

Visual Quality Guidelines

66th Street and Portland Avenue
City of Richfield, Minnesota

October 31, 2014



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Introduction

BACKGROUND

The Richfield City Council on July 8, 2014 directed the Community Services Commission, in coordination with the Transportation Commission, to develop a set of visual quality guidelines that would direct the aesthetic development of arterial roadway corridors in the community. Although the concepts developed would first be employed along projects which Hennepin County was considering along Portland Avenue and 66th Street, the intent of the project would be to establish a framework that would guide the aesthetic development of future county reconstruction projects throughout the city. The two advisory commissions were directed to establish a community advisory committee made up of members of the two standing commissions and other interested parties from the community to assist in the development of the guidelines. The Council further directed that the effort must consider long-term maintenance costs in developing its recommendations. The development of the guidelines would be facilitated by Avenue Design Partners in coordination with the Department of Public Works.

PURPOSE

The Visual Quality Guidelines Committee adopted, as its purpose, the following statement:

Committee Purpose: To create a set of Visual Quality Guidelines that directs the final roadway design for 66th Street and Portland Avenue which define and incorporate community livability goals and concepts comprehensively into the roadway improvement plans, enhancing the quality of life for all ages living, working, and recreating along these corridors in the City of Richfield.

Visual quality is critical to a community's quality of life. The visual quality of a community creates a signature—an identity—that proclaims the community's values and priorities to residents and visitors. It is a display of civic order and promotes personal safety. The visual quality of Richfield, particularly the impression travelers have of the community as the travel on the county roads that traverse the city, is crucial to the welfare of the city. Views from these roads not only demonstrate the economic and social vitality that currently exist in Richfield but they will also act as to encourage investment if well-conceived or discourage it if it is not done well.

The committee's purpose was derived from earlier work of the Transportation Commission establishing eight *Guiding Principles* meant to direct the development of the reconstruction of Portland Avenue and 66th Street through Richfield. These eight principles were:

- **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

- **Connectivity and the 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

- **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

- **Design for People.** 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

- **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
- **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
- **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
- **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

Combining the original principles established by the Transportation Committee with the purpose of the Visual Quality Guidelines Committee, a community engagement process emerged to develop the guidelines.

The City, recognizing that many of its streets were reaching an age where a major reconditioning was necessary, inaugurated a city-wide street improvement program called *Sweet Streets*. The program would comprehensively address traffic distribution, congestion, modal balance, pavement condition, drainage, and other issues confronting the city's thoroughfares. In particular, it would coordinate reconstruction of county and municipal roadways. Two county roads, Portland Avenue and 66th Street, were part of that coordinated effort, and were to be the focus of the work of the Visual Quality Guidelines Committee.

Prior to the formation of the committee, several meetings between the city and the county, the Transportation Commission, and the public had established the goals and objectives beyond the general guiding principles for the two roads. For Portland Avenue, the project was to improve the pavement conditions, replace deteriorating sidewalks, and upgrade aging underground utilities while improving operational safety for pedestrians, bicyclists, and vehicles. Additionally, the project would focus on increasing the livability of the corridor through enhanced aesthetics, landscaping amenities, transit facilities, and traffic calming measures. For 66th Street, the project sought to address the deteriorating pavement, utility and drainage concerns, non-motorized accommodations and storm water quality conditions. The established goal was to design 66th Street to be safer, more livable, and welcoming to all users, while balancing potential impacts to residents and businesses along the corridor.

The limits of the Portland Avenue project are 67th Street to 77th Street. For 66th Street, the project limits extend from Xerxes Avenue on the west to 16th Avenue on the east. Construction is expected to be completed for Portland Avenue in 2015 with 66th Street being constructed in 2016-2017.

PROCESS

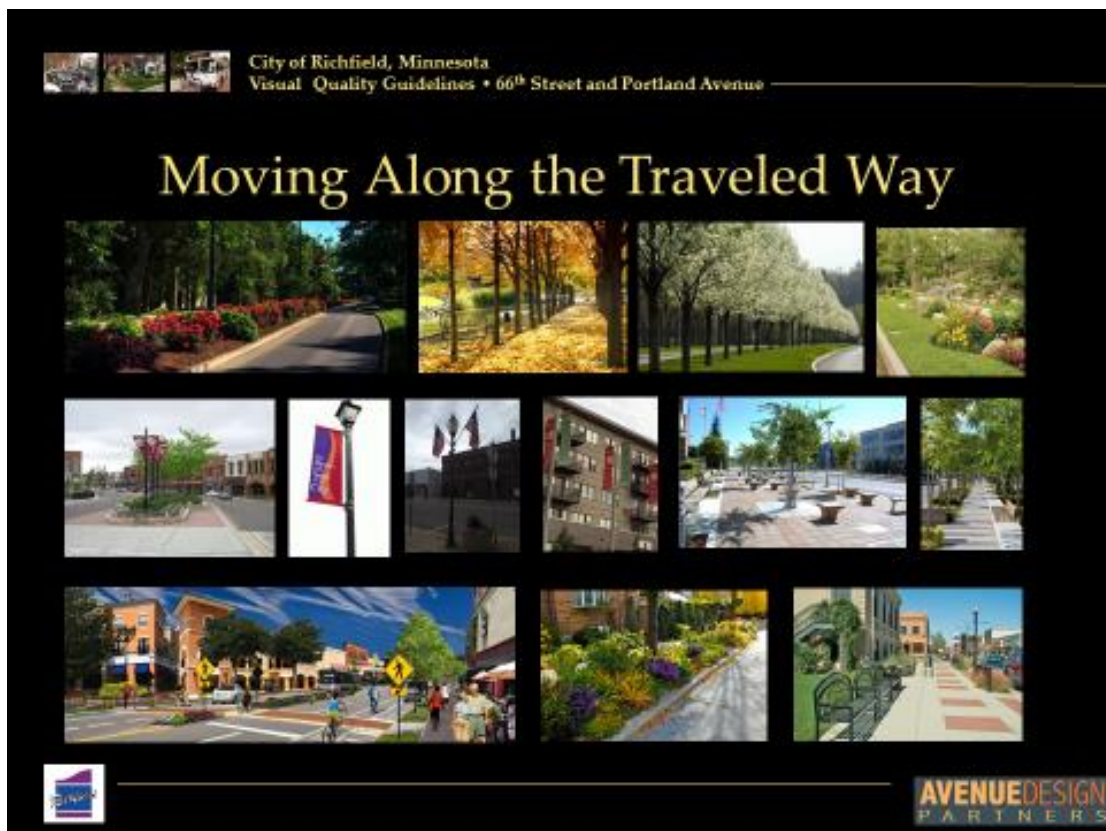
The Visual Quality Guidelines Committee met four times over the course of the summer of 2014. Each meeting was conducted as a workshop, structured to give the roadway design professionals from public works and their consultant, Avenue Design Partners, a better understanding of the concerns and visual quality preferences of the community. Each workshop built upon earlier work and had a distinct purpose.

To facilitate participation between meetings, Richfield's MindMixer™ website, *Richfield Connect*, was employed. This site allowed members of the committee to submit images and ideas for other members of the committee to review and comment on between workshops. The four workshops resulted in the following findings:

- *Workshop 1:* The first workshop introduced the committee to the projects, specifically the work that had been completed by the county and city and the work that the committee would need to contribute in order to develop a set of visual quality guidelines. The committee accepted and adopted a statement about its purpose, how the workshops would be conducted, the products that would be produced, and the schedule for completing the project. In anticipation of the second workshop, the first workshop concluded with the committee members being directed to populate the *Richfield Connect* MindMixer™ site with images of streetscape elements and activities they would like to see along Portland Avenue and 66th Street. They were asked to also explain why they chose the images. Other members were then encouraged to comment on the suggested item or activity.

- *Workshop 2:* In preparation for a dialog during the second workshop, committee members posted over 40 images and left over 100 related comments on-line. At the second workshop, the committee began by agreeing that the on-line discussion had been effective in helping to generate better, more thoughtful, ideas about what would be useful for creating inviting streetscapes along Portland Avenue and 66th Street.

