

Lyndale Financing & Capital Planning

Lyndale History

Lyndale Avenue Reconstruction

Richfield Project No.

SAP No.

41014

157-363-032

This is a history of the Lyndale Project Financial Situation - prepared 10/15/2019.

Estimated Uses:	2017 CIP	2018 CIP	EE Nov 2017	2019 CIP	EE Jan 2019	Bid April 2019	Actual Oct 2019
	20% Contingency	20% Contingency	30% Design 20% Contingency		95% Design 20% Contingency	100% Design 10% Contingency	2% Contingency
Construction	\$7,200,000	\$7,200,000	\$8,300,000	\$7,200,000	\$9,700,000	\$10,672,526	\$10,672,526
Change Orders							\$27,980
Right of Way						\$106,250	\$106,250
Legal/Admin/Engineering	\$1,400,000	\$1,400,000	\$1,660,000	\$1,400,000	\$1,940,000	\$1,727,078	\$1,727,078
Staff						\$165,000	\$165,000
Contingency	\$1,400,000	\$1,400,000	\$1,660,000	\$1,400,000	\$1,940,000	\$1,067,253	\$213,451
Total Uses	\$10,000,000	\$10,000,000	\$11,620,000	\$10,000,000	\$13,580,000	\$13,738,107	\$12,912,285
Sources:							
Street Reconstruction Bonds	\$10,000,000	\$7,500,000	\$7,500,000	\$9,500,000	\$9,500,000	\$9,500,000	\$8,531,876
Utility Bonds		\$2,000,000	\$2,000,000				\$3,168,343
Municipal State Aid		\$450,000	\$450,000	\$450,000	\$450,000	\$450,000	
Xcel Energy Rate Payers		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	
Local Government Aid							\$1,000,000
Transfer from MSA fund							\$212,066
Total Sources	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$12,912,285
Difference	\$0	\$0	-\$1,620,000	\$0	-\$3,580,000	-\$3,738,107	\$0

Does not reflect
Nov 2017 estimate.

Current Five Year Plan

5-year Street Reconstruction Plan															
Projected Project Year Funding Sources															
Proposed Year	2018 (Approved in 2017)				2019				2020				2021	2022	2023
	6 Year Mill & Overlay	77th Street Underpass	66th Street Reconstruction	South Richfield Parkway	66th Street Reconstruction	77th Street Underpass	Lyndale Avenue Reconstruction	South Richfield Parkway	66th Street Reconstruction	Lyndale Avenue Reconstruction	77th Street Underpass	65th Street Reconstruction	70th Street Reconstruction	76th Street Reconstruction	Projects To be Determined
Street Reconstruction Bonds	\$ 5,800,000	\$ -	\$ 4,000,000		\$ 2,200,000	\$ -	\$ 7,500,000		\$ -	\$ 2,000,000	\$ -	\$ 8,000,000	\$ -	\$ 3,500,000	\$ -
Municipal State Aid	\$ -	\$ -	\$ 1,000,000		\$ 1,500,000	\$ -	\$ 450,000		\$ 1,850,000		\$ 500,000	\$ -	\$ -	\$ 1,000,000	\$ -
City Utility Funds															
Water	\$ -	\$ -	\$ -		\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sanitary	\$ -	\$ -	\$ -		\$ -	\$ -			\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Storm	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -		\$ -	\$ -	\$ 2,500,000	\$ -	\$ -
Grants															
Federal	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -		\$ 7,000,000	\$ -	\$ -	\$ -	\$ -
State	\$ -	\$ 2,100,000	\$ -		\$ -	\$ 10,000,000	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
County	\$ -	\$ 6,000,000	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Bloomington	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other - unidentified	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Revenue	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Special Assessment	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Three Rivers Park District	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -		\$ 200,000	\$ -	\$ -	\$ -	\$ -
Xcel Utility Rate Payers (CRFS)	\$ -	\$ -	\$ -		\$ -	\$ -	\$ 50,000		\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ 800,000	\$ -
CenterPoint Energy	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
HRA	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Developer Financed	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL	\$ 5,800,000	\$ 8,100,000	\$ 5,000,000	\$ 1,000,000	\$ 3,700,000	\$ 10,000,000	\$ 8,000,000	\$ 600,000	\$ 1,850,000	\$ 2,000,000	\$ 7,700,000	\$ 8,000,000	\$ 2,600,000	\$ 5,300,000	\$ -

66th Street

Funding Uses/Sources
Updated 10/2019

66th Street Reconstruction Project
Richfield Project No. 41009

City Uses:

Construction	\$13,000,000	*Estimated close-out is \$11,520,900 as of Jan 2019
Xcel Undergrounding	\$1,325,000	
Landscaping	\$1,500,000	Cedar Ridge contract, poetry, bridge lighting
ROW	\$6,050,000	Latest estimate from HC
Engineering to County	\$1,800,000	
County Signal Equipment	\$345,000	
Project Development	\$1,400,000	
Kimley Horn	\$825,000	
City Staff Time	\$660,000	
Contingency	\$260,000	2%
Total Uses	\$27,165,000	

Sources:

Street Reconstruction Bonds	\$13,000,000	Council Approved Bonding Amount = \$15,200,000
County Kimley Horn	\$200,000	Credit due to construction observation
County Undergrounding	\$662,500	1/2 of undergrounding share
County Monroe Project	\$310,000	Credit on ROW cost from Monroe Storm
County City Designs	\$110,000	Credit on Engineering due to County
County Streetscape REEP	\$500,000	1/3 of landscaping work share
MSA	\$10,300,635	
Transfer in from Sweet Streets	\$756,865	
Xcel Utility Rate Payers (CRFS)*	\$1,325,000	
Total Sources	\$27,165,000	

Funding Gap \$0

Waiting on actual costs.

77th Underpass

Funding Uses/Sources

Updated 10/2019

77th Underpass

Richfield Project No. 41300

Uses:

Design	\$2,100,000
Construction	\$19,700,000
ROW	\$7,000,000
TH 77 Noise Wall	\$800,000
Legal	\$150,000
CA/Engineering	\$2,364,000
Labor	\$375,000
Contingency	\$1,970,000
Total Uses	\$32,489,000

Notes/Restrictions

2021 estimate (up from \$18.8 in 2019 due to inflation)

Required by Federal process. Noise reduction is entirely TH 77 traffic.

Assuming 12% of estimated construction

City Staff

10%

Sources:

LRIP-Design	\$2,100,000
Federal	\$7,000,000
State Bonding	\$10,000,000
2020 State Bonding Request	\$7,000,000
Three Rivers Park	\$300,000
Hennepin County	\$1,500,000
MnDOT	\$3,164,000
MAC	\$300,000
MSA	\$700,000
Transfer in from Sweet Streets	\$425,000
Total Sources	\$32,489,000

Specifically for project design.

Can not be used for ROW, only construction.

ROW & Construction

TRPD Trail - actual cost

ROW

Construction administration and noisewall

Low Risk

Medium Risk

High Risk

Proposed Five Year Plan

5-year Street Reconstruction Plan

Projected Project Year Funding Sources

Proposed Year	2019				2020			2021		2022	2023	2024
	66th Street Reconstruction	Lyndale Avenue Reconstruction	77th Underpass	South Richfield Parkway	66th Street Reconstruction	65th Street Reconstruction	Lyndale Avenue Reconstruction	65th Street Reconstruction	77th Underpass	77th Underpass	69th Street Reconstruction	70th Street Reconstruction
Street Reconstruction Bonds	\$13,000,000	\$5,531,876					\$3,000,000	\$7,800,000			\$4,500,000	\$2,500,000
Municipal State Aid	\$8,308,595				\$1,992,040					\$700,000	\$500,000	
Utility Bonds		\$3,168,343				\$1,200,000						
City Utility Funds												
Water												
Sanitary												
Storm												
Grants												
Federal									\$7,000,000			
State			\$7,100,000						\$5,000,000			
County	\$1,782,500		\$1,500,000									
Bloomington												
Other - 2020 bond request										\$7,000,000		
Special Revenue - LGA		\$1,000,000										
Transfer In from Sweet Streets					\$756,865		\$212,066		\$425,000			
Special Assessment												
Metropolitan Airports Commission										\$300,000		
MnDOT (in-kind & wall)									\$3,164,000			
Three Rivers Park District									\$300,000			\$100,000
Xcel Utility Rate Payers (CRFS)	\$1,325,000											
CenterPoint Energy												
HRA												
Developer Financed				\$600,000								
TOTAL	\$24,416,095	\$9,700,219	\$8,600,000	\$600,000	\$2,748,905	\$1,200,000	\$3,212,066	\$7,800,000	\$15,889,000	\$8,000,000	\$5,000,000	\$2,600,000

	sources	uses	difference
66th Total	\$27,165,000	\$27,165,000	\$0
Lyndale	\$12,912,285	\$12,912,285	\$0
77th Underpass	\$32,489,000	\$32,489,000	\$0



