direct connection to an RBTN Tier 1 corridor or alignment

Direct connection to an RBTN Tier 2 corridor or alignment

OR

Project is not located on or directly connected to the RBTN but is part of a local system and identified within an adopted county, city or regional parks implementing agency plan.

Upload Map 1649956430195_73rd_RBTN_Update.pdf

Please upload attachment in PDF form.

Measure A: Population Summary

Existing Population Within One Mile (Integer Only) 34199

Existing Employment Within One Mile (Integer Only)

37576

Upload the "Population Summary" map

1649956505383_73rd_PopEmp_Update.pdf

Please upload attachment in PDF form.

Measure A: Engagement

i. Describe any Black, Indigenous, and People of Color populations, low-income populations, disabled populations, youth, or older adults within a ½ mile of the proposed project. Describe how these populations relate to regional context. Location of affordable housing will be addressed in Measure C.

ii. Describe how Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing were engaged, whether through community planning efforts, project needs identification, or during the project development process.

iii. Describe the progression of engagement activities in this project. A full response should answer these questions:

The neighborhoods on each side of I-35W on this project are diverse. Within a half-mile of the project corridor, 32% of residents are BIPOC (9% are Black and 13% are Latino) and 21% of residents are younger than 17. 19% of residents are within 185% of the Federal poverty line, and S of 73rd St, 10.6% of residents don't have a vehicle. A nearby housing initiative serves people with disabilities; 14% of residents in the area identify having a disability.

Richfield Middle School (6 blocks from project area) enrolls 74% students of color (44% Latino, 14% Black, 10% Multi-racial, and 4% Asian). 55% of students qualify for free or reduced price lunch. 19% have limited English proficiency.

Richfield High School (5 blocks from project area) enrolls 74% students of color with a similar racial makeup to the middle school. About half of students qualify for free or reduced price lunch and 15% have limited English proficiency.

Response:

The city and RPS use public engagement to ensure all residents can participate in community planning activities. Recent examples include the Richfield 2040 Comprehensive Plan and district initiatives like the 2022 SRTS Parent Survey. Ensuring participation from residents - including those above as well as people with disabilities, older adults, and affordable housing residents - requires deliberate outreach. In Richfield, this includes targeted solicitation of feedback from multi-family housing residents, Spanish-language interpreting and translation, and promotion through trusted community partners.

The project was identified in the 2009 SRTS Comprehensive Plan. Residents were engaged with Spanish-language outreach, Transportation Commission hearings, and open houses. Engagement has been reinforced by hazard observations and parent surveys in 2008, 2013, 2020, 2021, and 2022. Student outreach workers at RPS increase participation and ensure respondents are representative of the school and neighborhood.

Hazard observations, travel tallies, and qualitative data from parent surveys encouraged this project's prioritization. Caregivers of students consistently reiterate concerns about vehicle speeds and volumes as well as intersection safety and crossings via direct feedback to school staff. Traffic calming and pedestrian safety are a clear demand of local residents.

Richfield created its Bike and Pedestrian Master Plans in 2012 and 2018 respectively. The I-35W crossing was included as a priority route. Plan creation included public hearings, community-wide surveys, pop-up events, and more. These city-led engagement processes made special outreach efforts to reach underrepresented residents to incorporate their needs. These include residents of the Woodlawn Terrace mobile home complex and Richfield's large population of Spanish speakers.

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

Measure B: Equity Population Benefits and Impacts

Describe the projects benefits to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Benefits could relate to:

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Equity populations residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Equity populations specifically identified through engagement, and substantiate benefits with data.

Acknowledge and describe any negative project impacts to Black, Indigenous, and People of Color populations, low-income populations, children, people with disabilities, youth, and older adults. Describe measures to mitigate these impacts. Unidentified or unmitigated negative impacts may result in a reduction in points.

Below is a list of potential negative impacts. This is not an exhaustive list.

Enhancing the pedestrian bridge with ramps and a wider deck will make the bridge more accessible. Bicycling over the freeway will become more convenient (without dismounting), walking will become less difficult, and the ADA improvements will make this route usable for many more people.

Adding a pedestrian facility will increase accessibility, safety, and findability of the cross-highway route. Despite being a large piece of infrastructure, it's not a widely known route. This facility will allow users to walk or bike out of the roadway if they choose, reducing vehicle conflict.

The project will expand the comfort and accessibility of public transit users of Metro Transit's Route 4, which stops at 73rd St and Lyndale Ave. This will connect residents with employment, commercial, and recreation destinations in Bloomington, Minneapolis, and St. Anthony. Slightly further away, these facilities will also provide safer access to transit on Penn Ave.

Response:

The enhanced pedestrian bridge and facilities will provide safer passage to Richfield Middle and High Schools. Both schools have a combined enrollment of over 2,000 people. Additionally, this route will create a safer and comfortable route to Donaldson Park, a large and popular recreation amenity as well as the Nine Mile Creek regional trail.

With a new sidewalk where snow is cleared by the city, residents may have to clear snow wakes where their driveways intersect the sidewalk. The ADA accessible ramps to the pedestrian bridge will be longer than the existing staired path. People will need to travel a slightly longer distance to cross the

freeway.

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

Measure C: Affordable Housing Access

Describe any affordable housing development existing, under construction, or planned within ½ mile of the proposed project. The applicant should note the number of existing subsidized units, which will be provided on the Socio-Economic Conditions map. Applicants can also describe other types of affordable housing (e.g., naturally-occurring affordable housing, manufactured housing) and under construction or planned affordable housing that is within a half mile of the project. If applicable, the applicant can provide self-generated PDF maps to support these additions. Applicants are encouraged to provide a self-generated PDF map describing how a project connects affordable housing residents to destinations (e.g., childcare, grocery stores, schools, places of worship).

Describe the project's benefits to current and future affordable housing residents within ½ mile of the project. Benefits must relate to affordable housing residents. Examples may include:

This is not an exhaustive list. Since residents of affordable housing are more likely not to own a private vehicle, higher points will be provided to roadway projects that include other multimodal access improvements. A full response will support the benefits claimed, identify benefits specific to residents of affordable housing, identify benefits addressing a transportation issue affecting residents of affordable housing specifically identified through engagement, and substantiate benefits with data.

In addition to the 367 publically subsidized rental housing units in census tracts within a half mile, there are many Naturally Occurring Affordable Housing (NOAH) developments near 73rd St project area. These are shown and summarized in the attachment to this application, which includes the number of units on each property. Altogether, there are 46 properties that are NOAH within or just outside a half mile of the project area with a total of 1,000 affordable units (32 are manufactured housing). There are also three proposed housing projects within or just outside a half mile of the project totaling 146 affordable units (21 are manufactured housing). The 73rd Street project corridor borders census tracts 245, 246, and 243 which have median incomes below 100% AMI, 60% AMI, and 80% respectively.

Response:

The project will address existing barriers to pedestrian use along the project corridors by providing a more comfortable crossing of I-35W, encouraging slower vehicle speeds, shortening pedestrian crossing distances, and increasing pedestrian visibility. Additionally, crossing for the disabled and the elderly will be facilitated by new ADA-compliant curb and bridge ramps. Given the area's low vehicle ownership, large population of young people and large population of persons with a disability, these improvements to pedestrian access will provide benefits to those who rely on walking to access public transportation, jobs, education and recreation.

Creating a comfortable crossing of the highway allows residents of the east and west side better access community resources on the opposite side. West of the highway hosts Richfield Middle School and Minnesota Independence College and Community (a vocational and life skills program for autistic and neurodiverse young adults). The west

also includes Donaldson Park, two churches, Best Buy Headquarters, and the Knox Ave Orange Line BRT stop. East of the highway has two schools (Richfield High School and Seven Hills Prep Academy), two job centers (Meridian Crossings and Shops at Lyndale), five churches, two grocers (Aldi and Groceries of the Orient) and four parks (Fremont, Lincoln, Augsburg, and Lyndale). Other community resources include Augsburg Park Library, Richfield History Center and Museum, Augsburg Adventure Park (an all-inclusive playground), and Richfield Community Education which hosts programming ranging for newborns to senior citizens and also includes Head Start, WIC, and MIRA programs.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Projects census tracts are above the regional average for population in poverty or population of color (Regional Environmental Justice Area):

Yes

Project located in a census tract that is below the regional average for population in poverty or populations of color (Regional Environmental Justice Area):

Upload the Socio-Economic Conditions map used for this measure.

1649956557013_73rd_SocEcon_Update.pdf

Measure A: Gaps closed/barriers removed and/or continuity between jurisdictions improved by the project

PART 1: Qualitative assessment of project narrative discussing how the project will close a bicycle network gap, create a new or improved physical bike barrier crossing, and/or improve continuity and connections between jurisdictions.

Specifically, describe how the project would accomplish the following: Close a transportation network gap, provide a facility that crosses or circumvents a physical barrier, and/or improve continuity or connections between jurisdictions.

Bike system gap improvements include the following:

- Providing a missing link between existing or improved segments of a local transportation network or regional bicycle facility (i.e., regional trail or RBTN alignment);*

- Improving bikeability to better serve all ability and experience levels by:*

- Providing a safer, more protected on-street facility or off-road trail;*

- Improving safety of bicycle crossings at busy intersections (e.g., through signal operations, revised signage, pavement markings, etc.); OR*

- Providing a trail adjacent or parallel to a highway or arterial roadway or improving a bike route along a nearby and parallel lower-volume neighborhood collector or local street.*

Physical bicycle barrier crossing improvements include grade-separated crossings (over or under) of rivers and streams, railroad corridors, freeways and expressways, and multi-lane arterials, or enhanced routes to circumvent the barrier by channeling bicyclists to existing safe crossings or grade separations. Surface crossing improvements (at-grade) of major highway and rail barriers that upgrade the bicycle facility treatment or replace an existing facility at the end of its useful life may also be considered as bicycle barrier improvements. (For new barrier crossing projects, distances to the nearest parallel crossing must be included in the application to be considered for the full allotment of points under Part 1).

Examples of continuity/connectivity improvements may include constructing a bikeway across jurisdictional lines where none exists or upgrading an existing bicycle facility treatment so that it connects to and is consistent with an adjacent jurisdictions bicycle facility.

The proposed project along 73rd Ave will improve a Tier 2 Regional Bicycle Transportation Network (RBTN) crossing, fill a significant gap in a Tier 2 RBTN corridor, make a connection to a Tier 1 RBTN alignment, and make a more comfortable connection between the city's middle and high schools.

The existing pedestrian bridge over Interstate-35W at 73rd St is narrow (7 feet wide) and is not accessible (only stairs). As a pedestrian, from the east there is no off-street connection to get to the bridge and from the west, off-street access to Donaldson Park and the Middle School is only from 75th St and Oliver Ave. Pedestrians can reach the bridge from the west via an existing sidewalk. On bike, the existing bridge is difficult to cross because there is no ramp; One has to carry your bike or push (via the bike rail) up and down 34 stairs.

Response:

The Nine Mile Creek Regional Trail, located 2 to 3 blocks south of the project corridor, is an existing Tier 1 RBTN alignment connecting west to Edina and Minnetonka and east further into Richfield over 15 miles. On the corridor, the regional trail can only be reached via bike infrastructure on Lyndale Ave. Otherwise, bicyclists must use busy arterials, neighborhood streets, or sidewalks if they are available. The regional trail also connects to the Nokomis-Minnesota River Regional Trail 1.5 miles to the east, another Tier 1 RBTN alignment connecting Lake Nokomis and the Minnesota River over 5 miles.

The proposed project will fill a pedestrian and bicycle gap in a Tier 2 RBTN corridor to an improved Tier 2 RBTN crossing and provide off-street connections to an existing Tier 1 RBTN

alignment. In addition to filling a gap in the RBTN, the project will help residents more easily cross the physical barriers that prevent easy travel by bike or on foot including Interstate-35W, Lyndale Ave, and Penn Ave.

The proposed project will support safe and efficient travel to the middle school, high school, Best Buy Headquarters, the METRO Orange Line, and other nearby commercial businesses. The project will also provide residents with the economic, social, and academic benefits resulting from increased connectedness to the main arterials and their existing public transit: 76th St, Penn Ave, and Lyndale Ave. Physical barriers have resulted in a challenging landscape where traveling by bike or foot between the Augsburg Park area and west Richfield is difficult. These difficulties in travel are underscored by economic disparities and demographic differences. By closing this RBTN gap, the proposed project will forge greater access for local residents to economic, social, and academic benefits.

(Limit 2,800 characters; approximately 400 words)

PART 2: Regional Bicycle Barrier Crossing Improvements and Major River Bicycle Barrier Crossings

DEFINITIONS:

Regional Bicycle Barrier Crossing Improvements include crossings of barrier segments within the Regional Bicycle Barrier Crossing Improvement Areas as updated in the 2019 Technical Addendum to the Regional Bicycle Barriers Study and shown in the RBBS online map (insert link to forthcoming RBBS Online Map). Projects must create a new regional barrier crossing, replace an existing regional barrier crossing at the end of its useful life, or upgrade an existing barrier crossing to a higher level of bike facility treatment, to receive points for Part 2.

Major River Bicycle Barrier Crossings include all existing and planned highway and bicycle/pedestrian bridge crossings of the Mississippi, Minnesota and St. Croix Rivers as identified in the 2018 update of the 2040 Transportation Policy Plan. Projects must create a new major river bicycle barrier crossing, replace an existing major river crossing at the end of its useful life, or upgrade the crossing to a higher level of bike facility treatment, to receive points for Part 2.

