



Application

19841 - 2024 Pedestrian Facilities (Sidewalks, Streetscaping, and ADA)  
20079 - Richfield 64th Street Sidewalk  
Regional Solicitation - Bicycle and Pedestrian Facilities

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

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### Primary Contact

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**Name:** \* He/him/his      Matt      Hardegger  
Pronouns      First Name      Middle Name      Last Name

**Title:** Transportation Engineer

**Department:** Richfield Public Works

**Email:** mhardegger@richfieldmn.gov

**Address:** 1901 E 66th Street

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

612-861-9792      Ext.

Phone

**Fax:**

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

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### 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

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### Project Information

**Project Name** Richfield 64th 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 W 64th St from just east of MSAS 363 (Lyndale Ave) to CSAH 35 (Portland Ave) in the City of Richfield. W 64th St is a local roadway from Lyndale Ave to Nicollet Ave and a minor collector from Nicollet Ave to Portland Ave. The new sidewalk will be separated from the roadway by a boulevard, and new ADA-compliant curb ramps will be added throughout the corridor. A new ADA-compliant at-grade railroad crossing will be constructed across the Progressive Rail line located along Pleasant Ave. 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.** W 64TH ST FROM MSAS 363 (LYNDALE AVE S) TO CSAH 52 (NICOLLET AVE) AND W 64TH ST (MSAS 364) FROM CSAH 52 (NICOLLET AVE) TO CSAH 35 (PORTLAND AVE), RICHFIELD, CONSTRUCT SIDEWALK, ADA, RAIL CROSSING

*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)** 1.0  
*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** \$853,660.00

**Match Amount** \$213,415.00

*Minimum of 20% of project total*

**Project Total** \$1,067,075.00

*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 W 64th St

*(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.** 364

*(Example: 53 for CSAH 53)*

**Name of Road** W 64th St

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

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

**From: Road System** MSAS

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

**Road/Route No.** 363

*(Example: 53 for CSAH 53)*

Name of Road Lyndale Ave S

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

To: Road System CSAH

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

Road/Route No. 35

(Example: 53 for CSAH 53)

Name of Road Portland Ave

(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: 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, RAILROAD CROSSING

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) 04/01/2026

Approximate End Construction Date (MO/YR) 12/31/2026

Miles of Pedestrian Facility/Trail (nearest 0.1 miles): 1.0

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

Is this a new trail? Yes

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## 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 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)

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)



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 Comprehensive Plan 2030 (Transportation p. 6-43)

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

2018 Pedestrian Master Plan (p. 37, p. 39 fig. 27, priority pedestrian route D)

2018 Comprehensive Plan 2040 (Transportation p. 83)

(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).

**Multituse 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](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

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## 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.

**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.

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## Requirements - Bicycle and Pedestrian Facilities Projects

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### Specific Roadway Elements

CONSTRUCTION PROJECT ELEMENTS/COST ESTIMATES	Cost
Mobilization (approx. 5% of total cost)	\$55,000.00
Removals (approx. 5% of total cost)	\$52,000.00
Roadway (grading, borrow, etc.)	\$72,000.00
Roadway (aggregates and paving)	\$41,275.00
Subgrade Correction (muck)	\$0.00
Storm Sewer	\$109,000.00
Ponds	\$0.00
Concrete Items (curb & gutter, sidewalks, median barriers)	\$383,400.00
Traffic Control	\$10,000.00
Striping	\$0.00
Signing	\$5,000.00
Lighting	\$100,000.00
Turf - Erosion & Landscaping	\$92,400.00
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	\$50,000.00
Roadway Contingencies	\$97,000.00
Other Roadway Elements	\$0.00
<b>Totals</b>	<b>\$1,067,075.00</b>

### 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
<b>Totals</b>	<b>\$0.00</b>

## 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
<b>Totals</b>	<b>\$0.00</b>

## Transit Operating Costs

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

## 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	\$1,067,075.00
Construction Cost Total	\$1,067,075.00
Transit Operating Cost Total	\$0.00

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

Existing Employment Within One-Half Mile:	6883
Existing Post-Secondary Enrollment Within One-Half Mile:	0
Upload Map	1701472333335_Regional Economy (1).pdf

Please upload attachment in PDF form

## Measure A: Population Summary

Existing Population Within One-Half Mile	21184
Upload Map	1701472378750_Population-Employment (2).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:**

The sidewalk is proposed in a diverse neighborhood, located in two census tracts where 43 percent of residents are Black, Indigenous, or People of Color. Twenty-six percent of residents are below 185 percent of the Federal poverty level. Fifteen percent of the population is under the age of 18, and 26 percent of the population is aged 65 or above. In the east census tract of the project area, 17 percent of residents have a disability. The west census tract has the highest percentage of residents with a disability of all Richfield census tracts with 21 percent of residents with a disability.