City of Richfield
FINANCIAL MANAGEMENT PLAN

GENERAL FUND												
	2017 Actual	2018 Actual	2019 Adopted	2019 Revised	2020	2021	2022	2023	2024	2025	2026	2027
REVENUE												
1 GENERAL PROPERTY TAX	12,816,485	13,362,738	12,911,737	12,911,737	13,868,080	14,806,805	15,488,811	16,188,938	16,908,101	17,648,879	18,405,872	19,185,697
2 FISCAL DISPARITIES	2,948,178	2,640,686	3,637,413	3,637,413	3,443,450	3,477,885	3,512,663	3,547,790	3,583,268	3,619,101	3,655,292	3,691,844
3 LICENSES & PERMITS	1,061,107	1,385,288	1,068,100	1,701,500	1,106,800	1,139,798	1,173,992	1,209,212	1,245,488	1,282,853	1,321,338	1,360,978
4 LOCAL GOVERNMENT AID	550,000	1,150,000	1,200,000	1,200,000	1,450,000	1,100,000	1,000,000	900,000	800,000	700,000	600,000	500,000
5 OTHER INTERGOVERNMENTAL	1,180,873	1,233,163	1,213,850	1,247,540	1,213,520	1,249,928	1,287,423	1,326,046	1,365,827	1,406,802	1,448,008	1,492,477
6 CHARGES FOR SERVICES	2,145,995	2,248,618	2,210,420	2,551,370	2,337,800	2,407,934	2,480,172	2,554,577	2,631,214	2,710,151	2,791,455	2,875,199
7 FINES & FORFEITS	312,041	310,713	330,000	310,000	325,000	310,000	320,000	330,000	340,000	350,000	360,000	370,000
8 MISC. REVENUE	113,491	153,773	110,550	96,800	108,080	111,322	114,304	117,733	121,285	124,903	128,850	132,510
9 OTHER FINANCING SOURCES	756,580	299,920	1,550,550	606,620	1,808,190	1,624,272	1,640,515	1,656,920	1,673,489	1,690,224	1,707,126	1,724,197
10 TOTAL REVENUE	21,884,750	22,782,899	24,230,620	24,262,980	25,460,720	26,227,941	27,017,880	27,831,216	28,668,653	29,530,912	30,418,740	31,332,902
EXPENDITURES												
11 LEGISLATIVE/EXECUTIVE	866,235	837,836	928,660	853,530	931,070	959,002	987,772	1,017,405	1,047,927	1,079,365	1,111,746	1,145,099
12 ADMINISTRATIVE	1,274,142	668,263	746,390	856,240	961,630	990,479	1,020,193	1,050,799	1,082,323	1,114,793	1,148,237	1,182,684
13 FINANCE	-	674,332	857,700	850,850	673,000	693,190	713,988	735,405	757,467	780,191	803,597	827,705
14 PUBLIC SAFETY	8,214,212	8,671,310	9,516,580	9,515,850	9,847,770	10,143,203	10,447,499	10,760,924	11,083,752	11,416,264	11,758,752	12,111,515
15 FIRE	4,140,668	4,237,354	4,441,800	4,505,500	4,850,230	4,995,737	5,145,609	5,299,977	5,458,977	5,622,746	5,791,428	5,965,171
16 COMMUNITY DEVELOPMENT	1,349,571	1,471,067	1,574,280	1,576,120	1,629,150	1,678,025	1,728,365	1,780,216	1,833,623	1,888,631	1,945,290	2,003,649
17 PUBLIC WORKS	3,964,477	4,075,240	4,187,140	4,123,330	4,318,050	4,447,592	4,581,019	4,718,450	4,860,003	5,005,803	5,156,978	5,310,657
18 RECREATION SERVICES	1,847,722	1,896,519	1,968,070	1,971,560	2,029,820	2,090,715	2,153,436	2,218,039	2,284,580	2,353,118	2,423,711	2,496,423
19 TRANSFER OUT	175,000	195,000	210,000	210,000	220,000	230,000	240,000	250,000	260,000	270,000	280,000	290,000
20 TOTAL EXPENDITURES	21,832,027	22,726,930	24,230,620	24,262,980	25,460,720	26,227,942	27,017,880	27,831,216	28,668,653	29,530,912	30,418,740	31,332,902
21 REVENUE OVER (UNDER) EXPENDITURES	52,723	55,969	-	-	-	(0)	0	(0)	0	(0)	(0)	0
GENERAL FUND OPERATING TAX LEVY (Net of Uncoll)												
22 Add Back Uncollectible	15,835,440	16,549,150	16,549,150	17,311,530	17,311,530	18,284,690	19,001,474	19,736,728	20,491,369	21,265,979	22,061,163	22,877,541
23 TOTAL OPERATING LEVY	15,995,394	16,716,313	16,716,313	17,486,394	17,486,394	18,467,536	19,191,489	19,934,095	20,696,282	21,478,639	22,281,775	23,106,316
24 DEBT/SPECIAL LEVY (From Capital Financing Plan)	4,626,517	4,910,379	4,910,379	5,201,077	5,201,077	5,106,399	5,604,694	5,633,210	5,969,284	6,145,412	6,684,127	6,703,434
25 TOTAL CERTIFIED LEVY	20,621,911	21,626,692	21,626,692	22,687,471	22,687,471	23,573,935	24,796,182	25,567,305	26,665,567	27,624,051	28,965,902	29,809,750
26 % Increase		4.87%	0.00%	4.90%	4.90%	3.91%	5.18%	3.11%	4.30%	3.59%	4.86%	2.91%
27 TOTAL CERTIFIED LEVY	20,621,911	21,626,692	21,626,692	22,687,471	22,687,471	23,573,935	24,796,182	25,567,305	26,665,567	27,624,051	28,965,902	29,809,750
28 LESS FISCAL DISPARITIES	(3,302,435)	(3,637,413)	(3,637,413)	(3,637,787)	(3,637,787)	(3,710,525)	(3,747,630)	(3,785,106)	(3,822,957)	(3,861,187)	(3,899,799)	(3,938,797)
29 NET LOCAL LEVY TO TAXPAYERS	17,319,476	17,989,279	17,989,279	19,049,684	19,049,684	19,863,410	21,048,552	21,782,199	22,842,609	23,762,864	25,066,103	25,870,953
30 EXISTING NET TAX CAPACITY	30,001,418	33,767,365	33,767,365	35,947,917	35,947,917	37,026,354	38,137,145	39,281,259	40,459,697	41,673,488	42,929,805	44,230,699
31 TOTAL TAX CAPACITY	30,001,418	33,767,365	33,767,365	35,947,917	35,947,917	37,026,354	38,137,145	39,281,259	40,459,697	41,673,488	42,929,805	44,230,699
32 TAX RATE ON TAX CAPACITY	57.729%	53.274%	53.274%	52.892%	52.892%	53.647%	55.192%	55.452%	56.458%	57.022%	55.542%	55.656%
33 TAX RATE % CHANGE		-7.72%	0.00%	-0.72%	-0.72%	1.43%	2.88%	0.47%	1.81%	1.00%	-2.59%	0.20%
34 City Taxes	1,195	1,220	1,220	1,280	1,280	1,337	1,417	1,466	1,538	1,600	1,605	1,656
35 Percentage tax increase in average home		2.09%	0.00%	4.92%	4.92%	4.47%	5.97%	3.49%	4.87%	4.03%	0.33%	3.21%
36 Existing Tax Base Inflation Estimate				0.00%	5.20%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%	3.00%
37 Total Net Tax Base % Increase(decrease)			12.55%	0.00%	8.46%	3.00%	3.00%	3.00%	3.00%	3.00%	8.29%	3.00%
38 Estimated Average Home Market Value	207,000	229,000	229,000	242,000	242,000	249,260	256,738	264,440	272,373	280,544	288,961	297,629
39 Assessor's Taxable Market Value	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095	3,421,012,095
40 Multiply by 3%	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363	102,630,363
41 Less: Long Term Debt Outstanding Paid Solely from Taxes	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)	(51,547,000)
42 Unused Debt Limit	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363	51,083,363

**City of Richfield
Capital Financing Plan**

	2019	2020	2021	2022	2023	2024	2025	2026	2027	
1 Existing and Projected Tax Levy Requirements										
2 2010A Bonds - Alley Paving/Equipment (2021)	14,943	14,260	-	-	-	-	-	-	-	-
3 2012A G.O. Street Reconstruction Bonds - 76th St E (2033)	130,955	128,855	126,755	129,905	127,700	130,745	128,435	131,144	128,488	
4 2013A G.O. Improvement Bonds - North Richfield Parkway (2034)	163,380	161,936	160,204	163,432	161,138	158,723	161,438	158,665	161,018	
5 2015A G.O. Street Reconstruction Bonds - 69th St./Portland (2037)	276,301	282,601	282,496	282,233	280,868	284,570	279,451	279,582	284,832	
6 2016B G.O. Refunding Bonds (2028)	521,452	518,564	520,612	522,187	523,289	523,919	518,827	518,722	523,657	
7 2016C G.O. Refunding Bonds (2029)	721,324	720,379	724,474	728,254	731,719	736,969	736,443	740,775	744,581	
8 2017A G.O. Street Reconstruction Bonds - 66th Street (2038)	620,550	623,595	620,681	622,650	624,067	621,810	624,488	623,700	622,650	
9 2017B G.O. Refunding Bonds (2029)	345,870	351,015	350,700	350,280	355,005	359,520	360,728	361,620	362,198	
10 2018A G.O. Street Reconstruction Bonds - 66th Street M&O (2039)	375,563	288,645	283,763	284,130	284,340	284,392	284,288	284,025	288,855	
11 2019A G.O. Bonds 66th Street & Lyndale Recon. (2040)	-	388,840	391,570	383,380	396,190	392,410	388,420	389,470	384,850	
12 Cedar Point Tax Abatement Levy (2021)	372,760	353,402	53,972	-	-	-	-	-	-	-
13 Rolling Stock, Equipment, and IT Levy	800,000	815,000	830,000	835,000	840,000	845,000	850,000	850,000	850,000	
14 Economic Development Authority	567,281	553,985	559,525	565,120	570,771	576,479	582,244	588,066	593,947	
15										
16 Lyndale Avenue Reconstruction (\$3.0M over 20 years at 3.0%)	-	-	201,647	201,647	201,647	201,647	201,647	201,647	201,647	
17 65th Street Reconstruction Ph. 1 & 2(\$7.8.0M over 20 years at 3.25%)	-	-	-	536,475	536,475	536,475	536,475	536,475	536,475	
18 69th Street Reconstruction (\$4.5M over 20 years at 3.5%)	-	-	-	-	-	316,625	316,625	316,625	316,625	
19 70th Street Reconstruction (\$2.5M over 20 years at 3.5%)	-	-	-	-	-	-	175,903	175,903	175,903	
20 76th Street West Reconstruction (\$3.5M over 20 years at 3.5%)	-	-	-	-	-	-	-	246,264	246,264	
21 Humboldt/Lakeshore Drive Recon (\$4M over 20 years at 3.5%)	-	-	-	-	-	-	-	281,444	281,444	
22 Nicollet Avenue Reconstruction (\$5.0M over 20 years at 3.5%)	-	-	-	-	-	-	-	-	-	351,805
23 Penn Avenue Reconstruction (5.0M over 20 years at 3.5%)	-	-	-	-	-	-	-	-	-	351,805
24 Total Debt/Special Levy	4,910,379	5,201,077	5,106,399	5,604,694	5,633,210	5,969,284	6,145,412	6,684,127	6,703,434	
		5.92%	-1.82%	9.76%	0.51%	5.97%	2.95%	8.77%	0.29%	

EDA increase is 1% beginning in 2021.

