



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)
20077 - Richfield 73rd Street Sidewalk
Regional Solicitation - Bicycle and Pedestrian Facilities

Status: Submitted
Submitted Date: 12/13/2023 1:29 PM

Primary Contact

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612-861-9792 Ext.

Phone

Fax:

What Grant Programs are you most interested in? Regional Solicitation - Roadways Including Multimodal Elements

Organization Information

Name: RICHFIELD,CITY OF

Jurisdictional Agency (if different):

Organization Type: City

Organization Website:

Address: 6700 PORTLAND AVE S

County: Hennepin

Phone: * RICHFIELD Minnesota 55423
City State/Province Postal Code/Zip

612-861-9700 Ext.

Phone

Fax:

PeopleSoft Vendor Number 0000004028A1

Project Information

Project Name Richfield 73rd Street Sidewalk

Primary County where the Project is Located Hennepin

Cities or Townships where the Project is Located: Richfield

Jurisdictional Agency (If Different than the Applicant):

Brief Project Description (Include location, road name/functional class, type of improvement, etc.) The proposed project will construct a new sidewalk along E 73rd St and Diagonal Blvd from CSAH 35 (Portland Ave) to MSAS 369 (Cedar Ave S) in the City of Richfield. E 73rd St and Diagonal Blvd form a Minor Collector route. The new sidewalk along E 73rd St will be constructed at the back of curb, and the new sidewalk along Diagonal Blvd will be separated from the roadway by a boulevard. New ADA-compliant curb ramps will be added throughout the corridor. Minor right of way acquisition and temporary construction easements will be required to construct the proposed sidewalk.

(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. MSAS 114 (E 73RD ST/DIAGONAL BLVD) FROM CSAH 35 (PORTLAND AVE) TO MSAS 369 (CEDAR AVE S), RICHFIELD, CONSTRUCT SIDEWALK, ADA

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) 1.1
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 \$1,046,040.00

Match Amount \$261,510.00

Minimum of 20% of project total

Project Total \$1,307,550.00

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

Match Percentage 20.0%

Minimum of 20%

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

Source of Match Funds City of Richfield local funds

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

Preferred Program Year

Select one: 2028, 2029

Select 2026 or 2027 for TDM and Unique projects only. For all other applications, select 2028 or 2029.

Additional Program Years: 2026, 2027

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

Project Information

If your project has already been assigned a State Aid Project # (SAP or SP)

Please indicate here SAP/SP#.

Location

County, City, or Lead Agency

City of Richfield

Name of Trail/Ped Facility:

Sidewalk along E 73rd St and Diagonal Blvd (MSAS 114)

(example: CEDAR LAKE TRAIL)

IF TRAIL/PED FACILITY IS ADJACENT TO ROADWAY:

Road System

MSAS

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

114

(Example: 53 for CSAH 53)

Name of Road

E 73rd St and Diagonal Blvd

(Example: 1st ST., Main Ave.)

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

From:

Road System

CSAH

(TH, CSAH, MSAS, CO. RD., TWP. RD., CITY STREET)

Road/Route No.

35

(Example: 53 for CSAH 53)

Name of Road

Portland Ave

(Example: 1st ST., Main Ave.)

To:
Road System MSAS
DO NOT INCLUDE LEGAL DESCRIPTION; INCLUDE NAME OF ROADWAY IF MAJORITY OF FACILITY RUNS ADJACENT TO A SINGLE CORRIDOR

Road/Route No. 369
(Example: 53 for CSAH 53)

Name of Road Cedar Ave S
(Example: 1st ST., Main Ave.)

In the City/Cities of: Richfield
(List all cities within project limits)

**IF TRAIL/PED FACILITY IS NOT ADJACENT TO ROADWAY:
Termini listed must be within 0.3 miles of any work**

From:

To:

Or

At:

In the City/Cities of:
(List all cities within project limits)

Primary Types of Work (Check all that apply)

Multi-Use Trail

Reconstruct Trail

Resurface Trail

Bituminous Pavement

Concrete Walk Yes

Pedestrian Bridge

Signal Revision

Landscaping

Other (do not include incidental items) PED RAMPS

BRIDGE/CULVERT PROJECTS (IF APPLICABLE)

Old Bridge/Culvert No.:

New Bridge/Culvert No.:

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

Zip Code where Majority of Work is Being Performed 55423

Approximate Begin Construction Date (MO/YR) 04/01/2025

Approximate End Construction Date (MO/YR) 12/31/2025

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.1

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

Is this a new trail? Yes

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.

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

- 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 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)

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)

Goal F (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. Richfield Pedestrian Plan, page 39, priority pedestrian route K. (https://www.richfieldsweetstreets.org/wp-content/uploads/20181010_RichPed_Report_FinalDraft_v5-4.pdf)

(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 2024 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 future Regional Solicitation funding cycles, this requirement may include that the plan has undergone a recent update, e.g., within five years prior to application.

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. This includes assurance of year-round use of bicycle, pedestrian, and transit facilities, per FHWA direction established 8/27/2008 and updated 4/15/2019. 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.

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

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

Requirements - Bicycle and Pedestrian Facilities Projects

Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$75,000.00
Removals (approx. 5% of total cost)	\$65,000.00
Roadway (grading, borrow, etc.)	\$82,500.00
Roadway (aggregates and paving)	\$87,000.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$134,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$562,250.00
Traffic Control	\$15,000.00
Striping	\$0.00
Signing	\$6,300.00
Lighting	\$60,000.00
Turf - Erosion & Landscaping	\$100,500.00
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	\$120,000.00
Other Roadway Elements	\$0.00
Totals	\$1,307,550.00

Specific Bicycle and Pedestrian Elements

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

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

PROTECT Funds Eligibility

One of the new federal funding sources is Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). Please describe which specific elements of your project and associated costs out of the Total TAB-Eligible Costs are eligible to receive PROTECT funds. Examples of potential eligible items may include: storm sewer, ponding, erosion control/landscaping, retaining walls, new bridges over floodplains, and road realignments out of floodplains.

INFORMATION: Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program Implementation Guidance (dot.gov).

Response: The proposed project will modernize an existing surface transportation facility by adding sidewalks and improving stormwater management capabilities. Roadway, concrete items, storm sewer, and erosion and landscaping items are potentially eligible for PROTECT funds.

Totals

Total Cost	\$1,307,550.00
Construction Cost Total	\$1,307,550.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	4465
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1701470394472_Regional Economy.pdf

Please upload attachment in PDF form

Measure A: Population Summary

Existing Population Within One-Half Mile	16960
Upload Map	1701470445280_Population-Employment (1).pdf

Please upload attachment in PDF form

Measure A: Engagement

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

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

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

1. What engagement methods and tools were used?
2. How did you engage specific communities and populations likely to be directly impacted by the project?
3. What techniques did you use to reach populations traditionally not involved in community engagement related to transportation projects?
4. How were the project's purpose and need identified?
5. How was the community engaged as the project was developed and designed?
6. How did you provide multiple opportunities for Black, Indigenous, and People of Color populations, low-income populations, persons with disabilities, youth, older adults, and residents in affordable housing to engage at different points of project development?
7. How did engagement influence the project plans or recommendations? How did you share back findings with community and re-engage to assess responsiveness of these changes?
8. If applicable, how will NEPA or Title VI regulations will guide engagement activities?

Response:

This project is proposed in a diverse neighborhood, located within four census tracts where 57 percent of residents are Black, Indigenous, and People of Color (34 percent Hispanic or Latino and 15 percent Black). Twenty-seven percent of residents are within 185 percent of the Federal poverty level, 24 percent are under the age of 18, 12 percent are aged 65 or older, and 12 percent of residents have a disability.