There are several schools nearby, including SciTech Charter School, where 100 percent of enrolled students are Black, 90 percent receive free or reduced lunch, and over 90 percent are English learners. Partnership Academy, another charter school, has a student enrollment with 91 percent Hispanic or Latino students and 5 percent Black students. At Partnership Academy, 85 percent receive free or reduced-price lunch and almost 75 percent of students are English learners. Both schools are one block south of 64th St between Pleasant Ave and Nicollet Ave.

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 and the Active Transportation Action Plan in 2022 and 2023. Ensuring participation from residents requires deliberate outreach. These city-led planning and engagement processes included public hearings, online mapping activities, community-wide surveys, biking and walking workshops, pop-up events, and included special efforts to reach underrepresented residents and incorporate their needs. Residents of affordable and multi-family housing and Richfield's large population of Spanish speakers were included through targeted outreach by trusted community partners.

In the 2018 Pedestrian Plan, 64th St from Lyndale Ave to Portland Ave was identified as a Priority Pedestrian Route due to its ability to fill a gap between existing pedestrian facilities and connect high activity locations.

Feedback from the Active Transportation Action Plan engagement included a desire for walking connections to parks, improved crossings, and traffic calming for neighborhood streets. A Priority Network Map was developed, which includes the project area as an Emerging Priority Route.

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.

## 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:**

The project will provide a range of benefits for disadvantaged communities. Separating vehicle traffic from people walking and rolling will reduce intermodal conflict and decrease the potential for crashes. Despite a lack of sidewalks, people still walk along this street. It is the only east-west street north of 66th St that provides a continuous walking route between Lyndale Ave and Portland Ave. This convenient pedestrian corridor will be made safer and more accessible for people of all ages and abilities. For many, walking or rolling along 64th St may not be an option due to the lack of an accessible railroad crossing. For an area of the city that has the highest percentage of residents with a disability compared to all other Richfield census tracts, creating accessible facilities is a priority.

The proposed project will fill this sidewalk gap and provide access improvements for residents to get around their neighborhood. This area has the largest concentration of residents aged 65 and over and people with disabilities (36 percent and 21 percent, respectively, in the census tract to the west of 2nd Ave) compared to all other census tracts in the city, and safe facilities will allow more comfortable travel in the area.

Transit accessibility will be improved with this project. Metro Transit Routes 4 and 18 run along Nicollet Ave, 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 access their final destinations.

The new sidewalk will connect Richfield Lake Park, Nicollet Park, and Veterans Park. This improved connection between parks will have many benefits, including promoting public health through safer access to recreation. It will build community cohesion for those living near 64th St who will be able to safely meet and build connections with other residents.

For residents east of Nicollet Ave who don't have access to east-west sidewalks in the neighborhood except 66th St, the project will improve access to both SciTech Academy and Partnership Academy, as well as the large commercial area centered around Lyndale Ave and 66th St that has a large concentration of jobs, a grocery store, fitness center, several clinics, and many other daily destinations. Although 66th St has sidewalks parallel to the 64th St sidewalk project, the western portion is interrupted by many parking lot entrances, making it less safe for people walking.

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.

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

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## 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 458 publicly subsidized rental housing units in census tracts within a half mile, there are many Naturally Occurring Affordable Housing (NOAH) developments near the project area. These are shown in the attached map. There are 39 properties that are NOAH within or just outside a half mile of the project area in Richfield, with a total of 772 affordable units. There is also a proposed affordable housing project within a half mile of the project, which would include 40 affordable homes. The project corridor borders census tracts 244 and 247, which have median incomes below 50 percent AMI and 80 percent AMI, respectively.

The project will address existing barriers to pedestrian use along 64th St by filling this sidewalk gap as well as providing a more comfortable and accessible railroad crossing at Pleasant Ave. West of 2nd Ave, 21 percent of households do not have cars. Given the area's low vehicle ownership, large populations of older adults, people with disabilities, and children, these improvements to pedestrian access will provide benefits to those who rely on walking and rolling to access public transportation, jobs, education, and recreation.

The project will also improve accessibility for users of Metro Transit Routes 4 and 18, which both run along Nicollet Ave and stop at 64th St, and the METRO D Line, which runs along Portland Ave and stops at 66th St. These routes connect residents to employment, commercial, and recreation destinations in Bloomington, Minneapolis, St. Anthony, and Brooklyn Center, as well as to the METRO Orange Line and Mall of America. These facilities will also provide safer access to transit on 66th St, such as Route 515.

