



Application

17069 - 2022 Safe Routes to School Infrastructure

17588 - 73rd Street SRTS Ped/Bike Connection (Centennial Elementary)

Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 04/14/2022 2:55 PM

Primary Contact

Name:* He/him/his Ben Manibog
Pronouns First Name Middle Name Last Name

Title: Transportation Engineer

Department:

Email: bmanibog@richfieldmn.gov

Address: 1901 E 66th St

***:** Richfield Minnesota 55423
City State/Province Postal Code/Zip

Phone:* 612-861-9792
Phone Ext.

Fax:

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 SRTS Connection (Centennial Elementary)
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 multi-use trail on 73rd St from Bloomington Ave to Cedar Ave and connect to Nokomis-Minnesota River Regional Trail. ADA improvements at Bloomington Ave, 16th Ave, and Cedar Ave.

(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 368 TO MSAS 369, CONSTRUCTION OF TRAIL FOR PEDS AND BIKES

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) 0.3
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 \$635,000.00

Match Amount \$175,000.00

Minimum of 20% of project total

Project Total \$810,000.00

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

Match Percentage 21.6%

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 06/01/2026

(Approximate) End Construction Date 09/30/2026

Name of Trail/Ped Facility: 73rd ST TRAIL

(i.e., CEDAR LAKE TRAIL)

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

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

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

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

Or At:

Miles of trail (nearest 0.1 miles): 0.3

**Miles of trail on the Regional Bicycle Transportation Network
(nearest 0.1 miles):** 0

Is this a new trail? Yes

Primary Types of Work BIKE PATH, PED RAMPS, CURB & GUTTER, PATCHING,
STRIPING

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

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Requirements - All Projects

All Projects

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

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

? 2009 Richfield SRTS Comprehensive Plan (p. 8 fig. 3, p. 19 fig. 11)

? 2014 Richfield SRTS Comprehensive Plan (p. 5, 6, 15, 19 fig. 2, 25 fig. 8)

(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.

[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. Yes

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. Yes

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$35,000.00
Removals (approx. 5% of total cost)	\$22,000.00
Roadway (grading, borrow, etc.)	\$51,000.00
Roadway (aggregates and paving)	\$110,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$90,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$63,000.00
Traffic Control	\$6,000.00
Striping	\$6,000.00
Signing	\$5,000.00
Lighting	\$0.00
Turf - Erosion & Landscaping	\$15,000.00
Bridge	\$0.00
Retaining Walls	\$0.00
Noise Wall (not calculated in cost effectiveness measure)	\$0.00
Traffic Signals	\$0.00
Wetland Mitigation	\$0.00
Other Natural and Cultural Resource Protection	\$0.00
RR Crossing	\$0.00
Roadway Contingencies	\$90,000.00
Other Roadway Elements	\$0.00
Totals	\$493,000.00

Specific Bicycle and Pedestrian Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Path/Trail Construction	\$20,000.00
Sidewalk Construction	\$0.00
On-Street Bicycle Facility Construction	\$0.00

Right-of-Way	\$0.00
Pedestrian Curb Ramps (ADA)	\$32,000.00
Crossing Aids (e.g., Audible Pedestrian Signals, HAWK)	\$0.00
Pedestrian-scale Lighting	\$0.00
Streetscaping	\$15,000.00
Wayfinding	\$0.00
Bicycle and Pedestrian Contingencies	\$55,000.00
Other Bicycle and Pedestrian Elements	\$20,000.00
Totals	\$142,000.00

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	\$635,000.00
Construction Cost Total	\$635,000.00
Transit Operating Cost Total	\$0.00

Measure 1A: Relationship Between Safe Routes to School Program Elements

SRTS in Richfield dates to 2008, and the 6Es are recognizable across the community and local district, Richfield Public Schools (RPS). This response notes community-wide SRTS strategies and how they manifest at Centennial Elementary, the school most directly benefiting from this infrastructure.

Engagement: In Richfield, efforts are led by an SRTS Coordinator based at RPS, supported by city government, and advised by a stakeholder committee. Engagement across these groups is supplemented by outreach with community members, principals, organizations, and families through events, partnerships, and evaluation. At Centennial, the SRTS program receives direction from open houses, Richfield Latino Family Association members, the PTO, and neighbors.

Response:

Equity: Citywide, SRTS works to address disparities through targeted universalism. Universal programs offer opportunities to all participants while targeting undeserved people and benefiting them the most. For example, public works clears snow from every sidewalk to ensure safe winter walking. Targeted outreach focuses on people that need extra support or resources. Centennial for instance, distributes bike safety equipment like helmets and lights to families who cannot afford it.

Evaluation: Evaluation is the bedrock of SRTS in Richfield. Partners conduct and review SRTS parent surveys, travel tallies, and hazard observations. Parent surveys have been especially helpful at Centennial. Results encouraged the school to focus on specific intersections and find opportunities to help traffic control staff.

Education: Bilingual education about active travel is

distributed through outlets including digital communication channels, Community Education programming, and Phy. Ed. Classes. RPS owns and operates a bike fleet for on-bike safety education at all schools, including for 4th and 5th grade students at Centennial.

Encouragement: Activities like Bike to School Day occur citywide. Centennial goes above and beyond by hosting events inclusive to the school community. For example, the school's Winter Walking day provides fun and education for new immigrant families who express worry that outdoor winter activity is unhealthy.

Engineering: Richfield has invested heavily in active transportation infrastructure, including both modest and transformational projects that align with SRTS goals. More recently, city was awarded one MnDOT SRTS Infrastructure grant and two SRTS Demonstration Technical Assistance grants. In the past two years, the SRTS team has made improvements along walking routes to Centennial, such as installing a crosswalk and converting a 2-way to an all-way stop.

These represent a sample of SRTS programming in Richfield. The community's commitment to this program emphasizes progress in all 6Es.

(Limit 2,800 characters; approximately 400 words)

Measure A: Project Location and Impact to Disadvantaged Populations

Select one:

The project, or the issue/barrier being addressed by the project, is specifically named in an adopted Safe Routes to School plan* Yes

* The Minnesota Department of Transportation has a grant award program for Safe Routes to School Planning.