There are four schools near the proposed sidewalk. Richfield Dual Language and STEM schools share a campus two blocks north of 73rd St. RDLS has an enrollment which is 66 percent Hispanic or Latino, 56 percent who receive free/reduced lunch, and 40 percent English learners. STEM has a student body that is 20 percent Hispanic or Latino, 15 percent Black, 52 percent receiving free/reduced lunch, and 22 percent English learners. Centennial Elementary is two blocks south of Diagonal Blvd, and has a student body that is 50 percent Hispanic or Latino and 24 percent Black, with 84 percent receiving free/reduced lunch and 43 percent English learners. Richfield College Experience Program (76 percent FRL), which is one block north of 73rd St just west of Portland Ave, is an alternative school for students who need more educational support and has 54 percent Hispanic and Latino students and 20 percent Black students.

The city uses public engagement to ensure all residents can participate in community planning activities. Recent examples include the Richfield 2040 Comprehensive Plan and Pedestrian Master Plan in 2018, Active Transportation Action Plan in 2022 and 2023, and district initiatives like the 2022 Safe Routes to School Parent Survey. Ensuring participation from residents requires deliberate outreach, including targeted solicitation of input from multi-family housing residents, Spanish-language interpreting and translation, and promotion through trusted community partners.

These city-led planning and engagement processes included public hearings, community-wide surveys, pop-up events, and more, including special efforts to reach underrepresented residents and incorporate their needs, including residents of affordable and multi-family housing, and Richfield's large population of Spanish speakers. In the 2018 Pedestrian Plan, 73rd St/Diagonal Blvd from Portland Ave to Cedar Ave was identified as a Priority Pedestrian Route to fill the gap between existing pedestrian facilities, connect high activity locations including the Nokomis-Minnesota River Regional Trail and four schools.

As this project goes into plan development, the public will be re-engaged following Richfield's Public Engagement Plan to ensure that residents are able to have multiple opportunities to influence the final design of this facility to best suit the needs of the users.

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

Measure B: Disadvantaged Communities Benefits and Impacts

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

- ? pedestrian and bicycle safety improvements;
- ? public health benefits;
- ? direct access improvements for residents or improved access to destinations such as jobs, school, health care, or other;
- ? travel time improvements;
- ? gap closures;
- ? new transportation services or modal options;
- ? leveraging of other beneficial projects and investments;
- ? and/or community connection and cohesion improvements.

This is not an exhaustive list. A full response will support the benefits claimed, identify benefits specific to Disadvantaged communities residing or engaged in activities near the project area, identify benefits addressing a transportation issue affecting Disadvantaged communities 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.

- ? Decreased pedestrian access through sidewalk removal / narrowing, placement of barriers along the walking path, increase in auto-oriented curb cuts, etc.
- ? Increased speed and/or cut-through traffic.
- ? Removed or diminished safe bicycle access.
- ? Inclusion of some other barrier to access to jobs and other destinations.

Response:

According to USDOT, the project is located partially within a Historically Disadvantaged Community and an Area of Persistent Poverty. It is also within a Metropolitan Council ACP. Adding this sidewalk extension would improve pedestrian safety and mobility for the populations in these areas.

The nearest existing east-west sidewalk to the north is along 70th St and the nearest to the south is 76th St. The proposed project will improve east-west pedestrian mobility in this area and provide an accessible pedestrian route between several major north-south corridors with existing pedestrian facilities, including Portland Ave, 12th Ave, Bloomington Ave, and Cedar Ave. The Nokomis-Minnesota River Regional Trail is also located along Cedar Ave.

This project would improve connections to nearby destinations such as jobs, schools, parks, health care, and many others. The proposed sidewalk would make it easier to access Wilson Park and Christian Park, especially for portions of the project area with high percentage of children under 18. Christian Park has a wide range of amenities including an ice rink, playground, soccer field, and tennis courts. Additionally, the new sidewalk would make it safer for children to walk to school at the four nearby schools discussed previously. The project also addresses a sidewalk gap from the project area to destinations west of Portland Ave, including the Augsburg Park Library, Richfield High School, and the Central Education Center, which houses Richfield Community Education, a community hub of information that serves all ages with various programs, classes, and services.

Transit accessibility will also be improved with this project. Metro Transit Route 515 runs along Bloomington Ave through this area, and the METRO D Line runs along Portland Ave. Adding a sidewalk will make it easier for residents to get to their bus stops, and it will make it easier for people traveling to this area to access their final destinations.

Providing a safe connection to other existing sidewalks and trails will also improve public health for residents of this area by connecting more homes and more people to recreational amenities. The proposed sidewalk itself will enhance community connection by providing public space for residents to walk and meet their neighbors. Providing an additional modal option would allow more people to choose to walk along this corridor rather than drive for short trips.

Potential negative impacts of the project include the possibility of minor right of way acquisition or temporary easements and temporary construction impacts including noise and dust. These impacts can be mitigated through the project's environmental commitments.

Measure C: Affordable Housing Access

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

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

- ? specific direct access improvements for residents
- ? improved access to destinations such as jobs, school, health care or other;
- ? new transportation services or modal options;
- ? and/or community connection and cohesion improvements.

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.

Response:

In addition to the 749 publicly subsidized rental housing units in census tracts within a half mile, there are about 1,200 Naturally Occurring Affordable Housing (NOAH) units near the project area. These are shown in the attached Affordable Housing Access map. There are three buildings with a combined 90 affordable homes immediately to the west of the proposed sidewalk, 63 affordable homes near the two schools just north of 73rd St, and 266 affordable homes north and south of Diagonal Blvd on the eastern edge of Richfield along Cedar Ave. On the south side of 77th St, which is the edge of the half-mile distance, there are almost 800 additional affordable homes within 12 multi-family buildings, 150 of which are subsidized.

The project will address existing barriers to pedestrian use along 73rd St and Diagonal Blvd by filling this sidewalk gap and connecting residents to nearby destinations. The new sidewalk will improve access to the Nokomis ? Minnesota River Regional Trail, four nearby schools, several parks, and two grocery stores that serve the nearby Hispanic and Latino communities. It will create the first east-west sidewalk connection in between 70th St and 76th St that can be used by residents of affordable housing along Cedar Ave to travel west.

The project will also improve accessibility for users of Metro Transit Route 515, which runs along Bloomington Ave with stops at Diagonal Blvd, and the METRO D Line, which runs along Portland Ave with stations at 73rd St. These routes connect residents to employment, commercial, and recreation destinations in Bloomington, Edina, Minneapolis, and Brooklyn Center, including downtown Minneapolis, the METRO Orange Line, Southdale Center through 66th Ave, and Mall of America.

West of 12th Ave along and around the project corridor, 18 percent of households don?t have cars. Three of the four census tracts in the project area have the three highest rates of children under 18 in the entire city. Given the area's low vehicle ownership and large number of children, these improvements to pedestrian access will provide benefits to those who rely on walking and rolling to access public transportation, jobs, shopping, education, and recreation.

This new modal option will also provide the opportunity for increased interaction amongst neighbors, which can create and improve community connection and cohesion. For residents of affordable housing near the proposed sidewalk, this new transportation corridor will provide the space in which to build connections with other residents of the neighborhood and grow social capital.

Measure D: BONUS POINTS

Project is located in an Area of Concentrated Poverty:

Yes

Project's 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.

1701470864077_Socio-Economic Conditions (2).pdf

Measure A: Gaps, Barriers and Continuity/Connections

Response:

In the 2018 Pedestrian Plan, 73rd St/Diagonal Blvd from Portland Ave to Cedar Ave was identified as a Priority Pedestrian Route to fill the gap between existing pedestrian facilities and connect high activity locations, including four nearby schools and connection to the Nokomis-Minnesota River Regional Trail. The project is also included in the draft Active Transportation Action Plan as an Emerging Priority Route.

The nearest existing east-west sidewalk to the north is along 70th St and the nearest to the south is 76th St. The proposed project will improve east-west pedestrian mobility in this area and provide an accessible pedestrian route between several major north-south corridors with existing pedestrian facilities, including Portland Ave, 12th Ave, Bloomington Ave, and Cedar Ave. The Nokomis-Minnesota River Regional Trail is also located along Cedar Ave. The proposed sidewalk will connect all of these system segments with an ADA-accessible route, providing a safe connection for people to walk and roll to their destinations. This project will also create a connection to the 73rd Street Trail project from Bloomington Ave to Cedar Ave at Centennial Elementary School, which was awarded SRTS funding in the 2022 Regional Solicitation cycle.

