



**WORK SESSION
VIRTUAL MEETING HELD VIA WEBEX
MAY 17, 2021
6:00 PM**

Call to order

1. The purpose of this work session is to obtain further guidance from the City Council on elements related to the future 494 Corridors of Commerce Project. This discussion will guide staff input to the MnDOT 494 Technical Advisory Committee (TAC) who are currently working towards an approved preliminary layout for Project 1.

Adjournment

Auxiliary aids for individuals with disabilities are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9738.



WORK SESSION STAFF REPORT NO.
WORK SESSION
5/17/2021

REPORT PREPARED BY: Scott Kulzer, Administrative Aide/Analyst

DEPARTMENT DIRECTOR REVIEW: Kristin Asher, Public Works Director
5/13/2021

OTHER DEPARTMENT REVIEW:

CITY MANAGER REVIEW: Katie Rodriguez, City Manager
5/15/2021

ITEM FOR WORK SESSION:

The purpose of this work session is to obtain further guidance from the City Council on elements related to the future 494 Corridors of Commerce Project. This discussion will guide staff input to the MnDOT 494 Technical Advisory Committee (TAC) who are currently working towards an approved preliminary layout for Project 1.

EXECUTIVE SUMMARY:

I-494 Vision Background

In early 2020 MnDOT created a Policy Advisory Committee (PAC) to provide the approvals related to the three study areas for the I-494 Vision. Mayor Regan Gonzalez and Councilmember Trautmann are voting members of the PAC.

The PAC approved the I-494 Vision Implementation Plan in early 2021, which establishes a sequence of projects that will achieve the corridor vision. The MnDOT project team is nearing official approval of the elements and layout of Project 1, but certain decisions critical to the project remain.

Portland Avenue Interchange

Following technical analysis and discussions with the Transportation Commission and City Council at the April 14th Joint Work Session, a Tight Diamond Interchange (TDI) was unanimously selected as the best design for the new Portland/I-494 full access interchange. Direction was also given to shift Portland Avenue as far east as possible while maintaining operation of the Food Mart in the southeast corner of 77th Street/Portland Avenue.

Portland Shift

Since the work session, MnDOT staff has met with the owner of the Food Mart property and have determined that any shift east will impact the parcel's already limited parking and subsequently trigger a total purchase of the property. This means that Alternative 1 (attached) would be the preferred alternative, which has full impacts to Roosevelt Park.

If the road were to shift east, causing a total purchase of the Food Mart property, then the following could occur:

- Impacts to Roosevelt Park could be reduced;
- The D Line BRT station could be located south of 77th Street providing better access to the transit service to area residents and reducing impacts to the duplex located in the northeast corner; and

- The Food Mart property could be redeveloped into a destination use (i.e. lawyer's office).

Westbound Dual Left Turn Lanes

At the April 14th Joint Work Session it was also forecasted that the technical team was investigating dual left turn lanes for westbound 77th Street to southbound Portland Avenue. The purpose of the dual left turns is to shorten the green time needed to clear the left turning queue in order to lengthen the green time for southbound Portland Avenue. This will shorten the queue for southbound traffic that is currently forecasted to back up into the 76th/Portland intersection (graphics attached). This information will be presented at the work session and the project team can answer questions regarding this change.

Multi-Use Trail Along 78th Street

Consistent with the City's Bicycle Master Plan, there is an opportunity to include a multi-use trail along the north side of 78th Street in areas of the project. This will be presented as part of the meeting and City staff and the project team would like direction on if this addition should be pursued as part of the project. Additional costs associated with construction of the trail will fall onto the City.

DIRECTION NEEDED:

1. **Alignment of the Portland Avenue interchange: Confirm that the Portland alignment should hold the east line and shift all impacts to the west or provide new direction on the alignment; and**
2. **78th Street trail: Provide direction on whether or not to include the multi-use trail as part of the project.**

BACKGROUND INFORMATION:

A. HISTORICAL CONTEXT

The I-494 Vision concept (from the Minnesota River to I-394) developed in the early 1990's included expanded capacity on the I-494 mainline, reconfiguration of the interchanges and development of a supporting parallel local roadway network along 77th Street in Richfield (including the future 77th St. Underpass) and American Boulevard in Bloomington. This vision led to construction of the improvements you see along the present day I-494 from Highway 100 to I-394 and the improvements made to 77th Street & the Penn and Lyndale Avenue interchanges.

Two separate studies were undertaken in 2009 and 2014 by MnDOT staff and stakeholders that studied the I-494 & I-35W interchange. The outcome identified an interchange type that allowed for phasing of the reconstruction as well as reduced costs and impacts from the original vision developed in the early 1990's.

In conjunction with potential Corridors of Commerce funding, MnDOT began a process to update the I-494 Vision. The new process identified 3 study areas which include I-494 capacity improvements, access changes and the I-494 & I-35W interchange.

B. POLICIES (resolutions, ordinances, regulations, statutes, etc):

- The I494 Vision and Project 1 elements being discussed are consistent with the Richfield Comprehensive Plan dating back to the early 1990's.
- The Bicycle Master Plan identifies 78th Street from Bloomington Ave to Nicollet Ave as a planned bicycle route.