**BUDGET SUMMARY
CAPITAL IMPROVEMENT FUNDS 2020**

PROJECT EXPENDITURES

RECREATION & OPEN SPACE

Park Maintenance/Wood Lake Fence Repair	\$ 50,000	R
Community Center/Wood Lake Building Repair	50,000	R
Augsburg Park Play Equipment	180,000	R
Madison Park Play Equipment	85,000	R
Washington Park Play Equipment	85,000	R
Ice Arena Refrigeration Project	280,000	R
	<u>3,400,000</u>	I

<u>TOTAL RECREATION & OPEN SPACE</u>	<u>\$ 4,130,000</u>	
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RIGHT OF WAY IMPROVEMENTS

66th Street Reconstruction	\$ 1,992,040	M
	756,870	I
Lyndale Avenue Reconstruction	3,000,000	B
	212,070	M
Pedestrian Improvements	40,000	M
Bicycle Improvements	40,000	M
Mill & Overlay	3,250,000	FF

<u>TOTAL RIGHT OF WAY IMPROVEMENTS</u>	<u>\$ 9,290,980</u>	
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PUBLIC FACILITIES

Replacement Central Garage Equipment	\$ 680,000	T
Technology Replacement	135,000	T
City Wide Water Meter Upgrade	1,340,000	U
Water Main Lining 65th Street	1,200,000	U
Water Main Lining Under 35W	580,000	U
Sanitary Sewer Main Lining	300,000	U
Rehab. of Stormwater Collection Manhole Structures	100,000	U
Rehab. of Stormwater Collection Mains	100,000	U
Lime Filter Press Rehabilitation	70,000	U
Sludge Tank Mixers Upgrade	90,000	U
Stormwater Pond Dredging	200,000	U
Taft Dumpsite Improvements	60,000	U
	10,000	C

<u>TOTAL PUBLIC FACILITIES</u>	<u>\$ 4,865,000</u>	
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<u>TOTAL PROJECTS</u>	<u>\$ 18,285,980</u>	
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PROJECT FUNDING BY SOURCE

(B) G.O. Street Reconstruction Bonds	\$ 3,000,000
(C) Hennepin County	10,000
(FF) Franchise Fees	3,250,000
(I) Internal Funding	4,156,870
(M) Municipal State Aid	2,284,110
(R) Special Revenues	730,000
(T) Property Taxes	815,000
(U) User Fees	4,040,000
	<u>\$ 18,285,980</u>

2021 - 2024 CAPITAL IMPROVEMENT PLAN - CITY OF RICHFIELD, MINNESOTA

Recommended and Scheduled for Four Year Period

<u>PROJECTS</u>	TOTAL* CIP COST	2021	2022	2023	2024	Beyond 2024
<u>RECREATION</u>						
<u>OPEN SPACE DEVELOPMENT</u>						
1 Park Maintenance/Wood Lake Fence Repair	\$ 250,000	\$ 50,000 R	\$ 50,000 R	\$ 50,000 R	\$ 50,000 R	\$ 50,000 R
2 Community Center/Wood Lake Building Repair	\$ 320,000	50,000 R	120,000 R	50,000 R	50,000 R	50,000 R
3 Donaldson Park Play Equipment	\$ 100,000	100,000 R	-	-	-	-
4 Donaldson Park Shelter Renovation	\$ 250,000	250,000 R	-	-	-	-
5 Adams Hill Park Soccer Field	\$ 25,000	-	25,000 R	-	-	-
6 Christian Park Play Equipment	\$ 85,000	-	85,000 R	-	-	-
7 Roosevelt Park Parking Lot Expansion	\$ 50,000	-	50,000 R	-	-	-
8 Roosevelt Park Soccer Fields	\$ 120,000	-	120,000 R	-	-	-
9 Monroe Park Play Equipment	\$ 90,000	-	-	90,000 R	-	-
10 Splash Pad Outdoor Pool	\$ 260,000	-	-	260,000 R	-	-
11 Wood Lake Nature Center Facility	\$ 15,600,000			15,600,000 O		
12 Freemont Park Play Equipment	\$ 85,000	-	-	-	85,000 R	-
13 Sheridan Park Play Equipment	\$ 90,000	-	-	-	90,000 R	
14 Outdoor Pool Liner Replacement	\$ 450,000	-	-	-	-	450,000 R
15	\$ 150,000	-	-	-	-	150,000 OR
16 Taft Park Shelter Renovation	\$ 400,000	-	-	-	-	400,000 R
17 TOTAL RECREATION & OPEN SPACE	<u>\$ 18,325,000</u>	<u>\$ 450,000</u>	<u>\$ 450,000</u>	<u>\$ 16,050,000</u>	<u>\$ 275,000</u>	<u>\$ 1,100,000</u>
18						
19 (R) Special Revenue	\$ 2,575,000	\$ 450,000	\$ 450,000	\$ 450,000	\$ 275,000	\$ 950,000
20 (O) Other Funding Source	\$ 15,600,000	-	-	15,600,000	-	-
21 (OR) Other Recreation Funding	\$ 150,000	-	-	-	-	150,000
22 TOTAL FUNDING BY SOURCE	<u>\$ 18,325,000</u>	<u>\$ 450,000</u>	<u>\$ 450,000</u>	<u>\$ 16,050,000</u>	<u>\$ 275,000</u>	<u>\$ 1,100,000</u>

23

24

	TOTAL *						
PROJECTS	CIP COSTS	2021	2022	2023	2024	Beyond 2024	
RIGHT OF WAY IMPROVEMENTS							
65th Street Reconstruction	\$ 7,800,000	\$ 7,800,000 B	\$ -	\$ -	\$ -	\$ -	
77th Street Underpass	\$ 14,000,000	7,000,000 F	7,000,000 SB	-	-	-	
	\$ 5,700,000	5,000,000 SB	700,000 M	-	-	-	
	\$ 725,000	425,000 I	300,000 TR	-	-	-	
	\$ 3,164,000	3,164,000 S	-	-	-	-	
	\$ 300,000	300,000 TR	-	-	-	-	
69th Street Reconstruction	\$ 4,500,000	-	-	4,500,000 B	-	-	
	\$ 500,000	-	-	500,000 M	-	-	
70th Street Reconstruction	\$ 2,500,000	-	-	-	2,500,000 B	-	
	\$ 100,000	-	-	-	100,000 X	-	
76th Street West Reconstruction	\$ 3,500,000	-	-	-	-	3,500,000 B	
	\$ 1,000,000	-	-	-	-	1,000,000 M	
	\$ 800,000	-	-	-	-	800,000 X	
Humboldt Ave/Lakeshore Drive Recon.	\$ 4,000,000	-	-	-	-	4,000,000 B	
Nicollet Avenue Reconstruction	\$ 5,000,000	-	-	-	-	5,000,000 B	
	\$ 8,000,000	-	-	-	-	8,000,000 C	
Penn Avenue Reconstruction	\$ 5,000,000	-	-	-	-	5,000,000 B	
Pedestrian Improvements	\$ 8,080,000	40,000 M	40,000 M	-	-	8,000,000 C	
Bicycle Improvements	\$ 80,000	40,000 M	40,000 M	-	-	-	
	\$ 74,749,000	\$ 23,769,000	\$ 8,080,000	\$ 5,000,000	\$ 2,600,000	\$ 35,300,000	
(B) G.O. Improvement Bonds	\$ 32,300,000	\$ 7,800,000	\$ -	\$ 4,500,000	\$ 2,500,000	\$ 17,500,000	
(C) Hennepin County	\$ 16,000,000	-	-	-	-	16,000,000	
(F) Federal	\$ 7,000,000	7,000,000	-	-	-	-	
(I) Internal Funding	\$ 425,000	425,000	-	-	-	-	
(M) Municipal State Aid	\$ 2,360,000	80,000	780,000	500,000	-	1,000,000	
(S) State Grant	\$ 3,164,000	3,164,000	-	-	-	-	
(SB) State Bonding	\$ 12,000,000	5,000,000	7,000,000	-	-	-	
(TR) Three Rivers Park District	\$ 600,000	300,000	300,000	-	-	-	
(X) Xcel Energy	\$ 900,000	-	-	-	100,000	800,000	
TOTAL FUNDING BY SOURCE	\$ 74,749,000	\$ 23,769,000	\$ 8,080,000	\$ 5,000,000	\$ 2,600,000	\$ 35,300,000	

2021 - 2024 CAPITAL IMPROVEMENT PLAN - CITY OF RICHFIELD, MINNESOTA

		Recommended and Scheduled for Four Year Period					
61	PROJECTS	TOTAL*					
62		CIP COSTS	2021	2022	2023	2024	Beyond 2024
63	<u>PUBLIC FACILITIES</u>						
64	Replacement Central Garage Equipment	\$ 2,840,000	\$ 695,000 TL	\$ 715,000 TL	\$ 715,000 TL	\$ 715,000 TL	\$ -
65	Technology Replacement	\$ 540,000	135,000 TL	135,000 TL	135,000 TL	135,000 TL	-
66	City Wide Water Meter Upgrade	\$ 1,340,000	1,340,000 U	-	-	-	-
67	Lime Filter Press Rehabilitation	\$ 70,000	70,000 U	-	-	-	-
68	Water High Service Pumps	\$ 17,000	17,000 U	-	-	-	-
69		\$ 20,000	20,000 X	-	-	-	-
70	Emergency Water Interconnect with Neighb. Comm.	\$ 1,500,000	-	1,500,000 U	-	-	-
71	Clarifier Rake Assembly	\$ 250,000	-	-	250,000 U	-	-
72	Roof Replacement Wells 2 & 3	\$ 25,000	-	-	25,000 U	-	-
73	Roof Replacement Wells 4, 5, & 6	\$ 60,000	-	-	- U	60,000 U	-
74	Water Plan Roof Replacement	\$ 450,000	-	-	-	-	450,000 U
75	Rehabilitation of Stormwater Collection Mains	\$ 500,000	100,000 U	100,000 U	100,000 U	100,000 U	100,000 U
76	Rehab. of Stormwater Collection Manhole Structures	\$ 500,000	100,000 U	100,000 U	100,000 U	100,000 U	100,000 U
77	Sanitary Sewer Main Lining	\$ 1,500,000	300,000 U	300,000 U	300,000 U	300,000 U	300,000 U
78	Stormwater Pond Dredging	\$ 400,000	-	200,000 U	-	200,000 U	-
79	Watermain Rehabilitation	\$ 600,000	-	-	200,000 U	200,000 U	200,000 U
80	TOTAL PUBLIC FACILITIES	\$ 10,612,000	\$ 2,777,000	\$ 3,050,000	\$ 1,825,000	\$ 1,810,000	\$ 1,150,000
81							
82	(TL) Tax Levy	\$ 3,380,000	\$ 830,000	\$ 850,000	\$ 850,000	\$ 850,000	\$ -
83	(U) User Fees	\$ 7,212,000	1,927,000	2,200,000	975,000	960,000	1,150,000
84	(X) Xcel Energy	\$ 20,000	20,000	-	-	-	-
85	TOTAL FUNDING BY SOURCE	\$ 10,612,000	\$ 2,777,000	\$ 3,050,000	\$ 1,825,000	\$ 1,810,000	\$ 1,150,000
86							
87	<u>SUMMARY PROJECTS</u>						
88							
89	Recreation/Open Space Development	\$ 18,325,000	\$ 450,000	\$ 450,000	\$ 16,050,000	\$ 275,000	\$ 1,100,000
90	Right of Way Improvements	\$ 74,749,000	23,769,000	8,080,000	5,000,000	2,600,000	35,300,000
91	Public Facilities	\$ 10,612,000	2,777,000	3,050,000	1,825,000	1,810,000	1,150,000
92	TOTAL CAPITAL PROJECTS	\$ 103,686,000	\$ 26,996,000	\$ 11,580,000	\$ 22,875,000	\$ 4,685,000	\$ 37,550,000
93							
94	(B) G.O. Improvement Bonds	\$ 32,300,000	\$ 7,800,000	\$ -	\$ 4,500,000	\$ 2,500,000	\$ 17,500,000
95	(C) Hennepin County	\$ 16,000,000	-	-	-	-	16,000,000
96	(F) Federal	\$ 7,000,000	7,000,000	-	-	-	-
97	(I) Internal Funding	\$ 425,000	425,000	-	-	-	-
98	(M) Municipal State Aid	\$ 2,360,000	80,000	780,000	500,000	-	1,000,000
99	(O) Other Funding	\$ 15,600,000	-	-	15,600,000	-	-
100	(OR) Other Recreation Funding	\$ 150,000	-	-	-	-	150,000
101	(R) Special Revenue	\$ 2,575,000	450,000	450,000	450,000	275,000	950,000
102	(S) State Grant	\$ 3,164,000	3,164,000	-	-	-	-
103	(SB) State Bonding	\$ 12,000,000	5,000,000	7,000,000	-	-	-
104	(TL) Tax Levy	\$ 3,380,000	830,000	850,000	850,000	850,000	-
105	(TR) Three Rivers Park District	\$ 600,000	300,000	300,000	-	-	-
106	(U) User Fees	\$ 7,212,000	1,927,000	2,200,000	975,000	960,000	1,150,000
107	(X) Xcel Energy	\$ 920,000	20,000	-	-	100,000	800,000
108	TOTAL FUNDING SOURCES	\$ 103,686,000	\$ 26,996,000	\$ 11,580,000	\$ 22,875,000	\$ 4,685,000	\$ 37,550,000

109 * Total CIP costs do not include any project costs reflected in the 2020 CIB.