Projects that construct new or improve existing Regional Bicycle Barrier Crossings or Major River Bicycle Barrier Crossings will be assigned points as follows: (select one)

Tier 1

Tier 1 Regional Bicycle Barrier Crossing Improvement Area segments & any Major River Bicycle Barrier Crossings

Tier 2

Yes

Tier 2 Regional Bicycle Barrier Crossing Improvement Area segments

Tier 3

Tier 3 Regional Bicycle Barrier Crossing Improvement Area segments

Non-tiered

Crossings of non-tiered Regional Bicycle Barrier segments

No improvements

No Improvements to barrier crossings

If the project improves multiple regional bicycle barriers, check box.

Multiple

Projects that improve crossing of multiple regional bicycle barriers receive bonus points (except Tier 1 & MRBBCs)

Measure B: Project Improvements

The 73rd St corridor is an important route connecting the Augsburg Park/South Wood Lake with west Richfield neighborhoods. The corridor will form a key access point for students at Richfield Middle School and High School, transit riders of Route 4 on Lyndale and Penn Aves, Orange Line BRT on Knox Ave, and Route 540 on 76th St. However, several deficiencies make the segment poorly suited for serving a large and diverse volume of pedestrian and bicycle travel today.

From 2012 to 2021, 73rd St and Humboldt Ave on the project had:

- 12 total crashes, which do not include any pedestrian or bicycle crashes
- 4 crashes that resulted in a possible or minor injury

Response:

While this segment sees few crashes, the alternative route along 76th St between Girard Ave and Humboldt Ave is often avoided as it's seen as unsafe. The parallel route from 2012 to 2021 had:

- 41 total crashes, three of which involved pedestrians or bicyclists
- 20 crashes that resulted in serious, minor, or possible injury
- 8 vehicle crashes that impeded on the trail path or infrastructure that protects the trail (signal poles, APS poles, etc.)

Existing bicycle or pedestrian deficiencies along the 73rd St corridor include:

- Lack of bicycle or pedestrian facilities on 73rd St from Lyndale Ave to I-35W and W Humboldt Ave from 75th St to 73rd St -- bicyclists and pedestrians share the street with vehicles
- Lack of accessible crossing of I-35W -- existing pedestrian bridge does not have ramps
- Existing bridge deck is narrow (7 feet wide) -- The MnDOT Bicycle Facility manual states the preferred minimum width for an exclusive pedestrian/bicycle bridge is 14 feet (pg 7-9)

73rd St is already a busy non-vehicular travel corridor, especially for trips involving the middle and high schools. Self-reported comments in our biannual Safe Routes to School parent surveys point to the corridor's frequent use. 73rd St is also posted at 30 mph, carries 590 vehicles per day, and is 36 feet wide.

Installing a sidewalk will remove pedestrians from walking on the street and between parked vehicles. On-street bicycle striping and signage will guide bicyclists along the low-volume neighborhood road towards the new accessible bridge.

A new accessible crossing of I-35W at 73rd St will decrease the distance for residents to cross the highway by foot or wheel. The nearest accessible crossings are 0.4 miles south at 76th St and 0.9 miles north at 66th St. An accessible crossing will make the the third east-west citywide mobility corridor possible (in addition to 66th St and 76th/75th Sts) as visioned in the Bike and Pedestrian Master Plans.

Measure A: Multimodal Elements

The project will construct a pedestrian and bike connection on 73rd St from Lyndale Ave to I-35W and W Humboldt Ave from 75th St to 73rd St, and create an accessible pedestrian and bike bridge over I-35W to Humboldt Ave. 73rd St will have a new sidewalk connecting pedestrians to Lyndale Ave to the new bridge. New road striping and signage will designate 73rd St as a new bike boulevard leading to the new bridge. Off-street trails next to Donaldson Park connect to the new bridge and regional trail.

The project will increase the safety of all users of the corridor by providing bicycle and pedestrian facilities. At present, those traveling on 73rd St or Humboldt Ave by bicycle or as a pedestrian must use the street. Forcing bicyclists to share a space with pedestrians and vehicles increases the risk of modal conflict between motorized and non-motorized users. The project will improve the security of all users of the corridor by providing designated spaces for pedestrians and drivers while creating a safer environment to bike.

Response:

In addition to safety, the project will improve the overall travel experience for pedestrians and bicyclists along the corridor by providing attractive and intuitive facilities that incorporate seamlessly with the city's multimodal system. The project will create a more comfortable connection to local and regional trail systems to the west including the Nine Mile Creek Regional Trail, providing trail users a safe and convenient route to Edina, Hopkins, and Bloomington. The project will also feed into the protected multiuse path and on-street bike lanes on Lyndale Ave, establishing a connection to the high school via 70th St, Wood Lake Nature Center via Lake Shore Dr, and the 66th St commercial area all through on-street bike lanes, sidewalks, trails, or

cycletracks. The importance of the project corridor to the regional multimodal system is reflected in its designation as a Tier 2 RBTN corridor.

Lastly, the project will provide a key bicycle and pedestrian connection to current and future transit service. Riders of the METRO Orange Line arriving at Knox Ave will be able to enjoy safe and convenient travel to 73rd St and destinations east. The corridor will also serve users of the planned Johnson/Lyndale Bus Rapid Transit at Penn Ave. Finally, the new facilities will improve access to local bus service for Route 4 on Penn and Lyndale Aves and Route 540 on 76th St connecting to downtown Minneapolis, Bloomington, Mall of America, and Edina.

(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. Public Involvement (20 Percent of Points)

Projects that have been through a public process with residents and other interested public entities are more likely than others to be successful. The project applicant must indicate that events and/or targeted outreach (e.g., surveys and other web-based input) were held to help identify the transportation problem, how the potential solution was selected instead of other options, and the public involvement completed to date on the project. The focus of this section is on the opportunity for public input as opposed to the quality of input. NOTE: A written response is required and failure to respond will result in zero points.

Multiple types of targeted outreach efforts (such as meetings or online/mail outreach) specific to this project with the general public and partner agencies have been used to help identify the project need.

Yes

100%

At least one meeting specific to this project with the general public has been used to help identify the project need.

50%

At least online/mail outreach effort specific to this project with the general public has been used to help identify the project need.

50%

No meeting or outreach specific to this project was conducted, but the project was identified through meetings and/or outreach related to a larger planning effort.

25%

No outreach has led to the selection of this project.

0%

Describe the type(s) of outreach selected for this project (i.e., online or in-person meetings, surveys, demonstration projects), the method(s) used to announce outreach opportunities, and how many people participated. Include any public website links to outreach opportunities.

This project has a long history of public outreach and engagement. This engagement includes the 2009 and 2014 SRTS Comprehensive Plans. Both plans were created using engagement and evaluation efforts including SRTS parent surveys administered to enrolled families, SRTS hazard observations, site visits, Transportation Commission public hearing, and public open houses at Richfield Middle and High Schools, and elsewhere in the community.

RPS has conducted follow-up SRTS parent surveys in the winters of the last three years (2020-22). The surveys were administered district-wide. In all three, the number of Middle and High School respondents were proportional to the number of those families in full district enrollment. Specifically, these surveys have reiterated that parents want a safer alternative to the I-35W crossing at 76th St.

Response:

In 2012, Richfield published a Bike Master Plan that identifies improvements to this crossing. Creation of this plan included public hearings, community-wide surveys, pop-up events, and more. Richfield created a Pedestrian Master Plan in 2018 which mirrored the efforts of the Bike Master Plan. It reaffirmed community wishes to improve the crossing at I-35W and to make it more accessible to Lyndale Ave.

Staff at Public Works and RPS regularly hear advocacy from school staff, parents, and neighbors who want walking and bicycling focused solutions to safety issues near the middle and high school.

In early 2020, the city planned community engagement in the neighborhood around 73rd St in

preparation for funding grant applications later that year. Materials included public surveys, a planned neighborhood meeting, and other print information. Due to the initial lockdowns and aftermath of the COVID19 pandemic, those efforts were cancelled and tabled.

If this project is awarded funding, Richfield will begin its public engagement process to finalize details and ensure that the project reflects community wishes in 2025. This includes a combination of in-person open houses and online survey techniques. All future outreach will be bilingual and promoted through a combination of digital marketing, direct mail, and word of mouth.

(Limit 2,800 characters; approximately 400 words)

2. Layout (25 Percent of Points)

Layout includes proposed geometrics and existing and proposed right-of-way boundaries. A basic layout should include a base map (north arrow; scale; legend; city and/or county limits; existing ROW, labeled; existing signals;* and bridge numbers*) and design data (proposed alignments; bike and/or roadway lane widths; shoulder width;* proposed signals;* and proposed ROW). An aerial photograph with a line showing the projects termini does not suffice and will be awarded zero points. *If applicable*

Layout approved by the applicant and all impacted jurisdictions (i.e., cities/counties/MnDOT. If a MnDOT trunk highway is impacted, approval by MnDOT must have occurred to receive full points. A PDF of the layout must be attached along with letters from each jurisdiction to receive points. Yes

100%

A layout does not apply (signal replacement/signal timing, stand-alone streetscaping, minor intersection improvements).

Applicants that are not certain whether a layout is required should contact Colleen Brown at MnDOT Metro State Aid colleen.brown@state.mn.us.

100%

For projects where MnDOT trunk highways are impacted and a MnDOT Staff Approved layout is required. Layout approved by the applicant and all impacted local jurisdictions (i.e., cities/counties), and layout review and approval by MnDOT is pending. A PDF of the layout must be attached along with letters from each jurisdiction to receive points.

75%

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

50%

Layout has been started but is not complete. A PDF of the layout must be attached to receive points.

25%

Layout has not been started

0%

Attach Layout

1649957250529_73RD ST & I-35W.pdf

Please upload attachment in PDF form.

Additional Attachments

1649781785988_RS MnDOT Letter Richfield 73rd_I35W ped bridge.pdf

Please upload attachment in PDF form.

3.Review of Section 106 Historic Resources (15 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

4.Right-of-Way (25 Percent of Points)

Right-of-way, permanent or temporary easements, and MnDOT agreement/limited-use permit either not required or all have been acquired Yes

100%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - plat, legal descriptions, or official map complete

50%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels identified

25%

Right-of-way, permanent or temporary easements, and/or MnDOT agreement/limited-use permit required - parcels not all identified

0%

5.Railroad Involvement (15 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%

Measure A: Cost Effectiveness

Total Project Cost (entered in Project Cost Form):	\$7,210,000.00
Enter Amount of the Noise Walls:	\$165,000.00
Total Project Cost subtract the amount of the noise walls:	\$7,045,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Existing site condition photo

4.3 MB

File Name	Description	File Size
04-12-2022 Resolution No. 11961.pdf	Richfield city council resolution of support	480 KB
73rd_Bridge_Onepage_Summary.pdf	One-page project summary	307 KB
Resolution of Support - METC Multiuse - Richfield Board of Education.pdf	Richfield School District Board of Education resolution of support	926 KB
Richfield 73rd Bike Maintenance Letter of Support2.pdf	Agency maintenance letter of support (Richfield)	155 KB
Richfield2018SnowandIcePolicy.pdf	Richfield snow and ice removal policy (referenced in maintenance letter of support)	130 KB
Richfield_Aff_Hous_Acc2.pdf	Richfield Affordable Housing Access Map	1006 KB
Richfield_PubEng_Process.pdf	Richfield public engagement process	307 KB
W 73rd Stacks Crash Summary.pdf	Corridor crash summary from MnCMAT2	405 KB
W_Humboldt_Crash_Summary.pdf	W Humboldt Ave crash summary	408 KB

Project to RBTN Orientation

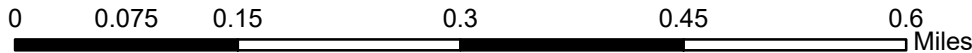
Multiuse Trails and Bicycle Facilities Project: 73rd St bridge and bikeway | Map ID: 1649955731681

Results

Project IN TIER 2
Bicycle Transport Corridor.