The project, while not specifically named, is consistent with an adopted Safe Routes to School plan highlighting at least one of the school(s) to which it is meant to provide access

The project is identified in a locally adopted transportation/mobility plan or study and would make a safety improvement, reduce traffic or improve air quality at or near a school

The school(s) in question do not have Safe Routes to School plan(s)

Measure A: Average share of student population that bikes or walks

Average Percent of Student Population 8.0%

Documentation Attachment 1647895814627_Centennial - Travel Tally Oct 2021.pdf

Please upload attachment in PDF form.

Measure B: Student Population

Student population within one mile of the school 128.0

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:

Neighborhoods near the project are among the most diverse in Richfield. Within a half mile of the project corridor, 63.7% of residents identify as BIPOC (16.4% are Black and 38.3% are Latino). 16.5% of residents have limited English proficiency, 31.5% of residents are younger than 17 years old, and 11.5% of residents identify having a disability. The project is within an Area of Concentrated Poverty, and 40% of residents are within 185% of the Federal poverty line. 9% of households don't own a vehicle.

Centennial Elementary enrolls 86% students of color (55% Latino, 20% Black, 7% Multi-racial, and 2% American Indian). 42% of students qualify for free or reduced price lunch and 49% 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 as well as district initiatives like the 2022 SRTS Parent Survey.

Ensuring participation from all residents - including the those listed above as well as people with disabilities, older adults, and affordable housing residents - requires deliberate multi-channel outreach. In Richfield, this includes but isn't limited to targeted solicitation of feedback from multi-family housing residents, Spanish-language interpreting and translation, and promotion through trusted community partners.

This project was first identified in the 2009 and 2014 SRTS Comprehensive Plans. During development, all residents were engaged with Spanish-language outreach, Transportation

Commission hearings, and open houses. Engagement was 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 the 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.

The Richfield SRTS project team plans further engagement through a demonstration pedestrian facility in 2022 supported by MnDOT. In addition to ongoing evaluation and observation, staff plan to conduct interviews with residents who use and live near the demonstration site. If funding is awarded, this project will be further developed and refined using the city's public engagement process.

(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.

A pedestrian facility along 73rd St and intersection improvements at 16th Ave will enhance safety for the students and families who travel to Centennial using its most popular walking routes. Route users hail from all demographic groups, however Latino families living in the multi-family housing at the east edge of the project are highly represented among those who walk to and from school.

The proposed enhancements will increase safety by allowing residents to walk or ride off of the street, calming traffic along the narrowed corridor, and increasing visibility of pedestrians at intersections and crossings. The pedestrian facilities would also protect high school students who use the route as a bus stop at 17th Ave. A sidewalk or trail would allow older students to wait for the buss off of the street. All students will benefit from the improved health and learning outcomes of those who choose to get a few minutes of exercise on their way to and from school.

Response:

The east edge of the project includes a new ADA access ramp to the regional trail along Cedar Ave. In addition to recreation, the regional trail provides a low-stress route to more than a dozen apartment buildings within Centennial's enrollment area as well as many local businesses and parks. Increasing the convenience, accessibility, and connectivity of the regional trail will enhance mobility and community connection for school children and the diverse residents and patrons of the neighborhood.

Bloomington Ave on the west end of the project hosts Metro Transit's Route 515 (a high-frequency bus route pre-COVID). This transit line connects neighbors to employment, commercial, and

recreational destinations at Mall of America, The Hub Shopping Center, and Southdale Mall. The proposed enhancements will help neighbors safely access the bus stops on Bloomington Ave.

On-street parking on 73rd St will be removed between Bloomington Ave and Cedar Ave, which may impact residents of eleven single family homes and the overflow parking from two apartment buildings. Additionally, with the city's snow clearing, snow wakes may appear on residents' driveways along the new trail.

(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 projects 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 952 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 26 properties that are NOAH within or just outside a half mile of the project area with a total of 427 affordable units. The 73rd Street project corridor is within census tract 249.03 which has a median income (\$61,655) below 60% AMI.

Response:

The project will address existing barriers to pedestrian use along 73rd St by providing access the regional trail, encouraging slower vehicle speeds, shortening pedestrian crossing distances, and increasing pedestrian visibility. Additionally, crossing for the disabled and elderly will be facilitated by new ADA-compliant curb ramps. Given the area's low vehicle ownership , large population of young people, and large population of people 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.

Access to the regional trail increases residents' ability to visit La Vaquita, a Mexican grocer and the neighborhood's closest grocery store. Pedestrian access westward to Bloomington Ave connects residents to Crowne Pointe Church, the Khacholing Center (a Tibetan Buddhist Center), Richfield Dual Language School, Richfield STEM Elementary, and Galaxy Foods International (a Caribbean grocer). Increased pedestrian network access connects residents to nearby Christian, Washington, and Wilson Parks.

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

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

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

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.

1649191110851_Centen_73rd_SocEcon.pdf

Measure A: Gaps, Barriers, and Continuity/Connections

A trail connection on 73rd St will allow safer and more direct access to the wider pedestrian and bicycle network in Southeast Richfield. The connection would also provide off-street pedestrian or bike access to Centennial Elementary east of Bloomington Ave.

To the east, a ramp connection to the Nokomis-Minnesota River Regional Trail will shorten the distance to an accessible entrance. The nearest regional trail ramps are a third mile north at Diagonal Blvd and 0.4 miles south at 76th St. To the west, the trail brings a direct connection to Bloomington Ave for the Route 515 bus, a high-frequency bus pre-pandemic. The nearest bus stops with an east-west pedestrian or bike connection are at Diagonal Blvd and 76th St. Combined 2019 average daily boardings and alightings at Diagonal Ave, 73rd St, 74th St, 75th St, and 76th St are 18.6, 20, 10.4, 13.9, and 20.9 respectively.

Response:

The new trail will also connect two existing bikeways: A share-the-road on Bloomington Ave and the regional trail along Cedar Ave. As a bicyclist, access to the regional trail provides a more comfortable option compared to on-street on either Cedar Ave (2050 ADT, 2 lanes, 28 feet wide, no shoulders) and Bloomington Ave (1050 ADT, 2 lanes, 34 mph 85th percentile speed, sharrows).