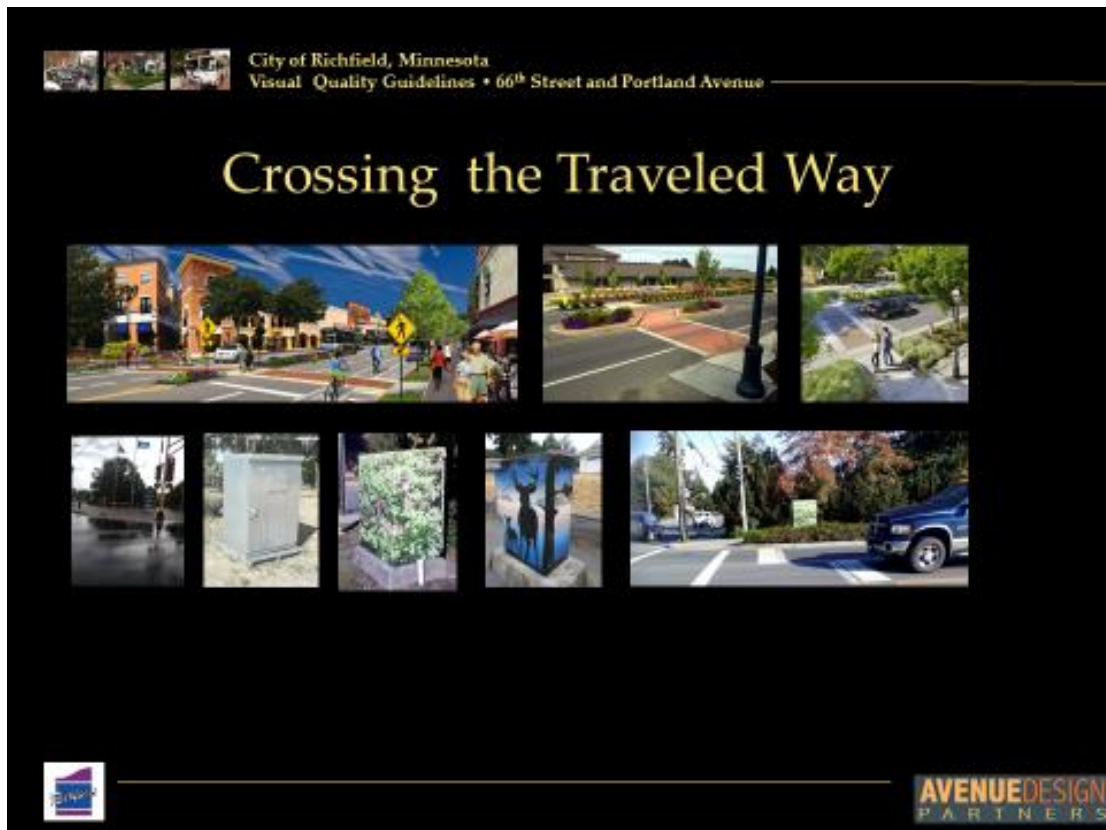
In reviewing the images and comments the committee posted on-line, the consultant suggested that the images seemed to fall into three general groups based on what people were doing in the corridor: *moving along the traveled way*, *crossing the traveled way*, or *gathering near the traveled way*. The images, as shown below, were sorted into these three categories and shown to the committee for discussion.



Images of Design Elements that support *Moving Along the Traveled Way*. The first group of images submitted by committee members had to do with moving along the traveled way. This included images related to pavement, boulevard plantings, lighting, banners, benches, and similar items that enhanced the experience of using the corridor for pedestrians, bicyclists, transit users, or motor vehicles drivers and passengers.

The second group of images and comments had to do with *crossing the traveled way*. These images related mostly to the configuration and materials used for crosswalks. Although the images primarily related to crossings by pedestrians, crossings by bicyclists and even vehicles will need to be considered. Selection of

those design elements that reduce conflicts between motor vehicle drivers, bicyclists, and pedestrians need to be considered.



Images of Design Elements that support *Crossing the Traveled Way*. The second group of images submitted by committee members were of design elements which supported crossing the traveled way. Note the use of distinctive movement markings and a pedestrian refuge island in the middle of the crossing. Several images of how to better cover or disguise electrical utility cabinets used to operate traffic signals were also posted.

The largest group of on-line images and comments were sorted into a third group as illustrations of *gathering near the traveled way*. These images illustrated the activities that the committee sought to have supported along Portland Avenue and 66th Street.



Gathering Near the Traveled Way



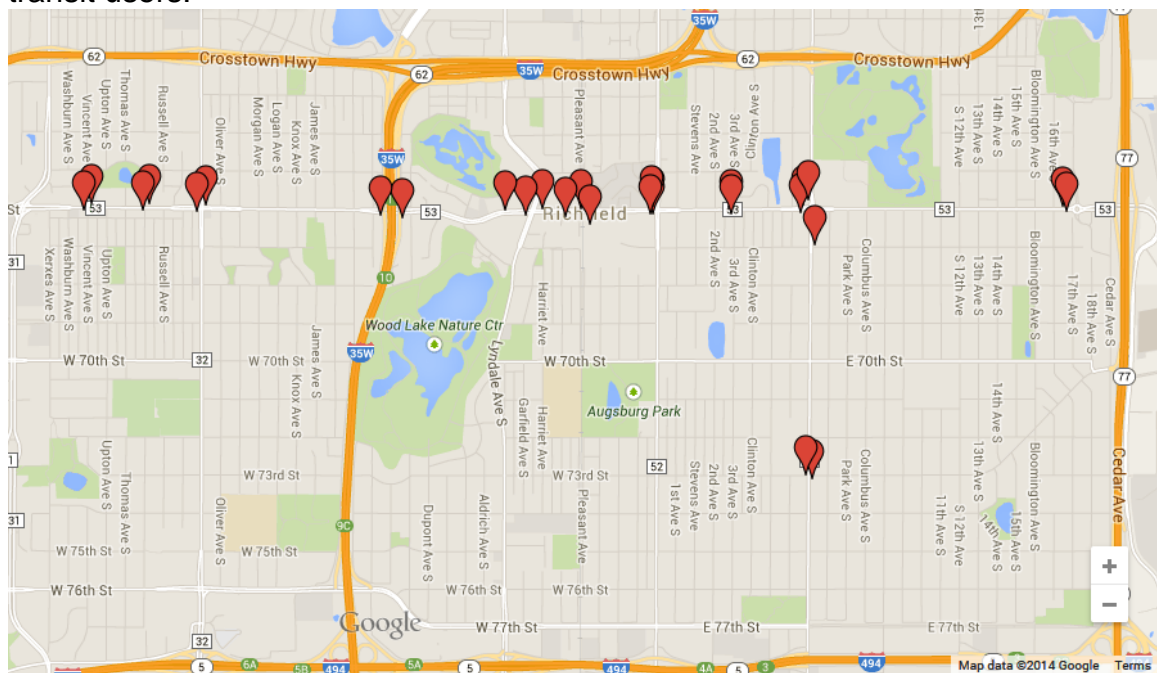
Images of Design Elements that support ***Gathering Near the Traveled Way***. People were shown lounging and socializing in sidewalk cafes, in parks, on plazas. Different types of street furniture, including chairs, benches, and tables, were featured. Suggestions for enlivening even utilitarian items, such as tree grates and utility boxes, were shown.

- **Workshop 3:** For the third workshop, a representative from the Chamber of Commerce presented the status of their work trying to reformulate the branding of the city. That work remains in its early stages. Opportunities for incorporating any new branding element in streetscaping plans for Portland Avenue or 66th Street will need to remain flexible. The primary task of the third workshop was to