- Project
- RBTN Corridor Centerlines
- RBTN Tier 1
- Principal Arterials
- RBTN Tier 2
- RBTN Tier 1 Alignment
- Railroads
- Minor Arterials



Created: 4/14/2022
LandscapeRSA6



For complete disclaimer of accuracy, please visit
<https://gisweb.mtc.state.mn.us/gis/notice.aspx>

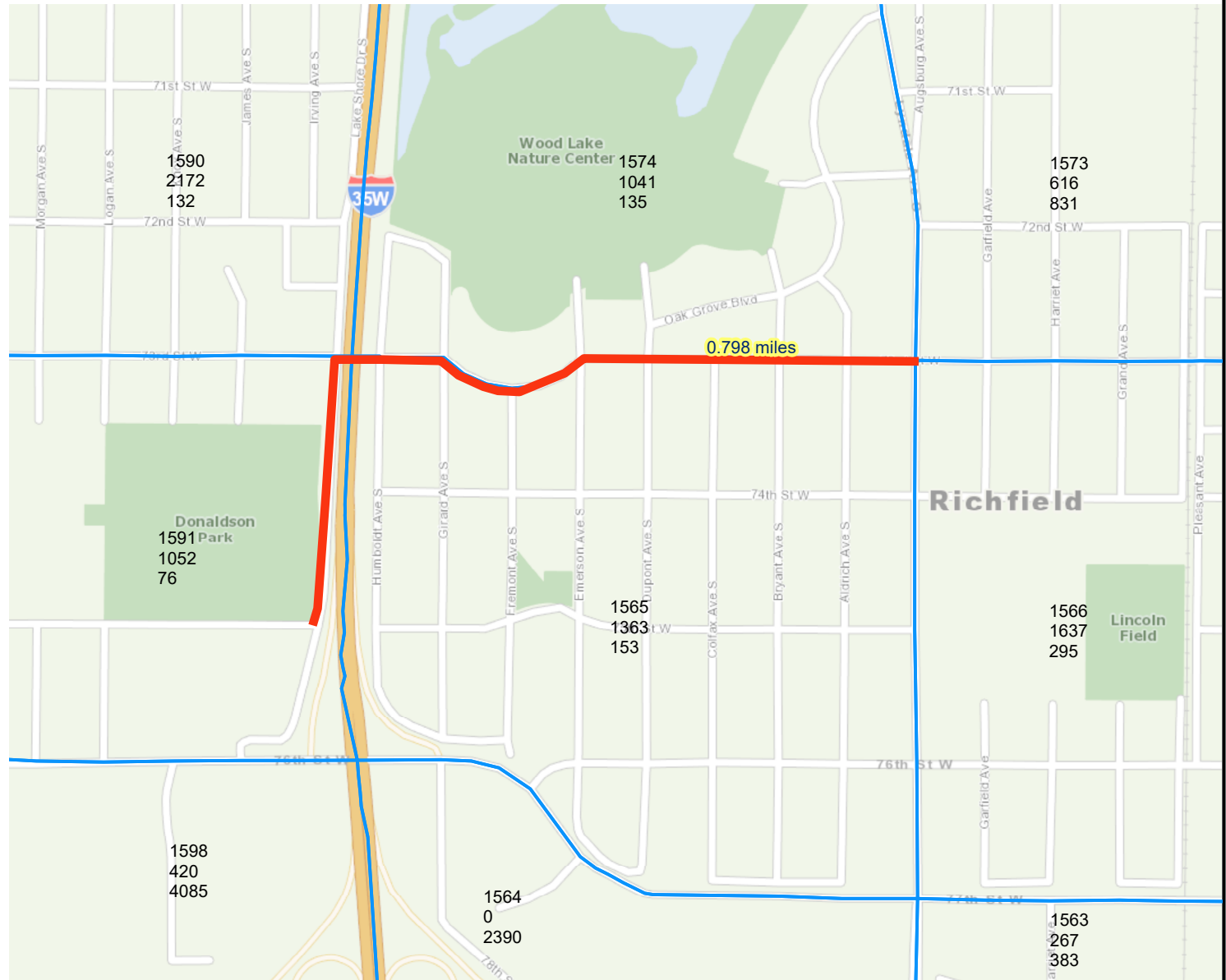


Population/Employment Summary

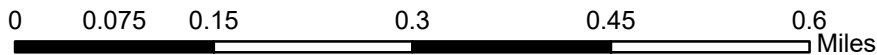
Multiuse Trails and Bicycle Facilities Project: 73rd St bridge and bikeway | Map ID: 1649955731681

Results

Within ONE Mile of project:
 Total Population: 34199
 Total Employment: 37576



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 4/14/2022
 LandscapeRSA4



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



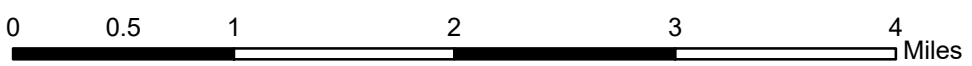
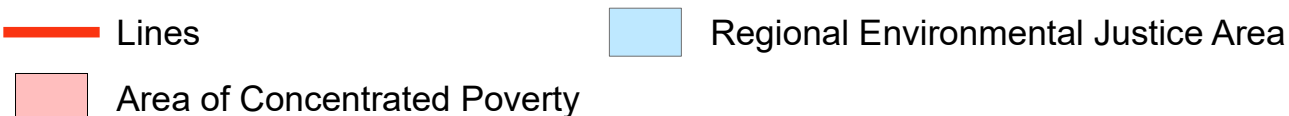
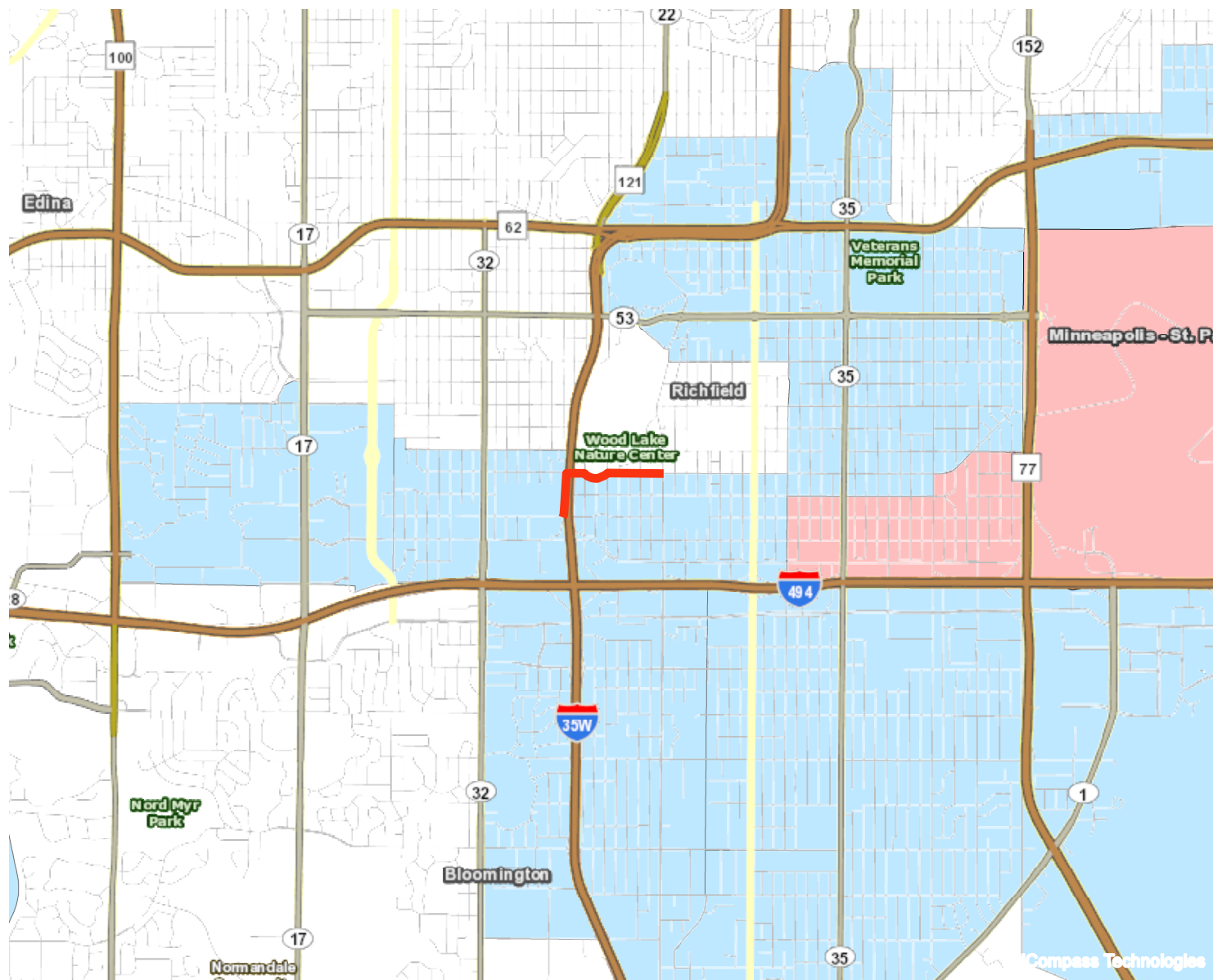
Socio-Economic Conditions

Multiuse Trails and Bicycle Facilities Project: 73rd St bridge and bikeway | Map ID: 1649955731681

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 367

Project located in census tract(s) that are ABOVE the regional average for population in poverty or population of color.

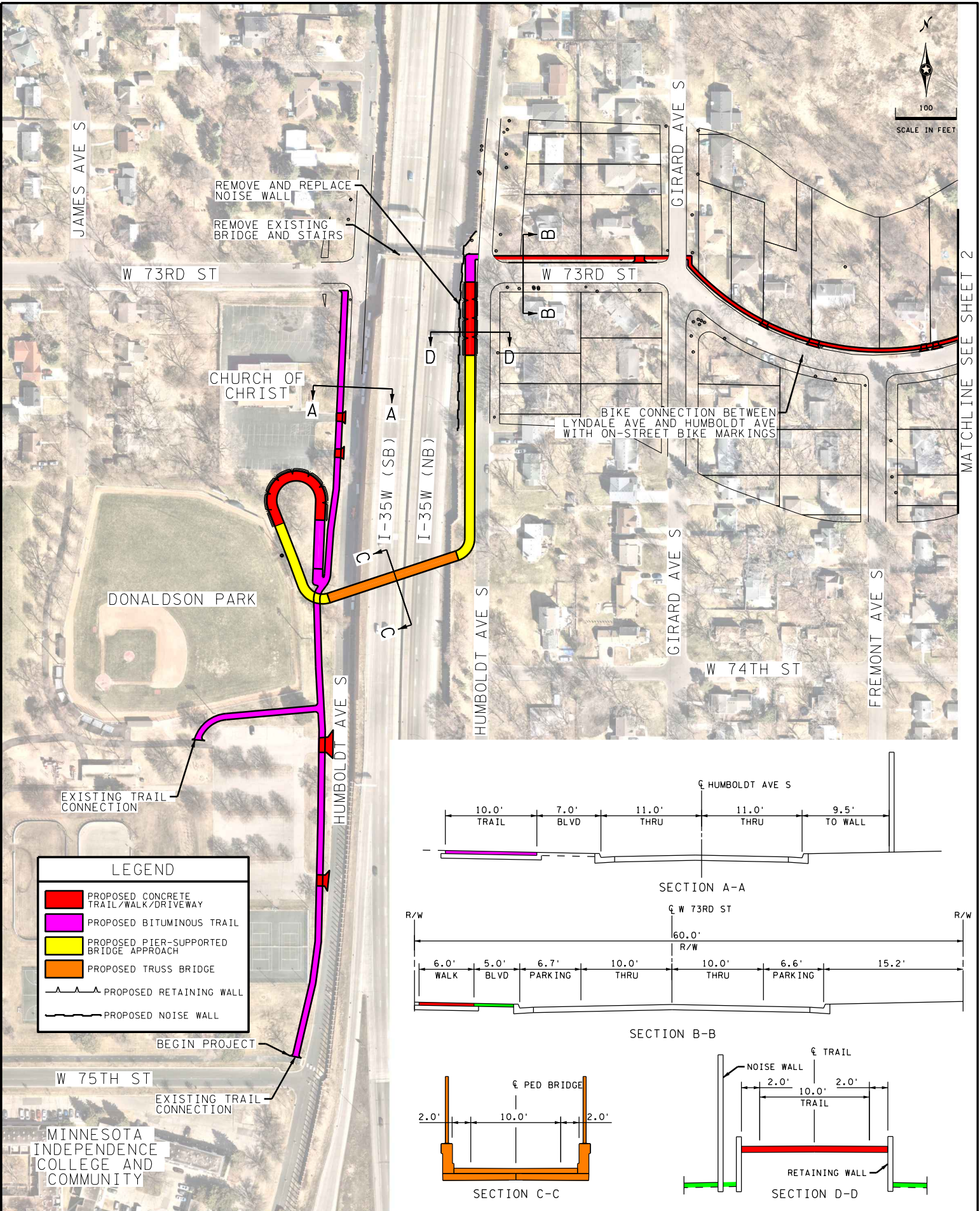


Created: 4/14/2022
LandscapeRSA2



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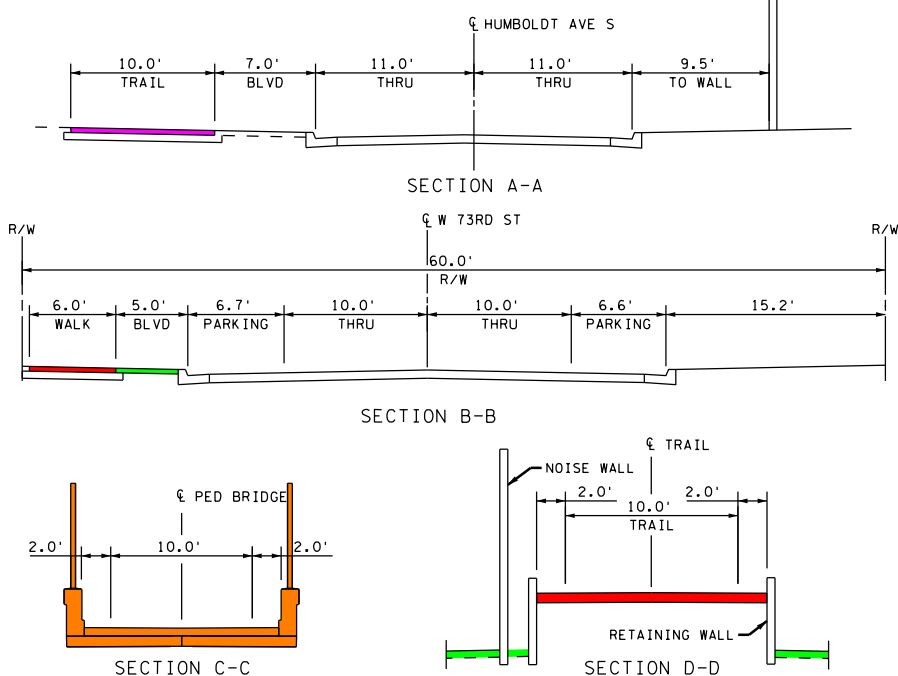