A narrowed 73rd St and on-street parking restrictions will shorten the crossing distance and make pedestrians more visible at Centennial Elementary arrival and dismissal times.

In total, the increased and more comfortable

pedestrian and bike access gives residents better connections to their academic, commercial, occupational, and recreational needs.

(Limit 2,800 characters; approximately 400 words)

Upload Map

1649530074511_Centen_73rd_RBTN.pdf

Please upload attachment in PDF form.

Measure B: Deficiencies corrected or safety or security addressed

A pedestrian and bike connection on 73rd St and intersection improvements will provide protection and more clearly delineate conflict points along the most popular walking route to Centennial Elementary. Eliminating on-street parking will also increase corridor and intersection visibility.

From 2012 to 2021, the project segment had two crashes. In 2014, a driver hit a parked vehicle on southbound Cedar Ave at 73rd St resulting in property damage. In 2020, a driver failed to yield when taking a left turn onto Cedar Ave and was struck by the oncoming vehicle resulting in possible injuries (ID 00783659).

While pedestrian or bike crashes have not occurred on the corridor within the last ten years, residents have concerns for walking on-street due to a nearby fatal pedestrian crash in 2018 on Cedar Ave at 68th St (ID 00662431). In an area with the off-street regional trail, a teenager walking their dog on the road was struck by a vehicle.

While the sidewalks provide some pedestrian protection near Bloomington and Cedar Aves, they are not continuous. Current pedestrian behavior on 73rd St is walking in the roadway on each side of the street. Pedestrian-car conflict here is especially dangerous because of the high percentage of young people observed as pedestrians.

The proposed improvements provide the most protection during the busiest times of the day: school arrival on weekday mornings and school dismissal on weekday afternoons. A Feb 2022 observation witnessed more than 60 children and 40 adults walking in the roadway at some part of

Response:

the corridor during school dismissal. Also at these times, the roadway in front of Centennial is congested. This creates an unsafe environment for pedestrians, bicyclists, and school traffic control staff.

Reduced on-street parking will move pickup/dropoff traffic slightly farther away from the building. Correcting intersection deficiencies will ensure that pedestrians can more safely and visibly cross the street. With more intersection protections, school staff can direct more walking traffic to cross instead of choosing the place along the roadway that seems the safest. With a dedicated accessible connection to the regional trail, more people are encouraged to use the trail instead of the street along Cedar Ave.

(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 Richfield SRTS Comprehensive Plans. Both comprehensive plans were created using engagement and evaluation efforts including SRTS parent surveys administered to enrolled families, SRTS hazard observations, site visits, a Transportation Commission public hearing, and public open houses at Centennial Elementary and elsewhere in the community.

Additionally, RPS has conducted follow-up SRTS parent surveys in the winters of the past three years (2020-22). The surveys were administered district-wide. In all instances, the number of Centennial respondents were proportional to the number of Centennial families in the full district enrollment. Finally, staff at Richfield Public Works and RPS regularly hear advocacy from school staff, parents, and neighbors who want pedestrian-focused solutions to intersection safety issues near Centennial Elementary.

Response:

Two additional engagement opportunities for the community are planned. Richfield has applied for MnDOT's Demonstration Project Technical Assistance grant to test a temporary version of this infrastructure. The demonstration includes ongoing infrastructure evaluation as well as in-depth engagement (interviews or detailed surveys) for users and neighbors. This would take place in 2022 or 2023. Finally, if this project is awarded Regional Solicitation funding, Richfield will begin its established public engagement process to ensure 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

1649918465036_73rd_SRTS-Centennial.pdf

Please upload attachment in PDF form.

Additional Attachments

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): \$635,000.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls:	\$635,000.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments



Existing conditions site photo

7.2 MB

File Name	Description	File Size
04-12-2022 Resolution No. 11960.pdf	Richfield city council resolution of support	477 KB
73rdSRTS_Onepage_Summary.pdf	One-page project summary	156 KB
E 73rd Stacks Crash Summary.pdf	Corridor crash summary from MnCMAT2	404 KB
Resolution of Support - METC SRTS - Richfield Board of Education.pdf	Richfield School District Board of Education resolution of support	772 KB
Richfield SRTS Maintenance Letter of Support2.pdf	Agency maintenance letter of support (Richfield)	154 KB
Richfield2018SnowandIcePolicy.pdf	Richfield snow and ice removal policy (referenced in agency 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

Student Travel Tally Report: One School in One Data Collection Period

School Name: Centennial Elementary

Set ID: 31883

School Group: #102 Bloomington With Edina & Richfield

Month and Year Collected: October 2021

School Enrollment: 364

Date Report Generated: 03/21/2022

% of Students reached by SRTS activities: 51-75%

Tags: MNDOT

**Number of Classrooms
Included in Report:** 16

This report contains information from your school's classrooms about students' trip to and from school. The data used in this report were collected using the in-class Student Travel Tally questionnaire from the National Center for Safe Routes to School.

Morning and Afternoon Travel Mode Comparison



Morning and Afternoon Travel Mode Comparison

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Morning	522	6%	0.6%	45%	48%	0%	0%	0%
Afternoon	517	9%	0.4%	45%	45%	0%	0%	0%

Percentages may not total 100% due to rounding.

Morning and Afternoon Travel Mode Comparison by Day



Morning and Afternoon Travel Mode Comparison by Day

	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Tuesday AM	198	5%	1%	43%	51%	0%	0%	0%
Tuesday PM	198	7%	0.5%	46%	46%	0%	0%	0%
Wednesday AM	211	6%	0%	43%	52%	0%	0%	0%

Wednesday PM	209	9%	0%	42%	49%	0%	0%	0%
Thursday AM	113	10%	0.9%	54%	35%	0%	0%	0%
Thursday PM	110	13%	0.9%	50%	36%	0%	0%	0%

Percentages may not total 100% due to rounding.

