



# Richfield Transportation Commission Agenda

February 4, 2026 -- 7:00 PM

Richfield Municipal Center  
Bartholomew Conference Room  
6700 Portland Avenue South

1. **Call to Order**
2. **Roll Call**
3. **Election of Officers for 2026-2027 Term**
4. **Approval of the Agenda**
5. **Approval of Minutes**
  - a. December 3rd, 2025 Minutes
6. **Bylaw Review**
  - a. 2026 Bylaw Review and Approval
7. **Regular Business**
  - a. Transportation Commission Overview
  - b. Consider Recommendation to City Council on Temporary Suspension of Vehicle Impoundment
  - c. Penn Avenue Planning & Land Use
  - d. Penn Avenue Phase 2 Engagement Results
8. **Updates**
  - a. City Staff
  - b. Liaisons
9. **Future Agenda Items**
  - a. March 4th: Metro Transit Arterial BRT Study Results/Next Steps
  - b. March 10th: Penn Avenue Design Considerations & Traffic Calming Kick Off Discussion
10. **Upcoming Meetings**
  - a. Wednesday, March 4th, 7:00pm: Regular Transportation Commission Meeting
  - b. Tuesday, March 10th, 5:15pm-7:00pm: Joint Work Session with City Council
  - c. Wednesday, March 11th, 6:00pm-7:00pm: Commissioner Training
  - d. Wednesday, March 18th, 6:00pm-7:00pm: Commission Chair Training
11. **Other Business**
12. **Adjournment**

Auxiliary aids for individuals with accessibility needs are available upon request. Requests must be made at least 96 hours in advance to the City Clerk at 612-861-9739.

Includes Materials - Materials relating to these agenda items can be found in the Transportation Commission agenda packet located by the entrance. The complete Transportation Commission agenda packet is available electronically on the [City of Richfield's website](#).

# AGENDA

**RICHFIELD TRANSPORTATION COMMISSION MEETING  
BARTHOLOMEW ROOM, CITY HALL  
Wednesday, December 3rd, 2025, 7:00 PM**

---

**Attachment**

**Commissioners in Attendance:** Brinnon Kubista, Adam Knosalla, Eli Straub, Jaz Warren, Louis Dzierzak, David Gepner, Stella Yang  
**Commissioners Absent:** McKenzie Burke  
**City Staff:** Matt Hardegger and Jake Whipple  
**Liasons:** Sean Hayford Oleary (City Council), Tim Brackett (RPS), Jan Matheus (Bike/Walk)

**1. Call meeting to order**

Chair Dzierzak called the meeting to order at 7:01 PM

**2. Review & approve agenda**

Commissioner Gepner moved to approve the agenda. Second by Commissioner Knosalla. Motion carried.

**3. Review & approve minutes for November 5th meeting**

**#1**

Commissioner Straub moved to approve the minutes from the November 5th meeting. Second by Commissioner Kubista. Motion carried, Commissioner Gepner abstaining.

**4. 2025 Safe Routes to School Projects - Lessons Learned Discussion**

*Presenter: Matt Hardegger, Transportation Engineer*

Transportation Engineer Matt Hardegger presented the 2025 SRTS projects problem statements and how city staff believe they have achieved the goals that were established before the project was constructed.

**70<sup>th</sup> Street Trail Project**

Commissioners discussed snow clearing with road realignment, bumpouts, and new sidewalks, the successful speed decrease caused by the project, and how the project solved one side of the street's bike and pedestrian issues.

Commissioner Warren asked staff to follow up with information about whether speeds were lower during school hours.

Chair Dzierzak discussed formalizing a "lessons learned" evaluation on previous projects and future projects, and what city staff learn and will implement on future projects.

Commissioners asked to install a bike crosswalk (green painted crosswalk blocks) at 70<sup>th</sup> and Elliot on the north side.

**73<sup>rd</sup> Street Trail Project**

Hardegger presented the project goals and statements of the 73<sup>rd</sup> Street SRTS project and how project staff achieved the goals. Hardegger went over the layout changes, speed data changes, and how this project introduced the first raised crossings in Richfield.

# AGENDA

Commissioners recommended that the city develop a lighting standard or policy, especially at schools. Commissioners would like to talk about lighting in future projects, specifically in the Penn-Central area. Commissioners also discussed desire to use raised crossings on future projects

Tim Brackett commented that the 73<sup>rd</sup> Street Trail project was a great success for the district. Students, staff, and parents' use the trail on a regular basis.

## 5. Commissioner Q&A with Staff

*Presenter: Matt Hardegger, Transportation Engineer*

Hardegger presented information requested by commissioners, including: various guidelines, state statutes, manuals, research, etc., that are used for project design, discussed how e-bikes are affecting bikeway design, current and futures uses of AI in transportation, and traffic signal timing

Commissioners asked if there is a policy for E-Bikes, more separation from pedestrians and bicyclists/e-bikers, and if designs should add more space on trails to accommodate e-bikes

Commissioners and staff discussed the accuracy of AI and depending on its use how accurate/inaccurate it can be. Staff currently evaluate pavement conditions using an AI tool that staff field verify the results from.

Commissioners discussed automated vehicles' reaction timing and how they could take the human reaction risk out of driving.

Commissioners discussed signal connectivity with other signals, whether staff get complaints about signal timing, timing creating queues at the 66<sup>th</sup>/Penn intersection, vehicle detection methods, and best practices for walk phases and how automatic recall could work.

## 6. Updates

### a) City Staff – Project Updates

- Hardegger recapped a noise wall survey that was sent to properties along Hwy 77. Feedback was overwhelmingly negative and staff will not be pursuing a grant application for this wall.
- 2026 sidewalk projects went to City Council and were approved
- Nicollet plans at 95%. Bid opening early 2026. Construction starts in June/July
- Portland and 494 bridge opened, 12<sup>th</sup> Ave and Nicollet Ave bridge are next for shutdown. (ramps to close week of 12/3 or week of 12/10. Not confirmed.)

### b) Liaisons

- City Council  
Councilmember Hayford-Oleary updated the commission on the current projects of the city council.
- Richfield Public Schools

# AGENDA

Tim Brackett updated the commissioners on surveys and other communications from the school for active transportation.

**7. Other Business**

- a) Consider cancelling January 2026 meeting
  - o Commissioner Kubista moved to cancel the meeting. Gepner asked. Commissioner Straub seconded. Motion passed.

**8. Upcoming events/meeting(s)**

- a) **Wed, January 7th, 7:00pm:** Transportation Commission Meeting
  - o CANCELLED
- b) **Wed, February 4th, 7:00pm:** Transportation Commission Meeting
  - o Expected Topics: Annual organizational meeting, bylaw changes, Penn Ave updates from Community Development and Hennepin County, new commissioner.
- c) Work session with city council – March 10<sup>th</sup> – Penn Avenue

**9. Adjournment**

Commissioner Gepner moved to adjourn. Seconded by Commissioner Knosalla. Motion passed Meeting adjourned at 8:54 PM

DRAFT



**Report Prepared By:**

**Department Director:**

**Item for Consideration:**

2026 Bylaw Review and Approval

**EXECUTIVE SUMMARY**

**RECOMMENDED ACTION**

Review and Approve Bylaws for 2026

**HISTORICAL CONTEXT**

**EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

**POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

**CRITICAL TIMING ISSUES**

**FINANCIAL IMPACT**

**LEGAL CONSIDERATIONS**

**ALTERNATIVE RECOMMENDATION(S)**

**ATTACHMENTS**

1. 2025 Bylaws
2. 2026 Bylaws - Secretary Revision

**BYLAWS AND RULES OF PROCEDURE  
OF THE RICHFIELD TRANSPORTATION COMMISSION  
RICHFIELD, MINNESOTA**

The following Bylaws and Rules of procedure are adopted by the City's Transportation Commission to facilitate the performance of its duties and functions as authorized by the City Council.

**PART I. RESPONSIBILITIES**

**Section 1. Commission Responsibilities**

The Commission will be responsible for making recommendations to the Council on transportation planning including:

- Encouraging citizen involvement in the Commission’s work;
- Reviewing policy plans on the state, regional or city level;
- Conducting transportation studies; and,
- Overseeing the planning of transportation projects.

The Commission will be charged to recommend transportation capital improvements and prepare reports to Council on other related topics that the Council refers to the Commission.