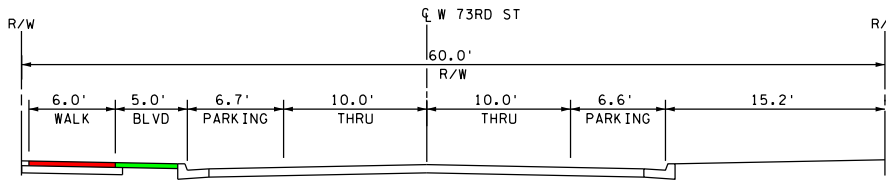
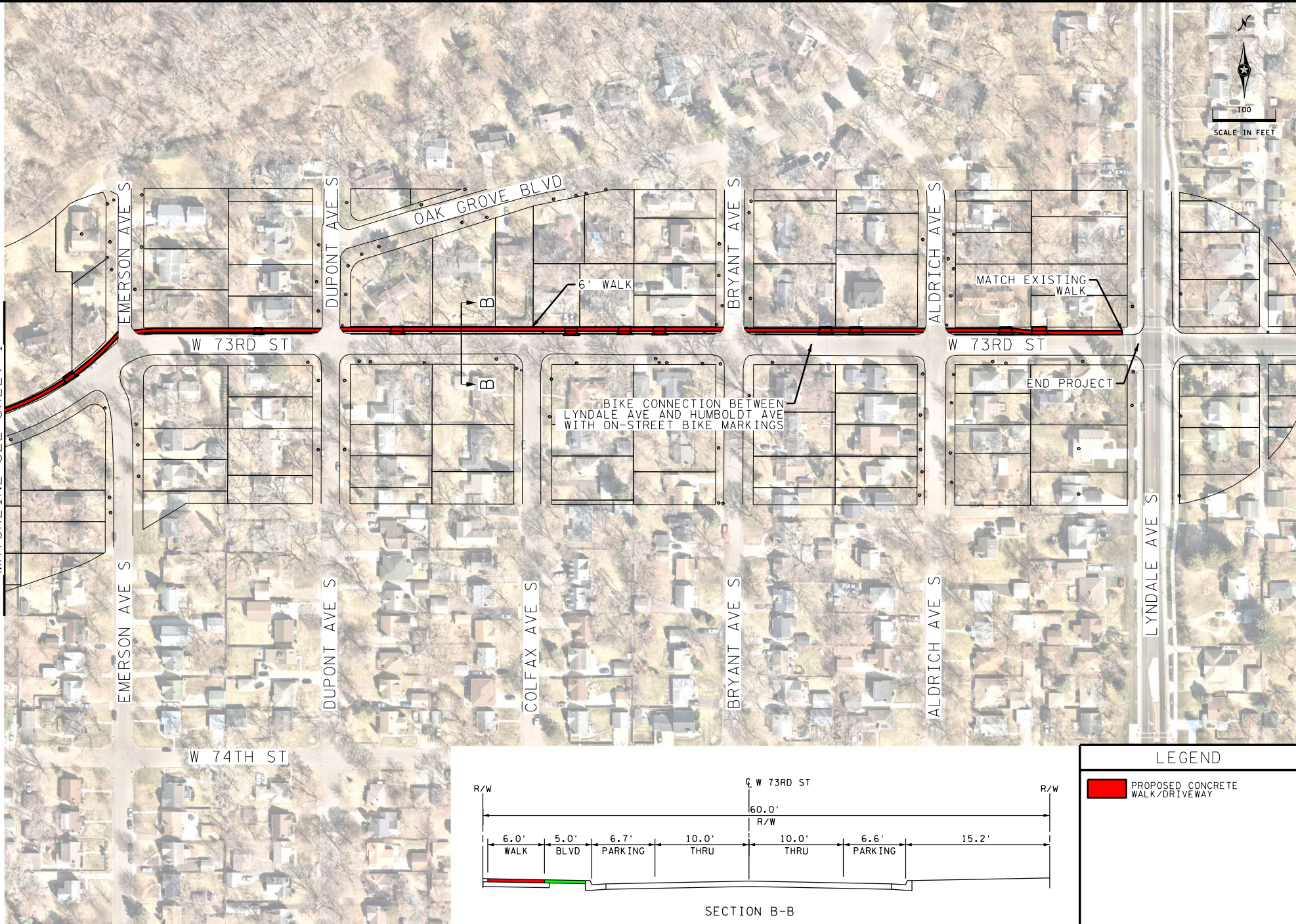
MATCHLINE SEE SHEET 2

LEGEND

- PROPOSED CONCRETE TRAIL/WALK/DRIVEWAY
- PROPOSED BITUMINOUS TRAIL
- PROPOSED PIER-SUPPORTED BRIDGE APPROACH
- PROPOSED TRUSS BRIDGE
- PROPOSED RETAINING WALL
- PROPOSED NOISE WALL



MATCHLINE SEE SHEET 1



SECTION B-B

LEGEND

	PROPOSED CONCRETE WALK/DRIVEWAY
--	---------------------------------



**MnDOT Metro District
1500 West County Road B-2
Roseville, MN 55113**

April 11, 2022

Ben Manibog
Transportation Engineer
City of Richfield

Re: MnDOT Letter for Richfield's Metropolitan Council/Transportation Advisory Board 2022 Regional Solicitation Funding Request for the pedestrian bridge at 73rd St and I-35W

Ben Manibog ,

This letter documents MnDOT Metro District's recognition for Richfield to pursue funding for the Metropolitan Council/Transportation Advisory Board's (TAB) 2022 Regional Solicitation to reconstruct the pedestrian bridge at 73rd St and I-35W.

As proposed, this project impacts MnDOT right-of-way on I-35W. As the agency with jurisdiction over I-35W, MnDOT will allow Richfield to seek improvements proposed in the application. Details of any future maintenance agreement with the City will need to be determined during the project development to define how the improvements will be maintained for the project's useful life if the project receives funding.

There is no funding from MnDOT currently planned or programmed for this improvement. If your project receives funding, continue to work with MnDOT Area staff to coordinate needs and opportunities for cooperation.

MnDOT Metro District looks forward to continued cooperation with Richfield as this project moves forward and as we work together to improve safety and travel options within the Metro Area.

If you have questions or require additional information at this time, please reach out to West Area Manager April Crockett at April.Crockett @state.mn.us or 651-234-4347.

Sincerely,

Michael Barnes, PE
Metro District Engineer

CC: April Crockett, Metro District Area Manager; Dan Erickson, Metro State Aid Engineer; Molly McCartney, Metro Program Director

RESOLUTION NO. 11961

RESOLUTION OF SUPPORT FOR 73RD ST TRAIL AND BRIDGE REGIONAL SOLICITATION APPLICATION

WHEREAS, the Metropolitan Council's regional solicitation is a competitive federal funding allocation process available to local governments in the Twin Cities region; and

WHEREAS, the regional solicitation's Multiuse Trails and Bicycle Facilities category's purpose is to fund projects that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety, reducing or eliminating user barriers, and improving the Regional Bicycle Transportation Network.

WHEREAS, the existing pedestrian bridge on 73rd St over I-35W does not have ramps and is not ADA accessible; and

WHEREAS, there is a pedestrian and bicycle gap on 73rd St from I-35W to Lyndale Ave; and,

WHEREAS, Richfield Middle School and Richfield High school are both within a half mile of the project corridor; and,

WHEREAS, the bridge's lack of accessibility was identified in the 2009 Safe Routes to School Comprehensive Plan in collaboration with Richfield Public Schools; and

WHEREAS, the gap on 73rd St was identified in the 2012 Bicycle Master Plan and the 2018 Pedestrian Master Plan; and

WHEREAS, 10% and 12% of students from the Middle and High Schools respectively are within the walk zone of their school but are separated by I-35W; and

WHEREAS, an average of 13% and 14% of students from the Middle and High Schools respectively walk or bike to school; and

WHEREAS, closing the 73rd St pedestrian and bicycle gap and improving the bridge's accessibility will increase the safety and improve the experience of students traveling to and from schools and community members traveling in their neighborhood; and

WHEREAS, a 20% local government match funding is required if the project is selected; and

WHEREAS, if the above project is selected, construction is tentatively scheduled for 2026; and

WHEREAS, the City of Richfield invests in infrastructure to best serve today's and tomorrow's residents, businesses, and visitors; and

WHEREAS, the City of Richfield ensures that City services are accessible to people of all races, ethnicities, incomes, and abilities.


NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Richfield supports Public Works' 2022 regional solicitation application for 73rd St trail and bridge.

Adopted by the City Council of the City of Richfield, Minnesota this 12th day of April, 2022.



Maria Regan Gonzalez, Mayor

ATTEST:



Kari Sinning, City Clerk



Project name: 73rd St Ped/Bike Bridge Modernization

Applicant: City of Richfield

Project location: 73rd St from Lyndale Ave to E Humboldt Ave; W Humboldt Ave from 75th St to 73rd St

Total project cost: \$9,200,000

Requested federal amount: \$5,500,000

Local match: \$3,700,000 (40% local match)

Project description:

The City of Richfield is proposing to replace the existing ADA non-compliant pedestrian bridge over I-35W at 73rd St and provide pedestrian and bicycle connections to the new bridge. The project includes a new accessible bridge with pedestrian-scale lighting, a sidewalk connection and on-street bikeway on 73rd St from Lyndale Ave to the bridge, and trail connections from the Nine Mile Creek Regional Trail and Donaldson Park to the bridge along W Humboldt Ave. The connection will serve students of the nearby middle and high schools, vocational and life skills school, transit users (including METRO Orange Line and future Lyndale/Johnson BRT), and resident’s access to community resources.

Project benefits:

- New accessible bridge over major highway barrier
- Pedestrian and bike connections to bridge from Lyndale Ave and regional trail
- Boulevard space buffering pedestrians and bikes from vehicular traffic
- Easier and safer access to schools, transit, parks, and regional trail

Project area:

• New sidewalk and on-street bikeway ———
 • New bridge ○
 • New off-street trail



**Richfield Public Schools Independent District #280
RESOLUTION OF SUPPORT FOR 73RD ST TRAIL AND BRIDGE REGIONAL
SOLICITATION APPLICATION**

WHEREAS, the Metropolitan Council's regional solicitation is a competitive federal funding allocation process available to local governments in the Twin Cities region; and

WHEREAS, the regional solicitation's Multiuse Trails and Bicycle Facilities category's purpose is to fund projects that increase the availability and attractiveness of bicycling, walking, or rolling by improving safety, reducing or eliminating user barriers, and improving the Regional Bicycle Transportation Network; and

WHEREAS, the existing pedestrian bridge on 73rd St over I-35W does not have ramps and is not ADA accessible; and

WHEREAS, there is a pedestrian gap on 73rd St from I-35W to Lyndale Ave; and,

WHEREAS, Richfield Middle School and Richfield High School are both within a half mile of the project corridor; and,

WHEREAS, the bridge's lack of accessibility was identified in the 2009 Safe Routes to School Comprehensive Plan in collaboration with the City of Richfield; and

WHEREAS, 10% and 12% of students from the Middle and High Schools respectively are within the walk zone of their school but are separated by I-35W; and,

WHEREAS, an average of 13% and 14% of students from the Middle and High Schools respectively walk or bike to school; and

WHEREAS, closing the 73rd St pedestrian gap and improving the bridge's accessibility will increase safety and improve the experience of students traveling to and from school; and

WHEREAS, a 20% local government match funding is required, however no required match funding for the school district is required; and

WHEREAS, if the above project is selected, construction is tentatively scheduled for 2026.

THEREFORE, BE IT RESOLVED:

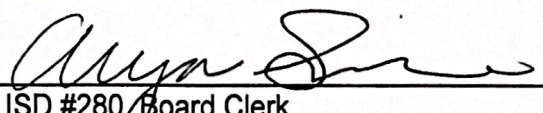
That Richfield Public Schools Independent District #280 Board of Education supports the City of Richfield's regional solicitation application to the Metropolitan Council for pedestrian and bike infrastructure improvements on 73rd St between the Middle and High Schools.

Adopted and approved at a duly called meeting, this 4th day of April, 2022.

Attest:



ISD #280, Board Chair



ISD #280 Board Clerk



Public Works Department

April 13, 2022

MAYOR

MARIA REGAN
GONZALEZ

Metropolitan Council
Regional solicitation scoring committee

CITY COUNCIL

SEAN HAYFORD OLEARY

MARY SUPPLE

SIMON TRAUTMANN

BEN WHALEN

To whom this may concern,

CITY MANAGER

KATIE RODRIGUEZ

The City of Richfield Public Works Department acknowledges the Engineering Division is applying for a Metropolitan Council regional solicitation grant to fund reconstruction of the 73rd St bridge and bike and pedestrian connection from Lyndale Ave to I-35W under the "Multiuse Trails and Bicycle Facilities" category. This project includes a new pedestrian bridge, bridge ramps, ADA ramps, and pedestrian and bike infrastructure.