Travel Mode by Weather Conditions



Travel Mode by Weather Condition

Weather Condition	Number of Trips	Walk	Bike	School Bus	Family Vehicle	Carpool	Transit	Other
Sunny	0	0%	0%	0%	0%	0%	0%	0%
Rainy	0	0%	0%	0%	0%	0%	0%	0%
Overcast	1039	8%	0.5%	45%	47%	0%	0%	0%
Snow	0	0%	0%	0%	0%	0%	0%	0%

Percentages may not total 100% due to rounding.

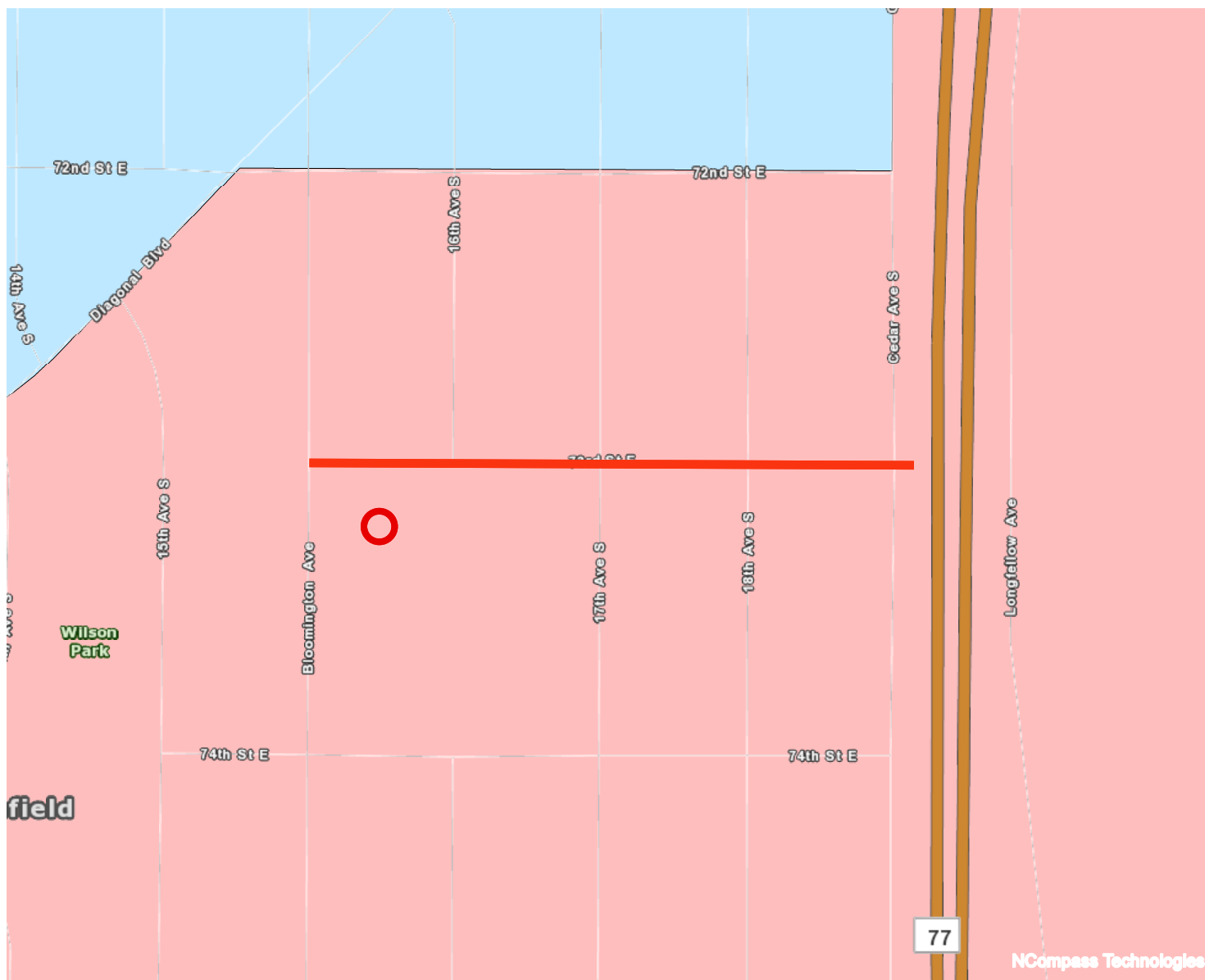
Socio-Economic Conditions

Safe Routes to Schools Project: Centen_73rd | Map ID: 1647883424651

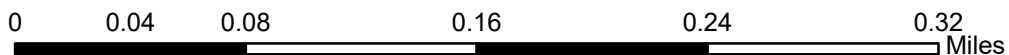
Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 952

Project located IN an Area of Concentrated Poverty.



- Points
- Lines
- Area of Concentrated Poverty
- Regional Environmental Justice Area