**PART II. MEETINGS**

**Section 1. Regular Meetings**

Regular meetings of the Transportation Commission shall be on the first Wednesday of each month commencing at 7:00 P.M. in the Richfield Municipal Center and the meeting day may be adjusted for the convenience of the members provided that proper notice is given and access is made available to the public. If the first Wednesday of the month is a designated City Holiday, the meeting shall be held on the second Wednesday of the month.

**Section 2. Special Meetings**

Special meetings of the Transportation Commission can be called by the Chairperson and one member or by three members of the Commission or at the request of the City Council. Notice, designating the time and place of the meetings, shall be given to all members not less than twenty-four (24) hours in advance thereof.

**Section 3. Open Meeting Law**

All meetings of the Transportation Commission must be noticed and held in compliance with the Minnesota Open Meeting Law.

**Section 4. Deadline for Hearing Items**

The Transportation Commission will accept all requests to be heard before it, no later than ten (10) working days preceding the regular Transportation Commission meeting.

**Section 5. Quorum**

A majority of active members of the Transportation Commission shall constitute a quorum for the transaction of business. No formal action shall be taken in the absence of a quorum with the exception that the Transportation Commission members present may take testimony for use at a later meeting at which a quorum is present, and may adjourn a meeting to a later time without further notice.

**Section 6. Voting**

At all meetings of the Transportation Commission, each member attending shall be entitled to cast one vote. Voting shall be by voice. An affirmative vote of a majority of members present or four members, whichever is greater, shall be necessary for the passage of any matter before the Transportation Commission, except as otherwise provided in these Bylaws. All liaisons to the Commission are ex-officio and do not cast a vote.

**Section 7. Proceedings**

a) Format of Meeting

At a regular meeting of the Transportation Commission, the following format shall be followed in conducting the business of the meeting.

- 1) City staff will note the attendance and/or take roll
- 2) Review and Approve Agenda
- 3) Approval of Minutes
- 3) Regular Business and Public Hearing Items
- 4) Updates
- 5) Future Agenda Items
- 6) Upcoming Meetings
- 7) Other Business
- 8) Adjournment

b) Public Hearing

The purpose of a hearing is to collect information and facts in order for the Commission to develop a recommendation for the City Council. At a public hearing the following procedure shall be followed for each case for which a public hearing is held:

- 1) Chair shall state the issue to be heard.
- 2) Chair shall call upon the City staff to present the staff report.
- 3) Members of the Transportation Commission shall be allowed to question the staff report proposal.

- 4) Interested persons may address the Commission, giving relevant information regarding the proposal before the Commission.
  - a) All questions or statements by Richfield staff personnel, Transportation Commission members, applicants or interested citizens will be directed through the Chair.
  - b) All who wish to speak will be heard, but only in accordance with the above procedure and after recognition by the Chair.
  - c) No individual may speak longer than five (5) minutes, except through previous arrangement with the Chair, or by vote of the Commission.
  - d) The spokesperson for a group will be allowed ten (10) minutes.
  - e) In addition to the statements by individual or groups, there will be a period, not to exceed thirty (30) minutes, during which the public may question the City's staff members present, the applicant or their representatives or any member of the Transportation Commission. Questions must be directed through the Chair.
- 6) The hearing shall be closed. Interested persons shall not be heard again unless the hearing is reopened by a majority vote of the Commission.
- 7) The Commission shall discuss and clarify the item before it, and take action on it.
- 8) Any decision of the Commission on the merits of any question before it shall be embodied in the form of a motion, resolution, or report, and referred to the City Council or city staff for action.

c) Rules of Procedure

At all regular meetings of the Transportation Commission where formal action is required on a matter before the Commission, the meetings shall be governed by the latest printed edition of "Sturgis Standard Code of Parliamentary Procedure." At general meetings of the Transportation Commission no formal parliamentary procedure shall govern the conduct of the proceedings unless found to be necessary such as when a formal motion is before the Commission.

**PART III. ORGANIZATION**

**Section 1. Membership**

The Commission will consist of 9 regular members and 2 youth members appointed by the City Council. To be eligible for appointment, a person must be a Richfield resident or owner/manager of a business in Richfield and must have an interest in diverse transportation or environmental issues. It is desirable that each Council Ward be represented by three residents or owner/managers of businesses. Appointments for vacant seats on the Commission are made each calendar year by the City Council.

## **Section 2. Transportation Commission Liaisons**

### **Other City Commission Liaisons**

In order to enhance collaboration and communication between City advisory commissions, non-voting liaisons from other City advisory commissions may be appointed based on current City projects and the needs of the Transportation Commission. The liaisons from the other commissions will serve as non-voting members of the Transportation Commission and their appointment and terms shall be governed by the bylaws of their respective commission, but the term may not exceed the remaining term of the appointee's membership on the appointing commission.

### **Bike Walk Richfield Liaison**

Bike Walk Richfield (BWR) may appoint one Richfield resident member to serve as a non-voting liaison to the Transportation Commission. BWR shall maintain this liaison role indefinitely assuming at least two of the following measures are met:

- An active online presence is maintained via the BWR website and social media pages;
- In-person public events are held to encourage, advocate, or educate the public on bicycle or other pedestrian issues; or
- Organizational meetings consisting of at least 5 residents who identify as members of BWR are held at least quarterly.

The BWR liaison's term shall be as directed by BWR, however, in the event the BWR liaison ceases to be a Richfield resident or an active member in BWR, their liaison role on the Transportation Commission shall end and another BWR liaison must be appointed.

The BWR liaison will be required to provide organizational activity updates to the Transportation Commission at each meeting.

### **Richfield Public Schools Liaison**

Richfield Public Schools (RPS) may appoint one staff person to serve as a non-voting liaison to the Transportation Commission. The RPS liaison's term shall be as directed by RPS, however, in the event the RPS liaison ceases to be a staff person at RPS, their liaison role on the Transportation Commission shall end and another RPS liaison must be appointed.

The RPS liaison shall provide organizational activity updates to the Transportation Commission at each meeting.

### **Section 3. Term of Membership**

Transportation Commission terms are for three years and are staggered, resulting in three vacant seats each year. No member shall serve more than three consecutive terms on the Transportation Commission. Mid-term commission appointments for a period of time greater than one-half of a complete term shall be counted as a full term.

### **Section 4. Election of Officers**

At the first regular meeting in February of each year, the Commission shall hold an organizational meeting and elect from its membership a Chairperson, and Vice-chairperson. The City staff liaison shall conduct the annual election of officers by opening up the meeting for nominations. Once a nomination is seconded, that commissioner is in the pool for the Chairperson position. If there is only one nomination for the Chairperson position, the City staff liaison shall call a voice vote. If there are two or more commissioners pursuing the Chairperson position, a roll call vote shall be called and the individual with a majority of votes shall be elected Chairperson. In the event of a tied vote, the City Council liaison shall cast the tie-breaking vote. Vice-chairperson shall be elected from the remaining members by the same procedure.

If the Chairperson resigns from office before the next regular organization meeting, the Vice-chairperson shall automatically become acting Chairperson. In any instance where an officer of the Commission resigns or retires from office, a new officer shall be elected to the vacated position at the next regular meeting of the Commission by the same procedure as above.

If the Chairperson and Vice-chairperson are absent from a meeting, the Commission shall elect a temporary Chairperson by voice vote.

### **Section 5. Tenure**

The Chairperson, and Vice-chairperson shall take office immediately following their election and hold office until their successors are elected and assume office. Election of officers will occur annually at the February meeting of the Commission.

### **Section 6. Duties of Officers**

The duties and powers of the officers of the Transportation Commission shall be as follows:

- a) **Chairperson**
  - 1) Presides over all meetings of the Commission.
  - 2) Appoints sub-Commissions and performs such other duties as may be ordered by the Commission.
  - 3) Signs documents of the Commission.

- 4) Sees that all actions of the Commission are properly taken.
- 5) Calls special meetings of the Commission in accordance with these Bylaws.
- 6) Works with appropriate city staff in organizing agendas of all general Transportation Commission meetings.

b) **Vice-chairperson**  
 Performs all of the duties and responsibilities of the Chairperson in his/her absence.

c) **City Public Works Staff**

- 1) Keeps the minutes of the meetings of the Commission in an appropriate minute book.
- 2) Maintains all minutes of the Commission as well as other official documents of the Commission

**PART IV. MISCELLANEOUS**

**Section 1. Suspension of Rules**

The Commission may suspend any of these Rules by a 2/3 vote of those members present.

**Section 2. Amendments**

These Rules may be amended at any regular meeting by a 2/3 majority of the members of the Commission, provided that the amendment was presented and written into the minutes of a previous meeting.