Moving Forward

Capital Project Financial Procedures

1. Sources/Uses - the Engineering Division will develop the initial project budget, including sources and uses.
 - a. The budget will have an initial 20% contingency.
 - b. As an engineer's estimate is developed the sources/uses will be updated to reflect the more accurate numbers.
 - c. At a minimum the sources/uses will be reviewed and updated annually as part of the CIP/CIB process.
 - d. Up-to-date sources/uses will include previous estimates (for example the 2018 estimates will be provided with the 2019 update).
 - e. All updates will be provided to the Finance Director and City Manager.
2. City Council Items - When project related approvals are presented to the City Council for consideration, the following will be included in the financial section of the staff report.
 - a. The most current sources/uses.
 - b. The level of risk associated with both the sources and uses.
 - c. For multi-year projects the sources and uses will include information on which budget year the funds will be expended and/or obtained.
 - d. The staff report approval will include the Finance Director's review.
3. Bidding and Award of Contract - If project bids come in over the last published project estimate, the award of contract will be delayed until sufficient sources are identified and the City Council has been made aware of the changes.
 - a. The recommendation to award the bid will include the updated sources/uses.
 - b. The Finance Director will be included in the staff report approval process.
 - c. Projects will not go to the City Council for approval of bids, or award or contract, until the project sources and uses are balanced.



COUNCIL WORK SESSION

OCTOBER 22, 2019

PUBLIC ENGAGEMENT PROCESS

PORTLAND AVENUE: PREVIOUS CONDITIONS



**SWEET
STREETS:**
better roads, better Richfield

PORTLAND AVENUE: A NEW SWEET STREET



**SWEET
STREETS:**
better roads, better Richfield

POETRY ON PORTLAND

Sidewalk Life
The sidewalks of the city
Like the heartbeat of a town,
The footsteps of its people
Beat a rhythm of its own.
All of us together
In this city built of stone
Live and work and walk these streets
Together, not alone.

Sandy Clay

COMMUNITY BENEFITS

CTIONS |



#SCARVESUPMN



StarTribune

WEST METRO

Richfield again tops Star Tribune housing index; Little Canada makes biggest leap upward

In-demand communities have affordable homes along commuter routes.

By Jim Buchta and MaryJo Webster Star Tribune | FEBRUARY 24, 2018 — 11:01PM



JERRY HOLT - STAR TRIBUNE

Paul Teeter and Anna Case looked at the tile work in their new 2,100-square-foot, three-bedroom home in Richfield.



City of Richfield has seen over \$200 million in redevelopment investment



By Leah Beno

Posted Sep 05 2018 04:48PM CDT
Video Posted Sep 05 2018 06:38PM CDT
Updated Sep 05 2018 07:41PM CDT

RICHFIELD, Minn. (KMSP) - The city of Richfield is enjoying a redevelopment boom like they've never seen before with hundreds of millions of dollars worth of projects underway right now.

The last time Richfield had a [development](#) surge anything close to this was close to the turn of the century when the Best Buy headquarters came to town.



COMMUNITY BENEFITS

Best Suburb

Richfield



Is Richfield fancy now? Sorta! The first sensibilities and mid-century ramblers and drink options—Lyn 65, Pizza Luce and Andale Taqueria y Mercado—and a second straight year, Richfield was named Best Suburb of the Twin Cities, according to a Star Tribune survey. Gentrification's fangs can only dig so deep into the 36,000-person suburb, however. Home prices are still (relatively) affordable, burgers at Sandy's Tavern remain \$5, and A World of Fish will outlive us all. More than ever, the freeway-wrapped, character-rich city lives up to its motto: "The Urban Hometown."



GUIDING PRINCIPLES

City of Richfield

Guiding Principles

I. Multimodal Design

Multimodal Design of public rights of way will be consistent with the City's Complete Streets policy and will utilize innovative and non-traditional design standards in a way that is equitable for all modes/users, inter-modal activities, and is respectful of the surrounding community.

- Provide pedestrian facilities and amenities within the right of way
- Provide bike lanes at least 5 feet wide
- Include transit facilities, plan for intermodal transfers, and provide bike lockers & racks
- Add bike rentals and Nice Ride stations



II. Connectivity and Public Realm

The street and public right-of-way network will be used to connect various **Public Realm** amenities so that a range of inter-modal activities (walking, biking, driving, etc.) support how neighborhood residents travel to and from destinations such as schools, parks/open space, shops and businesses.

- Provide a well-connected network of streets, paths & transit
- Accommodate multimodal connections to local destinations
- Enhance connections to the regional transit and bicycle networks
- Implement signage and way-finding



III. Local Economy

Community improvements and reinvestment will reinforce and support all businesses in the **Local Economy** and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists and motorists.

- Maintain/improve visibility and convenient access to businesses
- Employ parking strategies that provide safe access for all users and modes of movement
- Provide wider retail sidewalks that support a variety of users and uses
- Promote building use and type that reinforces street enclosure and defines the public realm



IV. Design for People

How people use community amenities and facilities is the most important criteria regarding the planning, engineering, implementation and maintenance of any improvement.

Design for People will address universal accessibility as well as comfort, safety, and convenience for all users.

- Provide comfortable places to sit and walk
- Employ Complete Streets design that emphasizes all users
- Design streets that are a human scale with narrower lane widths, bump-outs, etc.
- Plant boulevard and shade trees



V. Community Character and Identity

The design and implementation of community facilities and improvements will recognize the **Community Character** of single family residential scale and pattern and will also respond to local features such as natural resources, public art, aesthetics and gateways.

- Respond to residential neighborhood use and scale with appropriate street size and speeds
- Design wayfinding that represents local character
- Maintain a mature tree canopy
- Incorporate opportunities for public art



VI. Sustainable Solutions

New improvements, growth and development will utilize **Sustainable Solutions** that are adaptable, flexible, built to last and that consider implications of long term maintenance to ensure the future economic, environmental and social health of the community.

- Understand the environmental setting and context of the area
- Incorporate green stormwater practices such as rain gardens, tree trenches and pervious pavers
- Bury utilities where possible
- Accommodate future maintenance and operations with dedicated funding sources



VII. Healthy and Active Lifestyles

Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk and bike to, safe and well-landscaped routes that inter-connect the community, and promote **Healthy and Active Lifestyles**.

- Create safe, convenient, and fun non-motorized travel opportunities
- Design a safe, well-defined network of routes to walk and bike to school
- Provide well-marked, designed, and visible street crossings
- Implement signage and way-finding



VIII. Unique Location

Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalizes on Richfield's **Unique Location** through enhanced access to the regional multimodal transportation system to improve livability and convenience.

- Emphasize design that accommodates local traffic over through traffic
- Enhance regional transit and trail connections
- Maintain convenient freeway access



GUIDING PRINCIPLES

City of Richfield

Guiding Principles

I. Multimodal Design

Multimodal design of public facilities of way will be consistent and will use standards in a way that is equitable for all modes/ users, inter-modal activities, and is respectful of the surrounding community.

- Provide pedestrian facilities and amenities within the right of way
- Provide bike lanes at least 5 feet wide
- Include transit facilities, plan for inter-modal transfers, and provide bike lockers & racks
- Add bike rentals and Nice Ride stations



II. Connectivity and the Public Realm

The street and public realm amenities so that a range of inter-modal activities (walking, biking, driving, etc.) support how people move and connect to destinations, local businesses and businesses.

- Provide a well-connected network of streets, paths & transit
- Accommodate multimodal connections to local destinations
- Enhance connections to the regional transit and bicycle networks
- Implement signage and way-finding



III. Local Economy

Community and businesses in the Local Economy and provide a safe and more convenient way to access and connect for neighbors, residents, pedestrians, cyclists and motorists.

- Maintain/improve vitality and convenient access to businesses
- Employ parking strategies that provide safe access for all users and modes of movement
- Provide wider retail sidewalks that support a variety of users and uses
- Promote building use and type that reinforces street enclosure and defines the public realm



IV. Design for People

How people use community amenities and facilities is the most important criteria regarding the planning, engineering, implementation and maintenance of any improvement. Design for People will address universal accessibility as well as comfort, safety, and convenience for all users.

- Provide comfortable places to sit and walk
- Employ Complete Streets design that emphasizes all users
- Design streets that are a human scale with narrower lane widths, bump outs, etc.
- Plant boulevard and shade trees



V. Community Character and Identity

The design and implementation of community facilities and amenities will reflect the local character and will also respond to local features such as natural resources, public art, aesthetics and historic resources.

- Maintain street size and width
- Design wayfinding that represents local character
- Maintain a mature tree canopy
- Incorporate opportunities for public art



VI. Sustainable Solutions

Use materials and construction methods that are built to last and that consider implications of long term maintenance to ensure the future economic, environmental and social health of the community.

- Understand the environmental setting and context of the area
- Incorporate green stormwater practices such as rain gardens, tree trenches and pervious pavers
- Bury utilities where possible
- Accommodate future maintenance and operations with dedicated funding sources



VII. Health and Active Lifestyles

Elements will be incorporated into planning and design efforts to encourage comfortable corridors and places to walk, bike, and safe and sound spaces for non-motorized travel.