Created: 3/21/2022
LandscapeRSA2



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



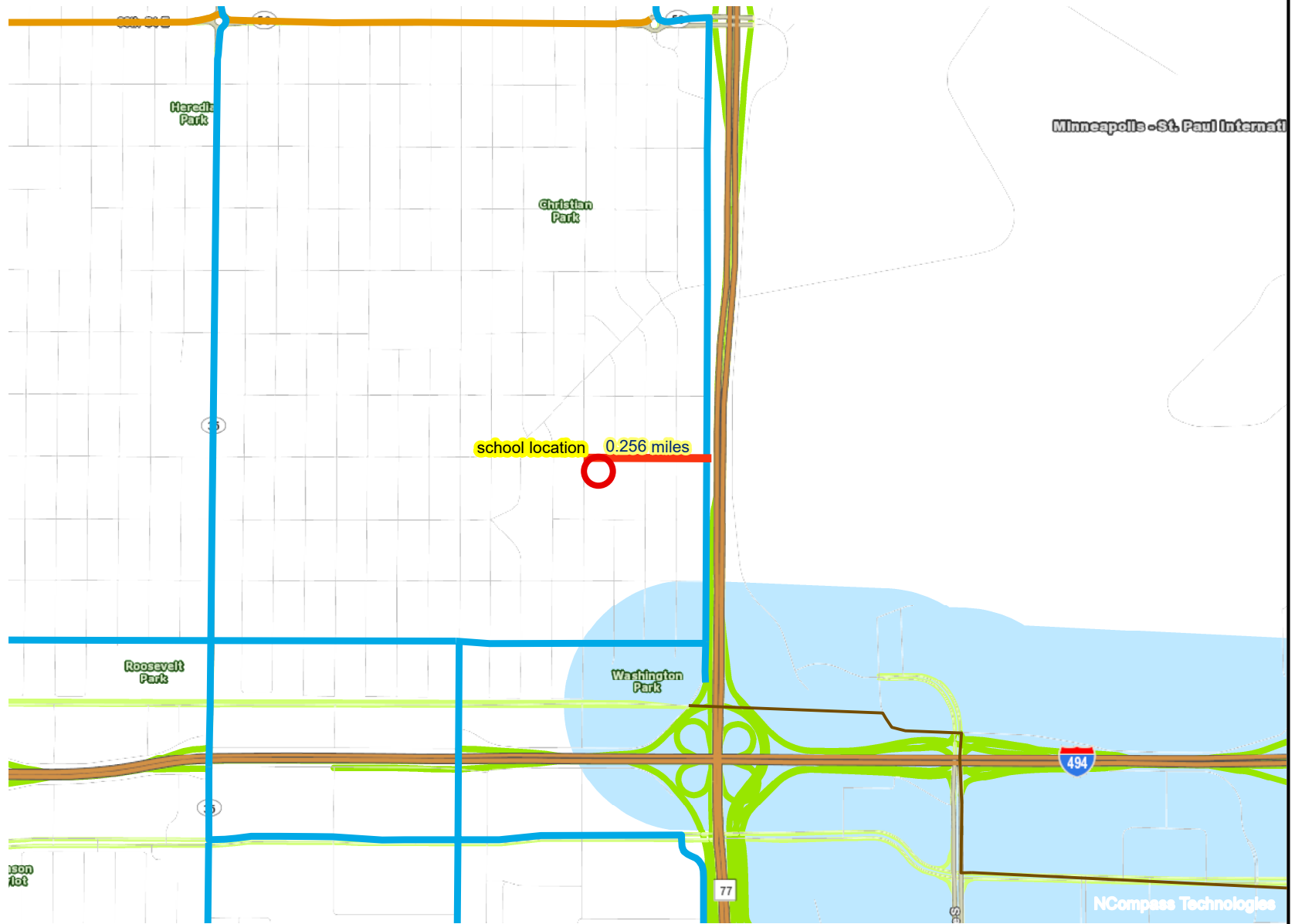
NCompass Technologies

Project to RBTN Orientation

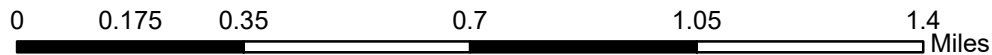
Safe Routes to Schools Project: Centen_73rd | Map ID: 1647883424651

Results

Project **NOT IN** Regional Bicycle Transportation Corridor.



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

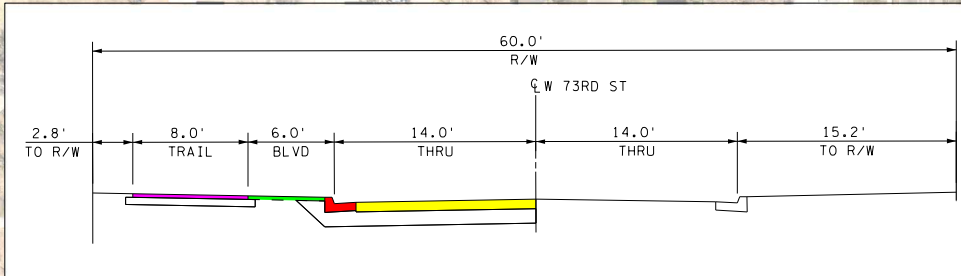
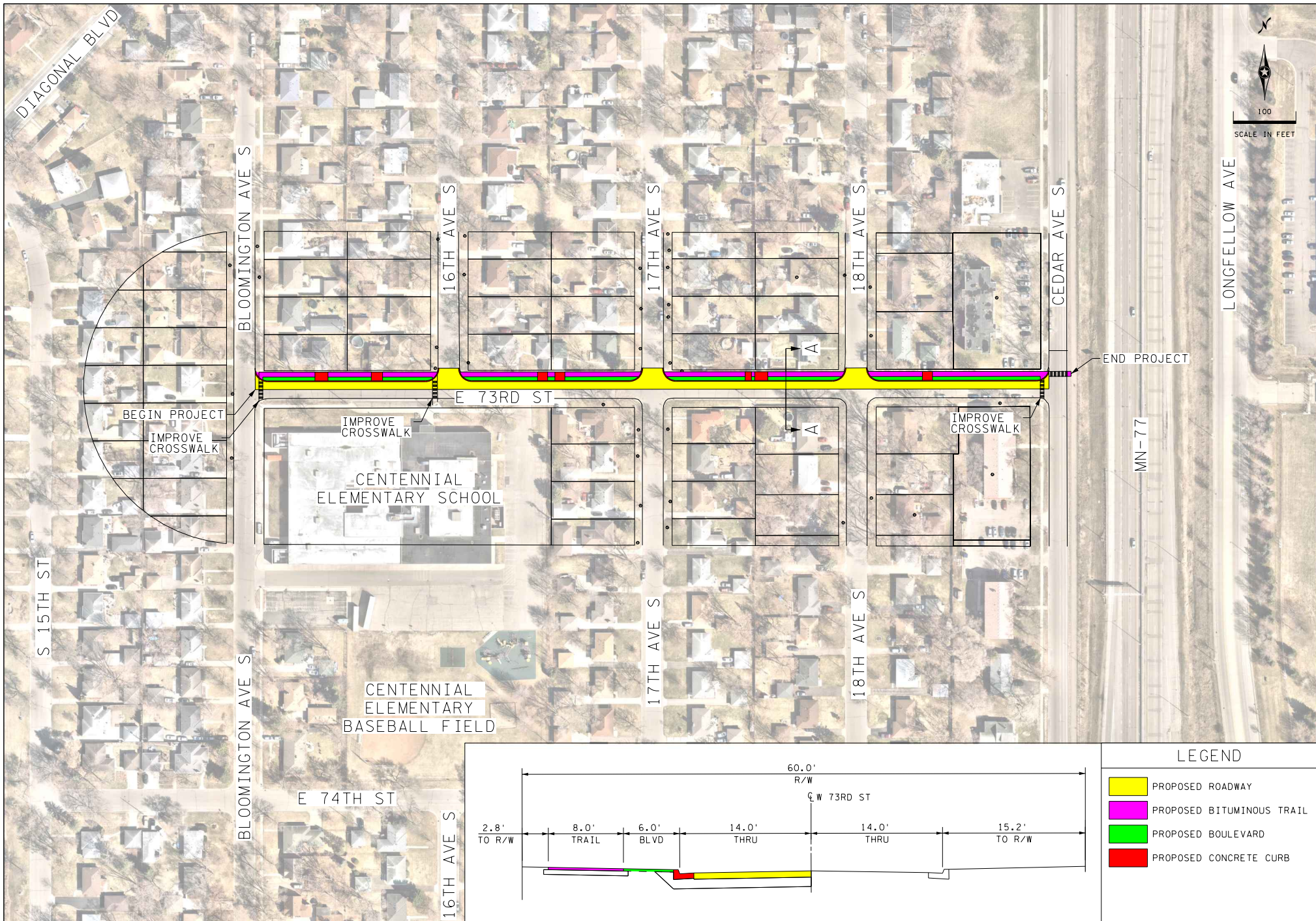