**Section 3. Review**

The contents of these Bylaws and Rules of procedure should be comprehensively reviewed, evaluated, and modified where necessary, at the organization meeting held in February of each year.

**BYLAWS AND RULES OF PROCEDURE  
OF THE RICHFIELD TRANSPORTATION COMMISSION  
RICHFIELD, MINNESOTA**

The following Bylaws and Rules of procedure are adopted by the City's Transportation Commission to facilitate the performance of its duties and functions as authorized by the City Council.

**PART I. RESPONSIBILITIES**

**Section 1. Commission Responsibilities**

The Commission will be responsible for making recommendations to the Council on transportation planning including:

- Encouraging citizen involvement in the Commission's work;
- Reviewing policy plans on the state, regional or city level;
- Conducting transportation studies; and,
- Overseeing the planning of transportation projects.

The Commission will be charged to recommend transportation capital improvements and prepare reports to Council on other related topics that the Council refers to the Commission.

**PART II. MEETINGS**

**Section 1. Regular Meetings**

Regular meetings of the Transportation Commission shall be on the first Wednesday of each month commencing at 7:00 P.M. in the Richfield Municipal Center and the meeting day may be adjusted for the convenience of the members provided that proper notice is given and access is made available to the public. If the first Wednesday of the month is a designated City Holiday, the meeting shall be held on the second Wednesday of the month.

**Section 2. Special Meetings**

Special meetings of the Transportation Commission can be called by the Chairperson and one member or by three members of the Commission or at the request of the City Council. Notice, designating the time and place of the meetings, shall be given to all members not less than twenty-four (24) hours in advance thereof.

**Section 3. Open Meeting Law**

All meetings of the Transportation Commission must be noticed and held in compliance with the Minnesota Open Meeting Law.

**Section 4. Deadline for Hearing Items**

The Transportation Commission will accept all requests to be heard before it, no later than ten (10) working days preceding the regular Transportation Commission meeting.

**Section 5. Quorum**

A majority of active members of the Transportation Commission shall constitute a quorum for the transaction of business. No formal action shall be taken in the absence of a quorum with the exception that the Transportation Commission members present may take testimony for use at a later meeting at which a quorum is present, and may adjourn a meeting to a later time without further notice.

**Section 6. Voting**

At all meetings of the Transportation Commission, each member attending shall be entitled to cast one vote. Voting shall be by voice. An affirmative vote of a majority of members present or four members, whichever is greater, shall be necessary for the passage of any matter before the Transportation Commission, except as otherwise provided in these Bylaws. All liaisons to the Commission are ex-officio and do not cast a vote.

**Section 7. Proceedings**

a) Format of Meeting

At a regular meeting of the Transportation Commission, the following format shall be followed in conducting the business of the meeting.

- 1) City staff will note the attendance and/or take roll
- 2) Review and Approve Agenda
- 3) Approval of Minutes
- 3) Regular Business and Public Hearing Items
- 4) Updates
- 5) Future Agenda Items
- 6) Upcoming Meetings
- 7) Other Business
- 8) Adjournment

b) Public Hearing

The purpose of a hearing is to collect information and facts in order for the Commission to develop a recommendation for the City Council. At a public hearing the following procedure shall be followed for each case for which a public hearing is held:

- 1) Chair shall state the issue to be heard.
- 2) Chair shall call upon the City staff to present the staff report.
- 3) Members of the Transportation Commission shall be allowed to question the staff report proposal.

- 4) Interested persons may address the Commission, giving relevant information regarding the proposal before the Commission.
  - a) All questions or statements by Richfield staff personnel, Transportation Commission members, applicants or interested citizens will be directed through the Chair.
  - b) All who wish to speak will be heard, but only in accordance with the above procedure and after recognition by the Chair.
  - c) No individual may speak longer than five (5) minutes, except through previous arrangement with the Chair, or by vote of the Commission.
  - d) The spokesperson for a group will be allowed ten (10) minutes.
  - e) In addition to the statements by individual or groups, there will be a period, not to exceed thirty (30) minutes, during which the public may question the City's staff members present, the applicant or their representatives or any member of the Transportation Commission. Questions must be directed through the Chair.
- 6) The hearing shall be closed. Interested persons shall not be heard again unless the hearing is reopened by a majority vote of the Commission.
- 7) The Commission shall discuss and clarify the item before it, and take action on it.
- 8) Any decision of the Commission on the merits of any question before it shall be embodied in the form of a motion, resolution, or report, and referred to the City Council or city staff for action.

c) Rules of Procedure

At all regular meetings of the Transportation Commission where formal action is required on a matter before the Commission, the meetings shall be governed by the latest printed edition of "Sturgis Standard Code of Parliamentary Procedure." At general meetings of the Transportation Commission no formal parliamentary procedure shall govern the conduct of the proceedings unless found to be necessary such as when a formal motion is before the Commission.

**PART III. ORGANIZATION**

**Section 1. Membership**

The Commission will consist of 9 regular members and 2 youth members appointed by the City Council. To be eligible for appointment, a person must be a Richfield resident or owner/manager of a business in Richfield and must have an interest in diverse transportation or environmental issues. It is desirable that each Council Ward be represented by three residents or owner/managers of businesses. Appointments for vacant seats on the Commission are made each calendar year by the City Council.

## **Section 2. Transportation Commission Liaisons**

### **Other City Commission Liaisons**

In order to enhance collaboration and communication between City advisory commissions, non-voting liaisons from other City advisory commissions may be appointed based on current City projects and the needs of the Transportation Commission. The liaisons from the other commissions will serve as non-voting members of the Transportation Commission and their appointment and terms shall be governed by the bylaws of their respective commission, but the term may not exceed the remaining term of the appointee's membership on the appointing commission.

### **Bike Walk Richfield Liaison**

Bike Walk Richfield (BWR) may appoint one Richfield resident member to serve as a non-voting liaison to the Transportation Commission. BWR shall maintain this liaison role indefinitely assuming at least two of the following measures are met:

- An active online presence is maintained via the BWR website and social media pages;
- In-person public events are held to encourage, advocate, or educate the public on bicycle or other pedestrian issues; or
- Organizational meetings consisting of at least 5 residents who identify as members of BWR are held at least quarterly.

The BWR liaison's term shall be as directed by BWR, however, in the event the BWR liaison ceases to be a Richfield resident or an active member in BWR, their liaison role on the Transportation Commission shall end and another BWR liaison must be appointed.

The BWR liaison will be required to provide organizational activity updates to the Transportation Commission at each meeting.

### **Richfield Public Schools Liaison**

Richfield Public Schools (RPS) may appoint one staff person to serve as a non-voting liaison to the Transportation Commission. The RPS liaison's term shall be as directed by RPS, however, in the event the RPS liaison ceases to be a staff person at RPS, their liaison role on the Transportation Commission shall end and another RPS liaison must be appointed.

The RPS liaison shall provide organizational activity updates to the Transportation Commission at each meeting.

**Section 3. Term of Membership**

Transportation Commission terms are for three years and are staggered, resulting in three vacant seats each year. No member shall serve more than three consecutive terms on the Transportation Commission. Mid-term commission appointments for a period of time greater than one-half of a complete term shall be counted as a full term.

**Section 4. Election of Officers**

At the first regular meeting in February of each year, the Commission shall hold an organizational meeting and elect from its membership a Chairperson, ~~and Vice-chairperson,~~ ~~and Secretary.~~ The City staff liaison shall conduct the annual election of officers by opening up the meeting for nominations. Once a nomination is seconded, that commissioner is in the pool for the Chairperson position. If there is only one nomination for the Chairperson position, the City staff liaison shall call a voice vote. If there are two or more commissioners pursuing the Chairperson position, a roll call vote shall be called and the individual with a majority of votes shall be elected Chairperson. In the event of a tied vote, the City Council liaison shall cast the tie-breaking vote. Vice-chairperson ~~and Secretary~~ shall be elected from the remaining members by the same procedure.

If the Chairperson resigns from office before the next regular organization meeting, the Vice-chairperson shall automatically become acting Chairperson. In any instance where an officer of the Commission resigns or retires from office, a new officer shall be elected to the vacated position at the next regular meeting of the Commission by the same procedure as above.

If the Chairperson and Vice-chairperson are absent from a meeting, the Commission shall elect a temporary Chairperson by voice vote.

**Section 5. Tenure**

The Chairperson, and Vice-chairperson shall take office immediately following their election and hold office until their successors are elected and assume office. Election of officers will occur annually at the February meeting of the Commission.