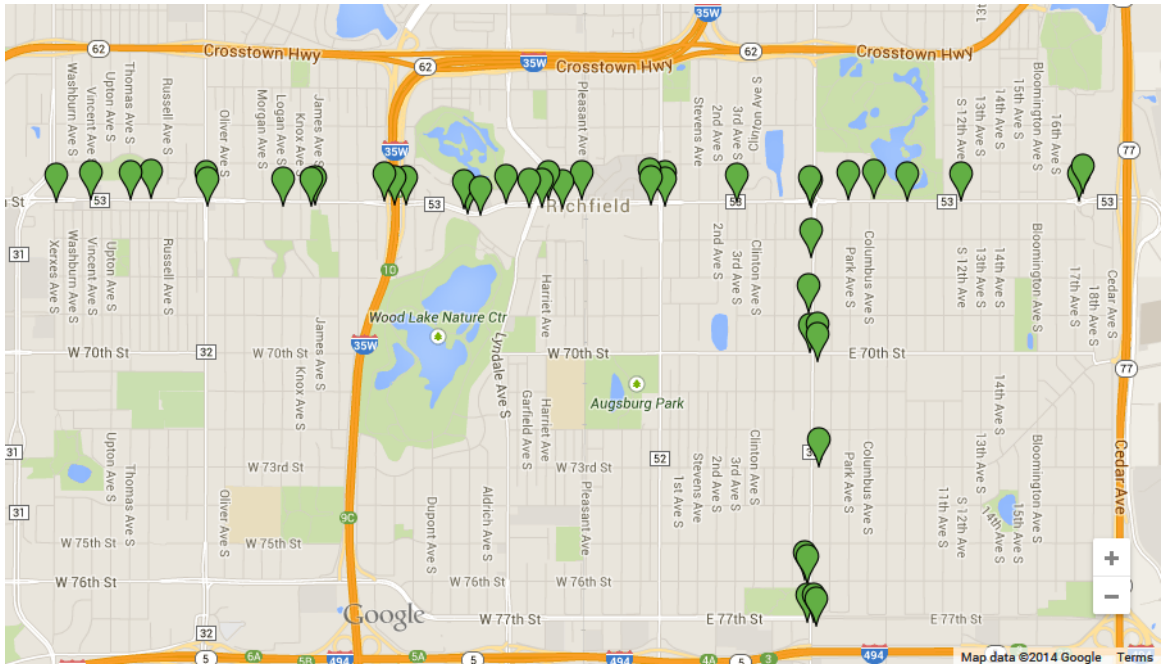
determine which design features that supported moving, crossing, or gathering along Portland Avenue or 66th Street should be included in the visual quality guidelines. A range of design elements associated with streetscapes were examined including: sidewalks, seating, tables, drinking fountains, bicycle and transit facilities, crosswalks, vegetation, art, gateway and wayfinding signage, and socializing elements. Various options for each type of element were shown to facilitate a discussion of what designs would work best for Richfield. From this discussion, a set of preferred design elements began to emerge. The preferred design elements were divided into those that contributed to a high level, an average level, or a low level of experience.

Concluding the third workshop was a mapping exercise. On a large map of the two corridors, members placed color-coded dots indicating where they would like to see a high level of experience for walkers, bicyclists, or transit users. To allow all members of the committee to contribute, the exercise was transferred to the project's online *Richfield Connect* MindMixer™ site.

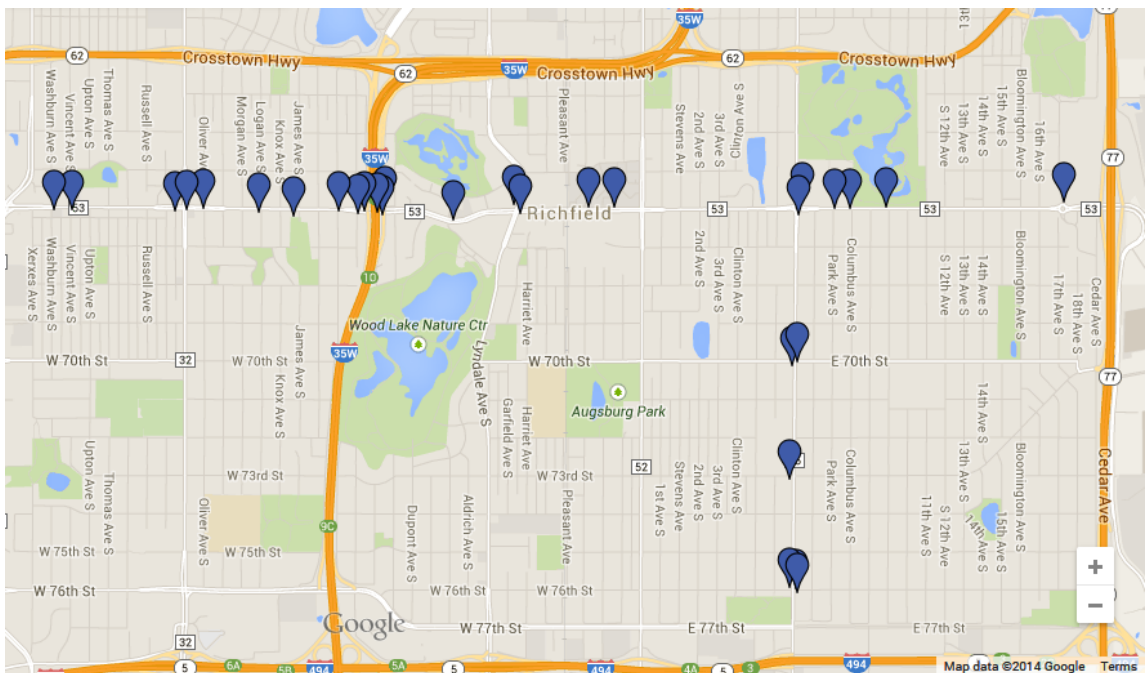
- Workshop 4:** The final workshop validated the findings of the previous workshops. The committee was asked to verify a collection of preferred design elements that would support a high level of experience for walking, bicycling, riding a bus, or driving a car. They also reviewed the general location and the pattern of distribution of where these high level of experiences should be located. The committee concurred with the recommended collections and the locations of design elements for a creating a high level experience for walking, bicycling, and transit users.



Recommended Sites for a High Level Experience for Pedestrians. This map, developed by members of the Visual Quality Guidelines Committee, indicates where they believe it is important to concentrate those design elements that together would create a high level of experience for pedestrians. Note the concentration near transit stops and centers of retail shopping.



Recommended Sites for a High Level Experience for Bicyclists. This map, developed by members of the Visual Quality Guidelines Committee, indicates where they believe it is important to concentrate those design elements that together would create a high level of experience for bicyclists. Note that the need is more continuous than that for pedestrians. For bicyclists, design elements for a high level experience are particularly needed at areas where visibility is critical to personal safety, such as cross streets, driveways associated with commercial businesses, and transit stops. Access to parks also appear to be very desirable for a high level experience.



Recommended Sites for a High Level Experience for Transit Users. This map, developed by members of the Visual Quality Guidelines Committee, indicates where they believe it is important to concentrate those design elements that together would create a high level of experience for transit users. Note that the need is more continuous than that for pedestrians. For bicyclists,

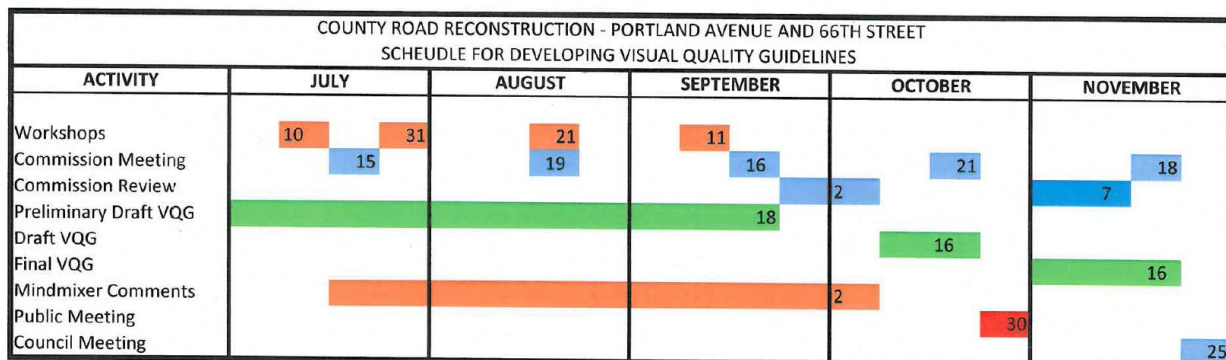
design elements for a high level experience are particularly needed at areas where visibility is critical to personal safety, such as cross streets, driveways associated with commercial businesses, and transit stops. Access to parks also appear to be very desirable for a high level experience.

Following the last workshop, a preliminary draft of the completed Visual Quality Guidelines manual was created, reviewed by city staff, and posted online for the committee to review a final time before presenting it to the two oversight commissions—community services and transportation. After review by the oversight commissions, a draft of the guidelines will be posted on *Richfield Connect* MindMixer™ for the community comment. Based on staff recommendations for incorporating the community feedback, a final version of the Visual Quality Guidelines will be presented to Richfield City Council for review and approval.

Once adopted by the City Council, the guidelines will be distributed to the final designers of Portland Avenue and 66th Street with the directive that the designers fully incorporate its guidance into the plans and specifications for the county’s reconstruction projects.

SCHEDULE

Following approval of the work plan by the City Council in July 2014, the Visual Quality Guidelines Committee was formed. It met in a series of workshops from July through September 2014. During this time, city staff with assistance from the consultants kept the Community Services and Transportation Commissions informed about the project’s status. The preliminary draft was completed in mid-October with reviews by the committee, commissions, and the public anticipated to be completed in mid-November. It is anticipated that the City Council review will occur at its regularly scheduled meeting on November 25, 2014. Below is a graphic representation of the schedule.