Adding a sidewalk and creating a comfortable crossing of the railroad will allow residents of the east and west sides better access to community resources and job centers on the opposite side. For the residents of the NOAH buildings on the east side of Pleasant Ave and the railroad corridor, a sidewalk connection across the tracks will provide safer access to Richfield Lake Park and the commercial area adjacent to Lyndale Ave, which includes a grocery store, pet store and veterinarian, clinic, fitness center, and several other businesses. The railroad crossing will provide a safe connection for the many multifamily homes on the west side, including almost 400 NOAH homes in eight buildings, to easily access Nicollet Park and Veterans Park.

This new modal option will provide the opportunity for increased interaction amongst neighbors, which can create and improve community 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.

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

---

**Measure D: BONUS POINTS**

Project is located in an Area of Concentrated Poverty:

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

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

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

1701472883188\_Socio-Economic Conditions (3).pdf

---

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



**Response:**

There are two major crossing barriers along this segment of 64th St: The Progressive Rail corridor along Pleasant Ave and Nicollet Ave S (CSAH 52).

Progressive Rail runs one train per day along Pleasant Ave S and disconnects the street network at 64th St. Although there are currently no sidewalks along 64th St and no legal railroad crossing at this location, the street is still used by people walking and desire lines are visible across the tracks in the grass and in the snow in the winter (see Existing Conditions photos). The nearest pedestrian crossing to the north is at 61st St (0.37 miles away) on the other side of the I-35W/MN 62 in Minneapolis. There is no pedestrian crossing of I-35W/MN 62 between Lyndale Ave and Nicollet Ave, so this parallel crossing route does not serve this area well. The closest crossing to the south is one block away at 65th St. However, there are no sidewalks along Pleasant Ave on the west side of the railroad or on any other north-south street between the railroad and Lyndale Ave to the west to reach 65th St. Compared to 64th St, 65th St is a busier roadway with greater east-west connectivity for motor vehicles. Adding a sidewalk along 64th St will provide a safe and accessible railroad crossing along a quiet side street where people already walk over the tracks. The sidewalk will allow more people to use this connection, especially residents with disabilities, and improve safety for those that already do.

Nicollet Ave S is another barrier. This minor arterial roadway has three vehicle lanes (two through lanes and one center left turn lane) and striped bike lanes on each side. It has a posted speed of 35 mph and has an AADT of 9,937 (2021). The stretch of Nicollet Ave between 62nd St and 67th St was identified as a Pedestrian Area of Concern in the 2018 Pedestrian Plan, with many vehicle-pedestrian crashes at most of the intersections along this segment. Because of the disconnected street grid due to MN 62, there are only five north-south roadways across the highway between Richfield and Minneapolis, three of which connect to this segment of 64th St (Lyndale Ave, Nicollet Ave, and Portland Ave). All north-south travel is funneled to these roads, increasing traffic and creating more dangerous conditions for people walking along and across them. Engagement for the Nicollet Ave Reconstruction Project in Richfield, which is currently ongoing, has revealed significant safety concerns on Nicollet Ave, including excessive vehicle speeds and reckless driving. To help overcome this barrier, the project will provide ADA-compliant curb ramps at all four corners of the 64th St & Nicollet Ave intersection. Other crossing improvements may be explored in future phases of the design.

*(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 64th St. In the 2018 Pedestrian Plan, 64th St from Lyndale Ave to Portland Ave was identified as a Priority Pedestrian Route because it would fill a gap between existing pedestrian facilities and connect high activity locations. In addition to helping to overcome the barriers discussed above, the project would also improve safety for people walking along 64th St, including in areas where pedestrian-involved crashes have taken place. As discussed previously, the importance of this corridor is demonstrated by its continued use by pedestrians despite the lack of facilities separating these users from motor vehicle traffic. Speed data collected in 2022 indicated a median speed of 31 mph and an 85% speed of 36 mph along the section of 64th St from Portland Ave to Nicollet Ave.

The most recent 10 years (January 1, 2013 to December 31, 2022) of crash data for this corridor was collected from MnCMAT2. On 64th Street, between Lyndale Ave and W Pleasant Ave, there was one pedestrian crash. The crash occurred at the intersection of 64th St and Lyndale Ave and included a minor injury. On 64th St between E Pleasant Ave and Portland Ave, there have been four pedestrian crashes within the 10-year time period. All pedestrian crashes occurred at intersections along 64th St with two reported at Portland Ave (one serious and one possible injury) and two at Nicollet Ave (both minor 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 0.5 pedestrian/bicycle crashes per year on the full corridor to 0.3 crashes per year, an annual crash reduction of 0.2 pedestrian/bicycle crashes.