Transit accessibility will also be improved with this project. The METRO D Line, which runs from Brooklyn Center through downtown Minneapolis to the Mall of America, runs along Portland Ave on the west side of the project corridor, connecting nearby residents to and from this high-frequency transit service. Route 515, which comes from Southdale via 66th St, runs along Bloomington Ave through the proposed sidewalk and then moves over to 12th Ave at 76th St before going east on American Blvd to the Mall of America. Adding a sidewalk will make it easier for residents to get to their bus stops, and it will make it easier for people traveling to this area to access their final destinations.

(Limit 2,800 characters; approximately 400 words)

Measure B: Deficiencies corrected or safety problems addressed

Response:

The primary deficiency to be corrected by the project is the lack of a separated pedestrian facility along 73rd St, and the lack of a separated pedestrian facility along one side of Diagonal Blvd. In the 2018 Pedestrian Plan, 73rd St/Diagonal Blvd from Portland Ave to Cedar Ave was identified as a Priority Pedestrian Route to fill the gap between existing pedestrian facilities and connect high activity locations, including four nearby schools and connection to the Nokomis-Minnesota River Regional Trail. The project is also included in the draft Active Transportation Action Plan as an Emerging Priority Route. In addition to connecting the system segments discussed above, the project would also improve safety for people walking along the project corridor, including in areas where pedestrian-involved crashes have taken place.

The most recent 10 years (January 1, 2013 to December 31, 2022) of crash data for this corridor was collected from MnCMAT2. On Diagonal Blvd, between Portland Ave and 72nd St, there have been 24 crashes. Of the 24 crashes, one included a pedestrian crash at the intersection of Diagonal Blvd and 72nd St and one included a person on a skateboard at the intersection of 73rd St and Elliot Ave. The pedestrian crash resulted in a possible injury and the skateboard crash resulted in a serious injury crash. On Diagonal Blvd between Bloomington Ave and Cedar Ave, there have been 13 crashes within the 10-year time period. One of those crashes was bicycle-related at the intersection of Diagonal Blvd and Bloomington Ave, resulting in a serious injury.

The installation of sidewalks has a crash modification factor (CMF) of 0.598 on pedestrian or bicycle-related crashes, according to the CMF Clearinghouse. This improvement would be expected to reduce pedestrian/bicycle-related crashes by 40.2 percent. This would decrease the existing 0.3 pedestrian/bicycle crashes per year on the full corridor to 0.18 crashes per year, an annual crash reduction of 0.12 pedestrian/bicycle crashes.

(Limit 2,800 characters; approximately 400 words)

Response:

There are currently painted bike lanes along the project corridor on 73rd St and Diagonal Blvd from Portland Ave to Cedar Ave. From E 72nd St to Cedar Ave, Diagonal Blvd has an off-street trail on the north side of the road that is shared by people walking and biking. These bike lanes and trail connect to the existing bike lanes on Portland Ave, 12th Ave, Bloomington Ave, and 70th St, the bike boulevard on Elliot Ave, and the off-street Nokomis ? Minnesota River Regional Trail that runs alongside Cedar Ave. For some users who may not feel safe biking in on-street bike lanes, including families with children, adding a sidewalk will provide space for low-speed bicycle travel fully separated from traffic. This will improve bicycle access to the destinations discussed previously as well as to the existing north-south bicycle facilities, improving the ability of people to get around their neighborhood separated from vehicle traffic.

Although there aren't any bus routes running along 73rd St or Diagonal Blvd, transit accessibility will also be improved with this project. The METRO D Line, which runs from Brooklyn Center through downtown Minneapolis to the Mall of America, runs along Portland Ave on the west side of the project corridor, connecting nearby residents to and from this high-frequency transit service. Route 515, which comes from Southdale via 66th St, runs along Bloomington Ave through the proposed sidewalk and then moves over to 12th Ave at 76th St before going east on American Blvd to the Mall of America. Adding an ADA-accessible pedestrian connection that can be used by people of all ages and abilities will make it easier for residents to get to their bus stops, and it will make it easier for people traveling to this area to access their final destinations. For those who have been walking in the street and sharing space with vehicle traffic, they will have a safer alternative. For those who have had to go out of their way to access their destinations, their trip length will be reduced.

(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.

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%

Yes

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.

Response:

Richfield created a Pedestrian Master Plan in 2018. To gauge what residents wanted to see as the vision and future for walking and rolling in the city, a significant part of the planning process included an extensive engagement effort. The process included public hearings, community-wide surveys, pop-up events, and more. These city-led engagement processes made special efforts to reach marginalized and underrepresented residents and incorporate their needs, including residents of affordable and multifamily housing, and Richfield's large population of Spanish speakers. As part of conversations around the development of this plan, residents commented that walking is a critical component of everyday life and should be a priority in the city. In the 2018 Pedestrian Plan, 73rd St and Diagonal Blvd from Portland Ave to Cedar Ave was identified as a Priority Pedestrian Route due to the pedestrian facility gap that exists there and its proximity to high activity locations.

Engagement for the Active Transportation Action Plan, which has been ongoing since 2022, has so far consisted of an online mapping exercise, biking and walking workshops, pop-up events, and surveys. Some of the feedback included a desire for walking connections to parks, improved safety and comfort for pedestrians at crossings, and traffic calming for neighborhood streets. A Priority Network Map was developed, which includes this segment of 73rd St and Diagonal Blvd as an Emerging Priority Route.

If this project is awarded funding, Richfield will use its established public engagement process to finalize details and ensure that the project continues to reflect community wishes. This will include 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. More information about the city's engagement process is included in the attached Public Engagement Policy.

(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 project's 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

1701813167256_73rd St Diagonal Blvd Sidewalk_20231203.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

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 Yes

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):	\$1,307,550.00
Enter Amount of the Noise Walls:	\$0.00
Total Project Cost subtract the amount of the noise walls:	\$1,307,550.00
Points Awarded in Previous Criteria	
Cost Effectiveness	\$0.00

Other Attachments

File Name	Description	File Size
2024 Snow and Ice Policy.pdf	Snow and Ice Policy	125 KB
73rd St Sidewalk_One_Page_Summary.pdf	One Page Project Summary	391 KB
73rdStSidewalk_Maps_Combined.pdf	Project Location Map, Layout, Affordable Housing Map, Ped Plan Priority Map, and AT Action Plan Network Map	27.7 MB
73rdSt_Sidewalk_Photos.pdf	Existing Conditions Photos	758 KB
Resolution Richfield RS 73rd Sidewalk.pdf	City of Richfield Resolution of Support	833 KB
Richfield 73rd St Sidewalk Maintenance Letter of Support.pdf	Richfield Public Works Letter of Support	117 KB
RPS_73rd St Sidewalk.pdf	Richfield Public Schools Letter of Support	72 KB
StreetProjectsPEP.pdf	Public Engagement Policy	307 KB

Regional Economy

Pedestrian Facilities Project: 73rd St & Diagonal Blvd Sidewalk | Map ID: 1700672205711


Results


Within HALF Mi of project:
Postsecondary Students: 0

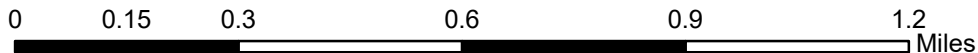
Total Population: 16960
Total Employment: 4465
Mfg and Dist Employment: 1880