Created: 3/21/2022
LandscapeRSA6



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





LEGEND	
	PROPOSED ROADWAY
	PROPOSED BITUMINOUS TRAIL
	PROPOSED BOULEVARD
	PROPOSED CONCRETE CURB

RESOLUTION NO.11960

RESOLUTION OF SUPPORT FOR CENTENNIAL ELEMENTARY 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 Safe Routes to School (SRTS) Infrastructure category's purpose is to fund projects that focus on improving safety around school sites; and

WHEREAS, there is a pedestrian and bike gap on 73rd St adjacent to Centennial Elementary; and

WHEREAS, an average of 8% of Centennial students walk or bike to school and

WHEREAS, the gap and related infrastructure were identified in the 2009 and 2014 SRTS Comprehensive Plans in collaboration with Richfield Public Schools; and

WHEREAS, closing the 73rd St pedestrian gap and improving pedestrian crossings will increase safety and improve the experience of students traveling to and from school; 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 SRTS Infrastructure near Centennial Elementary School.

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 SRTS Ped/Bike Connection (Centennial Elementary)

Applicant: City of Richfield

Project location: 73rd St from Bloomington Ave (MSAS 368) to Cedar Ave (MSAS 369)

Total project cost: \$810,000

Requested federal amount: \$635,000




Local match: \$175,000 (21.6% local match)

Project description:

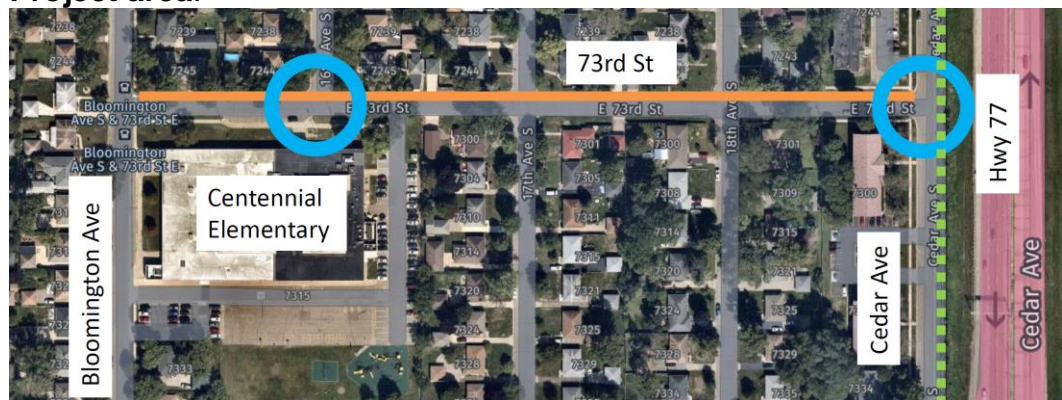
The City of Richfield is proposing to narrow the road and install a multi-use trail on 73rd St from Bloomington Ave to Cedar Ave in one of the most diverse parts of the city. The project will include improved ADA access and crossing at Bloomington Ave and 16th Ave as well as new ADA access to the Nokomis-Minnesota River Regional Trail at Cedar Ave. The connection will serve students at Centennial Elementary at Bloomington Ave, transit riders of the Route 515 bus (high frequency pre-pandemic), the regional trail, and bicyclists on the share-the-road on Bloomington Ave. The trail will provide safe off-street travel and crossings for students, families, community members, and commuters.

Project benefits:

- Off-street travel for pedestrians and bicyclists
- Increased traffic calming and visibility via narrowed road and on-street parking restrictions
- New ADA access to regional trail (nearest ramps 0.3 miles away)
- New boulevard for trees and snow storage
- Better connectivity to regional trail, public transit, school bus stops.