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

---

**Measure A: Multimodal Elements and Connections**

**Response:**

There are three transit lines that connect directly to the project corridor: the METRO D Line, Route 18, and Route 4. Route 18 stops at Nicollet Ave and 64th St, Route 4 stops at Lyndale Ave and 64th St, and the D Line stops at Portland Ave and 66th St. Adding a sidewalk on 64th St will make it much safer and easier for residents and visitors to access these transit stops from the adjacent residential and commercial areas. New ADA-compliant curb ramps at every intersection will ensure those with mobility devices are able to easily travel through the corridor and access transit services.

64th St has on-street bike lanes between Portland Ave and Nicollet Ave and there are buffered bike lanes that intersect the project corridor on Nicollet Ave and Portland Ave. As discussed previously, the project will also connect Richfield Lake Park, Nicollet Park, and Veterans Park. For some users who may not feel safe biking in the same lane as traffic, 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 parks as well as to the existing north-south bicycle facilities, improving the ability of people to get around their neighborhood separated from vehicle traffic. For longer distance bicycle trips that may be of higher speeds, there are existing east-west separated bicycle facilities along 66th St just south of the project corridor. In addition, the city will be installing on-street bike lanes (buffered where possible) on Lyndale Ave from 66th St to 63rd St in 2024. This will create an additional connection to the proposed sidewalk.

*(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.**

Yes

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.*

**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, 64th St from Lyndale Ave to Portland Ave was identified as a Priority Pedestrian Route due to its ability to fill a gap between existing pedestrian facilities and connect high activity locations.

Engagement for the Active Transportation Action Plan, which has been ongoing since 2022, has so far consisted of an online map, 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 64th St as an Emerging Priority Route.

If this project is awarded funding, Richfield will continue its 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.

The city has initiated discussions with Progressive Rail regarding the new proposed crossing. The railroad is in support of the proposed project. Further discussions will take place as the design process continues regarding the final placement and design of the crossing.

*(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.**

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.**

Yes

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**

1702391021211\_64th St Sidewalk\_20231205.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)

100%

**Signature Page**

Please upload attachment in PDF form

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

Yes

50%

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

0%

---

**Measure A: Cost Effectiveness**

Total Project Cost (entered in Project Cost Form): \$1,067,075.00

Enter Amount of the Noise Walls: \$0.00

Total Project Cost subtract the amount of the noise walls: \$1,067,075.00

Points Awarded in Previous Criteria

Cost Effectiveness \$0.00

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**Other Attachments**

File Name	Description	File Size
2024 Snow and Ice Policy.pdf	Snow and Ice Policy	125 KB
64th St Sidewalk_One_Page_Summary.pdf	One Page Project Summary	289 KB
64thStSidewalk_Maps_Combined.pdf	Project Location Map, Layout, Affordable Housing Map, Ped Plan Priority Map, and AT Action Plan Network Map	7.9 MB
64thSt_Sidewalk_Photos.pdf	Existing Conditions Photos	943 KB
Resolution Richfield RS 64th St Sidewalk.pdf	City of Richfield Resolution of Support	838 KB
Richfield 64th St Maintenance Letter of Support.pdf	Richfield Public Works Letter of Support	138 KB
StreetProjectsPEP.pdf	Public Engagement Policy	307 KB