 Project

 Job Concentration Centers

 Manufacturing/Distribution Centers



Created: 11/22/2023
LandscapeRSA5



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

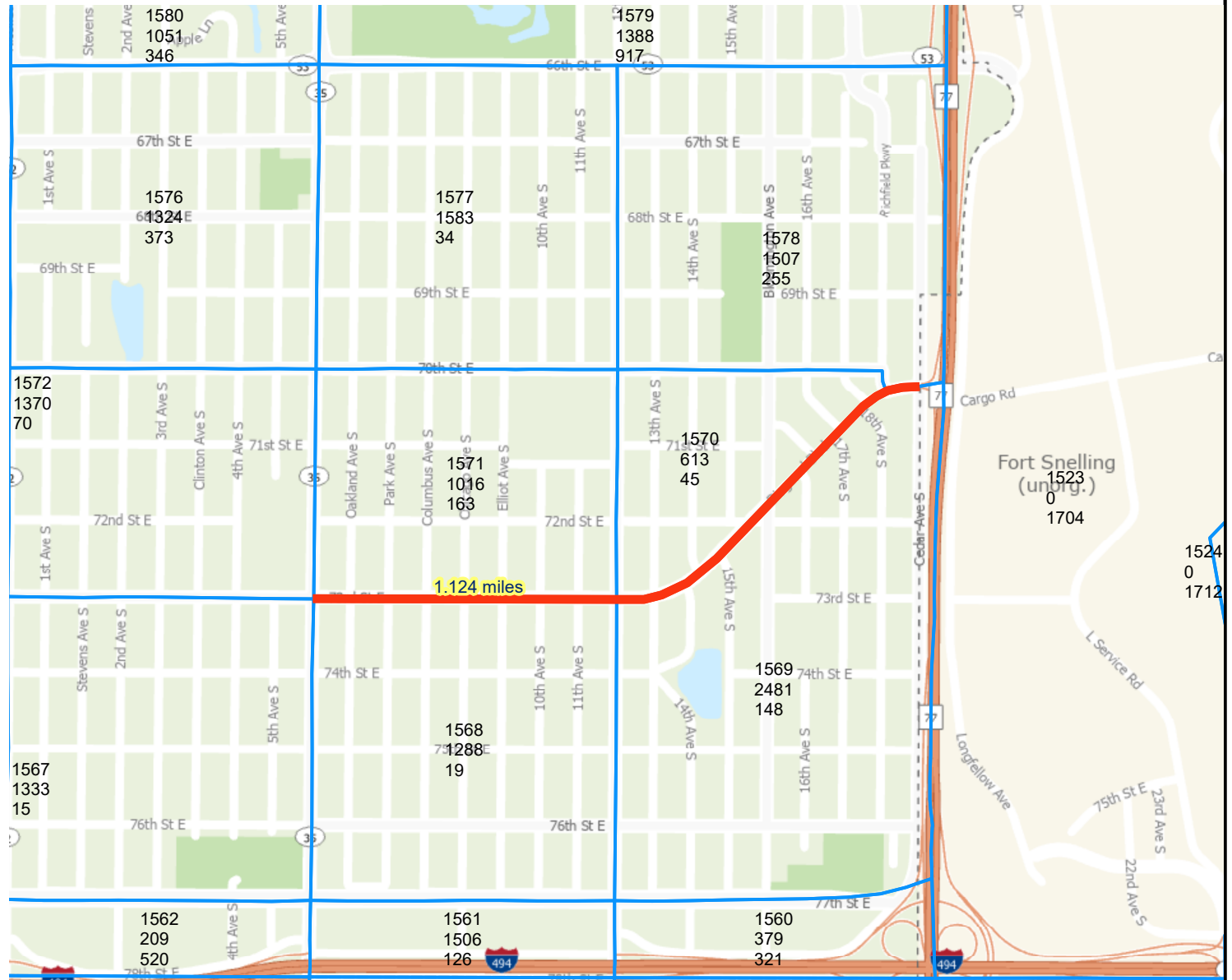


Population/Employment Summary

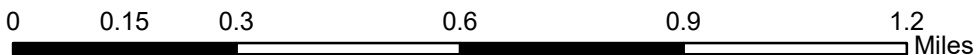
Pedestrian Facilities Project: 73rd St & Diagonal Blvd Sidewalk | Map ID: 1700672205711

Results

Within HALF Mile of project:
Total Population: 16960



-  Project Points
-  Project Area
-  Project
-  2016 TAZ



Created: 11/22/2023
LandscapeRSA4



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



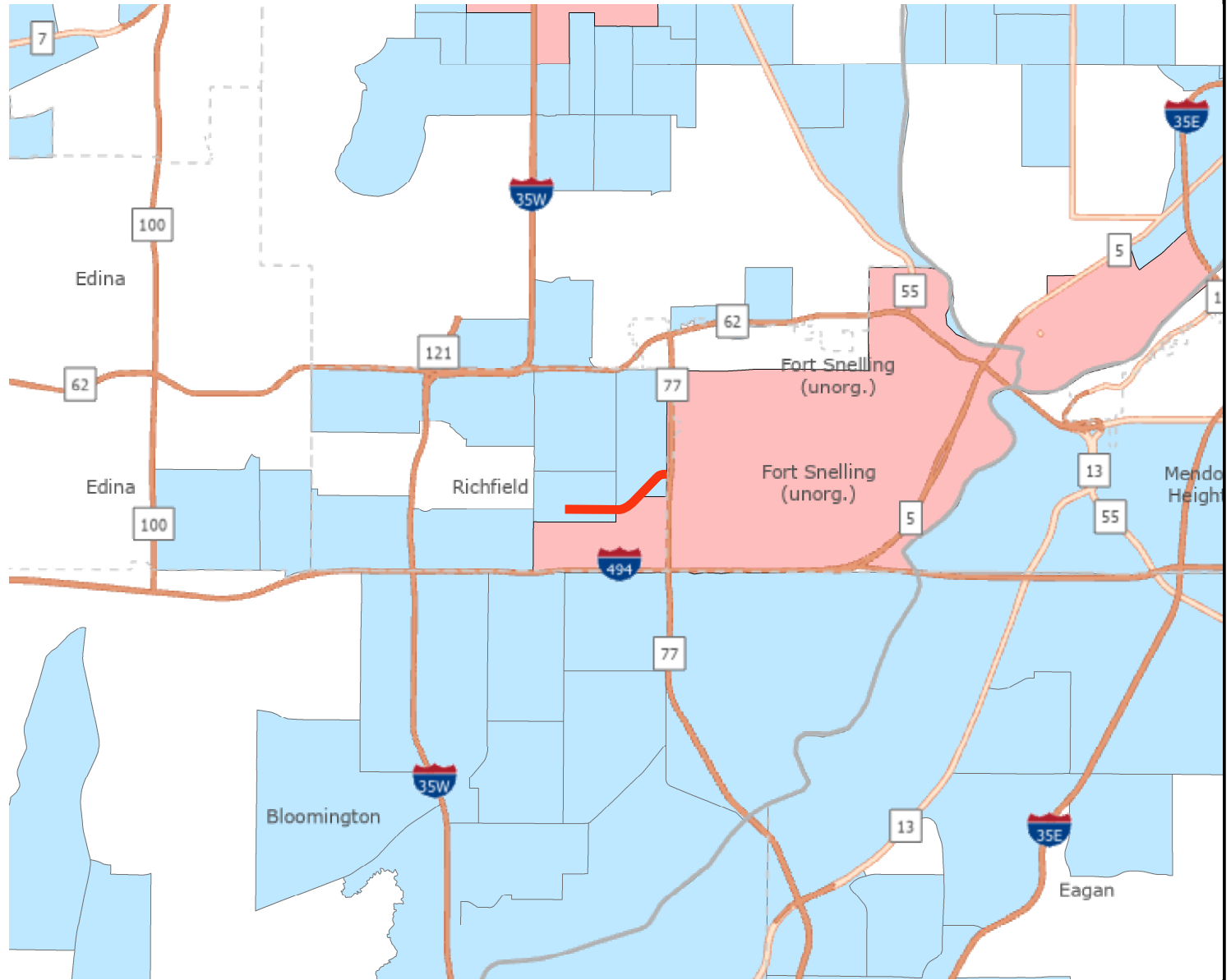
Socio-Economic Conditions

Pedestrian Facilities Project: 73rd St & Diagonal Blvd Sidewalk | Map ID: 1700672205711

Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 749

Project located IN an Area of Concentrated Poverty.