Public Works supports this application as it provides a more accessible and comfortable crossing of I-35W, a major barrier in the city. The City and School Board also support this application as seen through the attached City Council and School Board resolutions of support.

Public Works commits to operate and maintain these facilities such that they are usable for all transportation modes in all seasons for its full design life. This is consistent with the city's Snow Removal and Ice Control Policy dated 10/23/18 and attached to the application.

We hope that this application is awarded for tentative construction in 2026. Improving and filling this gap will fulfill years of planning through the Safe Routes to School Comprehensive Plan (2009), Bike Master Plan (2012), and Pedestrian Master Plan (2018).

Respectfully,

Kristin Asher
Public Works Director

**PUBLIC WORKS DEPARTMENT
CITY OF RICHFIELD**

DATE: 10/23/2018

SUBJECT: Snow Removal and Ice Control Policy

Purpose

The purpose of this Snow Removal and Ice Control Policy (“Policy”) is to define and outline snow removal and ice control objectives and procedures as established by the City of Richfield (“City”) and the Public Works Department (“Department”).

Introduction

The City assumes basic responsibility for snow removal on City streets, City sidewalks/trails/cycle tracks, and City-owned public parking lots. The City assumes basic responsibility for ice control and mitigation on City streets and City-owned public parking lots, but does not salt or sand City sidewalks/trails/cycle tracks. Reasonable snow removal and ice control is necessary for routine travel and emergency services. The City strives to provide this service in a timely, safe, and cost-effective manner while keeping in mind safety, budget, personnel, equipment, and environmental concerns. The City will primarily use its own personnel and equipment to provide this service, but may also use private contractors when necessary.

The Policy supersedes written or unwritten policies of the City and Department regarding snow removal and ice control. This Policy does not relieve the operators of private vehicles, pedestrians, property owners, residents, and all others that may be using public streets, sidewalks, and trails or that may otherwise be affected by snow/ice removal operations, of their responsibility to act in a reasonable, prudent, and cautious manner given the prevailing weather and street conditions.

Policy

The Operations Superintendent, under the direction of the Public Works Director, will make decisions as to time, method, and materials used on snow removal and ice control operations. The Operations Superintendent is responsible for coordinating equipment and personnel, and assigning work based on the need for snow removal and ice control within the City. The Operations Superintendent maintains the authority to delegate any of the responsibilities laid out in this policy to appropriate Department staff.

The Department will only conduct snow and ice control operations when weather conditions do not endanger the safety of employees or equipment and operations are effective. Factors that may delay snow and ice control operations include:

- Severe cold
- Significant winds
- Limited visibility
- Rapid accumulation of snow and/or ice
- Traffic conditions (e.g., rush hour)

The Department continuously monitors forecasts and weather conditions to aid in mobilization decisions. The Department will use multiple sources for storm warning preparedness, including, but not limited to the following:

- National Weather Service (www.weather.gov)
- Hennepin County Emergency Management
- Local News Weather Reports
- Various weather-related web sites

Planning and Scheduling

Snow removal and ice control operations may occur during assigned work shifts or, in some situations, on a call back of workers. When conditions allow, work schedules will be arranged to keep overtime at a minimum, with overtime scheduling being approved by the Operations Superintendent. The Operations Superintendent will notify the Public Works Director of any unusual amount of overtime to be performed and the reasons for the overtime.

The Operations Superintendent retains the authority to alter assignments based on weather conditions, equipment and personnel availability, and other conditions related to snow removal and ice control.

Mobilization

Mobilization of employees is the responsibility of the Operations Superintendent. The Operations Superintendent will determine the dispatching of equipment for City streets, City sidewalks/trails, and City-owned public parking lots.

The Operations Superintendent will keep the Public Works Director informed of the start, progress, and completion of full-scale snow removal and ice control operations.

Initiating Operations

The start of snow removal and ice control operations depends upon current and anticipated conditions. The Operations Superintendent will decide when to initiate snow removal and ice control operations. Snow removal and ice control operations may be initiated any time they are deemed to be beneficial to the City. Some criteria for the decision are:

- Snow accumulation of two (2) or more inches
- Drifting of snow that causes travel problems
- Icy conditions which seriously impact travel
- Timing of snowfall in relation to heavy use of streets (e.g., rush hour)
- Forecasted and anticipated changes in weather conditions

Snow Route Assignment and Planning

Each year, the Department prepares a map of the street system, sidewalk/trail system, and public properties serviced by the City. These maps identify route areas that identify personnel, equipment, and, if necessary, the private contractors used to provide the

services. Annually, the Department revises route areas to correspond with budget, equipment, personnel, and other resources available to the City.

The Department identifies priority routes and hazards within each route area. These route areas are generally assigned to individuals and are used for planning and executing routine snow removal and ice control operations.

Street Snow Removal Routes

The Department has classified City streets based on the street function, traffic volume, and importance to the welfare of the community. The priority of snow removal routes are as follows:

1. Minor arterial roads: high-volume routes that connect the urban service area to cities inside and outside of the region
2. Collector streets: streets providing access between neighborhoods, minor business concentrations, and schools
3. Low-volume local streets
4. City parking lots, alleys, sidewalks, and trails

Emergency services officers may contact the Department to dispatch workers and equipment to provide services for emergency vehicles (i.e. police, fire, ambulance, equipment needed for electrical outages, gas leaks, etc.) responding to emergencies within the City. The Department will dispatch necessary workers and equipment as soon as possible.

Sidewalk/Trail/Cycle Tracks Snow Removal Routes

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. Collector streets
4. Residential neighborhoods

In the event of a major snow event (six (6) inches or more) one side of each arterial street will be plowed, until all arterial roads are cleared. Typically, two machines will be available for snow removal from sidewalks.

Cycle tracks will be cleared of snow at the discretion of the Operations Superintendent

Sidewalk/Trail/Cycle Tracks Ice Policy

In effort to best utilize the City's finite resources and prioritize snow and ice removal in high-impact areas as outlined throughout this Policy, the Department will not apply salt, sand, or other de-icing chemicals to sidewalks/trails/cycle tracks. Due to the ever-changing nature of the Minnesota climate, the physical and financial cost of keeping all sidewalks/trails/cycle tracks free of ice at all times would substantially outweigh the benefit to the community. In addition, salt, sand, and other de-icing agents have adverse effects on the local environment. Application of these substances is imprecise and may result in negative effects to adjacent green space and/or infiltration into ground water. Residents and business owners are encouraged to make sure sidewalks adjacent to their properties are ice free or otherwise safe for passage.

Transit Accommodations

In addition to plowing sidewalks in the most heavily used areas first, the Department employs a Sentencing to Service crew four days per week, whose primary task in the winter months is to clear bus stops of snow and ice for mass transit users. The Sentencing to Service crew works a defined schedule so it can take up to three days before some transit stops are cleared, depending on the timing of snowfall in relation to the schedule.

Equipment Inspection

The Department mechanics conduct a thorough inspection of all snow and ice related vehicles and equipment prior to the start of the snow season. In addition, all trucks are annually certified through the Minnesota State Patrol Mandatory Inspection Program.

The Department also conducts daily inspections of snow and ice related vehicles and equipment during the snow season. Operators of the vehicles and equipment record their daily inspections and the status of the vehicle.

Equipment Calibration

The Department calibrates all salting vehicles prior to the start of the snow season to ensure efficient and effective application. Calibration will also occur if there is a major hydraulic repair or service needed on the vehicle.

Other Responsible Entities

Other governmental entities maintain certain streets within the City, which includes snow and ice removal. The Minnesota Department of Transportation (MnDOT) and the Hennepin County Highway Department maintain separate maintenance policies for streets they maintain within the City. From time to time, entities may contract with each other to perform snow removal services. The ultimate responsibility for snow removal services rests with the controlling entity.

Hennepin County maintains streets on **Penn Ave, Nicollet Ave,** and **Portland Ave** from Trunk Highway 62 to Interstate 494 in Richfield, as well as the entirety of **66th Street** in Richfield and into Edina.

MnDOT is responsible for all freeway on/off ramps on Trunk Highways 62 and 77 and Interstates 35W and 494 in Richfield.

Responsibility varies between **Richfield, Hennepin County,** and **Bloomington** for sidewalks along interstate/trunk highway overpasses and underpasses.

The table below summarizes the entity responsible for clearing sidewalks.

Sidewalks on overpasses	Entity
494/Penn	Hennepin County
494/Portland	Hennepin County
494/Nicollet	Hennepin County
62/Penn	Hennepin County

62/Portland	Hennepin County
77/66 th Street	Hennepin County
494/Lyndale	Bloomington
494/12 th Ave	Bloomington
76 th Street/35W	Richfield
Sidewalks on underpasses	Entity
62/Lyndale	Richfield
62/Nicollet	Richfield
66 th Street/35W	Richfield

Private Contractors Providing Snow Removal Services

Richfield City Code, Subsection 930.17, limits the operation of vehicles for snow plowing on private property in residential districts and within fifty (50) feet of such districts to the period between 6:00AM and 10:00PM any day of the week.

Post-Snowfall Events

Operators conduct follow-up plowing as needed. Generally, further clearing takes place where cars were parked, at intersections, etc. Additional salting of intersections may occur at this time as well.

Snow and Ice Control Materials

The City does not have a “bare pavement” policy. The Department will wait for snowfall to cease or accumulate sufficiently before initiating snow removal. General snow pack will remain on City streets and sidewalks in many cases.

The Department will use snow and ice control materials when there are hazardous ice or slippery conditions on streets. The Department may use other minerals, chemicals, and mixtures to assist in ice control provided they have an equivalent or lesser effect on the environment than salting and are economically feasible. The Department is concerned with the effect of chemicals on the environment; therefore, it will limit its use of such chemicals.

The Department initiates salting operations to melt ice on City streets. The Department will apply snow and ice control materials at times and rates that maximize effectiveness and generally limit application to:

- Intersections
- Hazardous areas
- Isolated, slippery areas

The Department may order use of additional salt if pavement, air temperatures, or precipitation type warrant. The Department has adopted salt application best practices as stated in the Minnesota Snow and Ice Control Handbook.

The City does not employ salt or other ice control measures on sidewalks/trails/cycle tracks in the City.

Refreeze Conditions

It is not possible or practical for snow and ice to be completely removed from all sidewalks or prevent melting snow or ice from refreezing on sidewalks. Users of sidewalk and trail facilities are expected at all times to be mindful of current conditions and avoid hazards to remain safe.

Material Handling and Storage

Salt stockpiles are stored off-site at a nearby Minnesota Department of Transportation (MnDOT) facility with the exception of approximately 300 tons being stored in an enclosed structure at the Public Works maintenance facility. During the off-season, salt at the Public Works maintenance facility is tarped and stored inside a covered structure. No other materials or supplies are stored in the structure containing the salt.

Spreading and Plowing Procedures

The Department will plow snow in a manner that minimizes traffic obstructions. The center of the roadway will be plowed first, and then the snow will be plowed from left to right so the snow discharges onto the boulevard. When plowing on bridges, operators will adjust their speed to reduce or eliminate a snow wake from going over the side of the bridge. Snow on dead-end streets will generally be plowed to the end of the roadway and snow on cul-de-sacs will be plowed to the middle of the cul-de-sac.

As necessitated by available resources, snow is plowed to the edge of the street without regard for sidewalks, driveways, and other structures located in the right-of-way. Sidewalks will be cleared after roadways are cleared. The City recognizes the inconvenience that comes from snow piling up on driveways due to plowing activities, but the City is not responsible for removing this accumulated snow.

Snowplow operators are exempt from traffic regulations set forth in Minnesota Statutes, Chapter 169 while actually engaged in work on streets, except for regulations related to driving while impaired and the safety of school children. Pursuant to this authority, snowplow operators have discretion to disregard standard traffic laws, when, in their judgement, it is safe to disregard such laws.

Hauling of Snow and Snow Storage

From time to time, the Department will remove snow where space does not allow for snow to be pushed or piled outside the driving lanes by hauling to another location. The Operations Superintendent will determine when snow will be removed by truck from the boulevard area. Snow hauling operations will not commence until other snow/ice removal operations have been completed. Snow hauling operations may also be delayed depending on weather conditions, personnel, and budget availability. The snow will be removed and hauled to a snow storage area. The snow storage zone will be located in an area that minimizes environmental impact.

Snow Emergencies

Snow Emergency Procedures

Concurrent with the above policy, the following are additional City practices employed during a declared snow emergency (see City Code, Subsection 1305.13).

Snow Emergency Notifications

A snow emergency is declared by the Operations Superintendent, or designee. Declaration of a snow emergency can be found at the following:

- a. Contact the Snow Emergency Line at 612-861-9178
- b. Visit the City Website at www.richfieldmn.gov
- c. Sign up for e-update on the City website at www.richfieldmn.gov/residents/e-notification
- d. Local news channels
 - i. WCCO
 - ii. KMSP
 - iii. KSTP
 - iv. KARE 11
- e. Social Media (Facebook, Twitter)

Parking Limitations

Vehicles parked on the roadway during a snow or ice event may impair the effectiveness of snow and ice control and removal. Richfield City Code, Subsection 1305.13, prohibits on-street parking during a snow emergency. A snow emergency is in effect after a snowfall of two (2) or more inches and/or upon the declaration of a snow emergency by the City Manager, or designee, and continues until the street has been plowed curb-to-curb.