Project Schedule. This table illustrates the coordination between tasks and when, at the beginning of the project, they were scheduled to be completed. With only minor adjustments, the schedule has been met.

COMMITTEE MEMBERSHIP

Membership in the committee had been drawn from mostly residential interests along both corridors. Some businesses and roadway users were also represented. Most members had volunteered on comment sheets that were distributed during the public open houses that had been held to discuss the county's plans for reconstructing Portland Avenue and 66th Street. The following people volunteered:

Sandra Ahaus	Penn Avenue South	Bloomington
Elizabeth Arnold	66 th Street East	Richfield
Tom Birkelo	Washburn Avenue South	Richfield
Eric Brustad	Portland Avenue South	Richfield
Gerald Charnitz	3 rd Avenue South	Richfield
Joannette Cintron de Nunez	Penn Avenue South	Richfield
Carolyn Engeldinger	Elliot Avenue South	Richfield
Holly Hanson	Harriet Avenue South	Richfield
Teresa Kruse	70½ Street West	Richfield
Mike LaFond	Portland Avenue South	Richfield
Jan Matheus	3 rd Avenue South	Richfield
Morris Nilsen	Morgan Avenue South	Richfield
Kathryn Quam	66 th Street West	Richfield
Lisa Rudolph	17 th Avenue South	Richfield
Katie Swatosh	Morgan Avenue South	Richfield
Joy Webb	Portland Avenue South	Richfield
Amanda Weidenbach	Irving Avenue South	Richfield
Ted Weidenbach	Irving Avenue South	Richfield
Jeff Wright	70 th Street East	Richfield

Overseeing the development of the visual quality guidelines was the Director of Parks and Recreation, Jim Topitzhofer, with support from Chris Link, Operations Superintendent; Jeff Pearson, Transportation Engineer; and Karen Barton, Community Development Manager.

IMPLEMENTATION

It is anticipated that the work of the committee, the production of a set of visual quality guidelines will not only be used by the final designers of Portland Avenue and 66th Street, but also used on a major thoroughfares in the City of Richfield, including but not necessarily limited to all country roads. City staff will be directed to review all plans and specifications for plans related to the construction and reconstruction of these selected routes for compliance with these guidelines.

Guidelines

CONCEPTUAL APPROACH

The Visual Quality Guidelines Committee established an “experiential approach” to developing its guidance. The committee determined that it was the experience which people have in a corridor that matters. It is a person’s experience that determines if they think a particular segment of a roadway corridor is appropriately designed or not. If the correct design elements are used to support the desired experience, the roadway and streetscape are considered to be appropriately designed. If the incorrect elements are used, the desired experience is not adequately supported and the roadway and streetscape are considered to be inappropriately designed.

For each mode of travel (walking, bicycling, transit use, and motoring) the committee identified different design elements necessary to support three different levels of experience. The three levels were:

- *A high level of experience.* This level of experience made the location attractive as a destination; a place where people were comfortable to gather and socialize; a set of design features that not only support the mode of travel but also created a unique sense-of-place that made being there a joyful experience worth remembering and repeating.
- *An average level of experience.* This level provided an experience that would be typical and expected of a well-designed and well-maintained suburban streetscape in which people may socialize but without creating a unique sense-of-place.
- *A low level of experience.* This level of experience would meet only the basic functional requirements for safe movement without any appealing attributes for socializing along the street.

LOCATING EXPERIENCES

For each mode, each of these levels are appropriate at particular locations. A low level of experience does not necessarily mean that it is a poor level of experience. A high level of experience does not necessarily mean it is good. Placing a low level of experience where a high level of experience would generate significant desirable social and economic activity is a poor design decision that results in a poor experience for those expecting a better experience. Similarly, placing a high level of experience where the return on the investment would be low, is a poor design decision that is not prudent or fiscally responsible. It is placing the right level of experience at the right location for the right mode that creates an appropriate transportation corridor.

The committee focused first on defining where high level of experiences should be provided for each mode. They discovered that there was significant overlap between modes. In general, for 66th Street, a high level of experience needed be concentrated near the intersections with Vincent, Penn, Lyndale, and Portland avenues, at the interchange with I-35W, between 17th and Cedar, and adjacent to parks, particularly Veterans Memorial Park, Wood Lake Nature Center, and Monroe Field. Along Portland

Avenue, high levels of service should be placed at the intersections with 66th, 73rd, 76th, and 77th streets and at the interchanges with Crosstown (TH 62) and I-494. Input from the committee and the recommendations for a composite high level of experience are shown on the schematic diagrams below. The ratings were initially determined separately by mode but were later compiled into a single rating. The committee rated only those locations requiring a high level of experience as illustrated on the previously discussed maps of recommended sites for a high levels of experience for pedestrians, bicyclists, and transit users. The following key explains the color coding used on the diagrams.

KEY TO LOCATION RATINGS

TRAVEL MODE	LEVEL OF EXPERIENCE		
	High	Average	Not Determined
Pedestrian Experience			
Bicyclist Experience			
Transit User Experience			
Motorist Experience			
Compiled Experience			

Key to Location Ratings. This table provides a color-coded key for deciphering the schematic tables below. The tables recommend a particular level of experience for each intersection and each segment between intersections on 66th Street and Portland Avenue as rated by the Visual Quality Guidelines Committee.

RECOMMENDED LEVEL OF EXPERIENCE BY LOCATION ON 66TH STREET

	Xerex	Washburn	Vincent	Upton	Thomas	Sheridan	Russell	Queen	Penn
Pedestrian			High			High			High
Bicyclist	Low		Low			Low			High
Transit User		Low	Low						High
Motorist	High		High						High
Compilation	Low	Low	Low	Low	Low	Low	Low	Low	Low

	Penn	Oliver	Newton	Morgan	Logan	Knox	James	Irving	Humbolt	Girard	I-35W
Pedestrian	High										High
Bicyclist	High				Low		High				High
Transit User	High	Low			Low		Low		Low	Low	High
Motorist	High										High
Compilation	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low

	I-35W	Emerson	Lynwood	Lake Shore	Wood Lake	Lyndale	Pleasant	Nicollet	1st	Stevens	2nd	3rd	Clinton	4th	5th	Portland
Pedestrian	High				High	High	High	High				High				High
Bicyclist	High			Low	Low	Low	Low	Low				Low				High
Transit User	High			Low		High	Low									High
Motorist	High			High		High		High								High
Compilation	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low

	Portland	Oakland	Park	Columbus	Chicago	Elliot	10th	11th	12th	13th	14th	15th	Bloomington	16th	17th	Cedar
Pedestrian	High														High	
Bicyclist	High		Low	Low		Low			Low						Low	
Transit User	High		Low	Low		Low									Low	
Motorist	High														High	High
Compilation	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low

Recommended Level of Experience by Location on 66th Street. This table provides a color-coded recommendation for establishing a particular level of experience for each intersection and each segment between intersections on 66th Street as rated by the Visual Quality Guidelines Committee. The recommended level of experience shown in the tables was based on the number of members that rated a particular intersection or segment as needing a high level of experience. Those intersections that were less frequently identified by members were recommended to be constructed to an average level of experience. Those that were more frequently identified were recommended to be constructed at a high level of experience.

RECOMMENDED LEVEL OF EXPERIENCE BY LOCATION ON PORTLAND AVENUE

	TH 62	64th	65th	66th	67th	68th	70th	71st	72nd	73rd	74th	75th	76th	77th	I-494
Pedestrian				Red						Red					
Bicyclist				Green		Green	Green						Green	Green	
Transit User				Blue			Blue			Blue			Blue		
Motorist	Black			Black						Black			Black	Black	Black
Compilation	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow

Recommended Level of Experience by Location on Portland Avenue. This table provides a color-coded recommendation for establishing a particular level of experience for each intersection and each segment between intersections on Portland Avenue as rated by the Visual Quality Guidelines Committee. The recommended level of experience shown in the tables was based on the number of members that rated a particular intersection or segment as needing a high level of experience. Those intersections that were less frequently identified by members were recommended to be constructed to an average level of experience. Those that were more frequently identified were recommended to be constructed at a high level of experience.

SELECTING DESIGN ELEMENTS

Different modes of travel require different design elements to support the desired level of experience. The following design guidance is divided by mode and subdivided by level of experience. First to be defined are the design elements that contribute to the pedestrian experience, followed by the experience of bicyclists, transit users, and finishing with motorists. High level experiences are discussed first, then average and low experiences.