— Lines

Regional Environmental Justice Area

Area of Concentrated Poverty

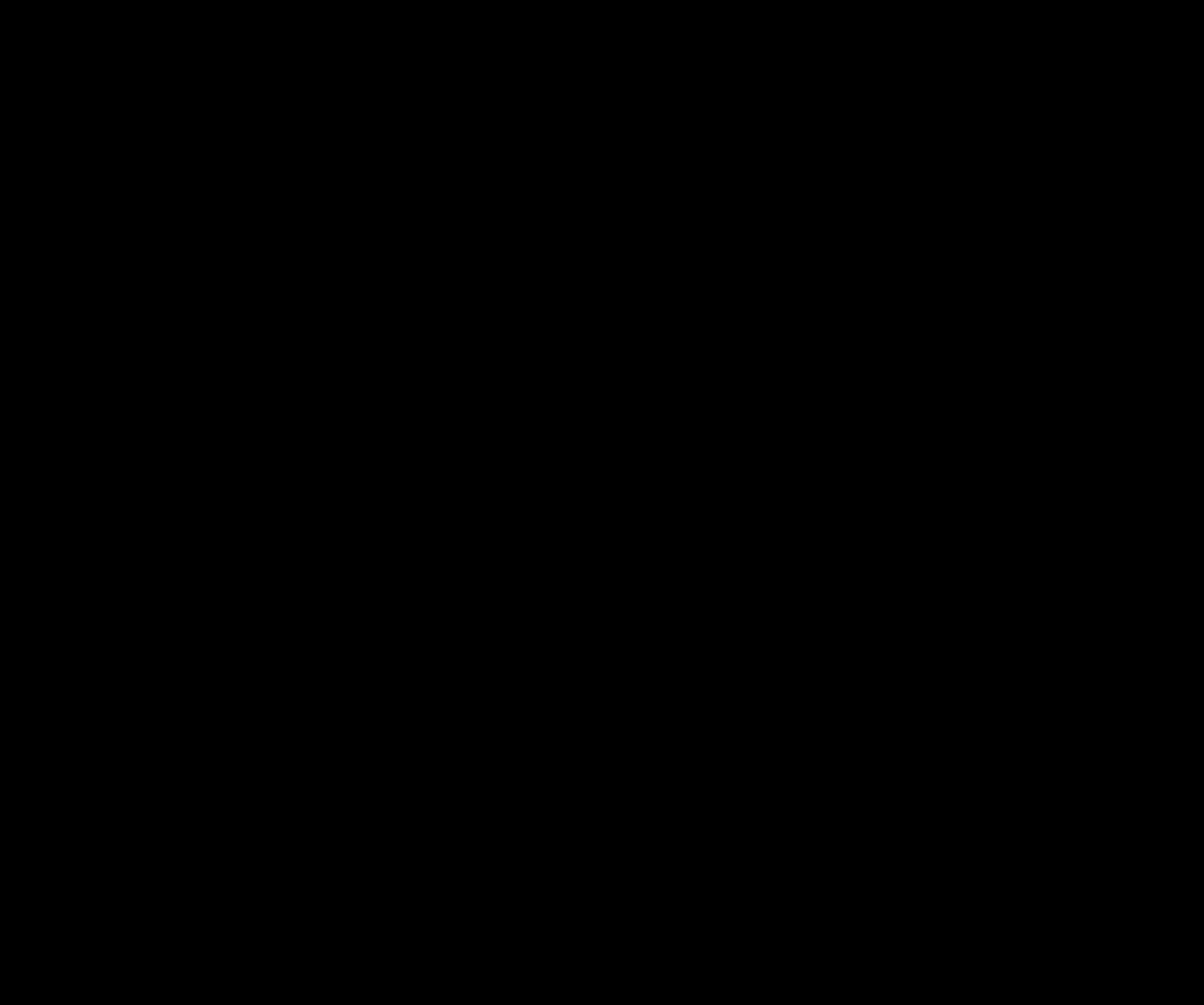


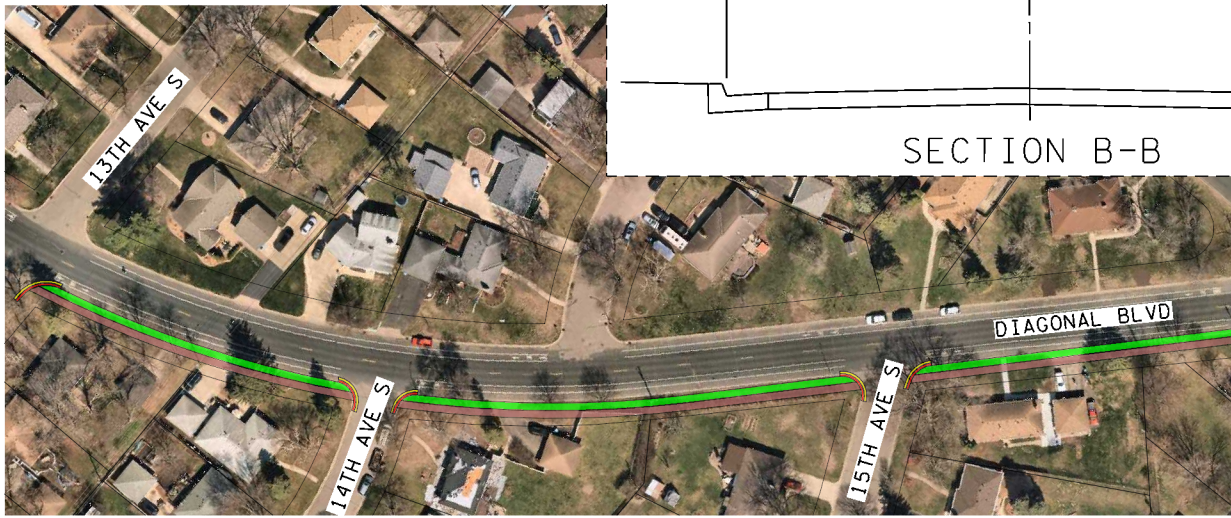
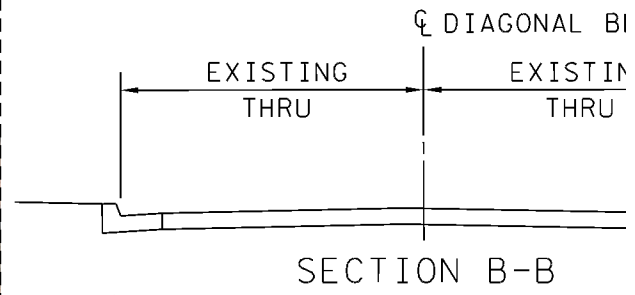
Created: 11/22/2023
LandscapeRSA2