- Create safe, convenient, and fun non-motorized travel opportunities
- Design a safe, well-defined network of routes to walk and bike to school
- Provide well-marked, designed, and visible street crossings
- Implement signage and way-finding



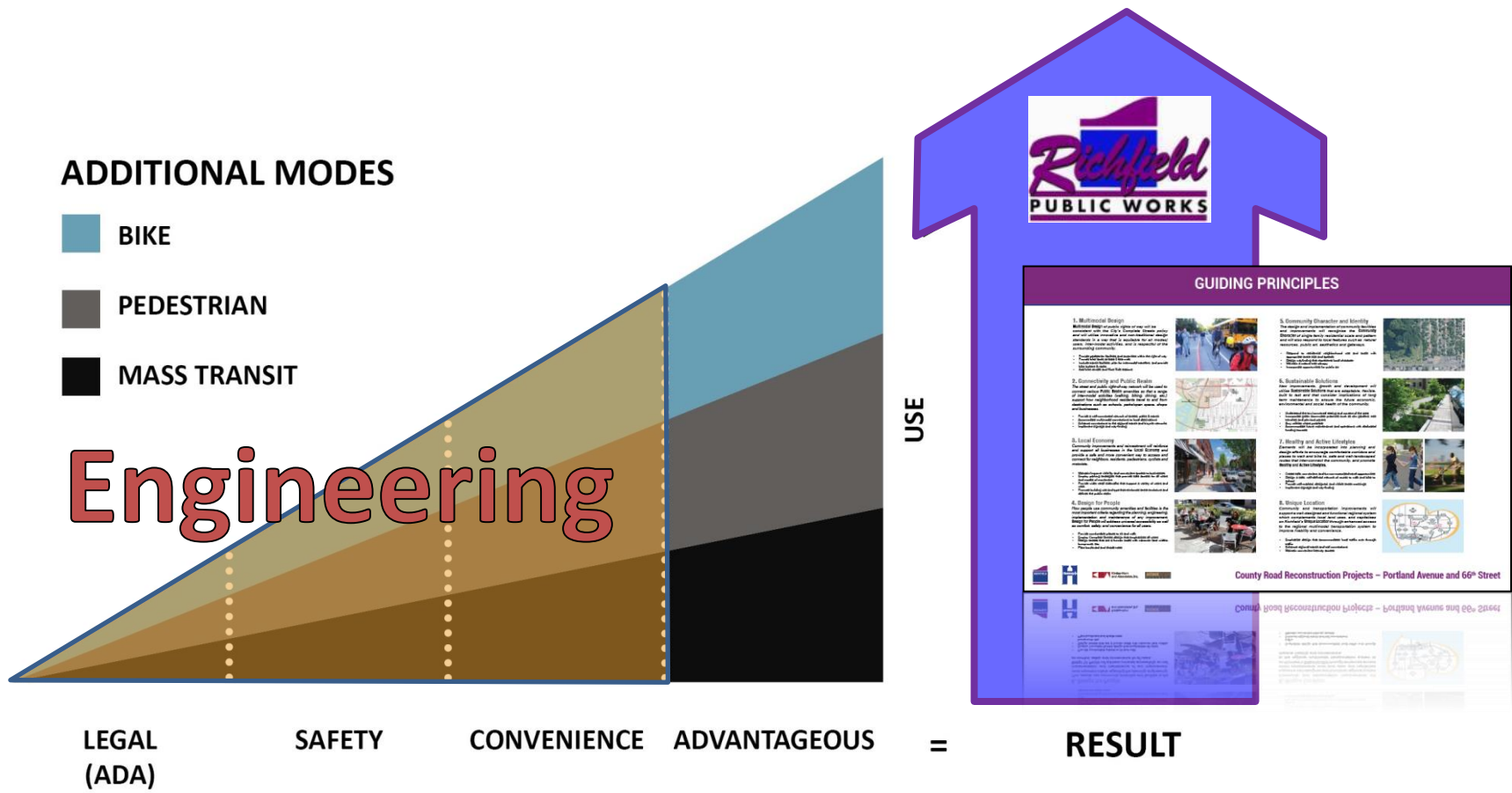
VIII. Unique Location

Community and transportation improvements will support a well-designed and functional regional system which complements local land uses, and capitalizes on Richfield's Unique Location through enhanced access to the regional multimodal transportation system to improve livability and convenience.

- Emphasize design that accommodates local traffic over through traffic
- Enhance regional transit and trail connections
- Maintain convenient freeway access



MOBILITY RELATIONSHIP TO GUIDING PRINCIPLES



MOBILITY & COMPLETE STREETS

Community

Regulatory

Technical

COMPREHENSIVE PROBLEM STATEMENT

Crossing the
street

Environmental
Justice

Speeding

Trails
Redevelopment- TOD
Security
Safety
Livability
Quality of Life
Health
Gateway to Eagan
Visual Quality

Air Quality
Visual Quality
Floodplains
Endangered Species
Vibration
Trout Streams
State-wide Nutrient
Reduction Plan

Crash Data
Multimodal
BRT Operations
Construction Staging
Funding Constraints
Utilities
Right-of-Way
Drainage
Access to BRT

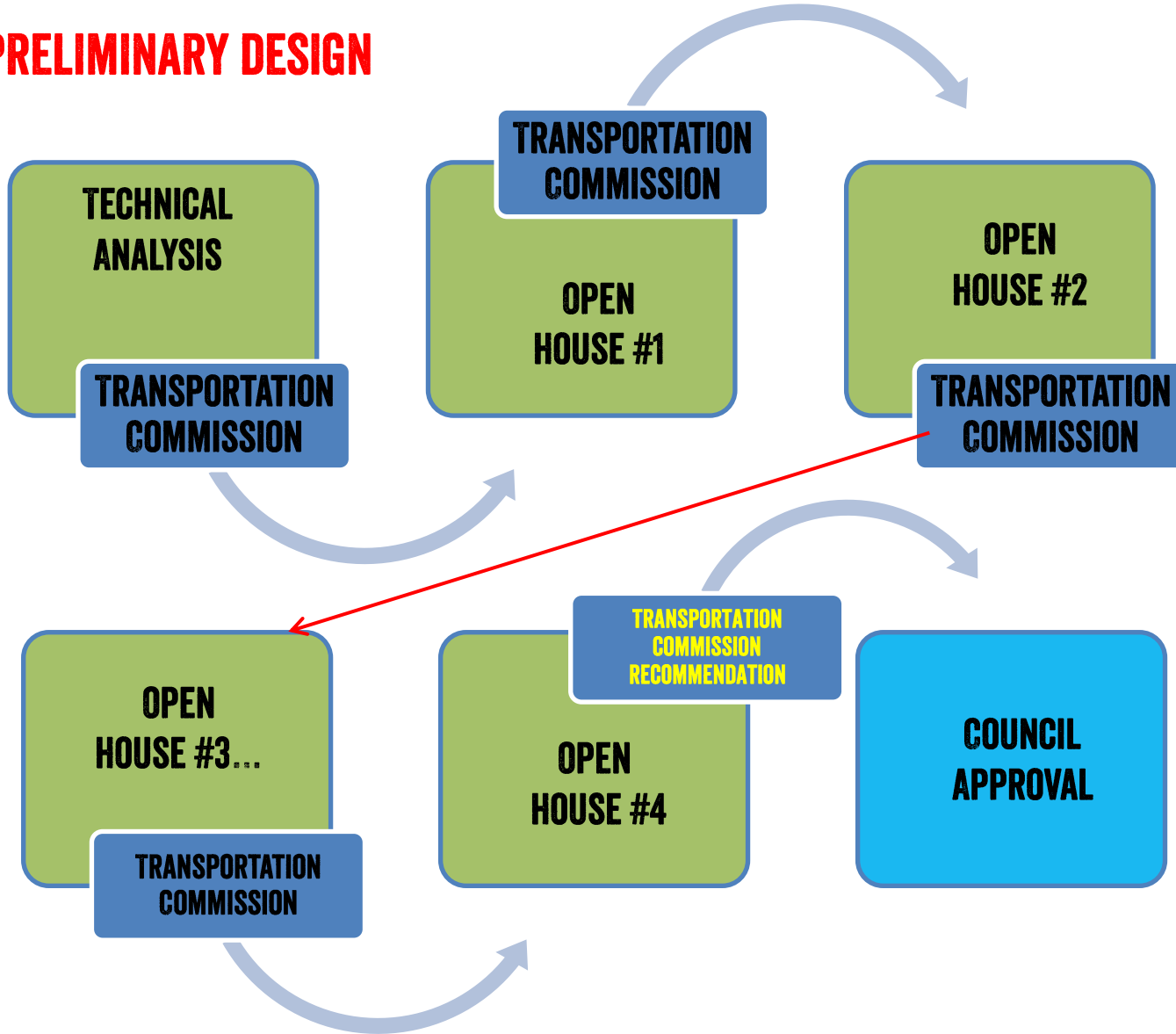
Tier 1

Tier 2

Solution

Project Development & Planning Process

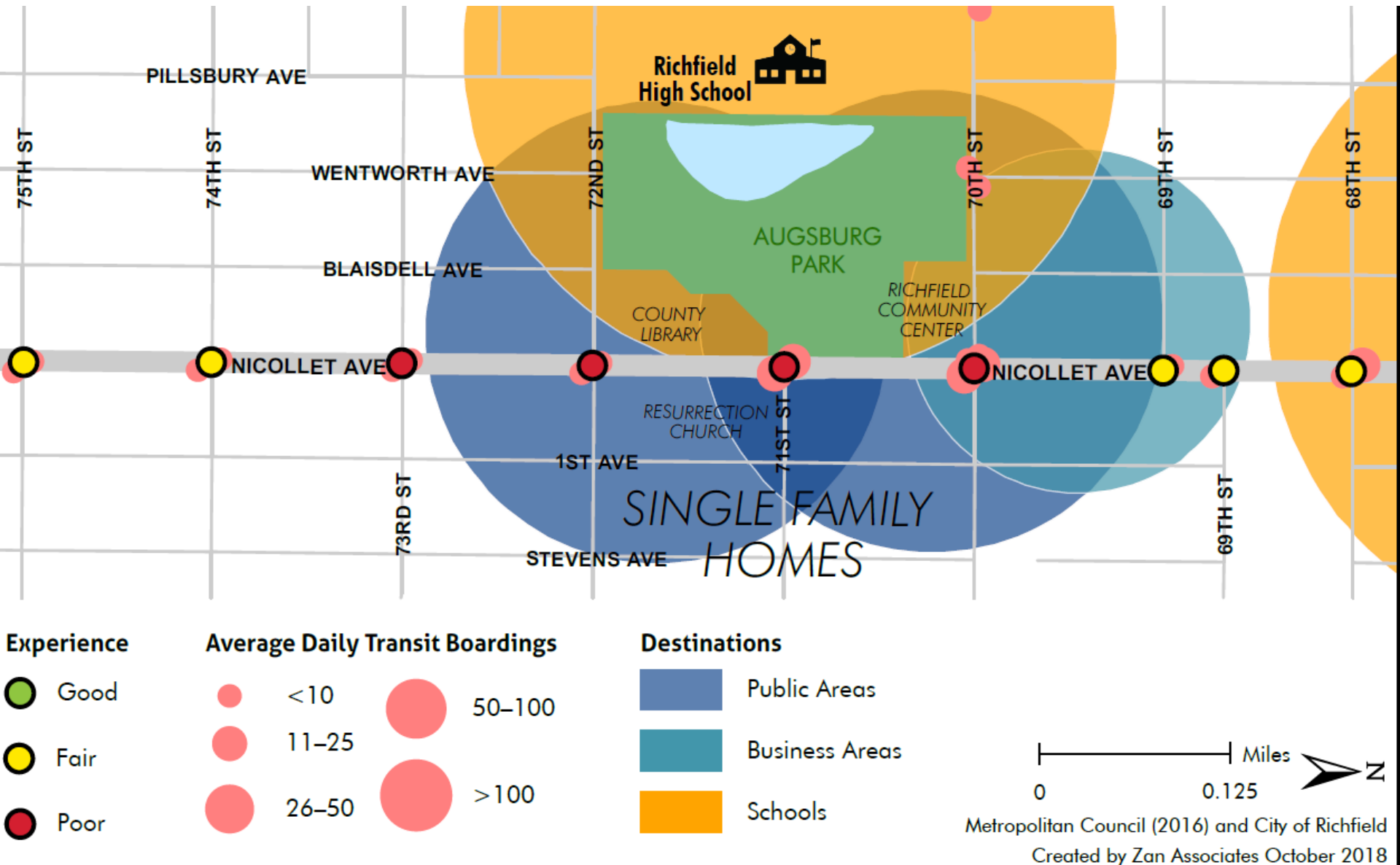
PRELIMINARY DESIGN



Pedestrian Master Plan



Pedestrian Experience



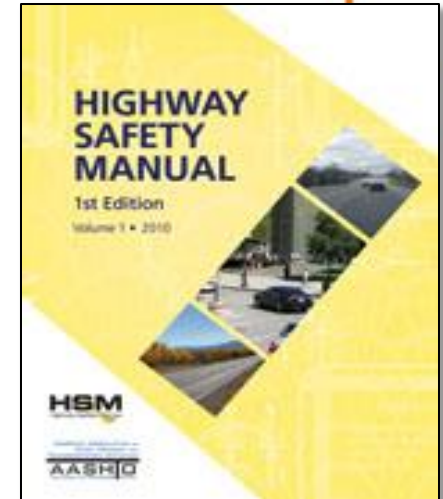
SAFETY PERFORMANCE VIEWPOINTS

Objective Safety refers to the number and severity of crashes occurring on a particular facility in a particular time period