# Regional Economy

Pedestrian Facilities Project: 64th Street Sidewalk | Map ID: 1699379257533

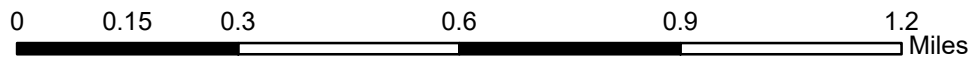
## Results

Within HALF Mi of project:  
Postsecondary Students: 0

Total Population: 21184  
Total Employment: 6883  
Mfg and Dist Employment: 801



-  Project
-  Job Concentration Centers
-  Manufacturing/Distribution Centers



Created: 11/7/2023  
LandscapeRSA5



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

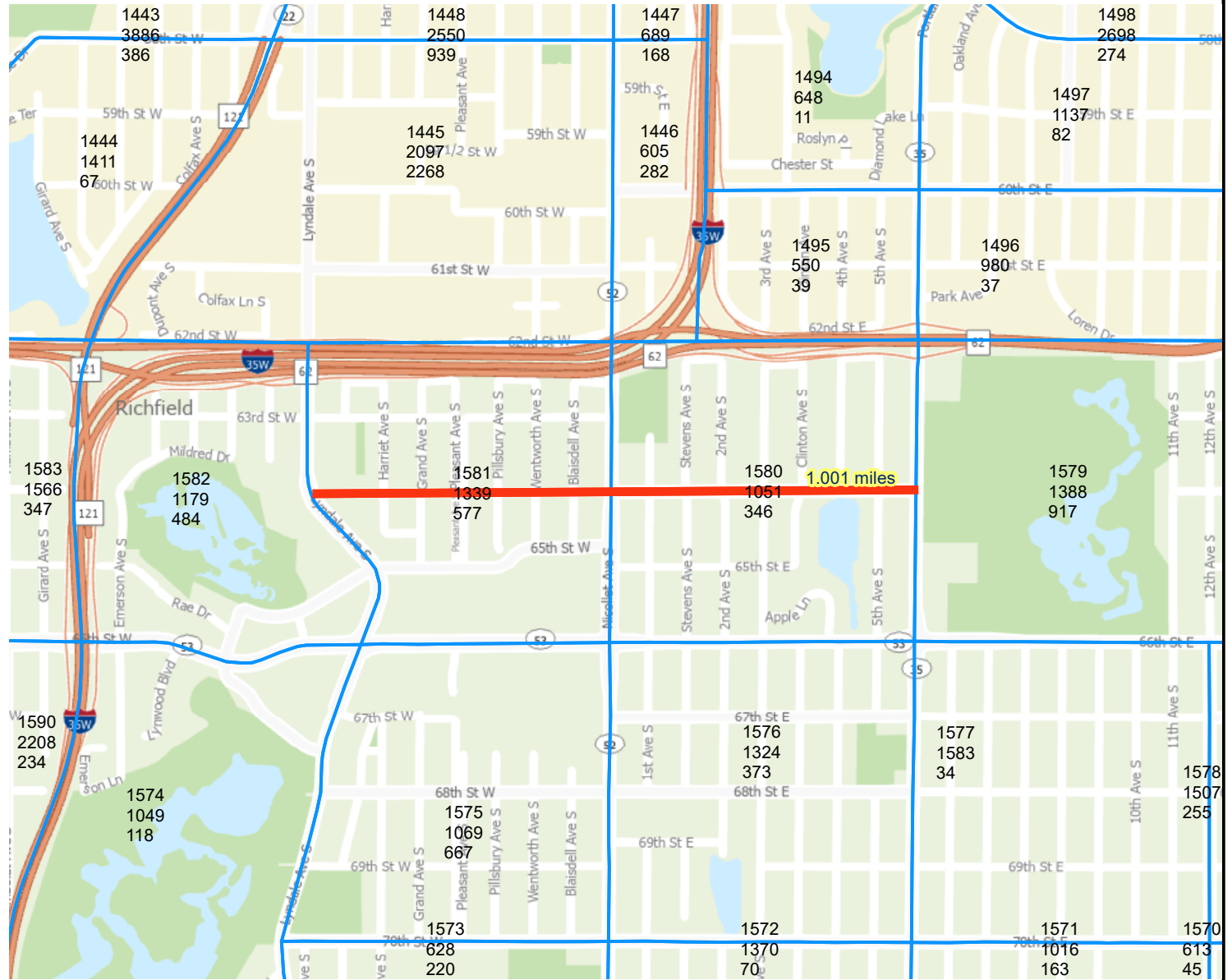


# Population/Employment Summary

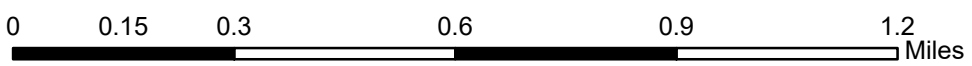
Pedestrian Facilities Project: 64th Street Sidewalk | Map ID: 1699379257533

## Results

Within HALF Mile of project:  
Total Population: 21184



- Project Points
- Project Area
- Project
- 2016 TAZ



Created: 11/7/2023  
LandscapeRSA4



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




# Socio-Economic Conditions

Pedestrian Facilities Project: 64th Street Sidewalk | Map ID: 1699379257533

## Results

Total of publicly subsidized rental housing units in census tracts within 1/2 mile: 458