**Section 6. Duties of Officers**

The duties and powers of the officers of the Transportation Commission shall be as follows:

- a) **Chairperson**
  - 1) Presides over all meetings of the Commission.
  - 2) Appoints sub-Commissions and performs such other duties as may be ordered by the Commission.

- 3) Signs documents of the Commission.
- 4) Sees that all actions of the Commission are properly taken.
- 5) Calls special meetings of the Commission in accordance with these Bylaws.
- 6) Works with appropriate city staff in organizing agendas of all general Transportation Commission meetings.

b) **Vice-chairperson**  
Performs all of the duties and responsibilities of the Chairperson in his/her absence.

c) Secretary

~~1) Records member attendance, and prepares and records the minutes at all meetings, and shares with the staff liaison.~~

Formatted: Indent: First line: 0.5"

Formatted: Indent: Left: 0"

d) City Public Works Staff

~~1) Keeps the minutes of the meetings of the Commission in an appropriate minute book.~~

2)1) Maintains all minutes of the Commission as well as other official documents of the Commission

**PART IV. MISCELLANEOUS**

**Section 1. Suspension of Rules**

The Commission may suspend any of these Rules by a 2/3 vote of those members present.

**Section 2. Amendments**

These Rules may be amended at any regular meeting by a 2/3 majority of the members of the Commission, provided that the amendment was presented and written into the minutes of a previous meeting.

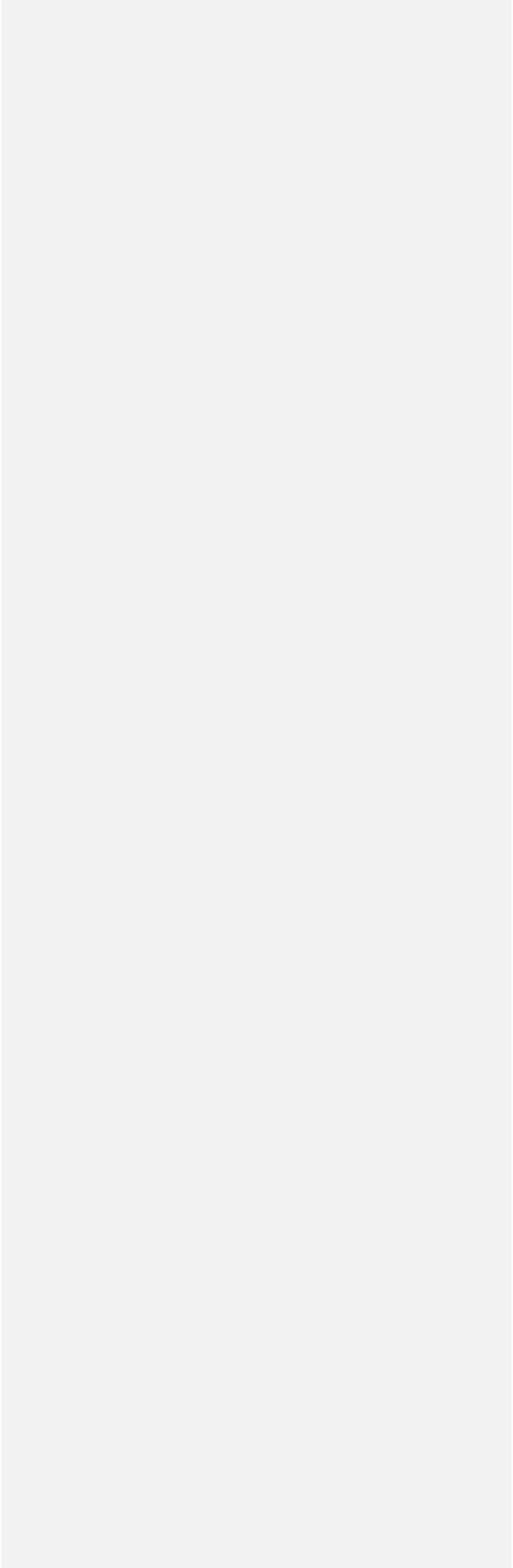
**Section 3. Review**

The contents of these Bylaws and Rules of procedure should be comprehensively reviewed, evaluated, and modified where necessary, at the organization meeting held in February of each year.

|

Updated February 2025

DRAFT





**Transportation Commission Meeting 2/4/2026**

**Agenda Section: Regular Business**

**Agenda Item: 7.a.**

**Report Prepared By:**

Matt Hardegger, Transportation Engineer

**Department Director:**

**Item for Consideration:**

Transportation Commission Overview

**EXECUTIVE SUMMARY**

Transportation Engineer Matt Hardegger will be providing a short overview of the roles and responsibilities of the Transportation Commission

**RECOMMENDED ACTION**

**HISTORICAL CONTEXT**

**EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

**POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

**CRITICAL TIMING ISSUES**

**FINANCIAL IMPACT**

**LEGAL CONSIDERATIONS**

**ALTERNATIVE RECOMMENDATION(S)**

**ATTACHMENTS**

1. 260204\_TC Overview



# Transportation Commission Overview

Transportation Commission  
February 4th, 2026

Matt Hardegger (he/him)  
Transportation Engineer

# Commission History & Makeup

- First established by City Council in 2005
  - Modified in 2008 and 2016
- Membership:
  - 9 members
  - 2 youth appointees
  - 3 year terms

# Roles of the Commission

- Policy review
  - City, state, regional policy plans
- Public Engagement
  - Encouraging residents to be active in the City's decision-making process on transportation issues
- Transportation Studies
- Oversee planning of transportation projects
- Council Recommendations
  - Recommend transportation capital improvements to the City Council
- “Other Duties as assigned”

# Past Involvement

- Capital Projects
  - 66<sup>th</sup>/Portland Roundabout
  - Intercity Regional Trail
  - 76<sup>th</sup> Street/35W Bridge
  - 66<sup>th</sup> Street
  - Lyndale Avenue
  - Richfield Parkway North Connection
  - Portland Avenue
  - I-494
  - 77<sup>th</sup> Street Underpass
  - Orange Line BRT
  - ...and more
- Plans
  - Bike Master Plan
  - Comprehensive Plan Updates
  - Safe Routes to School Plan
  - Pedestrian Master Plan
  - Active Transportation Action Plan
- Policies
  - Guiding Principles
  - Complete Streets Policy
  - Stop Sign Policy

# Commissioner Expectations

- Attendance
  - Regular commission meetings
  - Joint meetings with Council
  - Project Open Houses
- Engagement
  - Read packets in advance
  - Participate in discussions
    - Allow for full group participation
  - Act as ambassadors to community on transportation items
    - Encourage involvement from neighbors and friends
- Communication
  - Inform staff if you will not be in attendance
  - Coordinate with staff if you would like to propose an agenda item

# Other Items to Note

- Open Meeting Law
  - Meetings must be open to the public with advance notice required
  - General Guidance: unless at a meeting, avoid discussions with other Commissioners about official business
    - Not necessary that official action is taken for something to constitute a meeting
- Gift Law
  - Section 12 of City Charter
  - Applies to Appointed Officials
  - No gifts from “interested persons”
- Conflicts of Interest
  - Also Section 12 of City Charter
  - Do not participate in matters where you may have a personal financial interest
- Questions? Contact Staff Liaison
  - Come to Commissioner Orientation on Wednesday, March 19!
    - 5:30pm-6:30pm at City Hall



**Transportation Commission Meeting 2/4/2026**

**Agenda Section:** Regular Business

**Agenda Item:** 7.b.

**Report Prepared By:**

**Department Director:**

**Item for Consideration:**

Consider Recommendation to City Council on Temporary Suspension of Vehicle Impoundment

**EXECUTIVE SUMMARY**

In response to the recent increase in federal officers in the Twin Cities metro area, other cities have made changes to their vehicle impoundment policies. These changes are intended to lessen the impact on residents who are detained. Impoundment in Richfield is currently governed by [Code of Ordinances section 1305.11](#).

**RECOMMENDED ACTION**

Discuss potential temporary language changes to section 1305.11 and make a recommendation to the City Council for any potential emergency ordinances at a future regular Council meeting.

**HISTORICAL CONTEXT**

In January 2026, the cities of Minneapolis and Saint Paul made changes to their vehicle impoundment policies.

Minneapolis has not changed their abandoned vehicle towing practices, and still will be towing abandoned vehicles. However, residents who provide proof of ICE detainment can have their [impoundment fee waived](#).