Each experience is supported by a set of selected design elements. Each design element can be considered as contributing to a person’s experience in one of five manners as defined in the key illustrated below. The key is color-coded. Green explains which elements must be included to achieve a particular level of experience. Blue indicates which will enhance that experience. Gold defines which are acceptable but only meet the minimum requirements. Red warns that the use of that element will detract from the desired level of experience. Blank (white) suggests that the design element is optional but is typically not associated with that level of experience.

KEY TO ELEMENT RATINGS
Element basic to this Level of Experience rating
Element optionally used to enhance this Level of Experience rating
Element used to minimally achieve this Level of Experience rating
Element detrimental to this Level of Experience rating
Element optional or not typically associated with this Level of Experience rating

PEDESTRIAN EXPERIENCE

The pedestrian experience is a collection of three distinct types of facilities: sidewalks, crosswalks, and supporting facilities. To achieve a particular level of experience, it is essential that all three facilities operate at the same level. The following table defines

which elements of a pedestrian sidewalk, crosswalk, or support facilities should be included or avoided to achieve a particular level of experience.

Pedestrian Sidewalks

Pedestrian Sidewalks			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
Sidewalk Width			
Sized for 2 People Walking			
Sized for 3-4 People Passing			
Sized for Retail/Café Use			
Sized for Joint Use with Bicycles			
Sidewalk Buffer			
Buffered by tree lawn			
Buffered by pavement			
Buffered by barrier			
Sidewalk Canopy			
Trees			
Awnings			
Arbors			
Sidewalk Concrete Pavement			
Color			
Uncolored			
Colored Monochrome			
Colored Highlights			
Texture			
Smooth			
Light Rake			
Exposed Aggregate			
Stamped			
Scoring (Saw Cut Joints)			
Uniform Panel Size			
Panel Size Varied			
Artistic Impressions			
Visual			
Word			

Sidewalks are the basic design element of the pedestrian experience. The design of sidewalks includes many specific design elements which vary with the level of experience that the sidewalk is meant to convey to its users.

Sidewalks that have a high level of experience typically occur in commercial areas and are:

- Typically wide enough to support a major transit stop, an outdoor café, or retailers displaying merchandise out in front of their stores (12 to 20 or more feet).

- At a minimum, they must be wide enough to comfortably support two groups of three people passing each other (12 feet).
- Buffer pedestrians from the street by a tree lawn (optimally 10 feet or more to ensure tree viability) or sometimes by a barrier.
- A barrier could be a row of planters or other built features that protect the walker from errant vehicles. Sometime the walkway is simply buffered by a strip of pavement between the sidewalk and the street that differs in color, texture or scoring from the pavement of the walkway.
- The walkway itself must be smooth to facilitate universal use. Joints are saw-cut, rather than tooled, to eliminate bumps in the surface that can inhibit mobility for some people.
- The joints of a high experience sidewalk typically do not create uniform panels but rather a variety of different panel sizes that fit together like an interesting tile pattern on a floor.
- Panels may be colored in whole or color may be used as an attractive highlight on selected panels.
- Outside the walkway, color and texture may accent other features, such as an amenity zone (area for benches, signs, planters, etc.); carriage walk (area next to the curb used for loading and unloading passengers) or buffer next to a building.
- Artistic images can be impressed into the concrete to create a unique identity and add to the high level of experience for the pedestrian.
- A high experience sidewalk includes a canopy, usually trees, or sometimes awnings or an arbor.



High Level Experience Pedestrian Sidewalks



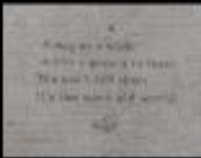
Width accommodates retail and café use



Tree lawn buffers sidewalk from street



Saw-cut pattern with varied panel sizes and colors



Adding art to sidewalks with words, patterns, lines, and images to engage walkers and their memories



Design Elements that provide a High Level Experience for Pedestrian Sidewalks. These are images of the types of design elements that are being recommended for those locations that require sidewalks with a high level of experience.

Sidewalks that have an average level of experience are typically connect high experience commercial areas:

- Wide enough for two or three people to pass two other people (10 feet). Optionally it may be sized for joint use by bicycles.
- Typically be buffered by a row of trees (optimally 10 feet or more to ensure tree viability), although it may be optionally enhanced by other types of buffers.
- Trees are essential, although awnings may be used, to provide a canopy.
- The use of uncolored smooth pavement is typical with smooth monochromatic pavement acceptable.
- Various types of texturing is optional, particularly to demarcate different zones of use, such as planting zones or carriage ways.
- Scoring into uniform panels is acceptable, although varying the panel size or adding artistic impression into the concrete are options which enhance the average experience.

Sidewalks that have a low level of experience are typically used only where foot traffic is primarily lone individuals or small groups. This occurs primarily from residential districts to commercial districts. Sidewalks with a low level of experience still require:

- A width sufficient for two people walking together and passing one other person (8 feet is recommended).
- Buffered by a tree lawn from the roadway.
- It is made of plain smooth, uncolored concrete, with saw-cut uniform panels.
- All other treatments are optional enhancements.

Pedestrian Crosswalks

Pedestrian Crosswalks			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
General Location			
Corners	Green	Green	Green
Mid-block	Blue	Blue	White
Materials			
Same as roadway	Blue	Green	Green
Differing from roadway	Green	Blue	White
Striping			
Standard Zebra	Green	Green	Blue
2 strip	Blue	Blue	Green
No marking	Blue	Blue	Blue
Artistic	Blue	Blue	White
Reducing Distance			
Bump-outs	Green	Blue	White
Medians	Green	Blue	Blue
Minimum	Red	Red	Blue
Wide	Green	Blue	Blue
Very Wide	Blue	Blue	Blue
Channelized Orientation	Green	Green	White
Roundabouts	Green	Green	White
Safety Signals			
Standard ADA Semaphores	Green	Green	White
Ped-Crossing Signs	Blue	Blue	Blue
School Crossing Signs	Green	Green	Green
In-Street Lights	Blue	White	White
Flashing Signals (RRFB)	Blue	Blue	White
Overhead Flashers	Blue	Blue	White
Pedestrian Activated	Green	Blue	White
Pedestrian Priority Phasing	Green	Blue	White
Street Crossing			
Minor Cross Streets			
Unmarked	Blue	Blue	Blue

Marked			
Major Cross Streets			
Unmarked			
Marked			

Crosswalks are another basic design element of the pedestrian experience. Crosswalks provide predictability for both the pedestrian crossing the roadway and those traveling along the roadway. The design of crosswalks includes many specific design elements which vary with the level of experience that the crosswalk is meant to convey to its users.

Crosswalks that have a high level of experience typically occur in high-demand commercial or recreational areas and are:

- Marked with standard zebra striping or unique artistic striping. To reduce maintenance, the zebra stripes should be positioned to avoid tire wear. Artistic striping could be permanent or temporary (for an event) and should add significantly to the uniqueness of the location.
- Roadway or pedestrian lighting should be positioned to illuminate the pedestrian in crosswalk and allow the driver to adequately see a pedestrian approaching and crossing the roadway.
- Passively or actively activated by pedestrian, recessed-in-the-roadway, crosswalk warning lights and flashing warning signs at crossings. Optionally add overhead flashing lights at mid-block crossings.
- Mid-block crossing should be considered where blocks are long and walking to a corner creates unacceptable walk times for pedestrians who would then likely engage in risky behavior and cross the roadway at an unmarked crossing.
- Allocating space for corner and mid-block bump-outs is to receive preference over accommodating ancillary traffic movements (including lanes for turning or parking) in most instances.
- Wide medians, 10 feet or wider, are necessary for creating the necessary space for an adequately-sized and therefore comfortable, pedestrian refuge. A median that is less than 6 feet is not sufficiently wide for accommodating wheel chairs and is never acceptable regardless of the desired level of experience. Medians wider than 6 feet but under 10 feet do not provide sufficient width for a high level of experience but may be adequate for average or low levels of experience.
- Channelizing the orientation of pedestrians walking through a median so that they are looking ahead at on-coming traffic is a preferred method for improving crossing safety.
- Roundabouts should be used at all intersections where a high level of experience is desired. Roundabouts reduce the wait time for crossing since pedestrians have priority and if properly designed significantly reduce the number and severity of pedestrian crashes with motorized vehicles.
- Signalizing the roundabouts to facilitate pedestrian movement is optional if warranted by the crossing experience.
- Pedestrian activated standard ADA semaphores and pedestrian priority phasing are necessary for a high level of pedestrian experience at signalized intersections.
- School crossing signs are mandatory regardless of level of experience.



High Level Experience Pedestrian Crosswalks



Design Elements that provide a High Level Experience for Pedestrian Crosswalks. These are images of the types of design elements that are being recommended for those locations that require crosswalks with a high level of experience.