Richfield City Code, Section 1315, permits certain vehicles to park in the front yard areas of residential districts of the City during a snow emergency, subject to the following conditions:

- a. The vehicle must be parked as close as possible to the established driveway area serving the property on which, or in front of which, it is parked;
- b. Permission of the property owner must be obtained;
- c. The vehicle must be parked at least eight (8) feet back from the curblines, and five (5) feet back from any public sidewalk;
- d. The vehicle may not be parked off of an established driveway within the area bounded by the street curblines abutting said corner lot and a line connecting points on the abutting curblines of fifty (50) feet from the point of intersection of the extensions of the curblines; and
- e. Movement to and from the parking area must be over the established driveway rather than over the curb.

The owner of the property shall repair any damage to the adjacent boulevard area caused by parking in the front yard areas of residential districts.

Private Property

Snow Removal on Private Properties

It is a public nuisance and violation of City Code, Subsection 830.41, to shovel, plow, or cast snow or ice from private property onto a public street, alley, sidewalk, boulevard, or public parking lot. It is allowable to remove snow or ice from a private driveway or walkway and deposit the snow or ice on the portion of the boulevard immediately adjacent to the private property. Pushing, piling, or storing snow in or across the street is prohibited.

Service to Private Property

City personnel and any personnel contracted by the City do not provide snow removal and ice control services to private properties. Services may, however, be provided with the permission of the property owners in situations where City operations directly benefit from operations on private property. Snow removal operations may be conducted on any private property when emergency vehicles responding to a call for service require access to private property. Any operations on or services provided to private property are authorized by the Department, or are provided at the request of any emergency services officer responding to a call.

Snow Operation Damages

Snow removal and ice control operations can cause damage to property, even under the best circumstances and care by vehicle and equipment operators. Most often, damage occurs to property improvements in the City right-of-way, which generally extends eight (8) to twelve (12) feet beyond the edge of street pavement.

The City is not responsible for damage to vegetation caused by plowing or the application of sand and salt mixtures. However, the City will make its best effort to repair damaged grass along curb lines and sidewalk edges using black dirt and seeding.

Personal property in the City's right-of-way damaged by snow being deposited from an accumulation on the blade of a snowplow will not be considered for compensation. Any property damage claims allegedly resulting from City snow plowing activities must be filed with the City's insurance through the Human Resources Department

When disagreement about the responsibility for the damage occurs, the Department will investigate and decide responsibility.

Equipment operators and contractors are directed to immediately contact their supervisor and the supervisor will contact the Department and Police Department whenever an incident involves damage to vehicles, significant structures, or involves any injury to a person.

Equipment operators and contractors also report existing damage they observe to avoid any potential future claim the damage was caused by snow removal or ice control operations.

Service Requests and Complaints

The Department will take service requests and complaints regarding snow removal and ice control operations during normal working hours. The Department will prioritize service requests and provide resolution at their discretion, in keeping with available personnel, equipment, and materials. The Operations Superintendent will receive and respond to service requests or complaints that the administrative staff is unable to answer.

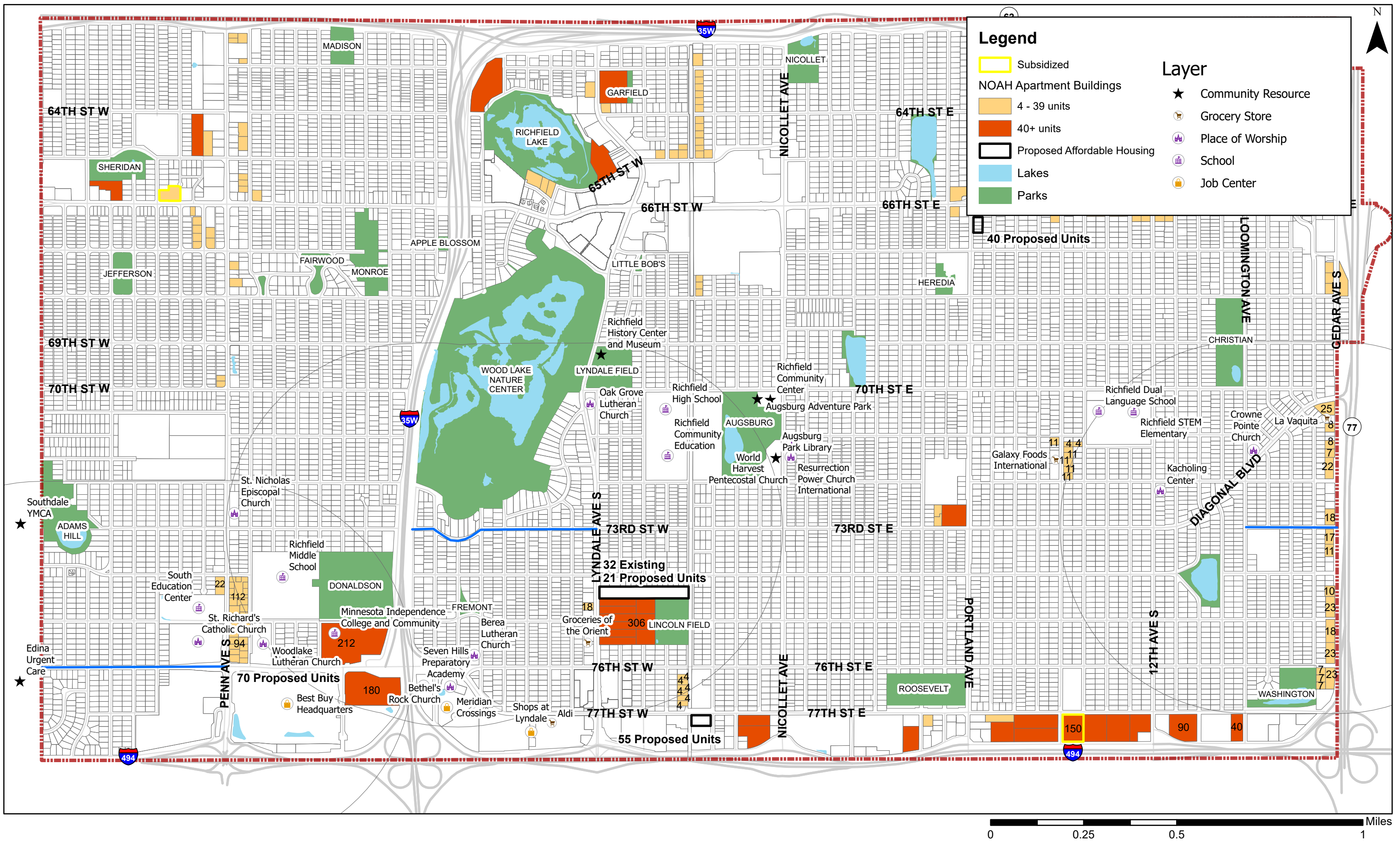
Policy Review

The Department will review this policy annually. The Department will keep on file written comments and complaints received regarding this policy. Any review will consider comments or complaints received since the last review. The review will also consider

Snow and Ice Policy
Richfield Public Works
October 23, 2018

input from City employees and contractors, members of the public, and other affected parties.

Socio-Economic Conditions: Affordable Housing Access





**Public Works Department
City of Richfield**



Date: April 3, 2019

Subject: Public Engagement Policy for Street Projects

Policy Purpose & Overview

This policy is intended to formalize the public engagement process the City of Richfield utilizes to gather feedback and identify concerns held by stakeholders in the development and design of street construction projects. The bulk of public engagement occurs in the preliminary design phase during a project’s “concept development.” In the final design and construction phase of a project, public engagement is tailored to the adjacent property owners to review specific details related to their property. Throughout the preliminary and final design process and through project construction, staff maintains an informal openness to all project stakeholders and will correspond with and meet residents in person to discuss and talk through any concerns or questions arising from a project. All large-scale transportation projects in Richfield follow this general linear process ([attachment #1](#)).

The Big Picture: Richfield’s Guiding Documents

The City of Richfield relies on a set of guiding documents ([attachment #2](#)) to help shape the design of street reconstruction projects. The City of Richfield’s [Complete Streets Policy](#) states in part:

“Early and frequent public engagement/involvement will be important to the success of this Policy. Those planning and designing street projects must give due consideration to the community values, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, or changes in the allocation of pavement space on an existing roadway (such as the reduction in the number of travel lanes or removal of on-street parking).”

In addition to the Complete Streets Policy, staff utilizes [Guiding Principles](#), the [Bicycle Master Plan](#), the [Pedestrian Master Plan](#), and the [Parks Master Plan](#) to guide the design process from start to finish.

Project Evolution & Public Engagement

- 1. Capital Improvement Plan – Project Identification**
- 2. Public Notification & Project Promotion**
- 3. Phase 1: Preliminary Design (Concept Development)**
 - a. Transportation Commission**
 - b. Open House #1**
 - ✓ Virtual Open House
 - ✓ Transportation Commission
 - c. Open House #2**
 - ✓ Virtual Open House
 - ✓ Transportation Commission
 - ✓ City Council Work Session if Needed

- d. **Open House #3**
 - ✓Virtual Open House
 - ✓Transportation Commission
 - ✓City Council Work Session if Needed
- e. **Meetings with Adjacent Property Owners with Physical Property Impacts**
- f. **Open House #4**
 - ✓Virtual Open House
 - ✓City Council Work Session to Review Preferred Alternative Design
 - ✓Transportation Commission Recommendation to Council
- g. **City Council Consideration of Preliminary Design Approval**
- 4. **Phase 2: Final Design Process**
 - a. **Meetings with Adjacent Property Owners**
 - b. **Final Design Approval**
 - c. **Advertisement for Bid**
 - d. **Award of Contract**
- 5. **Phase 3: Construction**
 - a. **Project Construction Kick-Off Meeting**
 - b. **Neighborhood Block Meetings**
 - c. **Weekly Project Updates**
 - d. **Individual Meetings**
 - e. **Construction and Project Wrap Up**

Capital Improvement Plan – Project Identification

Future projects are identified in the City’s Capital Improvement Budget and Capital Improvement Plan (CIB/CIP) which is a comprehensive list of major improvements necessary to meet the needs of the community over a five-year period and beyond. The CIB/CIP sets forth the proposed scheduling and details of the specific project by year, estimated cost, sources of funding and a justification or description for each improvement. The CIB/CIP is updated and approved on an annual basis. Street projects generally find their way into the CIB/CIP due to degrading street and infrastructure quality, critical utility replacement needs, and the ability of the City to complete a project in conjunction with county, state, and private reconstruction initiatives.

Public Notification & Project Promotion

For many projects, the public notification and engagement process will begin as far out as two years before any ground is broken, depending on the size and scope of the project. City staff work diligently to make sure the public is aware of upcoming projects, public engagement opportunities and public meetings related to the development of these projects. Residents and business owners are notified of upcoming projects and the opportunities to participate in their design through a variety of means, including but not limited to postcard mailers, flyers, newspaper advertisements, social media postings, website updates, emails and boulevard signage near the project sites.

Phase I: Preliminary Design (Concept Development)

Transportation Commission

The City Council, in recognition of the importance that transportation planning has on the overall development of the City of Richfield, created a Transportation Commission in April 2005 to advise the Council on a variety of transportation issues and to encourage citizen involvement in the City's decision-making process on transportation. The Council has tasked the commission with reviewing proposed improvements to street infrastructure, engaging the project stakeholders and ultimately providing recommendations for Council consideration. At its core, the Commission serves as the conduit for community and business perspectives to supplement the technical and regulatory characteristics and needs of a project. The Commission itself is made up of Richfield residents, business owners, youth appointees and liaisons from City Council and other City commissions. The public at-large also has an opportunity at Transportation Commission meetings to participate, provide feedback and ask questions regarding proposed project designs.

The Commission is a unique and powerful body in the City of Richfield, and no transportation project plans or designs will receive a recommendation for approval by City Council without thorough vetting and endorsement by the community-focused Commission. Throughout the preliminary design process, the Transportation Commission plays a critical role in the development of a project from the initial technical analysis to their recommendation to council. Following each open house (detailed below), the Commission considers the input received and directs staff and refines the evolving design.

Open Houses

City and project staff utilize a series of "open houses" to infuse community input into the comprehensive problem statement, engage the public, and shape the preliminary design of a project, which will ultimately be presented to the City Council for approval at the end of the public engagement process. Generally speaking, there are three to four open houses in the preliminary design process. These open houses consist of both the formal hosted event and a "virtual open house" following each event (detailed later). The same general process is adhered to when preparing for and promoting each open house ([attachment #3](#)).

Open House #1. At the initial open house no future design is presented, instead, residents and business owners are invited to learn about the purpose and scope of a project and provide input on existing issues to be addressed during the design process. Through comment cards and discussions with residents, staff identifies the problems and concerns residents have with the existing conditions (vehicle speeds are too high, pedestrians feel unsafe, etc.).