- Off-street trail 
- Crossing enhancements 
- Existing regional trail 

Project area:





Crash Summary

E 73rd Stacks Crash Summary

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	0	0	0	0	0	0	0	0	0	0	0
C - Possible Injury	1	0	0	0	0	0	0	0	0	1	0
N - Prop Dmg Only	2	0	0	2	0	0	0	0	0	0	0
U - Unknown	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	2	0	0	0	0	0	1	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	1	0	0	1	0
N - Prop Dmg Only	2	0	0	2	0
U - Unknown	0	0	0	0	0
Total	3	0	0	3	0

Relationship to Intersection Summary		Total	%
Not at Intersection/Interchange		1	33.3
Four-Way Intersection		0	0.0
T or Y Intersection		1	33.3
Five-Way Intersection or More		0	0.0
Roundabout		0	0.0
Intersection Related		1	33.3
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		3	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		1	33.3
Rear End		0	0.0
Head On		0	0.0
Left Turn		0	0.0
Angle		1	33.3
Other		1	33.3
Total		3	100.0

Weather 1 Summary		Total	%
Clear		1	33.3
Cloudy		1	33.3
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		1	33.3
Total		3	100.0

First Harmful Event Summary		Total	%
Pedestrian		0	0.0
Bicyclist		0	0.0
Motor Vehicle In Transport		1	33.3
Parked Motor Vehicle		2	66.7
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		3	100.0

Light Condition Summary		Total	%
Daylight		1	33.3
Sunrise		0	0.0
Sunset		0	0.0
Dark (Str Lights On)		1	33.3
Dark (Str Lights Off)		0	0.0
Dark (No Str Lights)		0	0.0
Dark (Unknown Light)		0	0.0
Other/Unknown		1	33.3
Total		3	100.0



Crash Summary

E 73rd Stacks Crash Summary

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	1	0	0	0	0	0	0	0	0	0	1	33.3
MON	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
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	1	0	0	1	0	0	0	2	66.7
Total	0	0	0	1	0	0	1	0	0	1	0	0	0	3	100.0
%	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0	0.0	33.3	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	1	0	0	1	16.7
17	0	0	0	0	0	0.0
18	0	1	0	0	1	16.7
19	0	0	0	0	0	0.0
20	0	0	0	0	0	0.0
21-24	0	0	0	0	0	0.0
25-29	0	0	0	0	0	0.0
30-34	0	1	0	0	1	16.7
35-39	0	0	0	0	0	0.0
40-44	0	0	0	0	0	0.0
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	3	3	50.0
Total	0	3	0	3	6	100.0
%	0.0	50.0	0.0	50.0	100.0	100.0

Month Summary		Total	%
January		1	33.3
February		1	33.3
March		0	0.0
April		0	0.0
May		0	0.0
June		0	0.0
July		0	0.0
August		1	33.3
September		0	0.0
October		0	0.0
November		0	0.0
December		0	0.0
Total		3	100.0

Physical Condition Summary		Total	%
Apparently Normal (Including No Drugs/Alcohol)		3	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		3	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:

**Richfield Public Schools Independent District #280
RESOLUTION OF SUPPORT FOR CENTENNIAL ELEMENTARY
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 Safe Routes to School (SRTS) Infrastructure category's purpose is to fund projects that focus on improving safety around school sites; and

WHEREAS, there is a pedestrian gap on 73rd St adjacent to Centennial Elementary; and

WHEREAS, an average of 8% of Centennial students walk or bike to school; and

WHEREAS, the pedestrian gap and related infrastructure were identified in the 2009 and 2014 SRTS Comprehensive Plans in collaboration with the City of Richfield; and

WHEREAS, closing the 73rd St pedestrian gap and improving pedestrian crossings 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 in 2026.

THEREFORE, BE IT RESOLVED:

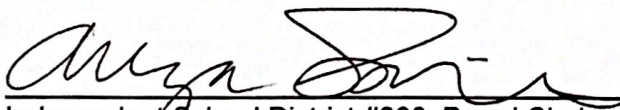
That Richfield Public Schools Independent District #280 Board of Education supports the City of Richfield's regional solicitation application to the Metropolitan Council for SRTS infrastructure near Centennial Elementary.

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

Attest:



Independent School District #280, Board Chair



Independent School District #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 a trail connection on 73rd St from Cedar Ave to Bloomington Ave under the "Safe Routes to School Projects" category. This project includes a new trail, ADA ramps, and pedestrian and bike infrastructure.

Public Works supports this application as it provides more accessible and comfortable commutes to school and other destinations for students and other community members. 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 Plans (2009 and 2012).

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.