Crosswalks that have an average level of experience typically connect residential areas or minor commercials with residential areas and are:

- Marked with standard zebra striping with stripes positioned to avoid tire wear.
- Roadway or pedestrian lighting should be positioned to silhouette the pedestrian in crosswalk and allow the driver to adequately see a pedestrian approaching and crossing the roadway.
- Passively or actively activated by pedestrian, recessed-in-the-roadway, crosswalk warning lights and flashing warning signs at all crossings.
- Corner bump-outs are to be included wherever needed and practical to accommodate pedestrian use.
- Medians wider 6 feet or wider are needed to accommodate an average level of experience. A median that is less than 6 feet is not sufficiently wide for accommodating wheel chairs and is never acceptable regardless of the desired level of experience.
- Channelize the orientation of pedestrians walking through a median so that they are looking ahead at on-coming traffic is a preferred method for improving crossing safety.

- Pedestrian activated standard ADA semaphores and pedestrian priority phasing are necessary for an average level of pedestrian experience at signalized intersections.
- School crossing signs are mandatory regardless of level of experience.

Crosswalks that have a low level of experience typically connect residential areas with other residential areas and are:

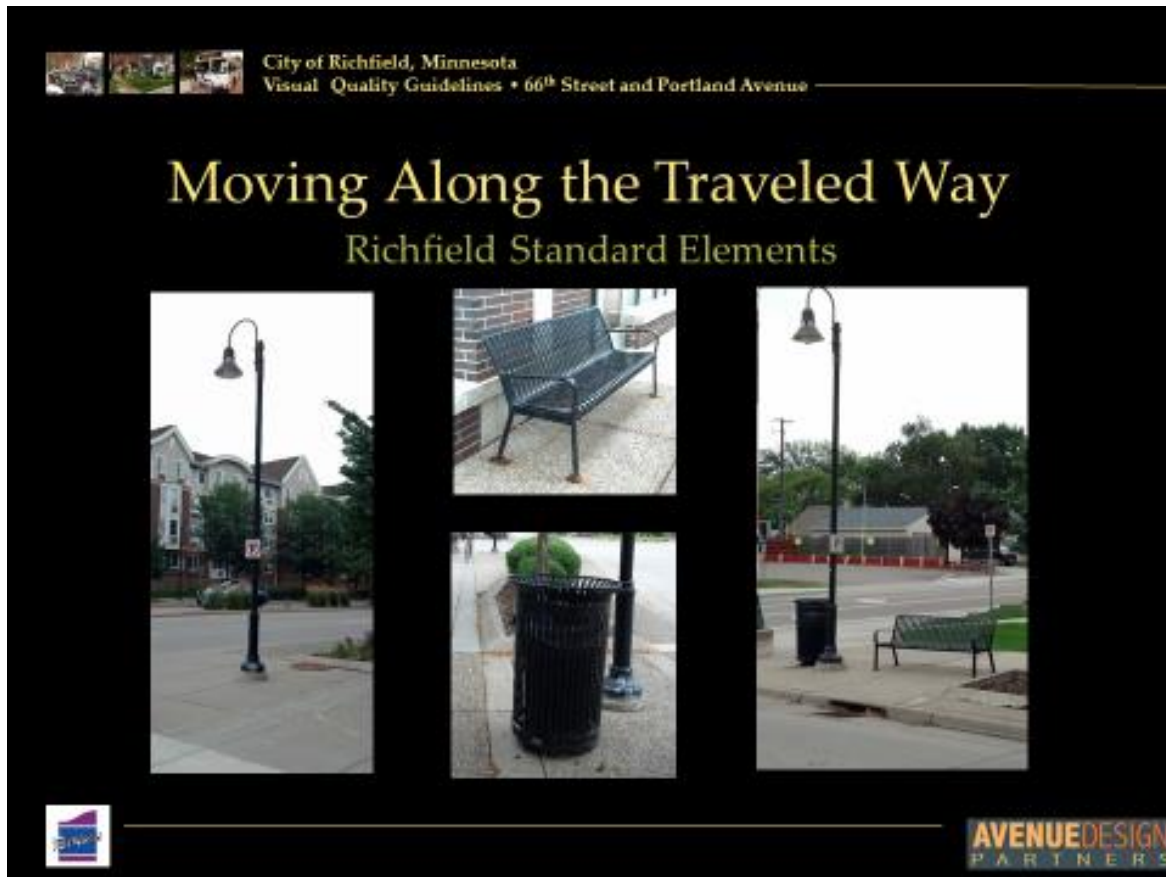
- Marked with two line striping on all crossings of arterial and collector roadways. Marking the crossing of local roadways is optional.
- Roadway or pedestrian lighting should be positioned to illuminate the pedestrian in crosswalk and allow the driver to adequately see a pedestrian approaching and crossing the roadway.
- Passively or actively activated by pedestrian, recessed-in-the-roadway, crosswalk warning lights and flashing warning signs at all crossing.
- School crossing signs are mandatory regardless of level of experience.

Pedestrian Support Facilities

Pedestrian Support Facilities			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
General Architectural Character of Contributing Elements			
Contemporary			
Historic			
Pedestrian Lighting			
Type			
Richfield Standard Light Pole			
Corridor Unique Light Pole			
Bollard			
Miniature Festive			
Banners			
No Banners			
With Banners			
Commercially Made			
Community Made			
Hanging Flower Baskets			
No Baskets			
With Baskets			
Drinking Fountains			
Utilization			
People			
Pets			
Water Bottles			
Orientation			

User Facing Street			
User Back to Street			
User Side to Street			
Waste Receptacles			
Type			
Standard Richfield			
Corridor Unique			
Recycling			
Seating			
Type			
Richfield Standard Bench			
Corridor Unique Bench			
Form			
Without Back			
With Back			
Orientation			
Avoiding Contact			
Encouraging Contact			
User Facing Street			
User Back to Street			
Purpose			
Resting			
Viewing			
Tables			
Type			
Fixed			
Moveable			
Form			
Chairs			
Benches			
Purpose			
Eating			
Working			
Socializing			
Games			
Tree Grates			
Standard			
Artistic			
Utility Box Covers			
Standard			
Artistic			
Flags			
On Poles			
On Lights			
Raised Planters			
Sidewalk			
Median			

The committee examined a range of architectural character for pedestrian support facilities from those that are contemporary to those that are historically influenced. There was no preferred character except that it should be coordinated with the adjacent structures and the existing elements. The use of the standard Richfield elements, particularly for lighting, waste receptacles, and benches were to be preferred regardless of the level of experience.



Standard Design Elements used by the City of Richfield. These are images of three standard design elements frequently used by the city—a standard light, bench, and trash receptacle. It is recommended that these elements be used where necessary regardless of the recommended level of experience.

Variations to the three standard design elements include:

- *Lighting:* Unique light poles or fixtures may be substituted for the standard lighting as desired by the city. Lighted bollards may be used in locations as approved by the city as not restricting maintenance activities. The use of miniature lights (small twinkling ornamental lights) to accent trees or arbors can be used to enhance the pedestrian experience and create a unique sense of place.
- *Benches:* Unique benches may be substituted for the standard benches as desired by the city. Seating using a back is preferred. A similar bench without a back is to be preferred where the orientation of the person seating could be in either direction. The orientation of a group of benches should encourage conversations. The users' faces should be oriented to entrances, approaching people, or some

visually interesting object. Benches may be used for resting, viewing, eating, or socializing. Moveable chairs may be substituted for benches.

- *Waste Receptacles*: Unique waste receptacles may be substituted for the standard receptacles as desired by the city. Receptacles should be placed strategically where litter is likely to be generated—near where items are likely to be discarded—storefronts, intersections, or transit stops, for example. There needs to be receptacles for both waste and recycling. Recycling receptacles need to be adjacent to waste receptacles.

In addition to the three standard elements, other design elements that would contribute to a high level of experience include:

- Banners and flags hanging from roadside lights. Banners can be commercially made or hand-crafted by members of the community (school children, for example). It is particularly appropriate to place flags near government owned facilities, such as parks or civic buildings.
- Flower baskets hanging from roadside lights.
- Drinking fountains for people, pets, and water bottles.
- Tables may fixed but moveable tables are for an average level of experience but should be moveable for a high level experience. Tables may have chairs or benches, either of which could be fixed or moveable. For a high level of experience, moveable tables and chairs are preferred and chairs are to be preferred over benches. Tables may be used for a variety of reasons from eating, working, socializing to playing games
- Design elements that are usually utilitarian, such as tree grates and utility box covers, should be artistically addressed in high experience areas.