Saint Paul has [paused towing of most abandoned vehicles](#), and may waive impoundment fees if the registered owner is detained by ICE.

Additional items to consider include current code enforcement practices, potential for snow emergencies, and how to handle vehicles that need to be towed due to abandonment in an unsafe location.

**EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

**POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

Vehicle impoundment is governed by [City Code Section 1305.11](#)

**CRITICAL TIMING ISSUES**

## **FINANCIAL IMPACT**

## **LEGAL CONSIDERATIONS**

## **ALTERNATIVE RECOMMENDATION(S)**

## **ATTACHMENTS**

1. Richfield, MN Code of Ordinances\_1305\_11

## 1305.11. - Impounding vehicles.

**Subdivision 1. General rule.** A police officer may remove a vehicle from a street or highway or public parking lot to the nearest garage or other place of safety or storage or to a garage or place of safety or storage designated or maintained by the Department of Public Safety when any vehicle is parked, abandoned or left standing in violation of the terms of this article, the same may be impounded in accordance with the terms of the motor vehicle impounding ordinances of the City at the cost and expense of the owner thereof. (Amended, Bill No. 1996-20)

**Subd. 2. Notice required.** When a police officer removes a vehicle from a street or highway or public parking lot and the officer knows or is able to ascertain from the registration records in the vehicle or on file with the motor vehicle registration authorities the name and address of the owner thereof, the officer shall promptly give, or cause to be given in writing to the owner of the fact of such removal and of the place to which such vehicle has been removed. In the event such vehicle is stored in a public garage or other public place of safety or storage, a copy of such notice shall be given to the proprietor of such garage or place. (Amended, Bill no. 1996-20)

**Subd. 3. Notification to State.** When a police officer removes a vehicle from a street under this section and is not able to ascertain the name of the owner, or for any reason is unable to give notice to the owner as hereinbefore provided, and in the event that the vehicle is not returned to the owner within five (5) days, the officer shall then promptly send or cause to be sent a written copy of such removal, by mail, to the registrar of motor vehicles of the State of Minnesota and shall file a copy of such report with the proprietor of the place in which the vehicle is stored. The report shall include a complete description of the vehicle, the date, time and place from which removed, the reasons for such removal, and the name of the garage or other place where the vehicle is stored.

**Subd. 4. Costs of impoundment.** A person whose vehicle is impounded shall pay the reasonable costs of such impounding and the reasonable storage charges for the storage of the vehicle before the vehicle is surrendered to that person.

**Subd. 5.** When a vehicle may be impounded without prior notice. A vehicle may be impounded with or without citation and without giving notice to its owner only under the following circumstances:

- (a) When the vehicle is impeding or is likely to impede the normal flow of vehicular or pedestrian traffic; or
- (b) When the vehicle is illegally parked in a truck, bus, fire lane, taxi or other similar zone where parking is limited to designated classes of vehicles and where such vehicle is interfering with the proper and intended use of such zones, or is parked where prohibited by law or by temporary or permanent signs during certain hours, on designated days, or at all times; or
- (c) When the vehicle poses an immediate danger to the public safety; or

- (d) When the vehicle is parked in violation of snow emergency regulations; or
- (e) When the vehicle is a commercial vehicle unlawfully parked in an area used for residential purposes or zoned as a residence district; or
- (f) When the vehicle weighs or is registered for a weight in excess of the limits allowed on that surface; or
- (g) When a vehicle is permitted to remain on any street, highway or public parking lot in the same location for more than 48 hours in succession; or
- (h) When a police officer or other agent authorized by the City of Richfield has probable cause to believe that the vehicle is stolen or lacks proper registration; or
- (i) When a police officer or other authorized agent has probable cause to believe that the vehicle constitutes evidence of a crime or contains evidence of a crime, if impoundment is reasonably necessary in such instance to obtain or preserve such evidence; or
- (j) When the person driving, operating or in physical control of the vehicle is taken into custody and the vehicle is impounded for safekeeping; or
- (k) When a police officer or other agent authorized by the City of Richfield has probable cause to believe that the owner, driver, operator, or person in physical control of the vehicle has failed to respond to five (5) or more citations for parking or traffic offenses; or
- (l) When the vehicle is parked in a handicap transfer zone when said vehicle does not properly display a handicapped parking permit.

Nothing in this section shall be construed to authorize seizure of a vehicle without a warrant where a warrant would otherwise be required. (Added, Bill No. 1996-20)



**Transportation Commission Meeting 2/4/2026**

**Agenda Section: Regular Business**

**Agenda Item: 7.c.**

**Report Prepared By:**

**Department Director:**

**Item for Consideration:**

Penn Avenue Planning & Land Use

### **EXECUTIVE SUMMARY**

City Planner Sam Crosby will be providing an update on city efforts related to Planning & Land Use in the Penn Avenue area.

### **RECOMMENDED ACTION**

### **HISTORICAL CONTEXT**

### **EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

### **POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

### **CRITICAL TIMING ISSUES**

### **FINANCIAL IMPACT**

### **LEGAL CONSIDERATIONS**

### **ALTERNATIVE RECOMMENDATION(S)**

### **ATTACHMENTS**

1. Transp Cmsn 2-4-26

# Penn Avenue Planning & Land Use

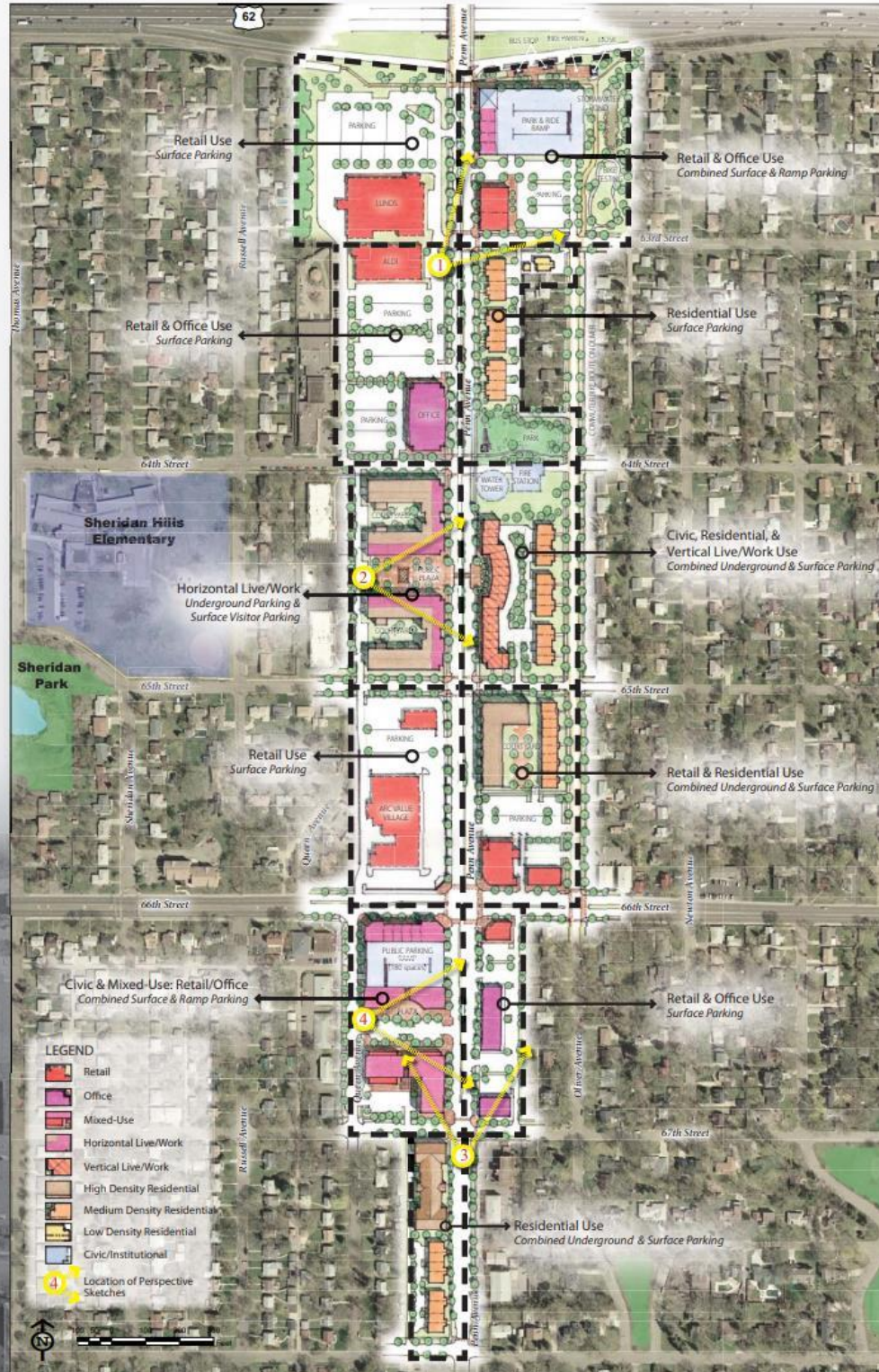


**Presentation to:  
Richfield Transportation Commission  
February 4, 2026**

# 2008

## Penn Avenue Revitalization city of richfield

### Proposed Master Plan



HIK 311

# 2008

## Penn Avenue Revitalization



1 View 1: Northeast view at Penn Ave. and 63rd St.



3 View 3: View looking North at Penn Ave. and 67th St.

city of richfield

## Proposed Sketches



2 View 2: View looking East at the Public Plaza



4 View 4: Street view at the Pocket Plaza

HKS ST  
Hobington Koehler Group, Inc.  
Planning | Landscape Architecture | Urban Design