Open House #2. At the second open house, the dominant themes that were identified in the feedback received from the initial open house will be presented to those in attendance as a "comprehensive problem statement." At this open house, the public is asked to confirm what project staff believe has been expressed through the initial open house. Staff will detail a variety of design "tools" that can be incorporated into the project to attempt to remedy the identified problems. Through the use of display boards and other visual aids, staff will detail the pros and cons of the various tools that are being considered to address the problem, and attendees will have the opportunity to provide their opinions and comments. No proposed layout or design is presented as this is still a discovery open house and input is being sought by staff regarding what works and what doesn't work with the existing conditions.

Open House #3. At the third open house, staff will use the feedback received in the first two open houses to propose to stakeholders a variety of layout concepts along different segments of the project that incorporate the favored design tools identified at open house #2 by residents through the participant feedback forms. Residents are asked through a detailed survey of their opinions about the

design options being offered, if the community problem statement is accurate, and if the concerns raised in previous open houses have been captured. The purpose of this open house is to review what has been done to date to respond to community feedback, present supporting technical analysis and provide input on potential design concepts for the corridor and for key intersections. This process will continue until a balanced design is developed that is acceptable to the public, meets the project goals identified in the comprehensive problem statement, and satisfies regulatory requirements (ADA, etc.) is developed.

Open House #4. At the final open house staff will present the proposed final layout and solicit feedback from stakeholders and the community. The purpose of this open house is to provide the public an opportunity to review and comment on the preferred alternative for the corridor, prior to final review and recommendation from the Transportation Commission to the City Council for formal approval. Prior to the preliminary design appearing before the Council for approval, a special work session is often held where the City Council will learn about the “preferred alternative design” that the public engagement process has achieved.

Virtual Open Houses. For those that are unable to attend an open house, staff will create a “virtual” open house on the City’s website for the full week following each open house ([attachment #4](#)). The same materials and information displays are presented electronically for the public to view, and an electronic version of the comment card/survey is available for individuals to fill out. Community members are also given contact information to personally reach out to staff to discuss elements of the project. Many stakeholders choose to view the open house materials and then reach out directly to staff via phone or email to make their voices heard as well.

Comment Cards, Participant Feedback & Open House Summaries. Comment cards/surveys are made available to residents at all open houses that contain specific questions related to the project design allowing residents to share their thoughts regarding the question or topic at hand. Following the conclusion of each open house, staff will summarize the findings and results from resident surveys and present them to the Transportation Commission for comment, discussion, and direction at the next regular meeting ([attachment #5](#)). A corresponding City Council memo is prepared and distributed to council members and an open house summary is posted to the [project website](#) following the conclusion of each open house for residents and interested parties to review.

Adjacent Property Owners with Physical Property Impacts

Property owners along a project route that would see physical property impacts meet one-on-one with project staff in the preliminary design process to discuss the various design scenarios and concepts and the possible implications for their property. This collaboration results in design concepts that satisfy the project needs and the individual property owner. Property owners directly impacted by a project are consulted with in this preliminary design phase because their buy-in is needed and can directly affect what layout is ultimately presented to Council. Property owners that have impacts limited to the right-of-way along their property boundaries are contacted during the final design process. If there are substantial impacts to private property in the right-of-way (e.g., a fence or retaining wall), project staff will notify the property owner in the preliminary design process to discuss the impacts.

Transportation Commission Preliminary Design Recommendation to Council

In concluding the preliminary design and general public engagement process, the Transportation Commission will formally make a recommendation to City Council for the approval of the preliminary design layout for a project. Adoption of the preliminary design occurs at a regularly scheduled City Council meeting and the public has an opportunity to voice objections or support for a project’s design

following a brief presentation by project staff to the body. If the preliminary design is approved by City Council, staff and the engineering firm leading the project will move right into the final design process.

Phase II: Final Design

The final design process commences immediately following preliminary design approval by City Council. While much of this phase is highly technical engineering work, design team staff continues to meet with residents and stakeholders along the project corridor that will see impacts in the City right-of-way along their property lines.

Meetings with Individual Property Owners

Staff will meet one-on-one with adjacent property owners that will have impacts to the City right-of-way that adjoins their private property. These discussions generally focus on impacts related to driveway aprons, grading, sidewalks, paths, plants, hedges, trees, fencing, berms, and retaining walls abutting the private property. Project staff work diligently to ensure a solution for each property owner is reached that best serves the project design and the property owner's wishes.

Private Property in the Right-of-Way. Individuals with personal property in the City right-of-way are governed by [Richfield Municipal Code Section 811.07](#), which states in part that property owners must have a permit for private property in the City right-of-way, that the City reserves the right to revoke any permit at any time and for any reason. If the permit is revoked, the property owner has 60 days to remove the private encroachment at their own expense. Despite the plain language of the Ordinance, project staff almost always are able to resolve problems with private encroachments at minimal or no cost to the property owner or the project itself.

To reiterate, during the preliminary design the City focuses efforts on public outreach and making contact with those that will have direct property impacts or major impacts to private property located in the right-of-way as part of the design being proposed. It is in the final design process that project staff touches base with all adjacent property owners regarding what to expect along the boulevard and any private encroachments that will need to be moved, modified, or removed entirely.

Final Design Approval, Advertisement for Bid, and Award of Contract

Following conclusion of the final design process and approval of the project's final design by City Council, project staff will advertise for sealed bids in compliance with Minnesota's Uniform Municipal Contracting Law ([Minnesota Statutes, §471.345](#)). In the bid solicitation process there is no public engagement, but the formal bid opening is a public meeting and the City Council is tasked with awarding the bid to the winning contractor at a regular City Council meeting.

Phase III: Construction

Kick-Off to Construction Open House

All City residents, and especially those along the project corridor, are invited to a construction kick-off meeting where they will meet the contractor and project staff. Project overviews are provided as well as information of what residents can expect with the upcoming construction. Layouts, project plans, and construction timelines are available for residents to view at this meeting and staff is on hand to speak with residents and answer any questions or concerns that residents might have.

Neighborhood Block Meetings

During construction, block meetings are held on-site to keep residents informed of project progress and provide project updates and what residents can expect in front of their home in the upcoming weeks. These meetings provide residents a safe way to talk with the contractor during construction and opportunity to ask project staff or the contractor questions about the project and specific impacts adjacent to their property.

Weekly Project Updates

Throughout the construction season, project staff will send weekly updates and construction recaps to individuals that have subscribed to our mailing lists. City staff produces a weekly video update that is also shared via email and through the City of Richfield and Richfield Sweet Streets Facebook pages. Construction recaps, updates and alerts are posted often to the [Richfield Sweet Streets website](#) and to both the Richfield Sweet Streets Facebook page and the City of Richfield's Facebook page.

Individual Meetings

Throughout the construction phase of a project individual residents or businesses will occasionally raise concerns related to project progress or what they're seeing outside their property or business. Project staff will meet with these residents on-site or wherever is most appropriate to address concerns and do all they can to make the construction process go as smooth as possible.

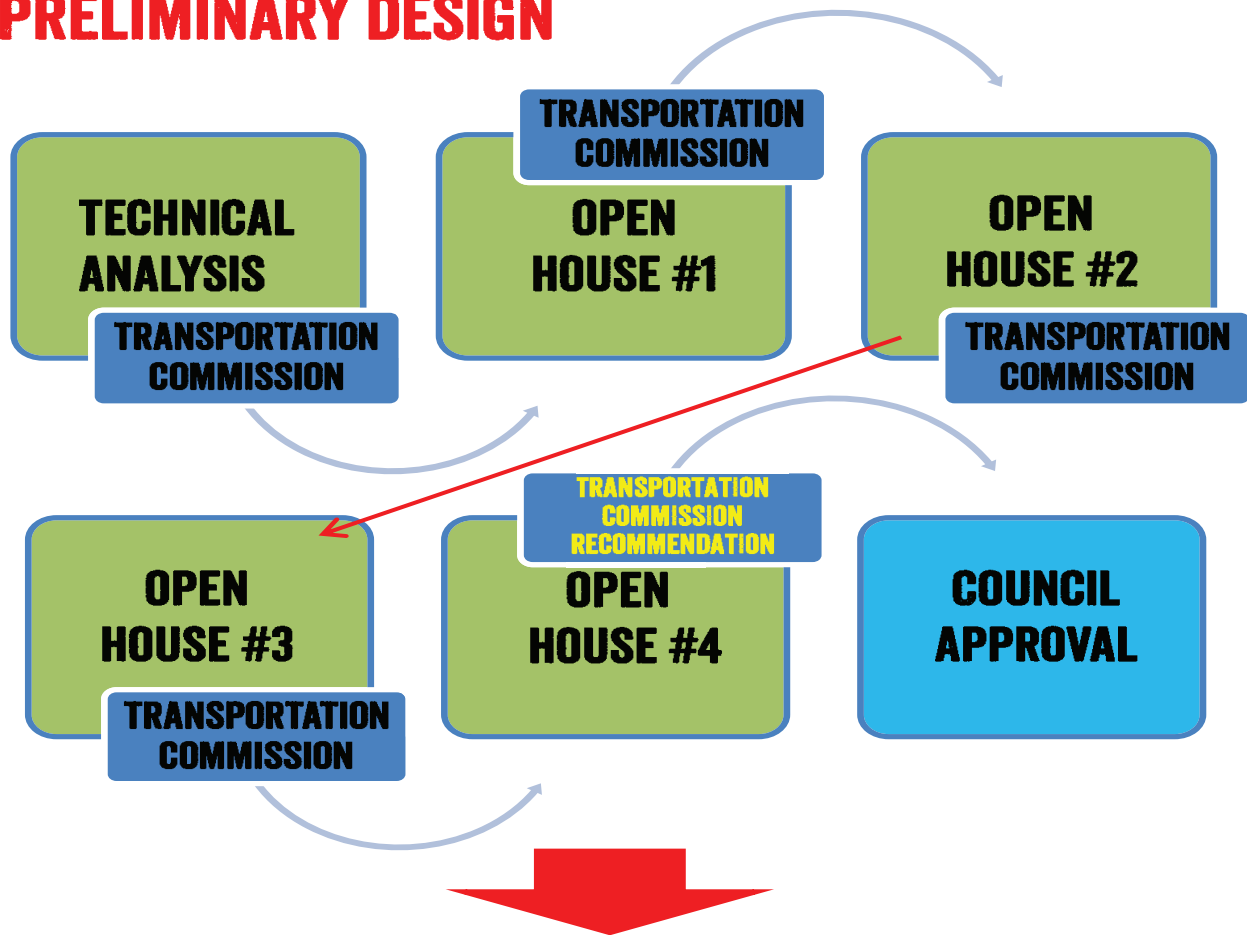
Construction Wrap-Up

The amount of time it takes to carry a project from ground-breaking to 100% completion is highly variable. Staff does their best to forecast to residents when to expect major activity in their neighborhood.

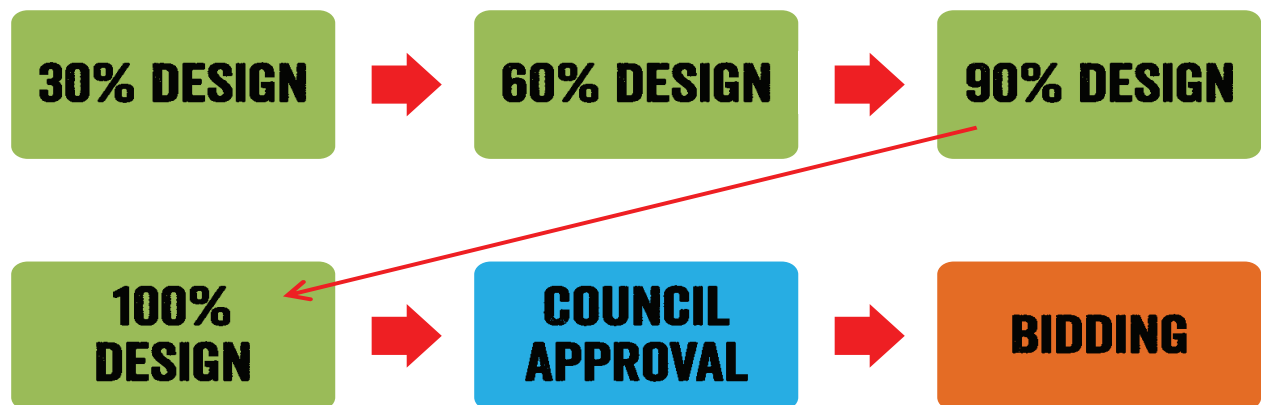
If you have any questions or comments about the City's public engagement process, please contact City of Richfield Transportation Engineer Jack Broz at (612) 861-9792.