High Level Experience Pedestrian Support Facilities



Encourages Contact



Provides Flexibility



Promotes Interactive Games



Socially Connected



Ensures a Safe Refuge



Reflects
Community
Associations



Asserts Life's
Tenacity and
Vibrancy



Celebrates Human
Achievement



Encouraging low
impact exercise



Kiosks communicating
important information



Adding visual continuity by
delineating transitions



Vegetative canopy
providing protection



Creating visual order with
trees



Utilitarian objects creatively used as
an artistic canvas



Water
fountains also
serving pets



Pedestrian Support Facilities which contribute to a High Level Experience for Pedestrians. These are images of the types of design elements that are being recommended for those locations that require a high level of experience for pedestrians

In addition to the three standard elements, other design elements that would contribute to an average level of experience include:

- Banners, flags and flowers hanging from roadside lights.
- A drinking fountain for people is optional enhancement.
- Seating is an optional enhancement but needs to be included if the closest seating is more than one long block away or 2 short blocks away in either direction. Seating walls are acceptable substitutes for seating.
- Strategically placed receptacles for waste and recycling are an enhancement option for average experience locations.
- Extend the artistically addressed tree grates into average experience areas that connect high experience areas.
- Add utility box covers similar to those used in high experience areas.

In areas with a low level of experience:

- Locate the three standard design elements (lights, benches, and trash receptacles) as necessary to support pedestrians, bicyclists, transit users, and motorists, as necessary.
- Add utility box covers similar to those used in high experience areas.
- No other pedestrian support facilities are needed for areas of low experience.

BICYCLIST EXPERIENCE

Bicycle facilities are composed of those that support movement and those that support storage. Moving includes both on-street and off-street facilities. At a minimum, if no other facility is available, on-street facilities are required (and legally required) for any level of experience. Storage of bicycles includes both parking and rental opportunities.

Bicycle Facilities			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
Routing			
On-Street			
Unmarked (Wider Lanes)	Red	Red	Yellow
Sharrows or Signed	Red	Yellow	Blue
Lanes Marked	Yellow	Green	
Buffered Lanes	Green	Blue	
Separated (Cycle Track)	Blue	Blue	

Off-Street			
Parallel Street			
Shared Trail (with Peds)			
Separate Trail (from Peds)			
Intersections			
Semaphore Controlled			
Bicycle Detection			
Bike Box for turns			
Roundabouts			
“Take a lane”			
Exit to sidewalk			
Parking			
Standard Bike Racks			
Artistic Bike Racks			
Bike Lockers			
Rental			
Privately Run (Nice Ride)			
Public (Parks & Rec)			

For a high level of experience bicycle facilities need to provide:

- For on-street facilities, buffered bicycle lanes are preferred. Marked lanes are also acceptable as a minimal design. Unmarked lanes or lanes with sharrows would not be acceptable. A separated bicycle track would be optional enhancement.
- For off street facilities, either a shared trail with pedestrians or a trail separated from pedestrians is acceptable. A trail on a parallel street is an acceptable minimum option.
- Marking the bikeway through intersections (such as the use of a “bike box”) could be an optional enhancement that would need to be evaluated for its effectiveness on a case by case basis for both high level and average level of experience.
- A device to detect the presence of a bicyclist can increase compliance with semaphore signalization, enhancing the experience of the bicyclist.
- The use of a well-designed roundabout improves bicycle performance and is to be preferred over signalized intersections. It is critical that bicyclist have the option of staying in an on-street lane and “take a lane” in the roundabout or are able to exit to a separate marked crossing for bicycles (which may be shared with pedestrians).
- Parking is critical and needs to be placed appropriately in a convenient location for users. Standard bicycle racks are a minimal requirement. In high experience areas, artistic bicycle racks should be used and bike lockers are considered an enhancement.
- Being able to rent bicycles gives greater flexibility for modal choice. Privately run or publically run facilities, especially if associated with parks, are both viable.



High Level Experience Bicycle Facilities



Bicycle Facilities which contribute to a High Level Experience for Bicyclists. These are images of the types of design elements that are being recommended for those locations that require a high level of experience for bicyclists.

For an average level of experience provide the same experience as a high level bicycle facility as optional enhancements except as noted below:

- For on-street facilities, marked lanes are a typical minimal design. Lanes with sharrows would be acceptable in select locations. Unmarked lanes would still not be acceptable.
- For off street facilities, a parallel street is an acceptable option.
- Intersections, including roundabouts, should be handled the same as routes with a high level of experience.
- Parking is still critical and needs to be placed appropriately in a convenient location for users. Standard bicycle racks are, however, typical.

For a low level of experience bicycle facilities should provide:

- Bicycle facilities with a low level of experience should be provided only on residential roadways.
- For on-street facilities, either unmarked lanes or sharrows are acceptable. With sharrows preferred for more traveled (cars or bikes) routes, especially if the route is a designated parallel route for a major street.

- Intersections, including roundabouts, should be handled the same as routes with a high level of experience.

TRANSIT USER EXPERIENCE

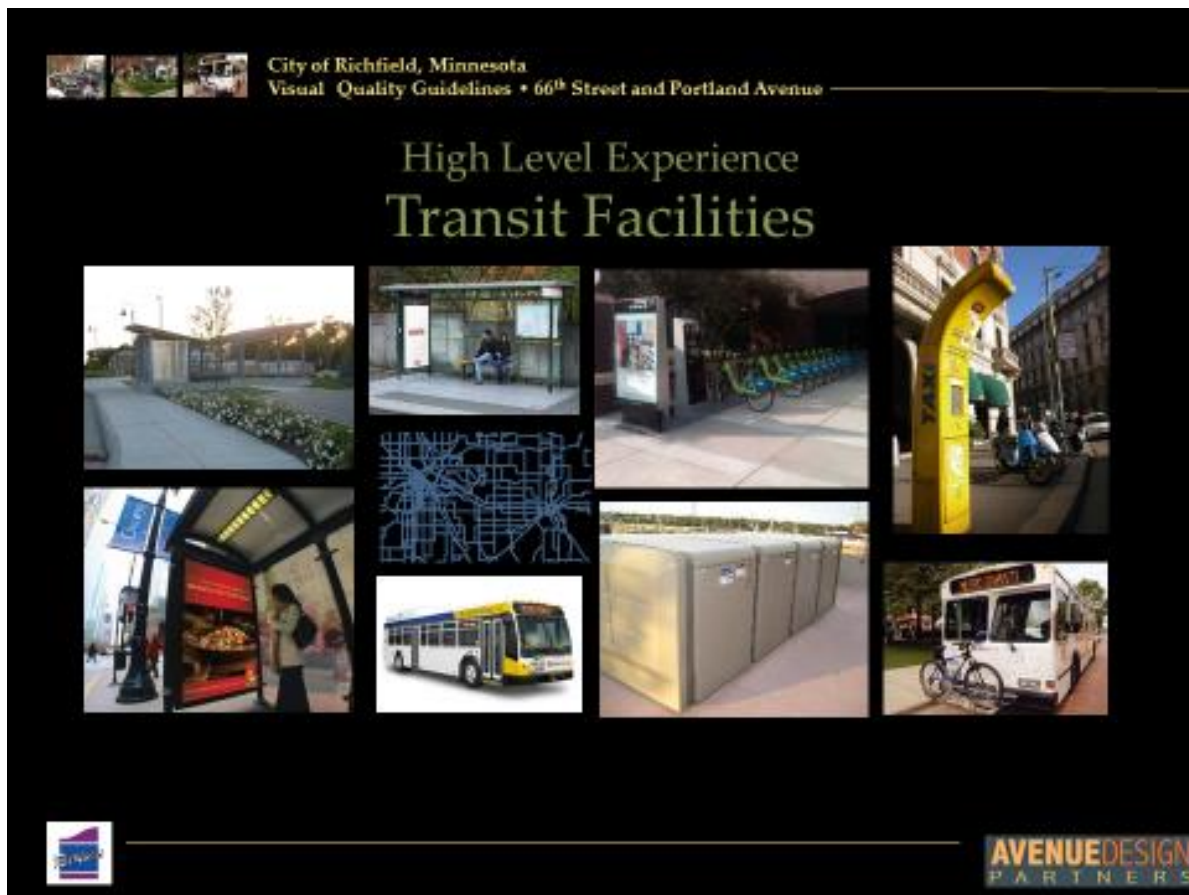
The experience of transit users is related primarily to bus stops, their type, safety and security, and comfort. It is also dependent of being able to access reliable real-time information on the status of service—including information on schedule, fares, and anticipated arrivals. Several other services, primarily providing intermodal connections, are critical to making a transit facility experience acceptable.