# 2018



60% Residential



40%  
Commercial

# 2020/2021

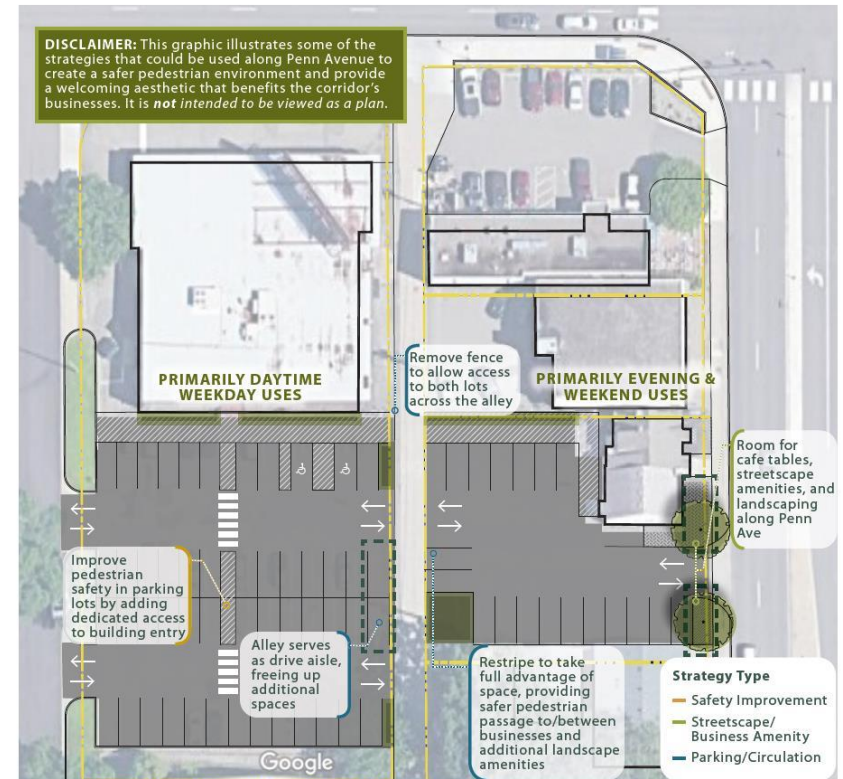



## PENN AVENUE CORRIDOR STUDY

### FROM HIGHWAY 62 TO 68TH STREET



Prepared For Hennepin County and the City of Richfield  
 Prepared by Zan Associates  
 March 2021



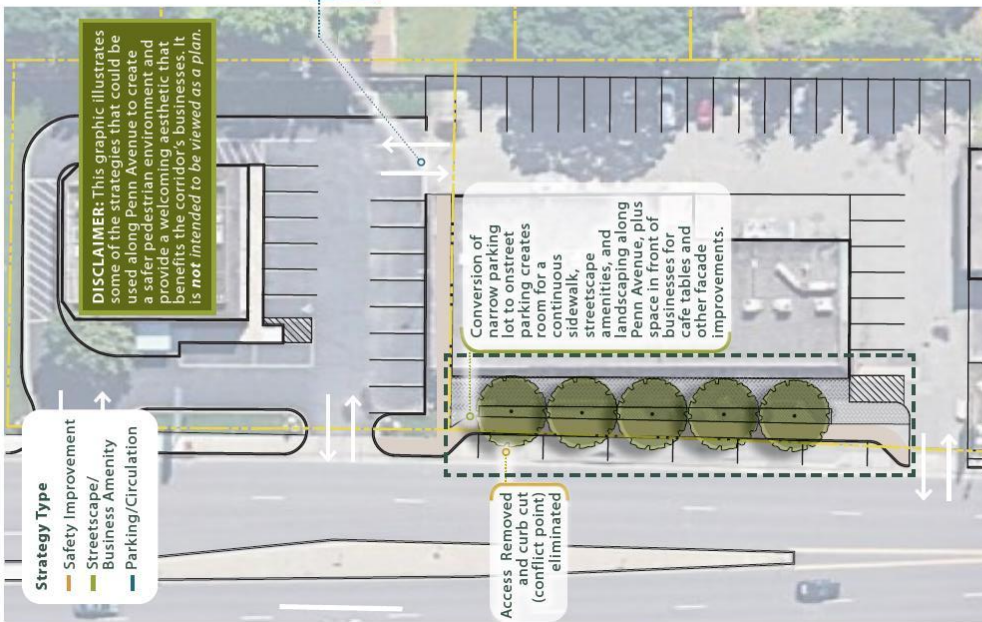
### VIGNETTE #1

#### West Side of Penn between 66th St. and 67th St.

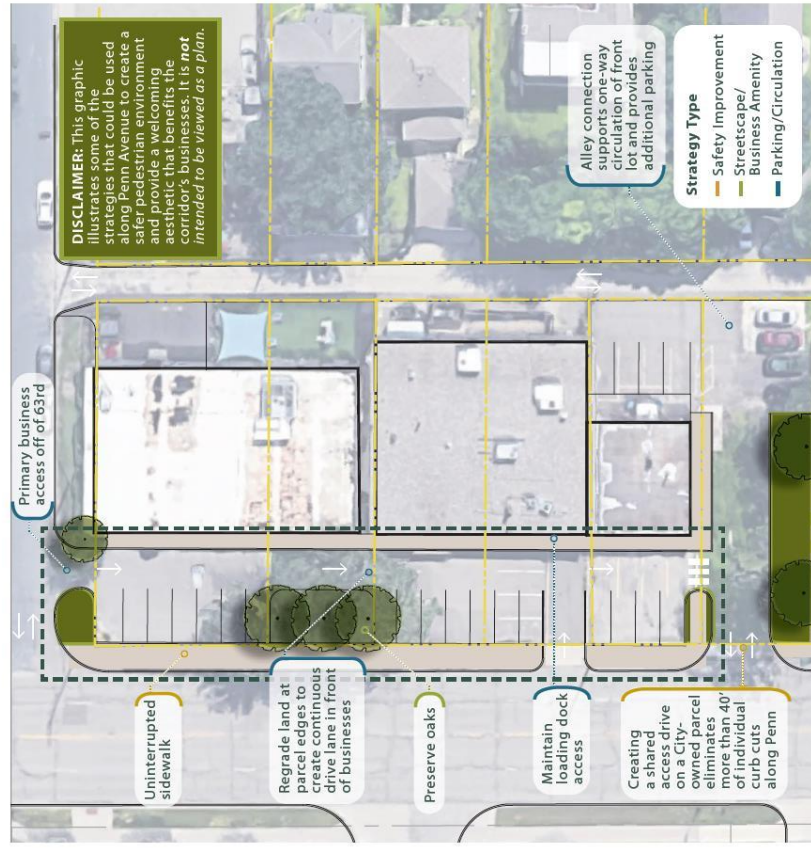
City of Richfield  
 Penn Avenue Corridor Study

#### Action Steps

- Maximize available space for parking
  - The City has identified public-private partnerships and small business assistance for things like parking lot restriping/resurfacing, facade improvements, and signage as future priorities
- Negotiate shared parking agreements with adjacent businesses, especially those that have alternating peak hours
- Improve safety and aesthetics of the pedestrian realm along Penn Avenue through access management and the addition of outdoor seating and streetscape amenities



**VIGNETTE #2:**  
**East Side of Penn between 66th St. and 67th St.**  
 City of Richfield  
 Penn Avenue Corridor Study

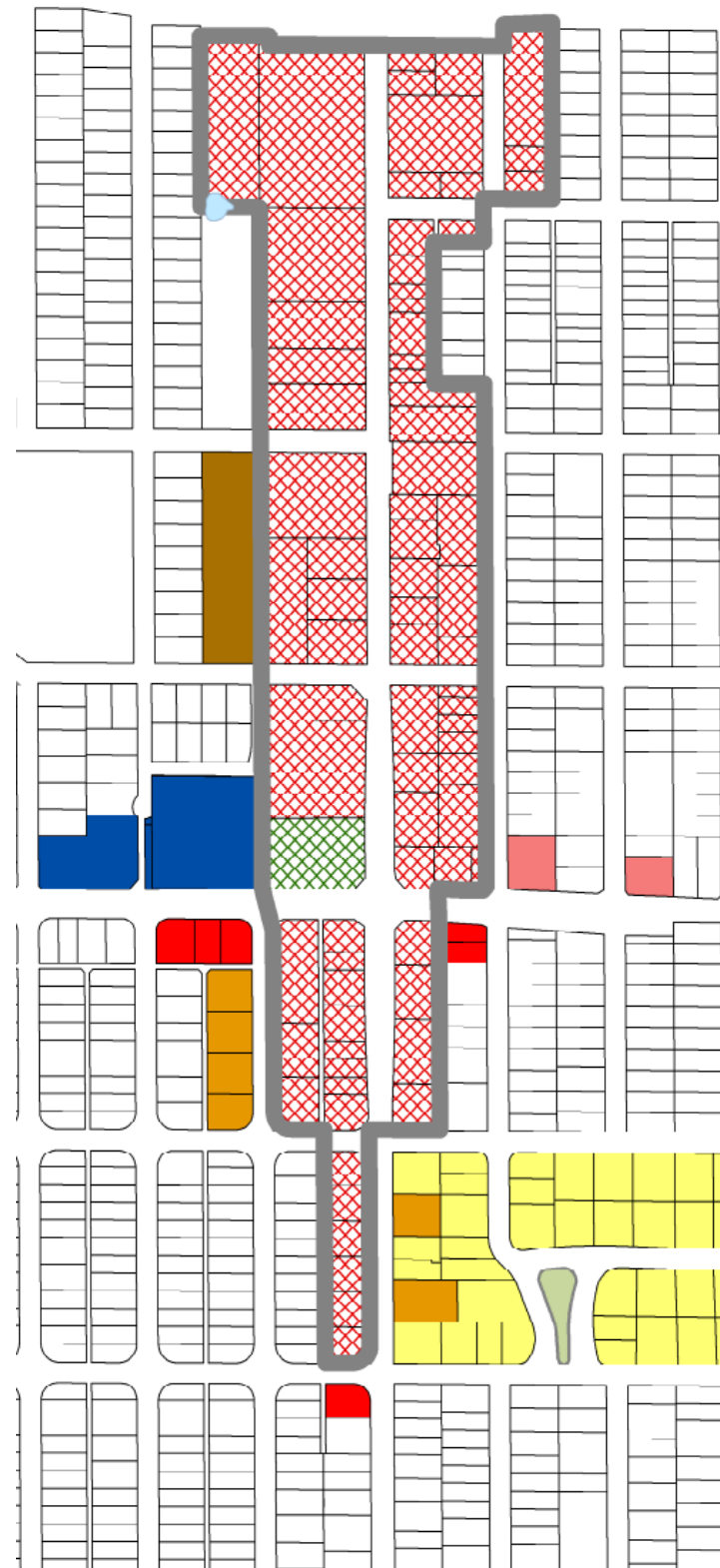


**VIGNETTE #3**  
**East Side of Penn south of 63rd St.**  
 City of Richfield  
 Penn Avenue Corridor Study

**Action Steps**

- Improve safety for pedestrians by removing individual curb cuts and converting nose-in parking to an organized shared parking lot with continuous circulation.
- The City has identified public-private partnerships and small business assistance for things like parking lot restriping/resurfacing, facade improvements, and signage/wayfinding as future priorities.

# Zoning



## Legend

- R Low Density Residential
- R-1 Single Family Residential
- PMR Planned Multi-Family
- MR-2 Multi-Family
- MR-3 High-Density Multi-Family
- SO Service Office
- C-1 Community Commercial
- C-2 General Commercial
- PC-2 Planned General Commercial
- PMU Planned Mixed Use
- MU-C Mixed Use-Community
- MU-N Mixed Use-Neighborhood
- MU-R Mixed Use-Regional
- I Industrial
- Cedar Ave Corridor Overlay District
- Penn Ave Corridor Overlay District
- Veteran's Park Area Overlay District
- Parks
- Lakes
- City Limits



# Before



# After



# 2050



- **Start this year**
- **Complete by middle of 2028**
- **Comment/review period last 6 months of 2028**

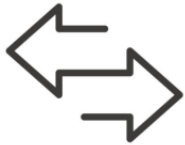
# Aspirations



Possible that on street parking maybe able to be traded for on-site parking, and there may be places along the corridor where doing so would be advantageous.



Greenery is a priority.



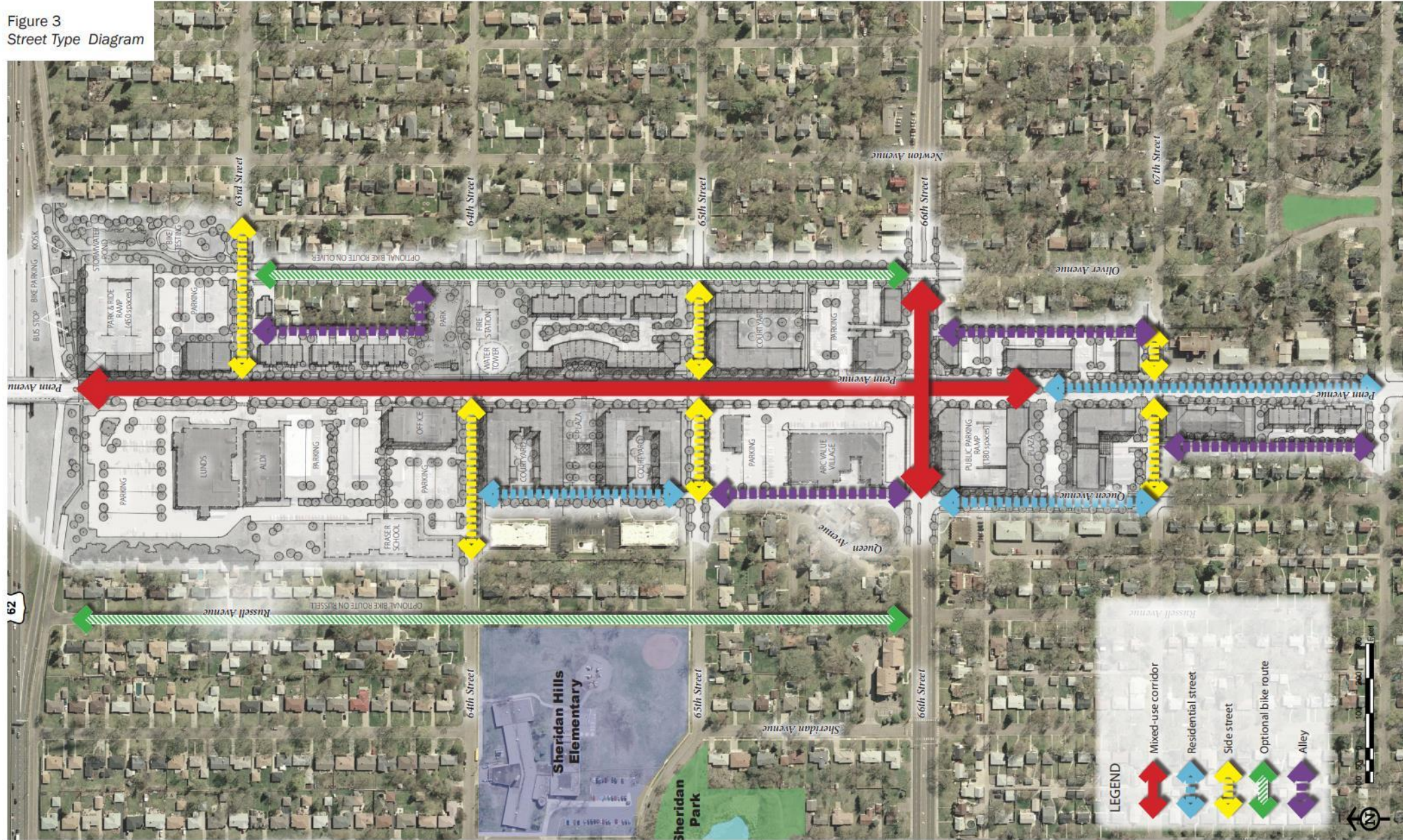
Consolidation of access points is acceptable where it will not adversely impact functionality.