C. CRITICAL TIMING ISSUES:

In order to keep the project on schedule, the I-494 Technical Advisory Committee will need to finalize the preliminary design for Project 1 by late-May 2021.

D. FINANCIAL IMPACT:

- Inclusion of a bicycle trail along 78th Street could add costs to the project that would need to be funded by Richfield.
- A detail design (including final right-of-way impacts) and Richfield's municipal consent are part of the project approval and permitting processes.

E. LEGAL CONSIDERATION:

None pertaining to the discussion items for this work session.

ALTERNATIVE(S):

None

PRINCIPAL PARTIES EXPECTED AT MEETING:

Public Works Director Kristin Asher, City Engineer Joe Powers, MnDOT I494 Project Manager Andrew Lutaya, MnDOT I494 Project Engineer Amber Blanchard

ATTACHMENTS:

Description		Type
▣	Portland Alternatives	Exhibit
▣	Turn Lane Analysis	Exhibit
▣	Bicycle Master Plan Map	Exhibit



PHONE: (651)490-2000
3535 VADNAIS CENTER DR.
ST. PAUL, MN 55110

145574

DATE:
4/28/2021

PORTLAND AVE. NORTH
IMPROVEMENTS - ALT. 2
MAINTAINS PARKING AND DRIVE LANE

FIGURE
No. 2



PHONE: (651)490-2000
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ST. PAUL, MN 55110

145574

DATE:
4/28/2021

PORTLAND AVE. NORTH
IMPROVEMENTS - ALT. 4
MAINTAINS DRIVE LANE ONLY

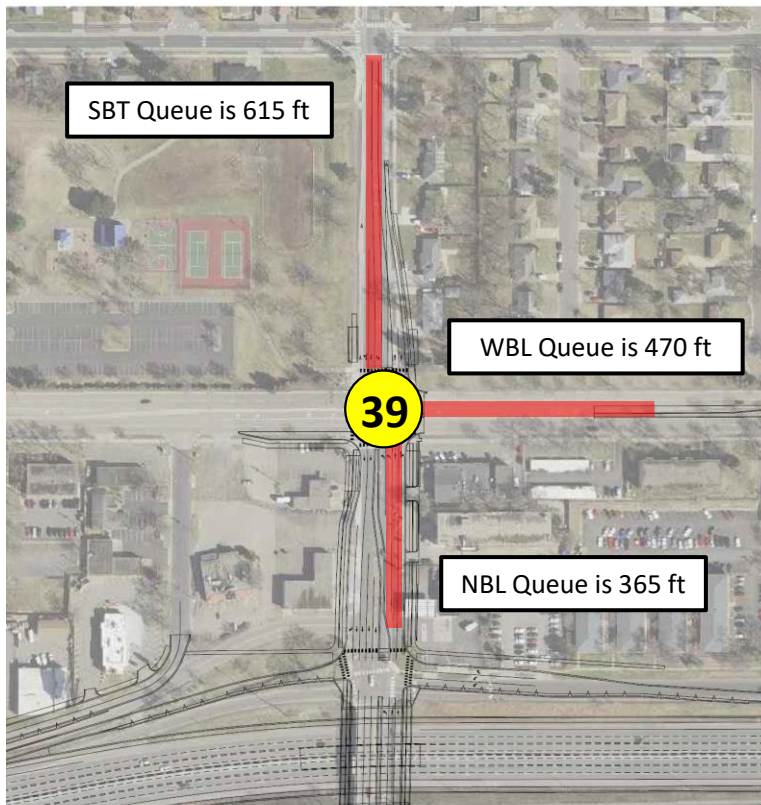
FIGURE
No. 4



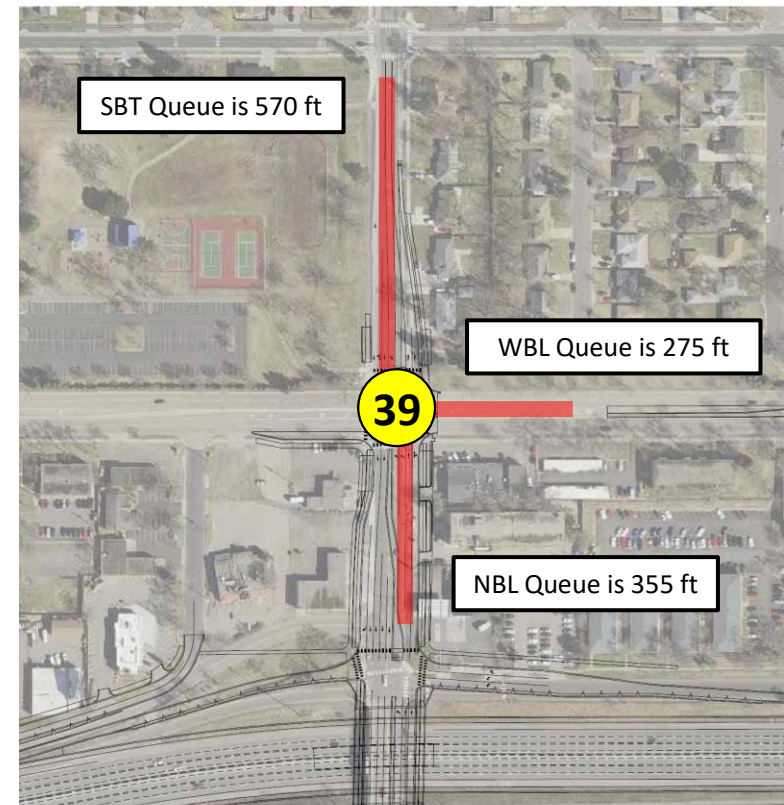
Portland Avenue/77th Street D-Line Evaluation

Operational Impacts – AM Peak Hour

Farside/Farside – Single WBL



Farside/Farside – Dual WBL



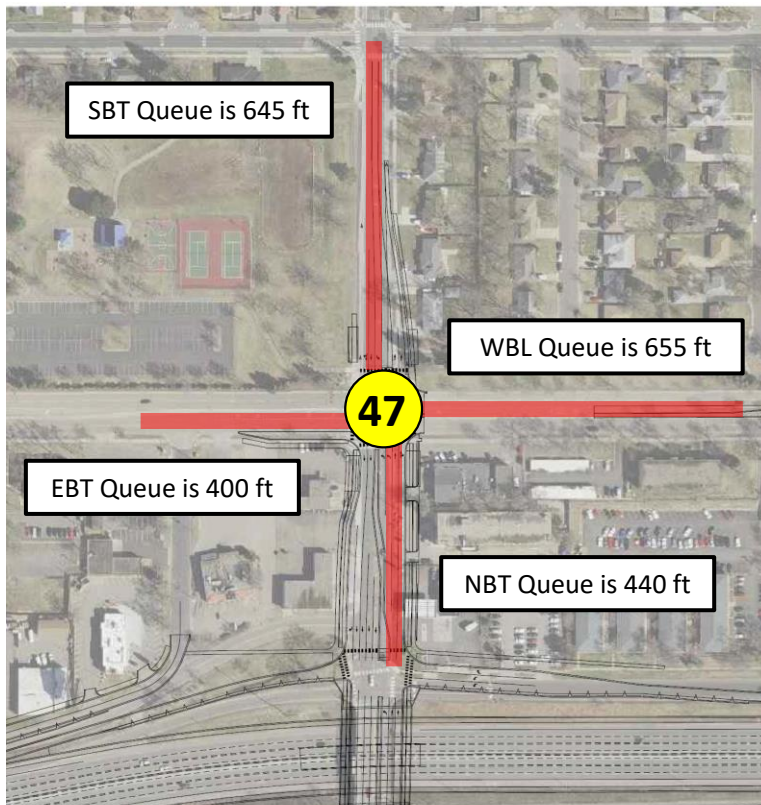
Delay (sec/veh)



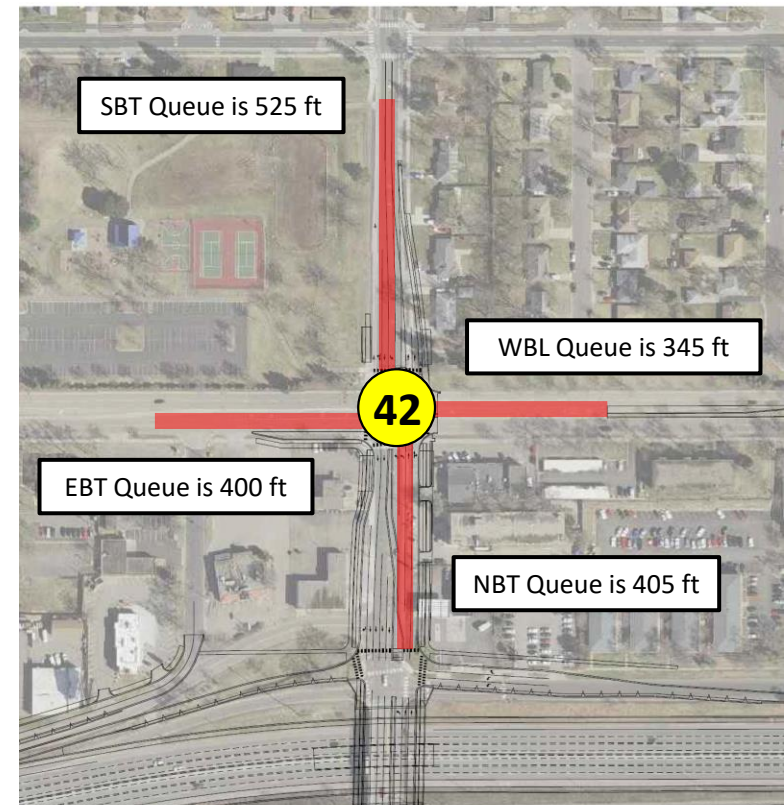
Maximum queue length

Operational Impacts – PM Peak Hour

Farside/Farside – Single WBL



Farside/Farside – Dual WBL



Delay (sec/veh)



Maximum queue length

City of Richfield: BICYCLE ROUTES