Transit Facilities			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
Bus Stops			
Type			
Sign			
Standard Shelter			
Unique Shelter			
Safety and Security			
Visibility from Road			
Lighting			
Panic Buttons			
Cameras			
Comfort			
Bench			
Trash Receptacle			
Shade			
Heat			
Drinking Fountain			
Bus Schedule			
Map and Times			
Electronic			
Pre-Boarding Fares			
Other Bus-Related Services			
Bike Racks			
Orientation Maps			
Bike Lockers			
Bike Rentals			
Taxi Stand			
Kiss and Ride Parking Lot			

In Richfield, bus stops are the only transit facilities in the city. There are three types of stops: those with just a sign; those with a standard shelter; and those with a unique shelter. Security is critical regardless of the level of experience. Visibility from the road and surrounding areas is necessary. Consequently, lighting is necessary to ensure adequate visibility at night.

For a high level of experience, transit facilities need to provide:

- A standard bus shelter is the minimum acceptable type of bus stop. An architecturally pronounced and architectural unique and beautifully landscaped shelter is more desirable, however. The shelter should provide shade in summer, heat in winter.
- The bus stop needs to include benches, trash and recycling receptacles.
- A drinking fountain is a desirable enhancement.
- Route maps and schedules, printed or electronic, are also desirable enhancements with real time arrival times preferred.
- Orientation maps to the surrounding community is a desirable enhancement
- If problems emerge, panic buttons and cameras may be added to improve the situation.
- The ability to pre-pay for boarding is an optional enhancement that contributes to a high level of experience.
- Artistic bike racks and bike lockers are preferred features.
- Bike rentals, taxi stands, and “kiss and ride lots” raise the level of experience.



Transit Facilities which contribute to a High Level Experience for Transit Users. These are images of the types of design elements that are being recommended for those locations that require a high level of experience for transit users.

For an average level of experience, transit facilities need to provide:

- A standard bus shelter is preferred with a stop only designated by a sign stop sign acceptable. A unique shelter is optional.
- All other aspects of a high level of experience are optional enhancements for an average level of experience and should be employed based on community need on a case-by-case basis.
- Drinking fountains, electronic displays of information, bike rentals, taxi stands, and “kiss & ride lots” are typically not included in areas with average levels of experience.

For a low level of experience, transit facilities need to provide:

- A bus stop with a sign that is adequately visible and lit for safety.
- It may optionally include benches and trash receptacles.
- It should provide shade, typically with adjacent trees.
- Printed route maps and schedule should be provided.

MOTORIST EXPERIENCE

The experience of motorists is directly dependent on the design of center medians, the availability of parking, and the proliferation of signs. Other design elements that affect the motorist experience are discussed as part of the community character elements or the experiences of pedestrians, bicyclists, or transit users.

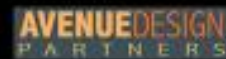
Motorized Vehicle Facilities			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
Medians			
Narrow (less than 6')			
Medium			
Wide (10' or more)			
Parking			
On-Street Parallel			
Off-Street			
Green Buffer			
Fence Buffer			
Signs			
Directional			
Upcoming Roads			
Thru Lanes			
Turn Lanes			
Roundabout Use			
Informational			
Wayfinding			
Gateways			
Destination Markers			

For a high level of experience, facilities for motorized vehicles need to provide:

- Wide (10 feet or more) landscaped medians. Narrow medians less than 6 feet are not acceptable and are detrimental to a high level of experience.
- Parking is necessary to access buildings on adjacent property. On-Street parking, either parallel or angled is acceptable and is advantageous for buffering pedestrians from the street. Off street parking must have a green buffer for a high level of experience and is preferred for all other levels of experience. A fence is considered a minimal response to a need to mask parked vehicles and the parking lot itself.
- Wayfinding with directional signs is critical and needs to be coordinated throughout the city along with community gateways, and any destination markers. Fortunately, the city and the Richfield Chamber of Commerce are organizing a branding effort that could be used for the wayfinding, gateway, and destination marker strategy. The committee identified the need to mark the entrances to the community.
- Advance signs announcing the cross street improve traffic management by facilitating necessary lane adjustments.
- Along 66th Street a community gateway may be most logically placed at Vincent Avenue on the west and Cedar Avenue on the east. For Portland Avenue, gateways at Crosstown and I-494 make the most sense.
- The committee also felt that destination markers at key commercial nodes and at entrances to parks would enhance the experience of motorists. In particular, it was noted that there are many parks along 66th Street that could be contributing to the community's image currently go un-noticed.



High Level Experience Motorized Vehicle Facilities



Motorized Vehicle Facilities which contribute to a High Level Experience for Motorists. These are images of the types of design elements that are being recommended for those locations that require a high level of experience for motorists.

For an average level of experience, facilities for motorized vehicles need to provide similar design elements that a high level of experience require except:

- A green buffer for off-street parking may be optional if not having one is allowed by zoning regulations. A fence as a buffer would still be required even without zoning requirements.
- Wayfinding signs would enhance the experience but gateway and destination markers would not be required.

For a low level of experience, facilities for motorized vehicles need to provide a level of experience similar to that given to areas with an average level of experience except:

- Narrow medians (under 6 feet) may be acceptable in locations where pedestrians are not crossing the road.
- Wayfinding is not necessary since most traffic is local

COMMUNITY EXPERIENCE

It is the nature of the collective community experience that reflects on Richfield's quality of life. Vegetation in particular is critical, as is stormwater management, access to parks,

opportunities to perform, public art, and dissemination of community news. These elements which collectively contribute to the community's character need to be orchestrated. Foremost is the vegetation seen along the roadways. At a minimum, regardless of level of experience, boulevard trees are necessary. They should be primarily deciduous trees planted regularly spaced in rows, or occasionally as random or geometric groves.

Community Character Elements			
ELEMENT	LEVEL OF EXPERIENCE		
	High	Average	Low
Vegetation			
Trees			
Planting Pattern			
Boulevard	High	Average	Low
Groves	High	Average	Low
Types			
Deciduous	High	Average	Low
Canopy	High	Average	Low
Ornamental	High	Average	Low
Coniferous	High	Average	Low
Shrubs			
Planting Pattern			
Rows	High	Average	Low
Mass	High	Average	Low
Types			
Deciduous	High	Average	Low
Coniferous	High	Average	Low
Flowers			
Types			
Annuals	High	Average	Low
Perennials	High	Average	Low
Location			
Curbside	High	Average	Low
R/W Line	High	Average	Low
Median	High	Average	Low
Stormwater Management			
Rain Gardens	High	Average	Low
Park Extensions			
Wayfinding	High	Average	Low
Visual Access	High	Average	Low
Gateway	High	Average	Low
Performance Stages			
Planned	High	Average	Low
Opportunistic	High	Average	Low
Public Art			
Permanent Sculpture	High	Average	Low
Static	High	Average	Low

Kinetic			
Temporary Installations			
News			
Community Kiosk			
Newspaper Vending			
Electronic Connectivity			

For a high level of experience or as desirable options for an average level of experience, the character of the community needs to provide:

- Regularly spaced boulevard trees are necessary. They should be primarily deciduous trees planted regularly spaced in rows, or occasionally as random or geometric groves.
- For accent, smaller ornamental or coniferous (evergreen) trees can be planted in selected, very visible locations.
- Perennial flowers are required accents with annual flowers a desirable option.
- Festive miniature lights can highlight these trees in seasonally or all year round.
- To facilitate improvements to water quality and reduce the volume and velocity of storm runoff, a series of rain gardens should be included in the planting scheme.
- Directing people to the several parks adjacent to county roads can be accomplished with signs but providing visual access or a gateway monument would be more effective.
- Locations for public art would provide a distinctive identity to nodes and corridors. The art could be permanent or temporary; it could move or stay stationary. Regardless, it should express the vitality of the community.
- Understanding the activities and events that are happening in the community through notices on kiosks or from newspapers is a traditional way of establishing community. As information technology evolves, it may be increasingly important to provide electronic versions of these in public spaces.
- At a minimum WiFi should be available wherever people will be congregating.



High Level Experience Community Character Elements



accommodates retail and café use



For a low level of experience deciduous canopy trees are still necessary with conifers being an optional design element.

Summary

The Visual Quality Guidelines Committee has created a framework for creating corridors with an appropriate level of visual quality for all of Hennepin County's roads in the City of Richfield. For 66th Street and Portland Avenue, it has identified where a high level of experience is required and where an average level will suffice. It is the request of the City of Richfield that the final designers of these corridors implement these ideas, transforming a concept into plans that will realize the vision the community has of itself.