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

 Lines  Regional Environmental Justice Area  
 Area of Concentrated Poverty

0 0.75 1.5 3 4.5 6 Miles

Created: 11/7/2023  
LandscapeRSA2



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





























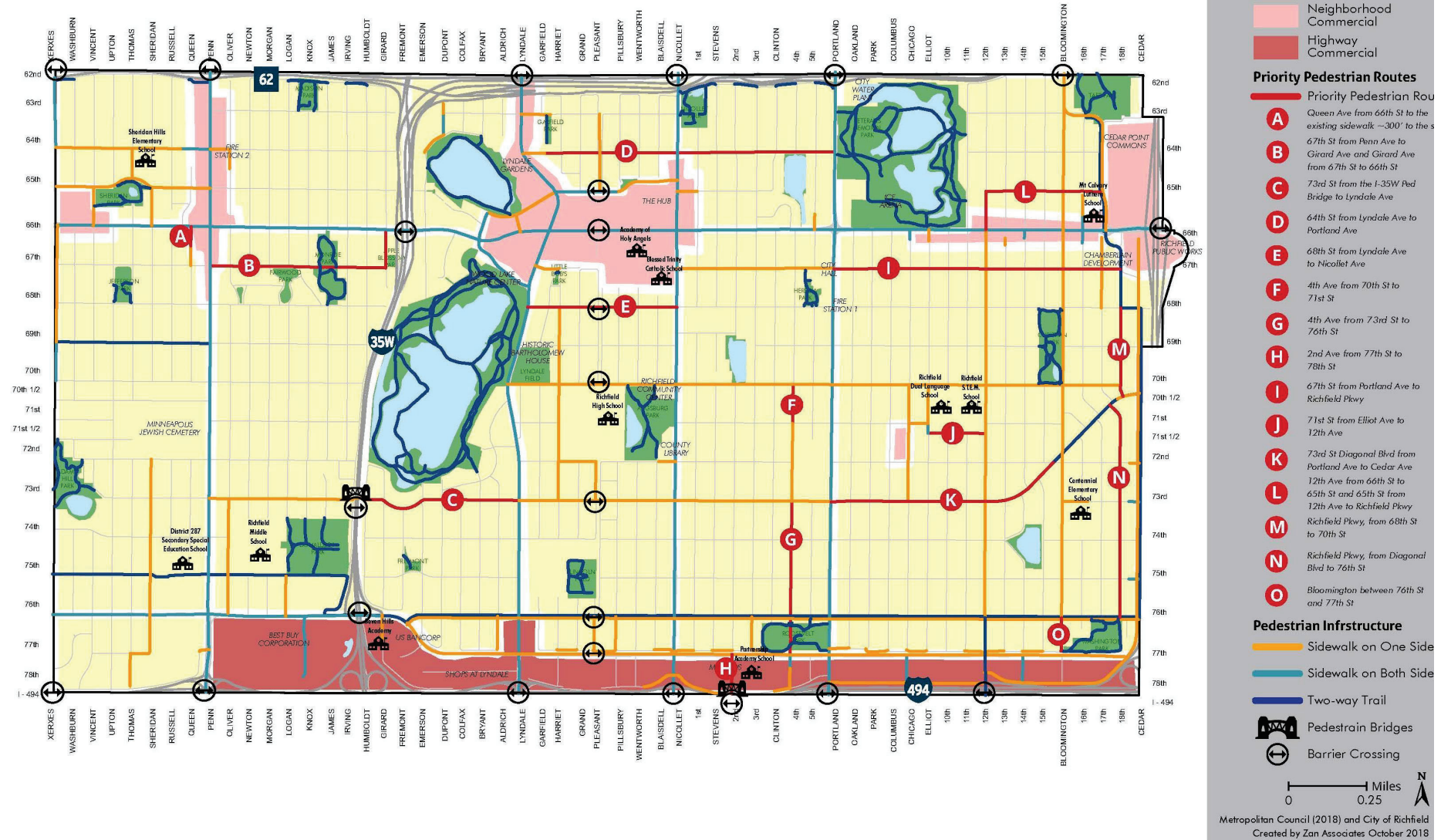


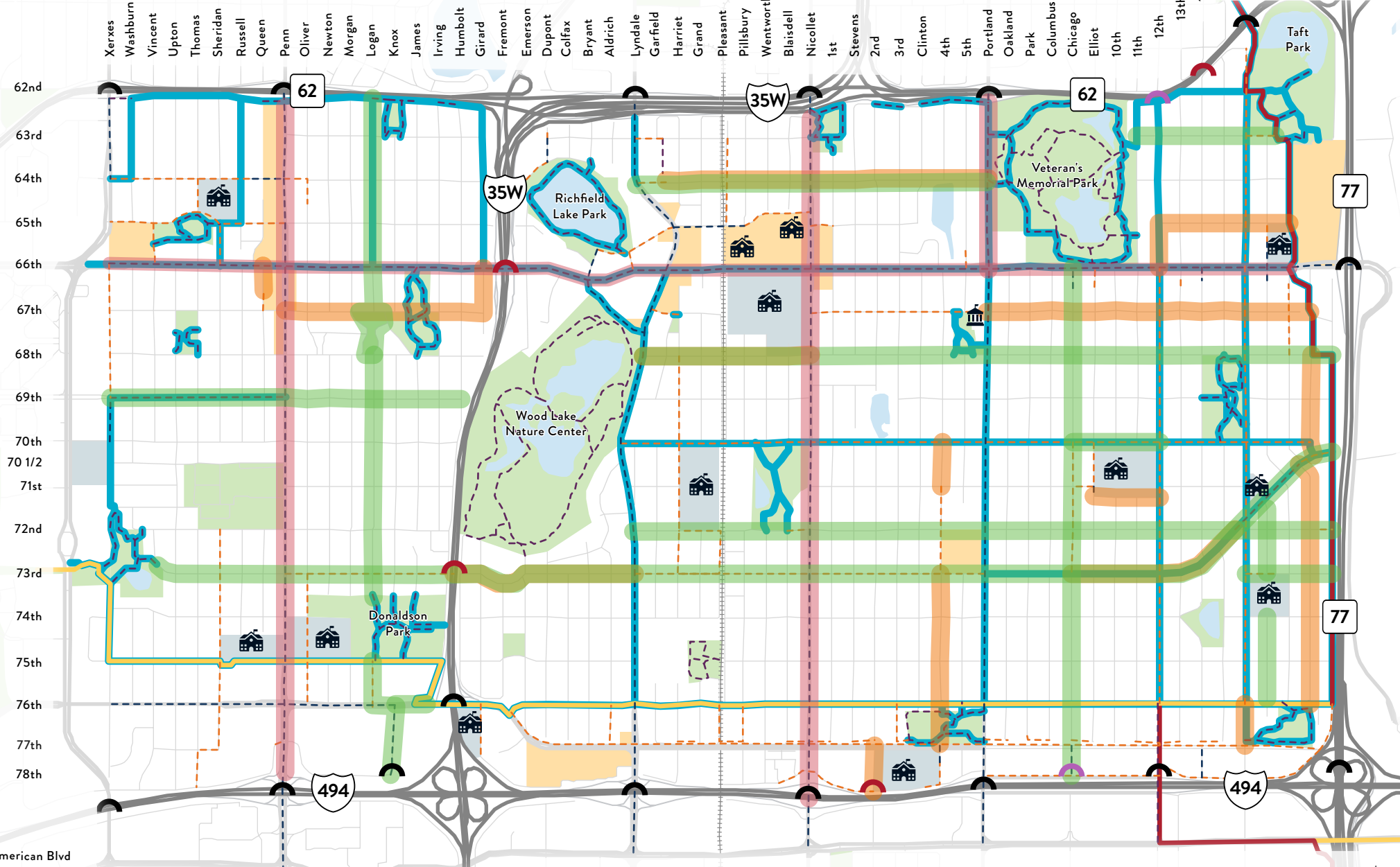






Figure 27: Richfield Pedestrian Network





**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 64th Street Sidewalk



Photo 1: 64th St near Grand Ave, facing west (Nov 2023).  
Photo Credit: City of Richfield



Photo 2: 64th St at Pleasant Ave, facing east with view of desire line across railroad tracks (Nov 2023).  
Photo Credit: City of Richfield





Photo 3: 64th St at Pleasant Ave, facing east with view of desire line across railroad tracks (Nov 2023).  
Photo Credit: City of Richfield



Photo 4: 64th St near 3rd Ave S, facing west (Nov 2023).  
Photo Credit: City of Richfield



**RESOLUTION NO. 12145**

**RESOLUTION OF SUPPORT FOR 64<sup>th</sup> 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 64<sup>th</sup> St between Lyndale Ave and Portland Ave; and

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

**WHEREAS**, closing the 64<sup>th</sup> St sidewalk gap would provide a new location for pedestrians to safely cross the railroad between E Pleasant Ave and W Pleasant Ave; and

**WHEREAS**, closing the 64<sup>th</sup> St sidewalk gap would create a pedestrian connection between Veterans, Nicollet, Garfield, and Richfield Lake Parks; and

**WHEREAS**, closing the 64<sup>th</sup> St sidewalk gap and improving pedestrian crossings will increase safety and improve the experience of the entire community; 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 64<sup>th</sup> Street Sidewalk Extension project between Lyndale Ave and Portland 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:

A handwritten signature in black ink, appearing to read "Dustin Leslie", written over a horizontal line.