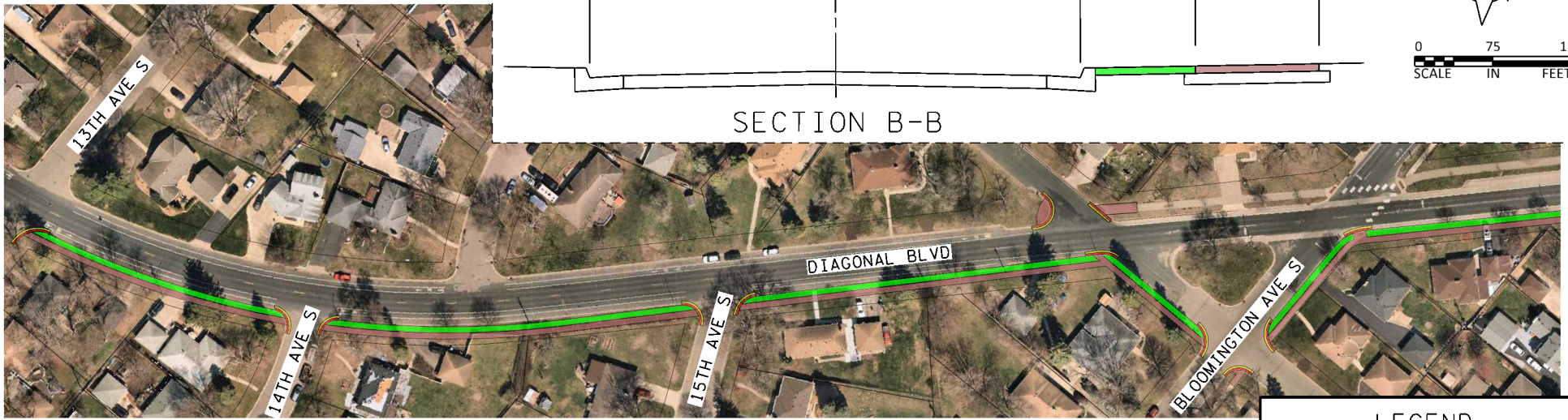
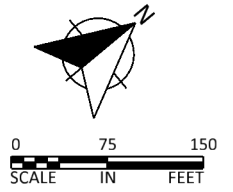
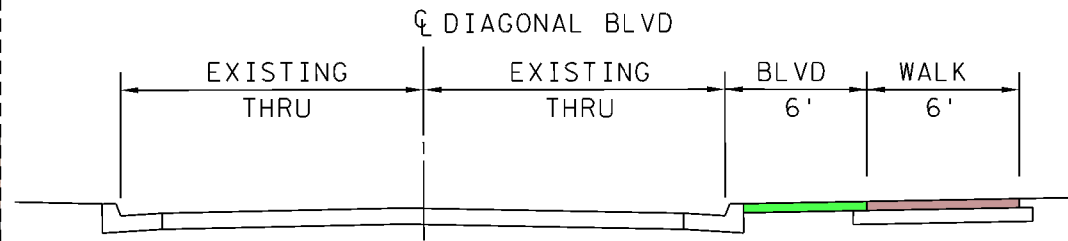


For complete disclaimer of accuracy, please visit
<http://giswebsite.metc.state.mn.us/gisite/notice.aspx>