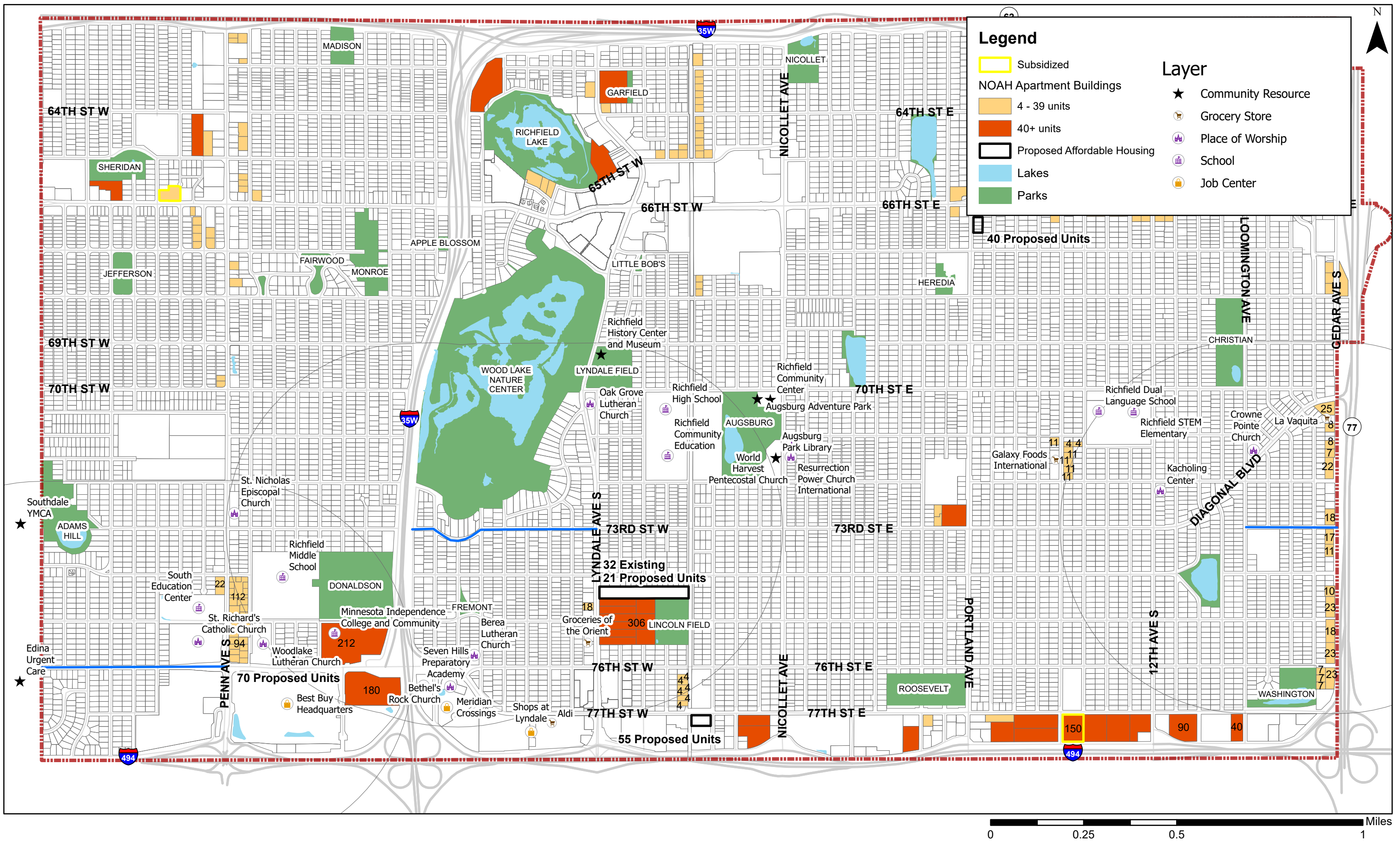
Policy Review

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



Legend

- Subsidized
- NOAH Apartment Buildings
- 4 - 39 units
- 40+ units
- Proposed Affordable Housing
- Lakes
- Parks

Layer

- Community Resource
- Grocery Store
- Place of Worship
- School
- Job Center

40 Proposed Units

32 Existing
21 Proposed Units

70 Proposed Units

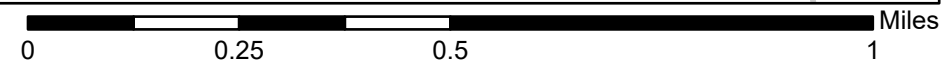
55 Proposed Units

25
8
8
7
22

18
17
11

10
23
18

23
7
23





**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.

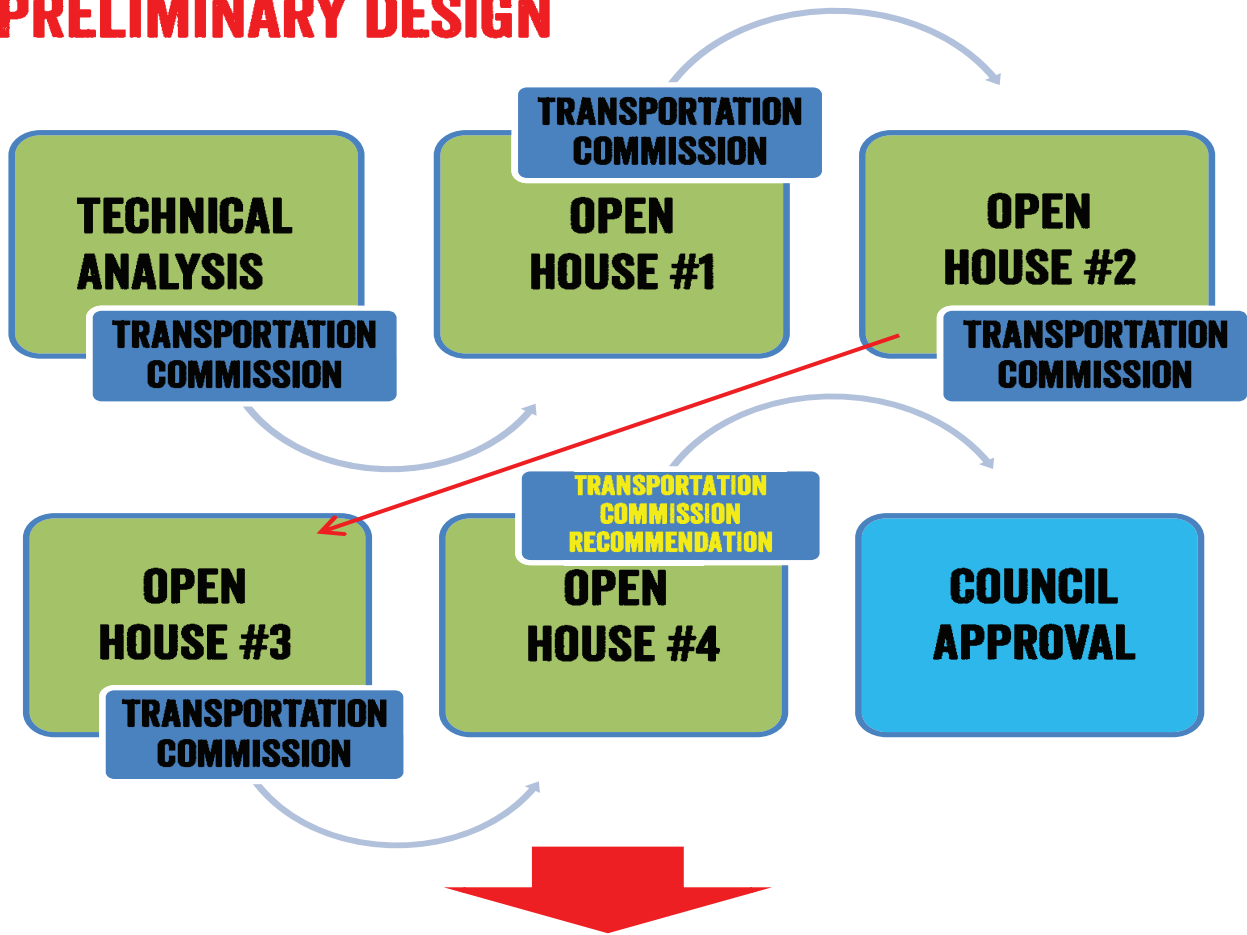
Construction Wrap-Up

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