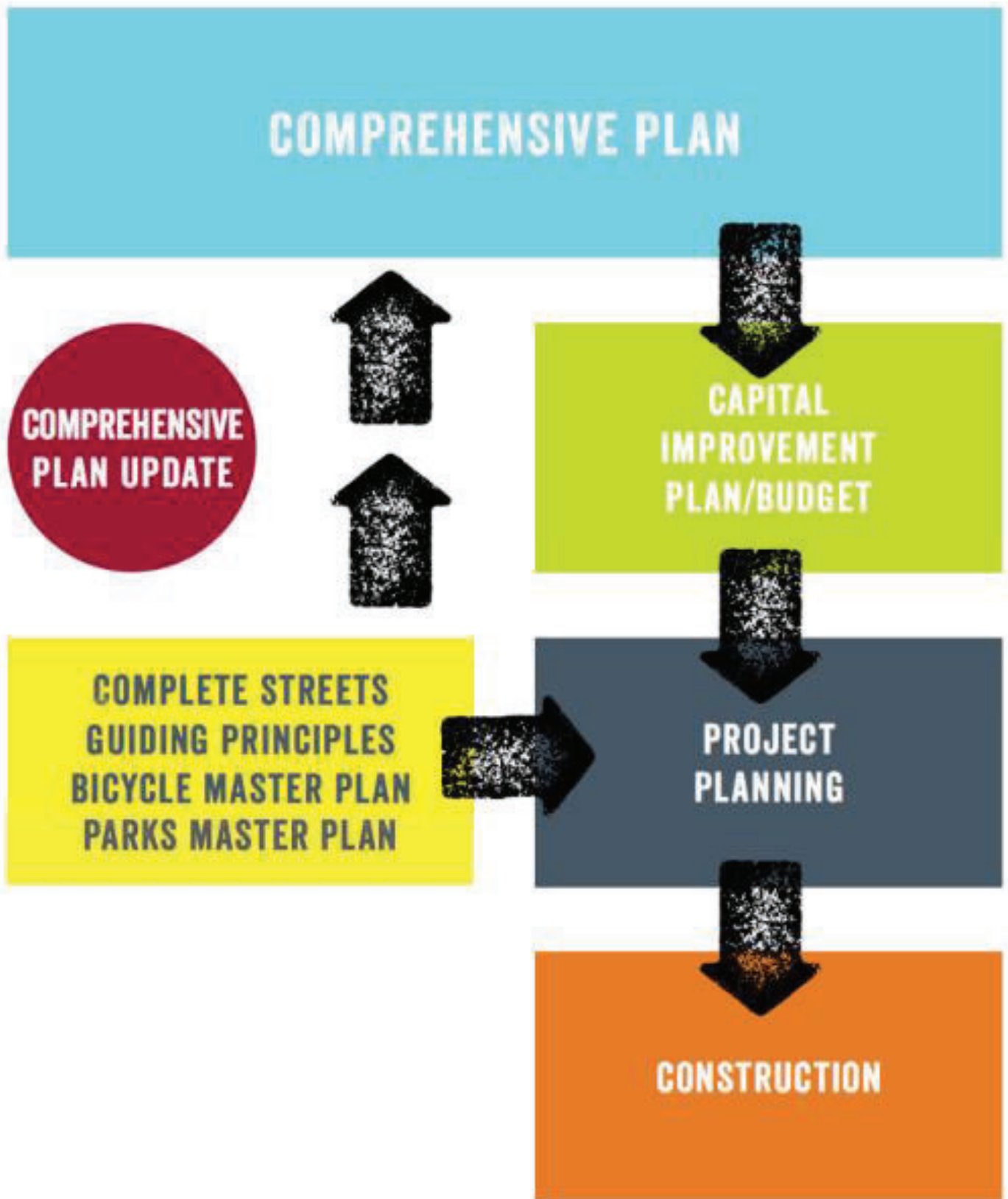
PROJECT DEVELOPMENT & PLANNING PROCESS

PRELIMINARY DESIGN



FINAL DESIGN







Crash Summary

W 73rd Stacks Crash Summary

Report Version 1.0
February 2020

Crash Severity/Crash Year												
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	
B - Minor Injury	1	1	0	0	0	0	0	0	0	0	0	
C - Possible Injury	3	0	0	2	1	0	0	0	0	0	0	
N - Prop Dmg Only	6	0	1	0	0	1	0	3	1	0	0	
U - Unknown	1	0	0	0	0	0	0	0	0	0	1	
Total	11	1	1	2	1	1	0	3	1	0	1	

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	1	0	0	1	0
C - Possible Injury	3	0	0	3	0
N - Prop Dmg Only	6	0	0	6	0
U - Unknown	1	0	0	0	1
Total	11	0	0	10	1

Relationship to Intersection Summary			Total	%
Not at Intersection/Interchange			1	9.1
Four-Way Intersection			7	63.6
T or Y Intersection			0	0.0
Five-Way Intersection or More			0	0.0
Roundabout			0	0.0
Intersection Related			2	18.2
Driveway Access Related			1	9.1
At School Crossing			0	0.0
Railway Grade Crossing			0	0.0
Shared Use Path or Trail			0	0.0
Interchange or Ramp			0	0.0
Crossover Related			0	0.0
Acceleration/Deceleration Lane			0	0.0
Other/Unknown			0	0.0
Total			11	100.0

Basic Type Summary			Total	%
Pedestrian			0	0.0
Bike			0	0.0
Single Vehicle Run Off Road			0	0.0
Single Vehicle Other			0	0.0
Sideswipe Same Direction			1	9.1
Sideswipe Opposing			0	0.0
Rear End			2	18.2
Head On			0	0.0
Left Turn			0	0.0
Angle			5	45.5
Other			3	27.3
Total			11	100.0

Weather 1 Summary			Total	%
Clear			11	100.0
Cloudy			0	0.0
Rain			0	0.0
Snow			0	0.0
Sleet, Hail (Freezing Rain/Drizzle)			0	0.0
Fog/Smog/Smoke			0	0.0
Blowing Sand/Soil/Dirt/Snow			0	0.0
Severe Crosswinds			0	0.0
Other/Unknown			0	0.0
Total			11	100.0

First Harmful Event Summary			Total	%
Pedestrian			0	0.0
Bicyclist			0	0.0
Motor Vehicle In Transport			10	90.9
Parked Motor Vehicle			1	9.1
Train			0	0.0
Deer/Animal			0	0.0
Other - Non Fixed Object			0	0.0
Collision Fixed Object			0	0.0
Non-Collision Harmful Events			0	0.0
Non-Harmful Events			0	0.0
Other/Unknown			0	0.0
Total			11	100.0

Light Condition Summary			Total	%
Daylight			9	81.8
Sunrise			0	0.0
Sunset			0	0.0
Dark (Str Lights On)			2	18.2
Dark (Str Lights Off)			0	0.0
Dark (No Str Lights)			0	0.0
Dark (Unknown Light)			0	0.0
Other/Unknown			0	0.0
Total			11	100.0



Crash Summary

W 73rd Stacks Crash Summary

Report Version 1.0
February 2020

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
MON	0	0	0	0	0	1	0	0	2	0	0	0	0	3	27.3
TUE	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9.1
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	2	0	0	0	0	2	18.2
FRI	0	0	0	0	1	0	1	0	1	0	0	0	0	3	27.3
SAT	1	0	0	0	0	0	0	0	1	0	0	0	0	2	18.2
Total	1	0	0	0	1	1	1	1	6	0	0	0	0	11	100.0
%	9.1	0.0	0.0	0.0	9.1	9.1	9.1	9.1	54.5	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	2	0	0	2	8.7
20	0	0	0	0	0	0.0
21-24	1	0	0	0	1	4.3
25-29	2	1	0	0	3	13.0
30-34	0	0	0	0	0	0.0
35-39	1	1	0	0	2	8.7
40-44	0	1	0	0	1	4.3
45-49	0	1	0	0	1	4.3
50-54	1	1	0	0	2	8.7
55-59	0	1	0	0	1	4.3
60-64	0	1	0	0	1	4.3
65-69	2	1	0	0	3	13.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	1	0	0	0	1	4.3
85-89	1	1	0	0	2	8.7
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	3	3	13.0
Total	9	11	0	3	23	100.0
%	39.1	47.8	0.0	13.0	100.0	100.0

Month Summary		Total	%
January		0	0.0
February		2	18.2
March		0	0.0
April		0	0.0
May		0	0.0
June		1	9.1
July		1	9.1
August		1	9.1
September		2	18.2
October		2	18.2
November		0	0.0
December		2	18.2
Total		11	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		20	100.0
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		0	0.0
Not Applicable		0	0.0
Total		20	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Year('2012','2013','2014','2015','2016','2017','2018','2019','2020','2021'), City('2396362') - SPATIAL FILTER APPLIED

Analyst:
Ben Manibog

Notes:



Crash Summary

W Humboldt Summary

Crash Severity/Crash Year												
Crash Severity	Total	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
K - Fatal	0	0	0	0	0	0	0	0	0	0	0	0
A - Serious Injury	0	0	0	0	0	0	0	0	0	0	0	0
B - Minor Injury	0	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
N - Prop Dmg Only	1	0	0	0	0	0	0	1	0	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	0	0	1	0	0	0	0

Crash Severity/Number of Vehicles					
Crash Severity	Total	0	1	2	3+
K - Fatal	0	0	0	0	0
A - Serious Injury	0	0	0	0	0
B - Minor Injury	0	0	0	0	0
C - Possible Injury	0	0	0	0	0
N - Prop Dmg Only	1	0	0	1	0
U - Unknown	0	0	0	0	0
Total	1	0	0	1	0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		0	0.0
Four-Way Intersection		0	0.0
T or Y Intersection		1	100.0
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		0	0.0
Driveway Access Related		0	0.0
At School Crossing		0	0.0
Railway Grade Crossing		0	0.0
Shared Use Path or Trail		0	0.0
Interchange or Ramp		0	0.0
Crossover Related		0	0.0
Acceleration/Deceleration Lane		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Basic Type Summary		Total	%
Pedestrian		0	0.0
Bike		0	0.0
Single Vehicle Run Off Road		0	0.0
Single Vehicle Other		0	0.0
Sideswipe Same Direction		0	0.0
Sideswipe Opposing		0	0.0
Rear End		1	100.0
Head On		0	0.0
Left Turn		0	0.0
Angle		0	0.0
Other		0	0.0
Total		1	100.0

Weather 1 Summary		Total	%
Clear		0	0.0
Cloudy		0	0.0
Rain		0	0.0
Snow		1	100.0
Sleet, Hail (Freezing Rain/Drizzle)		0	0.0
Fog/Smog/Smoke		0	0.0
Blowing Sand/Soil/Dirt/Snow		0	0.0
Severe Crosswinds		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

First Harmful Event Summary		Total	%
Pedestrian		0	0.0
Bicyclist		0	0.0
Motor Vehicle In Transport		1	100.0
Parked Motor Vehicle		0	0.0
Train		0	0.0
Deer/Animal		0	0.0
Other - Non Fixed Object		0	0.0
Collision Fixed Object		0	0.0
Non-Collision Harmful Events		0	0.0
Non-Harmful Events		0	0.0
Other/Unknown		0	0.0
Total		1	100.0

Light Condition Summary		Total	%
Daylight		1	100.0
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		0	0.0
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		0	0.0
Total		1	100.0



Crash Summary

W Humboldt Summary

Report Version 1.0
February 2020

Time of Day/Day of Week														Total	%
From To	00:00 01:59	02:00 03:59	04:00 05:59	06:00 07:59	08:00 09:59	10:00 11:59	12:00 13:59	14:00 15:59	16:00 17:59	18:00 19:59	20:00 21:59	22:00 23:59			
SUN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MON	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100.0
TUE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
WED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
THU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
FRI	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
SAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	0	0	0	0	0	0	0	0	1	0	0	0	0	1	100.0
%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	100.0	100.0

Driver & Non-Motorist Age/Gender Summary						
Age	M	F	NR	No Value	Total	%
<14	0	0	0	0	0	0.0
14	0	0	0	0	0	0.0
15	0	0	0	0	0	0.0
16	0	0	0	0	0	0.0
17	0	0	0	0	0	0.0
18	0	0	0	0	0	0.0
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	1	0	0	0	1	50.0
25-29	0	0	0	0	0	0.0
30-34	0	0	0	0	0	0.0
35-39	0	0	0	0	0	0.0
40-44	1	0	0	0	1	50.0
45-49	0	0	0	0	0	0.0
50-54	0	0	0	0	0	0.0
55-59	0	0	0	0	0	0.0
60-64	0	0	0	0	0	0.0
65-69	0	0	0	0	0	0.0
70-74	0	0	0	0	0	0.0
75-79	0	0	0	0	0	0.0
80-84	0	0	0	0	0	0.0
85-89	0	0	0	0	0	0.0
90-94	0	0	0	0	0	0.0
95+	0	0	0	0	0	0.0
No Value	0	0	0	0	0	0.0
Total	2	0	0	0	2	100.0
%	100.0	0.0	0.0	0.0	100.0	100.0

Month Summary		Total	%
January		1	100.0
February		0	0.0
March		0	0.0
April		0	0.0
May		0	0.0
June		0	0.0
July		0	0.0
August		0	0.0
September		0	0.0
October		0	0.0
November		0	0.0
December		0	0.0
Total		1	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		2	100.0
Physical Disability (Short Term or Long Term)		0	0.0
Medical Issue (Ill, Sick or Fainted)		0	0.0
Emotional (Depression, Angry, Disturbed, etc.)		0	0.0
Asleep or Fatigued		0	0.0
Has Been Drinking Alcohol		0	0.0
Has Been Taking Illicit Drugs		0	0.0
Has Been Taking Medications		0	0.0
Other/Unknown		0	0.0
Not Applicable		0	0.0
Total		2	100.0

Selection Filter:

WORK AREA: County('659472') - FILTER: Year('2012','2013','2014','2015','2016','2017','2018','2019','2020','2021'), City('2396362') - SPATIAL FILTER APPLIED

Analyst:
Ben Manibog

Notes: