

Draft Local I-494 Project Goals

4/23/19 Richfield City Council Work Session

Regional Transportation Goals *(Developed as part of the I-494 Project process to date)*

- Address deficient infrastructure in the corridor (i.e. bridges, pavement conditions, retaining walls, etc.)
- Bring to ADA standards pedestrian facilities within construction limits
- Connect neighborhoods by constructing missing pedestrian facilities & providing improved facilities on new bridges
- Maintain/improve transit advantages
- Direct connection of planned Highway 77 MnPASS facility and planned I-494 MnPASS facility
- Access changes on 12th, Portland & Nicollet Avenue interchanges and 24th Ave via a new 77th Street connection under TH77
- Develop a phased implementation plan for the corridor expansion vision
- Improve safety along the I-494 corridor
- Improve travel time reliability on the I-494 corridor
- Reduce the amount of traffic diverting off the regional transportation system onto the local road system

Local Transportation Goals

Reliever System

- Completion of 77th Street underpass prior to access closures or changes at 12th, Portland, & Nicollet
- Maintain or improve operations on 77th Street and on American Boulevard (key intersections include Penn, Lyndale, Portland)
- Improve operations on 76th Street from I-35W to Xerxes Ave (coordinate with PRO2 signal timing project) including ramp access to I-35W

Local Mobility

- Minimize the amount of traffic diverting off the regional transportation system onto the local road system (North of 77th Street, south of American Boulevard)
- Improve and increase multimodal crossings (and approaches to the crossings) of I-494 (both on Avenue bridges and bike/ped bridges)
- Facilitate continuity and expansion of transit service on the local road network (Metro Transit D Line and others)

Construction Impacts

- Focus on environmentally sustainable solutions including those related to surface water, air quality, and groundwater concerns
- Maintain or improve traffic operations along detour routes prior to I-494 traffic impacts (TH62 - Crosstown)
- Minimize impacts to local roadway network during construction
- Clear communication to stakeholders throughout the project
- Coordinated stormwater solutions with local cities and watersheds

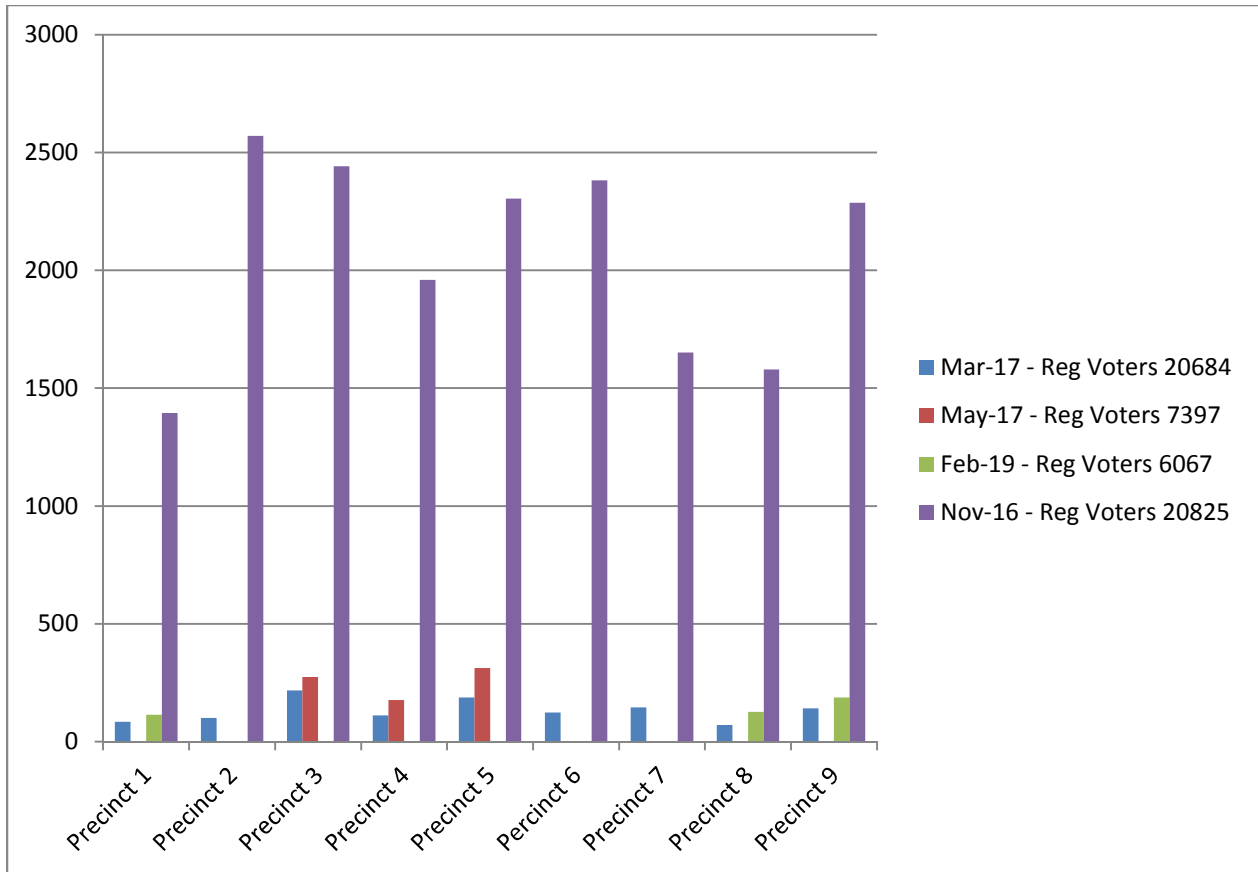
Local Economic Vitality Goals

- Develop an identifiable I-494 corridor and attractive gateways to Richfield/Bloomington (coordination with required bridge reconstructions)
- Provide access that will encourage the availability of quality goods, services, and employment opportunities for residents
- Provide access to encourage the Cedar Corridor Redevelopment
- Incorporate design that will provide community continuity and not barriers
- Maximize opportunities for business growth by addressing transportation needs
- Maximize/utilize excess right-of-way
 - Explore opportunities to achieve a zero net loss of redevelopment area
- Limit right-of-way impacts to existing properties
- Guide required right-of-way impacts to enhance redevelopment opportunities
- Provide equitable access through the incorporation of USDOT Environmental Justice and equity principles into all project transportation planning and decision-making processes and project-specific environmental reviews
- Minimize impacts to businesses access in final design
- Minimize local agency project cost

Economic Construction Impacts

- Minimize impacts to businesses during construction
- Help businesses to manage impacts of construction

VOTER TURNOUT



The March (Mayoral), May (CC Ward, and February (CC Ward III) are special election turnouts and the November 2016 is a regular general election turnout. The totals behind each date are the total number of registered voters on election day. The estimated cost of the March and May specials was \$22,000 and the February 2019 Special estimated cost is \$10,000. The November 2016 primary and general election cost was estimated at \$55,000.

*These estimates do not include office staff costs