LEGEND	
	PROPOSED ROADWAY
	PROPOSED CURB & GUTTER
	PROPOSED SIDEWALK
	PROPOSED BOULEVARD



Socio-Economic Conditions: Affordable Housing Access

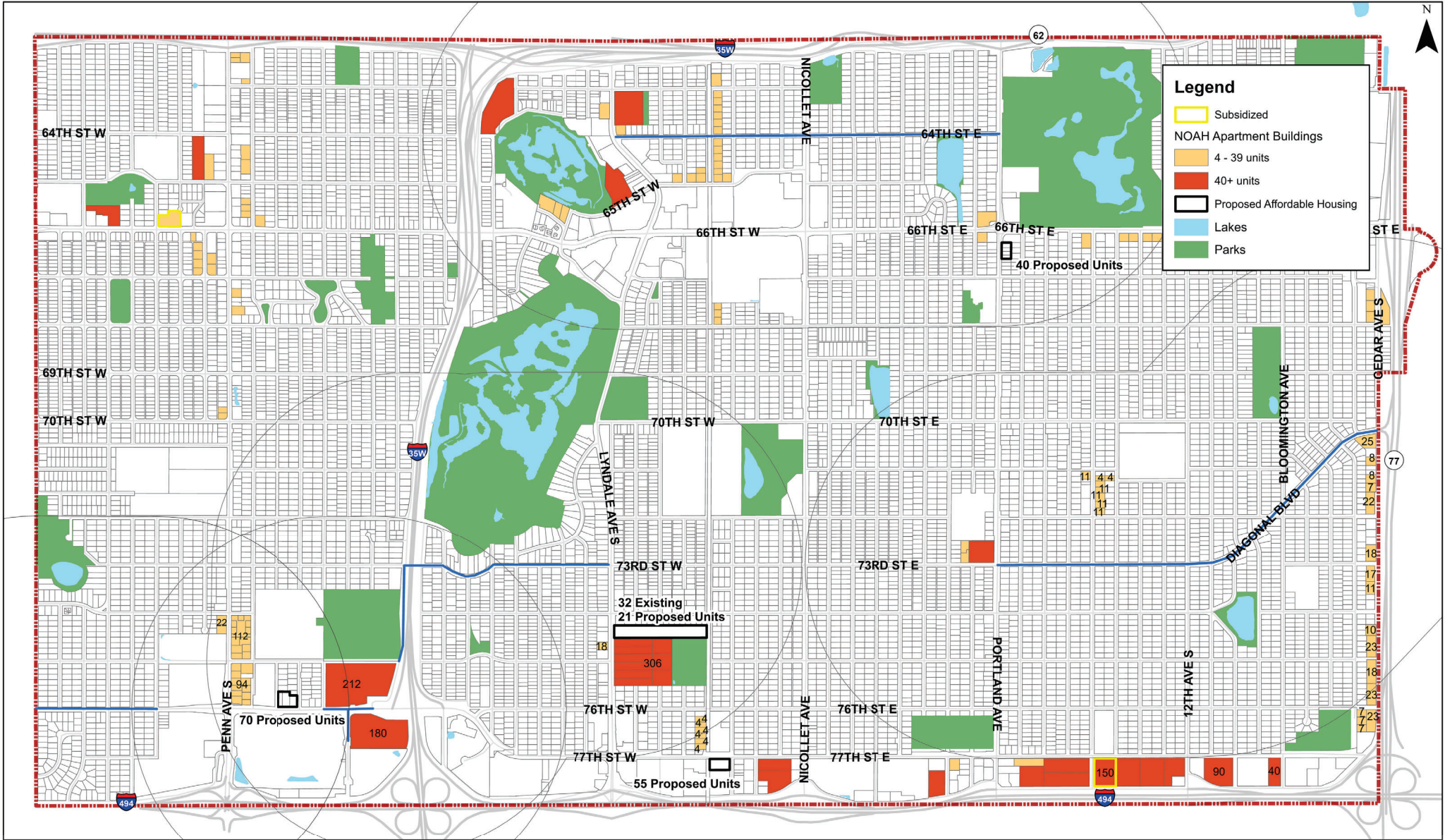
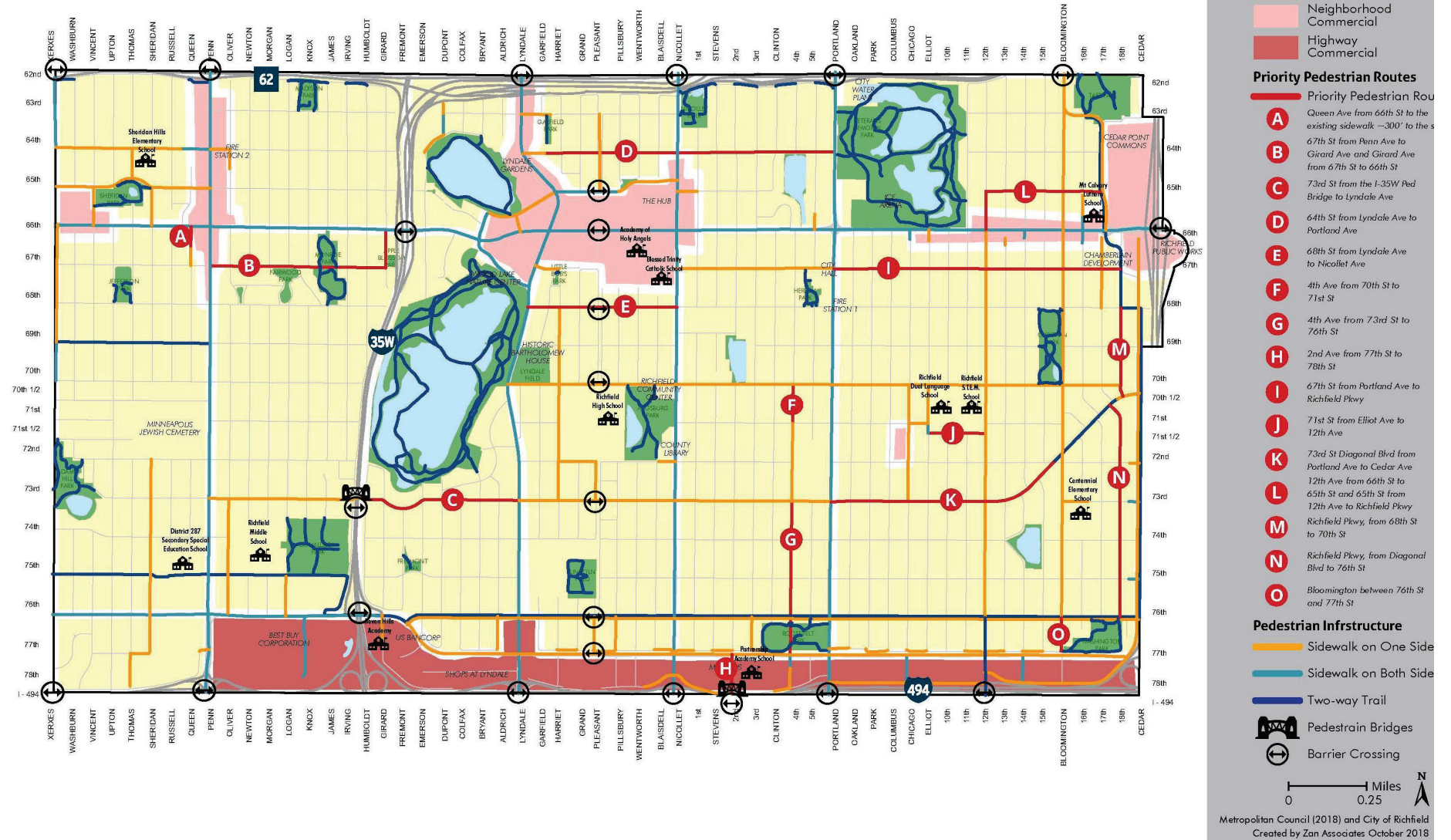
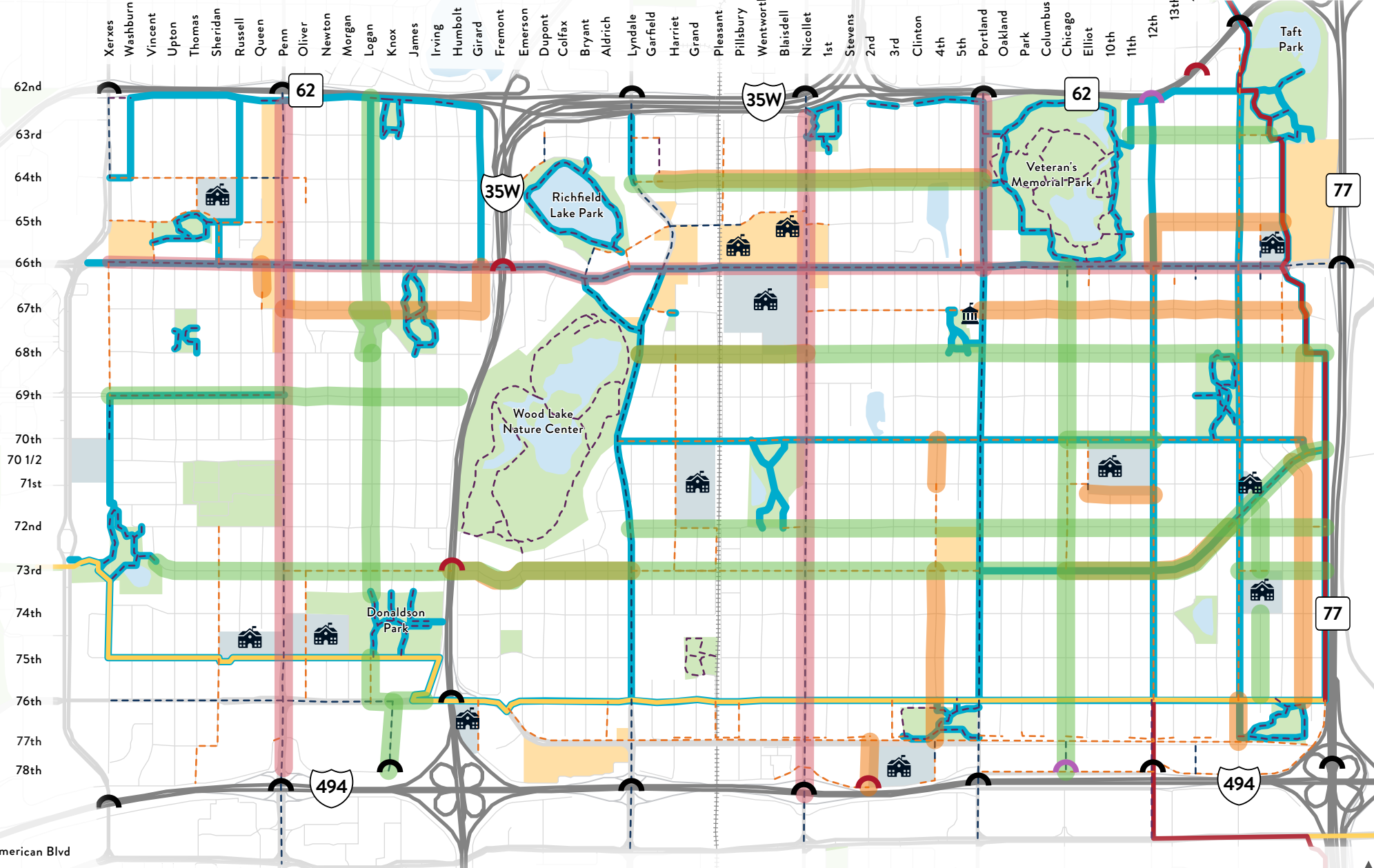




Figure 27: Richfield Pedestrian Network





Legend

- Priority Neighborhood Route
- Priority Arterial Route
- Priority Pedestrian Routes (2018)
- Sidewalk on One Side
- Sidewalk on Both Sides
- Two-way Trail
- Existing Bike Route
- Nine Mile Creek Regional Trail
- Nokomis - Minnesota River Regional Trail
- Important Ped/Bike Freeway Crossing (Red = Needs Improvement, Purple = Future Crossing)
- School Location
- City Hall
- Commercial Location



Richfield 73rd Street Sidewalk



Photo 1: 73rd St at 12th Ave S, facing west (Nov 2023).
Photo Credit: City of Richfield



Photo 2: 73rd St near Portland Ave intersection, facing east (Nov 2023).
Photo Credit: City of Richfield



Photo 3: Diagonal Blvd at E 72nd St, facing east (Nov 2023).
Photo Credit: City of Richfield



Photo 4: Diagonal Blvd at Cedar Ave S, facing east with view of regional trail connection (Nov 2023).
Photo Credit: City of Richfield

RESOLUTION NO. 12144

RESOLUTION OF SUPPORT FOR 73rd STREET SIDEWALK EXTENSION 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 Pedestrian Facilities category's purpose is to fund pedestrian facility projects that focus on increasing the availability and attractiveness of walking or rolling by improving safety and removing gaps in the system; and

WHEREAS, there is currently a gap in the city's sidewalk system on 73rd St between Portland Ave and Cedar Ave; and

WHEREAS, the sidewalk gap was identified as a Priority Pedestrian Route in the 2018 Pedestrian Master Plan; and

WHEREAS, the sidewalk gap is within a half mile of Centennial, STEM, and RDLS elementary schools; and

WHEREAS, approximately 13% of Centennial students, 5% of STEM students, and 8% of RDLS students walk or bike to school; and

WHEREAS, closing the 73rd St pedestrian gap and improving pedestrian crossings will increase safety and improve the experience of the entire community, including 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 2028; 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' 2023 regional solicitation application for the 73rd Street Sidewalk Extension project between Portland Ave and Cedar Ave.