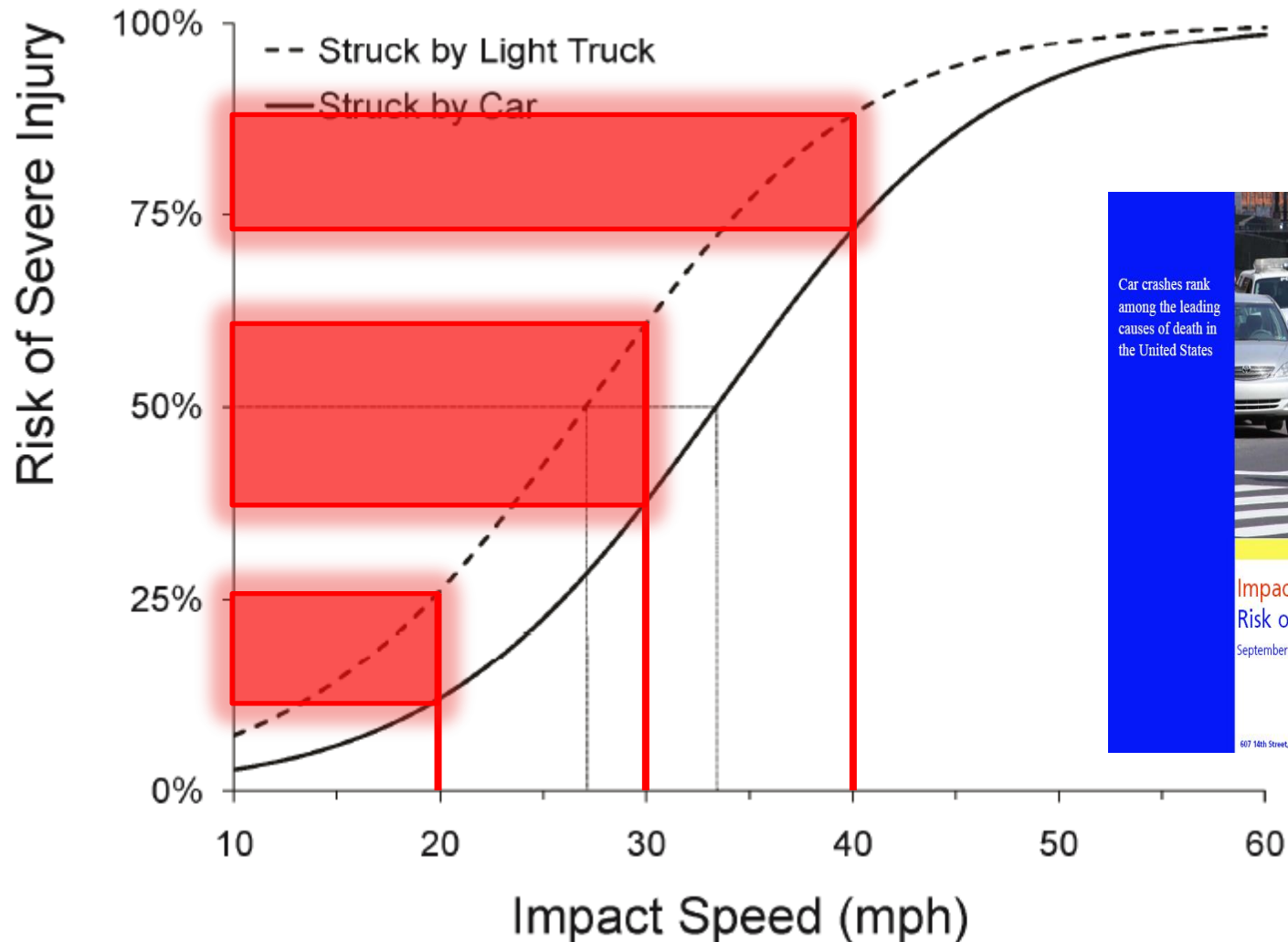
Nominal Safety refers to compliance with standards, warrants, guidelines and sanctioned design procedures

Subjective Safety refers to the users perception of how safe a facility feels

Substantive Safety is the expected crash frequency and severity for a roadway



SUBJECTIVE SAFETY: SAFE SPEEDS



Car crashes rank among the leading causes of death in the United States



Impact Speed and a Pedestrian's Risk of Severe Injury or Death

September 2011



607 14th Street, NW, Suite 201 | Washington, DC 20005 | AAAFoundation.org | 202-438-5944

Other Performance Measurements to Consider

Pedestrian Mode (ADA and...

- ☐ Speed of traffic (slower)
- ☐ Average Daily Traffic (ADT & HCADT)
- ☐ Delay to cross
- ☐ Offset to traffic, (buffer zone)
- ☐ Crossing distances
- ☐ Median refuge
- ☐ Traffic controlled intersections
- ☐ Crosswalk visibility, (i.e., pavement markings, signage)
- ☐ Number of conflict points with vehicles and bicycles
- ☐ Minimize circuitous routing
- ☐ Shade
- ☐ Lighting
- ☐ Resting areas (benches, short walls, drinking fountains)

Other Performance Measurements to Consider

Transit Mode

- ☐ Speed of traffic (slower)
- ☐ Space for waiting and proximity to board
- ☐ Offset to traffic
- ☐ Bench or shelter
- ☐ Shade

☐ Trash receptacle

☐ Bicycle parking (secure)

☐ Park and Ride

Other Performance Measurements to Consider

Bicycle Mode

- ☐ Speed of traffic (slower)
- ☐ Average Daily Traffic (HCADT)
- ☐ Space allocated or "cycletrack"
- ☐ Space allocated for left turning bikes

☐ Buffer to traffic

Other Measurements to Consider

Vehicle Mode

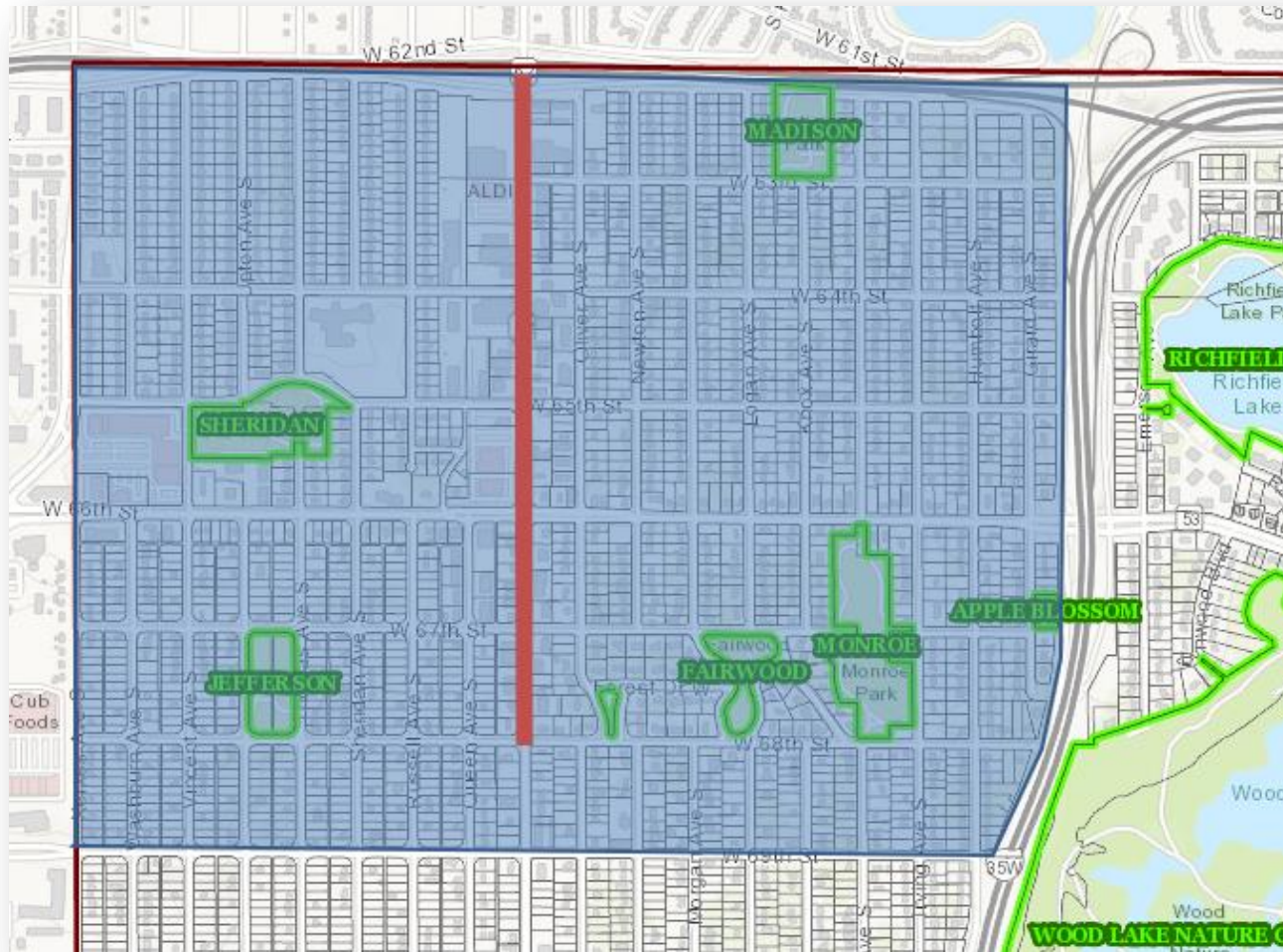
- ☐ Reduce the frequency and severity of crashes
- ☐ Reduce Conflict points
- ☐ Reduce speeds
- ☐ Corridor travel time
- ☐ Queue lengths (i.e.; no impact to other arterials)

PUBLIC ENGAGEMENT CASE STUDY

- Lyndale Avenue Open House #3



TARGETED MAILINGS



NEWSPAPER ADS



**LYNDALE AVENUE
RECONSTRUCTION
OPEN HOUSE**

TUESDAY, FEBRUARY 20TH, 2018, 4 PM – 7 PM
OAK GROVE LUTHERAN CHURCH
7045 LYNDALE AVE SOUTH
RICHFIELD, MN 55423

**ALL ARE INVITED TO PROVIDE INPUT AND LEARN MORE ABOUT PROPOSED SAFER
PEDESTRIAN AND BICYCLE FACILITIES, ROUNDABOUTS, AND 3-LANE ROADWAY.**

For more information, contact:
Jack Broz, Transportation Engineer
612-861-9792 or jbroz@richfieldmn.gov, or visit
WWW.RICHFIELDSWEETSTREETS.ORG/LEARN

RICHFIELDSWEETSTREETS.ORG

SWEET STREETS:
better roads. better Richfield



SOCIAL MEDIA

City of Richfield, Minnesota - Local Government
Published by Richard Field [?] · February 12, 2018

How do you feel about 3-lane roadways in Richfield?