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 sidewalk between Lyndale Ave S and Portland Ave S under the "Pedestrian Facilities" category. This project aims to close the 64th St sidewalk gap and create pedestrian connections between Veterans, Nicollet, Garfield, and Richfield Lake Parks with the end result of improving the safety and experience of the entire community.

Public Works supports this application as it will provide safety benefits for all users along the project segment and create a new location for pedestrians to safely cross the railroad between E Pleasant Ave and W Pleasant Ave. The city also supports this application as seen through the attached City Council resolution 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 Pedestrian Master Plan (2018) and Active Transportation Plan (draft, to be approved in 2024).

Respectfully,

Kristin Asher  
Public Works Director



**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.

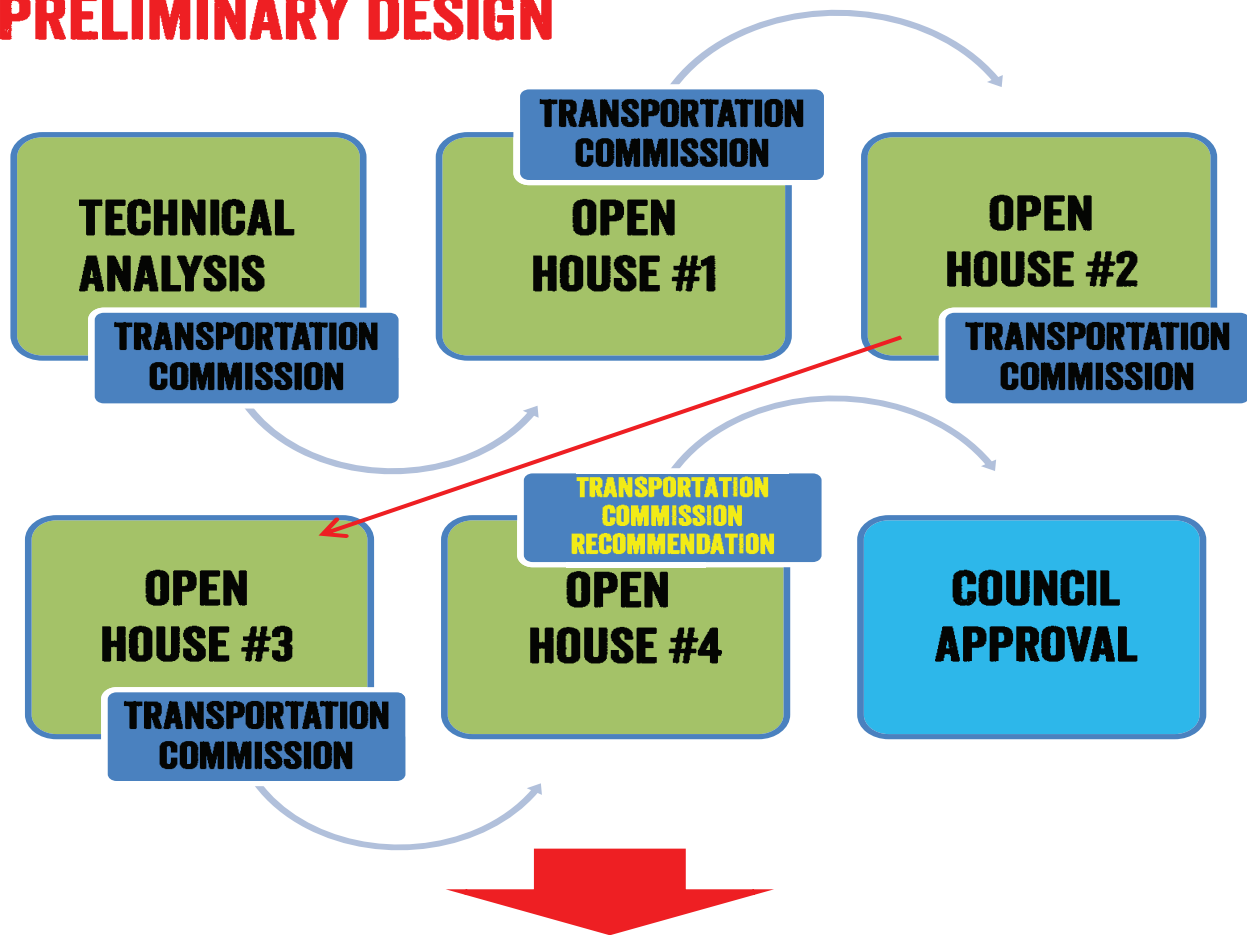
## **Construction Wrap-Up**

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