Adopted by the City Council of the City of Richfield, Minnesota this 14th day of November, 2023.

Mary B. Supple

Mary Supple, Mayor

ATTEST:



Dustin Leslie, City Clerk



Public Works Department

December 6, 2023

MAYOR

MARY SUPPLE

CITY COUNCIL

SHARON CHRISTENSEN

SEAN HAYFORD OLEARY

SIMON TRAUTMANN

BEN WHALEN

CITY MANAGER

KATIE RODRIGUEZ

Metropolitan Council
Regional Solicitation Scoring Committee

To whom it may concern,

The City of Richfield Public Works department acknowledges the Engineering division is applying for a Metropolitan Council regional solicitation grant to fund construction of a sidewalk and related improvements along 73rd St/Diagonal Blvd from Portland Ave to Cedar Ave under the "Pedestrian Facilities" category. This project aims to fill the gap between existing pedestrian facilities and connect high activity locations, including nearby schools.

Public Works supports this application as it will make it safer for children to walk or bike to school, and also addresses a sidewalk gap in the project area that will connect many community hubs. 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 their full design life. This is consistent with the city's Snow Removal and Ice Control Policy dated 11/29/23 and attached to the application.

We hope that this application is awarded for tentative construction in 2028/2029. Improving this corridor will fulfill years of planning through the Safe Routes to School Comprehensive Plan (2009), Pedestrian Master Plan (2018), and Active Transportation Plan (draft, to be approved in 2024).

Respectfully,

Kristin Asher
Public Works Director

Steven Unowsky, Superintendent

December 4, 2023

Matt Hardegger, PE
Transportation Engineer
City of Richfield

**RE: Richfield 73rd St Sidewalk
2024 Metropolitan Council Regional Solicitation Application**

Dear Mr. Hardegger,

Richfield Public Schools supports the City of Richfield's application for Regional Solicitation funds for the 73rd St Sidewalk project. The proposed project will construct a new sidewalk along E 73rd St and Diagonal Blvd from Portland Ave to Cedar Ave S.

There are four schools near the proposed sidewalk. Richfield Dual Language School (56 percent FRL, 40 percent ELL) is made up of two-thirds Hispanic or Latino students. Richfield STEM School (52 percent FRL, 22 percent ELL) has a student body made up of 20 percent Hispanic or Latino students and 15 percent Black students. Both schools are two blocks north of 73rd St and connected by sidewalks on both sides of the combined campus. Half of the students at Centennial Elementary (84 percent FRL, 43 percent ELL), which is two blocks south of Diagonal Blvd, are Hispanic or Latino and 23 percent are Black. Richfield College Experience Program (76 percent FRL), which is one block north of 73rd St just west of Portland Ave, is an alternative program for students who need more educational support and has 54 percent Hispanic and Latino students and 20 percent Black students.

In the 2018 Pedestrian Plan, 73rd St/Diagonal Blvd from Portland Ave to Cedar Ave was identified as a Priority Pedestrian Route to fill the gap between existing pedestrian facilities and connect high activity locations, including nearby schools. District initiatives like the 2022 Safe Routes to School (SRTS) Parent Survey have been instrumental in helping the city prioritize sidewalk improvements.

The new sidewalk would make it safer for children to walk or bike to school, and also addresses a sidewalk gap from the project area to destinations west of Portland Ave, including the Augsburg Park Library, Richfield High School, and the Central Education Center, which houses Richfield Community Education, a community hub of information that serves all ages with various programs, classes, and services.

This project represents a major opportunity to provide safer transportation for our students and encourage more students to walk or bike. Richfield Public Schools respectfully requests your consideration of the Richfield 73rd St Sidewalk project for Regional Solicitation funds.

Sincerely,



Steven Unowsky, Superintendent



**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.

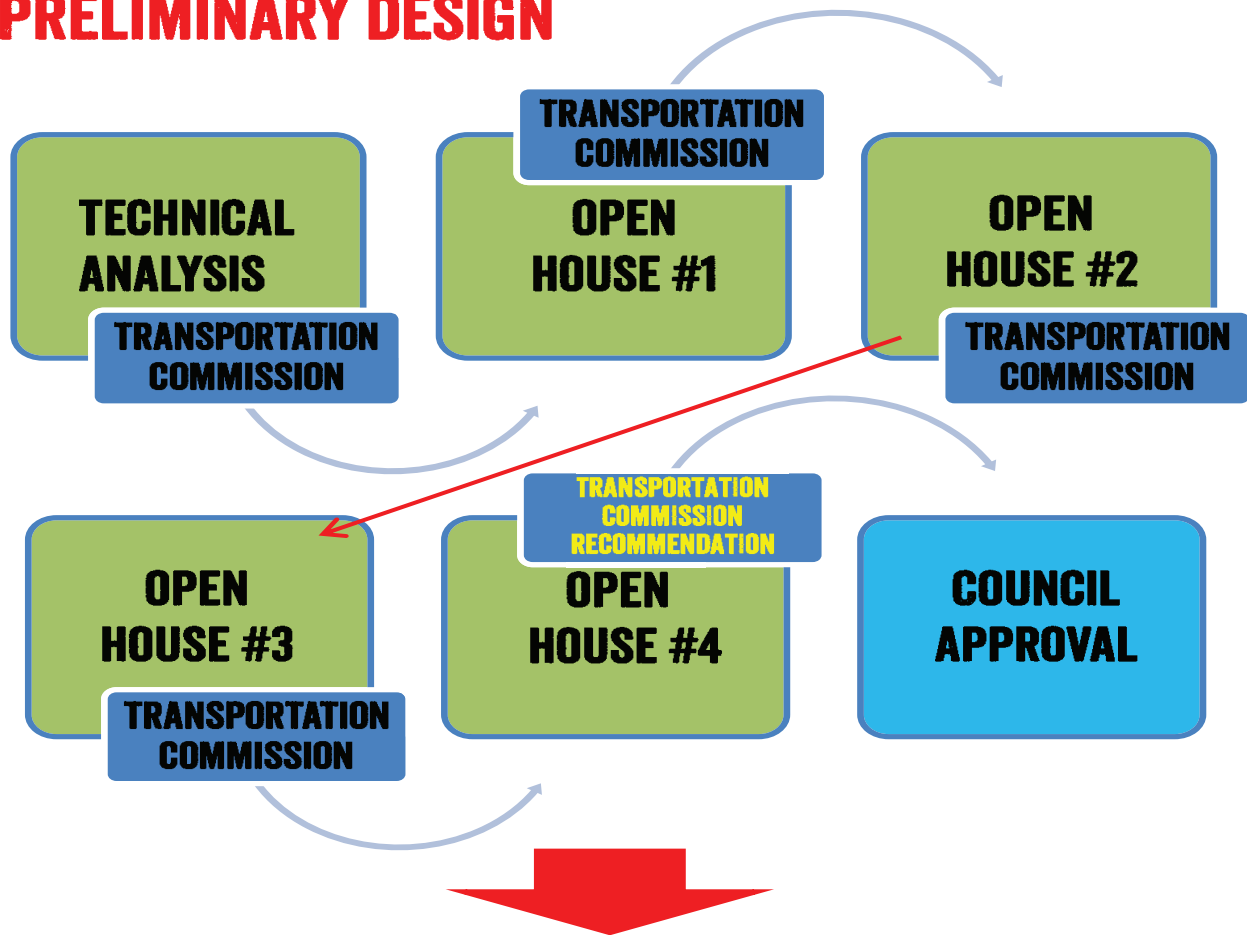
Construction Wrap-Up

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