One of the components of the Lyndale Avenue Reconstruction Project being considered is reducing the number of lanes on Lyndale Avenue from four lanes to three lanes. This change could address identified safety concerns. We are still in the design and decision-making stage. This is just one of the many safety components being considered for the project that will commence construction in 2019.

Other topics being discussed include roundabouts, bicycle lanes, medians and on-street parking.

If you have strong feelings either for or against the reduction of lanes on Lyndale Avenue, attend the project's open house on Tuesday, February 20 from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.

For more information, visit: <https://www.richfieldsweetstreets.org/learn...>



**LYNDALE AVENUE
RECONSTRUCTION
OPEN HOUSE**
TUESDAY, FEBRUARY 20TH, 2018, 4 PM – 7 PM
OAK GROVE LUTHERAN CHURCH
7045 LYNDALE AVE SOUTH
RICHFIELD, MN 55423

ALL ARE INVITED TO PROVIDE INPUT AND LEARN MORE ABOUT PROPOSED SAFER PEDESTRIAN AND BICYCLE FACILITIES, ROUNDABOUTS, AND 3-LANE ROADWAY.

For more information, contact:
Jack Broz, Transportation Engineer
612-861-9792 or jbroz@richfieldmn.gov, or visit
WWW.RICHFIELDSWEETSTREETS.ORG/LEARN

RICHFIELDSWEETSTREETS.ORG **SWEET STREETS:**
better roads. better Richfield

4,120 People Reached 902 Engagements **Boost Post**

13 90 Comments 5 Shares


City of Richfield, Minnesota - Local Government
Published by Richard Field [?] · February 20, 2018

Attend tonight's Lyndale Avenue Reconstruction Project open house.

The project team is looking for resident input on safer pedestrian and bicycle facilities, roundabouts, 3-lane roadways and much more.

If you have thoughts about what Lyndale Avenue should look like in the future, attend the open house tonight, February 20. The open house will take place from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.

For more information, visit: <https://www.richfieldsweetstreets.org/learn...>




3,187 People Reached 522 Engagements **Boost Post**

5 27 Comments 4 Shares


Like Comment Share

SOCIAL MEDIA, CONT.

 **Sweet Streets-City of Richfield**
Published by Hootsuite [?] · February 16, 2018 · 🌐

Tuesday will be here before you know it! Will we be seeing you at the Lyndale Avenue Reconstruction Open House?

Learn more about the project here:
<https://www.richfieldsweetstreets.org/learn...>




**LYNDALE AVENUE
RECONSTRUCTION
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RICHFIELDSWEETSTREETS.ORG **SWEET STREETS:**
better roads. better Richfield

264 People Reached 10 Engagements [Boost Post](#)

 **City of Richfield, Minnesota - Local Government**
Published by Hootsuite [?] · February 14, 2018 · 🌐

What is most important to you in the Lyndale Avenue Reconstruction Project design?

In every design, project staff and residents evaluate many areas. The Lyndale Avenue Reconstruction Project areas of evaluation came from the comments and concerns from residents that have participated so far.

The checklist below was developed from the comments in order to help everyone involved think about all of the different considerations.



Come talk about these considerations as well as bike-lanes, roundabouts, lane reduction, medians, on-street parking, and much more at the Lyndale Avenue Reconstruction Open House on Tuesday, February 20 from 4-7 p.m. at Oak Grove Lutheran Church, 7045 Lyndale Avenue South.

For more information, visit: <https://www.richfieldsweetstreets.org/learn...>

SWEET STREETS: *better roads. better Richfield*

Evaluation

- ✓ **Pedestrian** Improve pedestrian experience both across and along the roadway
- ✓ **Recreational Bicycling** Provide space for comfortable recreational bicycling
- ✓ **Commuter Bicycling** Provide dedicated space for commuter bicyclists
- ✓ **Vehicle** Reduce the frequency and severity of crashes, maintain mobility along and across the roadway
- ✓ **Environment** Provide green space
- ✓ **Maintenance** Provide room for snow storage
- ✓ **Parking** Provide vehicle and bicycle parking for better access to businesses and homes along the corridor

LYNDALE AVENUE RECONSTRUCTION PROJECT  

1,446 People Reached 153 Engagements [Boost Post](#)

👍 1 18 Comments 1 Share

SIGNS & MORE!



Engineering Department

March 20, 2019

Dear Neighbor,

The City of Richfield has initiated a street improvement project along 65th St. from Nicollet Ave to Grand Ave planned to begin in 2020. Hennepin County is also considering a street maintenance project on Nicollet Ave from 67th St north into Minneapolis — this project would also take place in 2020 and would include a restriping of Nicollet Ave from the current 4 lane roadway to a 3 lane roadway similar to Nicollet Ave south of 68th St.

As part of the City's 65th St Project, we are examining every existing and potential future intersection, particularly the feasibility and impacts of reconnecting Blaisdell Ave, Wentworth Ave, and Pillsbury Ave into 65th St. There are various reasons to "reconnect the grid" in this area — mobility and access for the residents of this neighborhood being a primary argument.

We want to hear from you!

What would you like to see done with Blaisdell, Wentworth, and Pillsbury avenues and their access to 65th St?

Please come to the 65th St Open House on Thursday, March 28th from 4 to 7pm at Richfield City Hall to talk with City and project staff! We want your voices to be heard and your opinions to be shared! If you cannot make it to the open house or have questions/concerns please contact Transportation Engineer Jack Broz at 612-961-9792 jbroz@richfieldmn.gov.

Respectfully,

Jack Broz
Transportation Engineer



OUR REACH

- Mailings
- Newspaper Ads
- Signage
- Social Media
 - “sharing”
- Sweet Streets website & subscribers
- Community Calendar



PLEASE SIGN IN!



OPEN HOUSE SIGN-IN SHEET

Project: Lyndale Avenue Reconstruction

Meeting Date: February 20, 2018

Place/Room: Oak Grove Lutheran Church

Name	Address	Phone	E-Mail
TED + MARSHA POPE	7264 CLINTON	866-4478	-
Kevin Busch	7533 Lyndale	612 869 4250	Kevin.busch@ymail.com
BILL + JERI SCOTT	6668 EMERSON		
Jim Messerli	6732 Garfield		
Judy Reule	6743 Garfield		
George Sorenson	1100 W 73 St	612-869-7800	
JOHN FITZGERALD	7500 COXMAN AVENUE		jp.fitz@comcast.net
Mark + Beth Nichols	7529 Lyndale		mark@bethnichols.com
Don & Peg Brothman	6939 Grand Ave S		
Pat ELCOR	6720 OLIVE	612-220-0368	pat@elcor.com
BOB + MARY RICHMONDSON	6818 HARRIET AVE	612-861-2423	

1 of 5



Name	Address	Phone	E-Mail
Mary Supple	7300 Oakland Ave S.	612-866-8829	
Ruth Meier	7506 Emerson Ave S	612-798-5524	meier_ruth@yahoo.com
Margaret Perez	7228 Girard Ave S.	612-232-5976	margaretanov@gmail.com
Dan Groepper	7201 Lyndale Ave		dan.groepper@gmail.com
Andrew Weber	7108 Harriet Ave	824-26615	andrew.weber@gmail.com
Barb Brunen	7426 Lyndale		brunenclay@aol.com
Amanda Melin	7212 Garfield Ave S		amanda.melin54@gmail.com
Andy Melin	7212 Garfield Ave S.		
Scott Wald	6833 Harriet Ave S		
Holly Hanson	7609 Harriet Ave		hollyh99@gmail.com
Lackie Hayes	7024 Oakgrove Blvd	612-978-7879	lackie.hayes@gmail.com
Ta-Yuan Ho	7429 Dupont Ave S	612-376-9336	ta-yuan.ho@gmail.com
Travis Jones	8526 Emerson Ave		travis.jones@gmail.com
Tony May Chow	6600 Lyndale #606	612-236-1366	tonyjohnson@gmail.com
Mercedes Hogstad	7601 Aldrich #211	612-207-0026	
PETER J. Cully Jr	6646 Lyndale Ave #401	612-720-7688	Pcullyjr@aol.com



SURVEYS/COMMENT CARDS

Lyndale Avenue Reconstruction PARTICIPANT FEEDBACK FORM Public Open House 2/20/18

Name: _____

Organization (if any): _____

Please visit the boards around the room and provide your answers to the questions below. Your input will help to refine the design alternatives. When finished, please place in the comment box. Thank you!

What We've Learned

Have the common themes from previous open houses been accurately captured? <i>(please circle your answer)</i>	Yes	No	Not Sure
---	-----	----	----------

Addressing the Problem

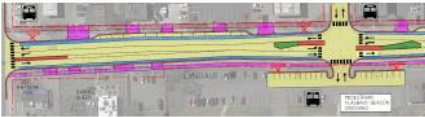
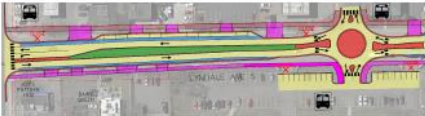
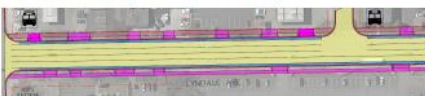
Do you agree that the problem statement captures the overall concerns of the community? <i>(please circle your answer)</i>	Yes	No	Not Sure
--	-----	----	----------

Property Impacts



Would you support an alternative that impacts adjacent property if needed to successfully address the existing problems? <i>(please circle your answer)</i>	Yes	No	Not Sure
---	-----	----	----------



Design Concepts

Considering the benefits and tradeoffs, please indicate whether the intersection concepts would improve the safety of Lyndale Avenue. Indicate yes if you feel the tool would improve safety, or no if it would not.

76 th Street to 74 th Street	Comments
<p>Intersection Concept #1 – Reduce Conflicts</p> 	
<p>Intersection Concept #2 – Compact Roundabout</p> 	
<p>Intersection Concept #3 – 4-Lane Roadway</p> 	

Lyndale Avenue Reconstruction PARTICIPANT FEEDBACK FORM Public Open House 2/20/18

70 th Street	Comments
<p>Intersection Concept #1 – Compact Roundabout</p> 	
<p>Intersection Concept #2 – Signal</p> 	

Lakeshore Drive to 67 th Street	Comments
<p>Intersection Concept #1 – Compact Roundabout</p> 	
<p>Intersection Concept #2 – Signal</p> 	

OPEN HOUSE SUMMARY



Lyndale Avenue Reconstruction
City of Richfield
Open House Summary
February 20, 2018 – 4:00 to 7:00 PM
Oak Grove Lutheran Church

Purpose:

The purpose of this open house was to review what has been done to date to respond to community feedback and complete supporting technical analysis, and to provide input on potential design concepts for the corridor and for key intersections.

Staff Attendees:

BOLTON & MENK – Tim Lamkin, Sarah Lloyd, Zachary Parsons
CITY OF RICHFIELD – Jeff Pearson, Jack Broz, Logan Vlasaty

RICHFIELD TRANSPORTATION COMMISSION MEMBERS – Ken Severson, Paul Chillman, Jack Wold

Richfield Public Attendees:

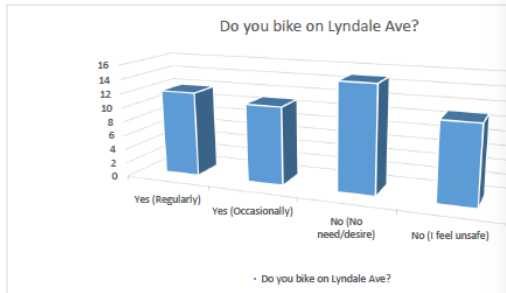
There were approximately ninety (90) interested participants who attended the open house to review the materials and provide comments.

Materials Presented:

The material was set in a format allowing attendees the opportunity to view and visit with project staff at their leisure. Materials included:

- Several boards with information on project overview, goals and objectives, related plans and policies, community context, problem statement, work done to date, feedback summary, and evaluation process
- Boards outlining the different roadway, intersection, and bicycle alternatives
- Series of boards with information on specific design elements and safety tools
- Large layout of the corridor, with the opportunity to discuss and provide comments
- Surveys and comment cards to solicit input from participants

- Concept 2: People who supported this generally did so because they did not prefer roundabouts.



Bicycle Facilities

People liked the cycle track and moving the route to Aldrich the best.

- Concept 1 Traditional Bike Lane: many thought this option is unsafe and hazardous for pedestrians and bikers
- Concept 2 Buffered Bike Lane: People who liked this option liked how it was out of the street and that the area would be plowed in the winter
- Concept 3 Cycle Track: Most preferred option
- Concept 4 Move Route: Many people preferred this option as well, but people who also answered with the "No need/desire" when asked if they bike on Lyndale.

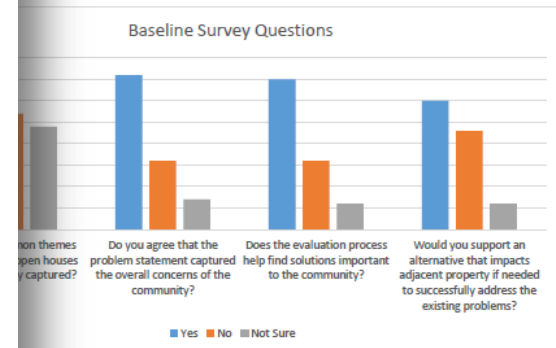
Parking

The concept of adding spaces was generally well received. Concerns were right of way issues, losing trees, and "not needing" it.

- Concept 1 Pocket: People liked pocket parking
- Concept 2 Parallel: People were neutral on this one.
- Concept 3 Back In: Either they loved it or hated it. The main concern was the actual task of backing into a spot. They said that is not only difficult, but would hold up traffic.

lected through discussions with staff and through surveys and comment cards. In

comment cards and surveys submitted. The following summarizes public comments



Street

Many supported this concept – those that commented opposing the concept seem to prefer the compact roundabout concept.

Many supported the compact roundabout with median— Concern with business/industry access if a median would be installed

Decent support for the 4 lane concept—but many disliked it and did not see it as a significant improvement over what is there already.

70th Street

Most people preferred the roundabout. There was an overall pedestrian crossing safety concern.

- Concept 1: Most people preferred the compact roundabout as it would continue to move school traffic and reduce backups. The only worry here was pedestrian crossing safety.
- Concept 2: Most who supported this option requested faster signal times and generally said yes to this because they did not like the concept of a roundabout.

Lakeshore Drive to 67th Street

- Concept 1: People tended to support the compact roundabout concept more frequently than the signal. The main concerns were driveway access if a median were to be installed and safety crossing the intersection.

TRANSPORTATION COMMISSION

 **Sweet Streets-City of Richfield** Published by Elizabeth Marie [?] · March 8, 2018 ·

Last night the Transportation Commission discussed the Lyndale Avenue Reconstruction Project. The commissioners first heard summaries of the Open House comments along with the meetings with individuals/businesses that have been held. Then, the design was reviewed for the corridor from 76th St to 66th Street. Further design refinements will try to address some of the project impacts raised during the review. View the project design at: <https://www.richfieldsweetstreets.org/.../Lyndale-Proposed-La...>

For more information about these projects and other Transportation Commission actions, visit: <http://www.richfieldmn.gov/.../comm.../transportation-commission>. Transportation Commission meetings are held every first Wednesday, 7:00 pm, at the Municipal Center (6700 Portland) and are open to the public.

www.richfieldsweetstreets.org

3,168
People Reached

727
Engagements

Boost Post

2

3 Comments 2 Shares

Like

Comment

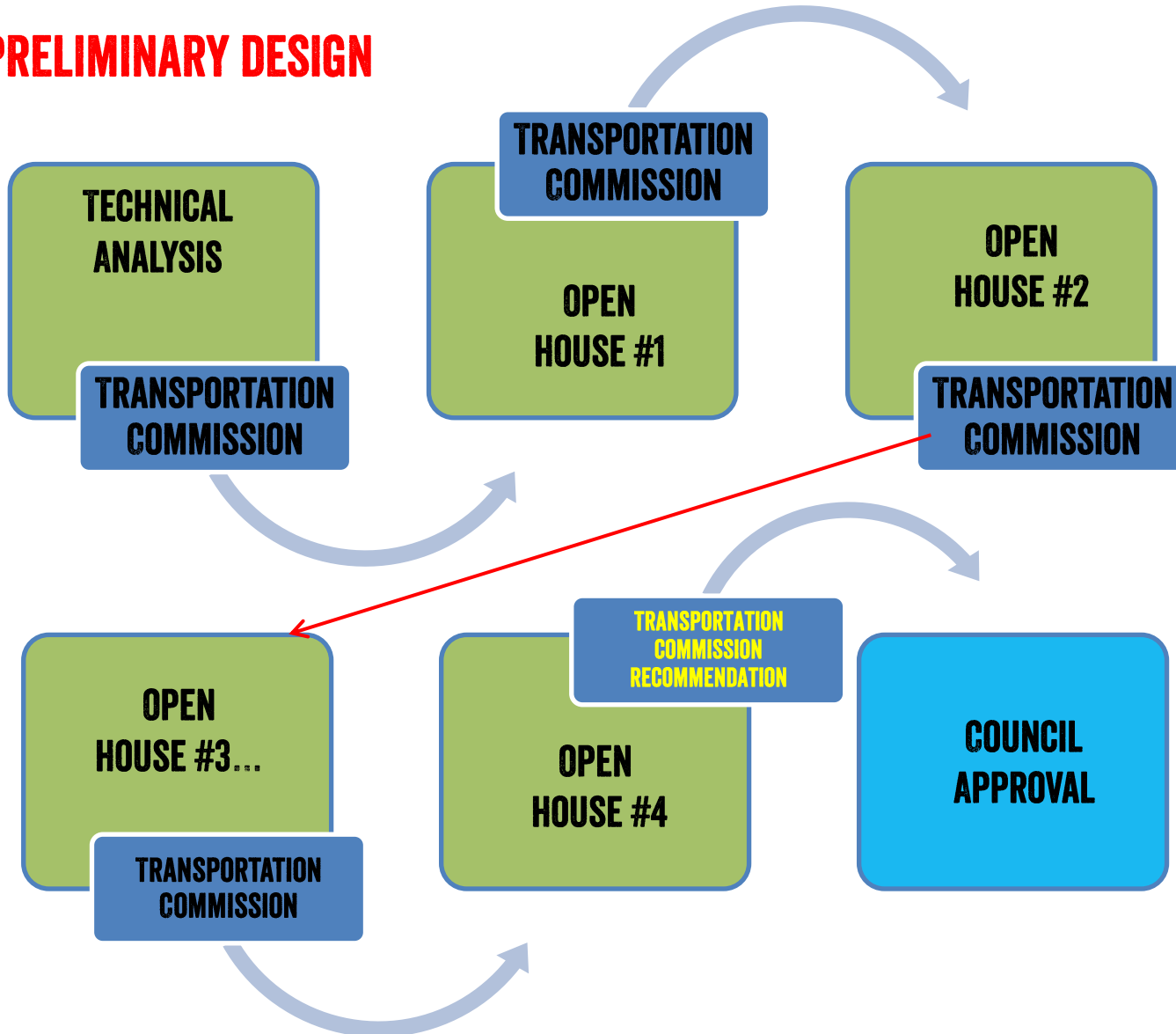
Share

AGENDA

RICHFIELD TRANSPORTATION COMMISSION MEETING
MARCH 7, 2018 7:00 PM
RICHFIELD MUNICIPAL CENTER, BARTHOLOMEW ROOM

- | | Attachment |
|---|------------|
| I. Call meeting to order | |
| II. Review & approve agenda | |
| III. Review & approve minutes for February 7, 2017 meeting | #1 |
| IV. Update Bylaws (10 min) <ul style="list-style-type: none">Action Item: Recommendation to Council | #2 |
| V. Welcome new Liaisons | |
| VI. Updates (10 min) <ul style="list-style-type: none">66th StM&OOther Commissions/Bike Advocates | |
| VII. MnDOT Complete Street Workshop (20 min) | |
| VIII. Lyndale Avenue Reconstruction (60 min) <ul style="list-style-type: none">February 20th Open House SummaryLayout Overview | |
| IX. Work Plan Review/Next Steps <ul style="list-style-type: none">2018 Bicycle Routes | |
| X. Upcoming events/meeting(s) <ul style="list-style-type: none">66th Street Open House: March 14th, 2018 (5-7 PM)Next scheduled Commission meeting: April 4th, 2018Joint Transportation Commission/Council Work Session: April 24th, 2018 | |
| XI. Adjournment | |

PRELIMINARY DESIGN



A graphic featuring a dark asphalt texture with a white, distressed font. The text is framed by an orange outline that has a jagged, torn-paper-like edge on the right side. The background of the entire image is a solid light blue.

SWEET STREETS:

better roads, better Richfield