Where feasible, owners are encouraged to share access, circulation and parking to the benefit of all parties.

# 2008

Figure 3  
Street Type Diagram



# Thank you. Questions?



**Sam Crosby, City Planner**  
**612-861-9776**  
**[scrosby@richfieldmn.gov](mailto:scrosby@richfieldmn.gov)**



**Report Prepared By:**

**Department Director:**

**Item for Consideration:**

Penn Avenue Phase 2 Engagement Results

**EXECUTIVE SUMMARY**

Hennepin County Project Manager Matt Huggins will be providing a summary of the Phase 2 engagement process for Penn Avenue and a brief look ahead to future engagement activities.

**RECOMMENDED ACTION**

**HISTORICAL CONTEXT**

**EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS**

**POLICIES (RESOLUTIONS, ORDINANCES, REGULATIONS, STATUTES, ETC.)**

**CRITICAL TIMING ISSUES**

**FINANCIAL IMPACT**

**LEGAL CONSIDERATIONS**

**ALTERNATIVE RECOMMENDATION(S)**

**ATTACHMENTS**

1. 032\_2120700\_RTC\_No4
2. 20260119\_PennAve\_Phase2EngSummary\_v1



# CSAH 32 (Penn Avenue) Reconstruction (CP 2120700)

Transportation Project Delivery – Design Division, Matt Huggins, Hennepin County Project Manager

Richfield Transportation Commission Meeting #4

Hennepin County



# Agenda

- Meeting actions for Transportation Commission
- Phase 2 :: Vision and Tools results
  - Summarize engagement activities
  - Problem statement review
  - Toolbox review
- Phase 3 :: Concept Alternatives
  - Alternatives input
- Next steps

# Meeting Actions for Transportation Commission

- Action #1 : Comment on preliminary recommendations

# Phase 2: Vision and Tools results

# Phase 2: Vision and Tools summary

## Phase 2 engagement goals

- Provide project overview, existing conditions data, current map, and other relevant materials that help the public understand the project
- Confirm results of user experience data from Phase 1
- Present draft problem statement and receive confirmation from the public regarding its accuracy and completeness
- Share draft goals for the project
- Solicit input from the public on preferences for potential design tools

## Phase 2 engagement activities

- Online survey + toolbox
- Open-house
- Fare for All pop-up event
- Project outreach and promotion
- Results
  - Over 170 website visits
  - Nearly 100 survey participants
  - Over 70 open house attendees
  - 25 pop-up event participants

# Phase 2: Vision and Tools summary

## **Problem Statement Results**

- Majority support for problem statement
  - *(68% of survey participants and in-person events)*

## **Key themes**

- Majority support for prioritizing walkability and pedestrian infrastructure
- Several comments that parking does not need to be emphasized in the problem statement
- Additional requests for controlling vehicle speeds
- Additional requests to improve multi-modal crossings at Highway 62



# Phase 2: Vision and Tools summary

## **Toolbox Preferences Themes**

- Consistency in preferences between context zones
  - *Exception: Online surveys preferred roundabouts more within the residential context zone*
- Preference for boulevard space over on-street parking
  - *Exception: Recommendations for parking within limited portions of the corridor to support small businesses*
- Cycle track bikeway most popular option
  - Very little support for buffered on-street bike lanes
- Split views on roundabouts
- Preference for pedestrian lighting
- Preference for flashing beacons within business context zone



# Phase 3: Concept Alternatives

# Phase 3: Concept Alternatives

## **Upcoming Events**

- Joint City Council / Transportation Commission work session – March 10<sup>th</sup>
- Transportation Commission Meeting #5 – April 1<sup>st</sup>
- Business Owner Small Group Meetings – April 2026
- Phase 3 Open House – May (Tentative)
- Hennepin County Active Transportation Committee – May (Tentative)



# Phase 3: Concept Alternatives

## **Preliminary recommendations to Transportation Commission**

- Not proceed with buffered on-street bike lane alternative
- Not proceed with on-street parking alternatives south of 68<sup>th</sup> Street



# Questions



# Supplemental Information

Hennepin County



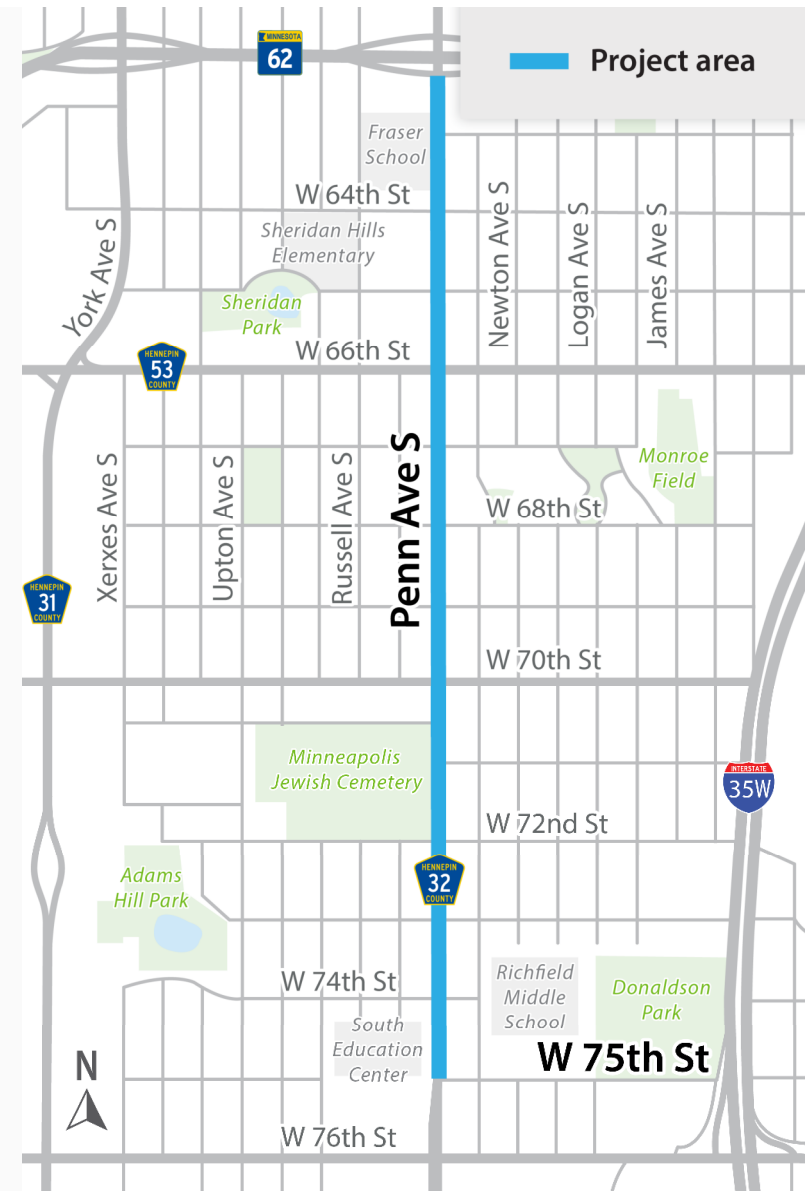
# Tentative Project Schedule

- Project Kick-Off :: May 2025
- Preliminary Design / Engagement :: Spring 2025 – Fall 2026
- Final Design / Communications :: Winter 2026 – Fall 2027
- Bid Letting :: Winter 2027
- Construction :: Spring 2028 – Fall 2029

# Project Scope

- Replace deteriorating pavement surfaces and walks
- Enhance mobility to regional destinations
- Implement bikeway
- Improvements to existing public utilities
- Traffic control upgrades and implementation of traffic calming and safety measures
- Improving transit stops for current and future transit routes
- Leverage green infrastructure to achieve stormwater goals and enhance visual character

Hennepin County



# Phase 2: Vision and Tools problem statement

## **People need safe and reliable property access along Penn Avenue**

- People can't walk or bike safely or comfortably along Penn Avenue
- It's difficult to make left turns onto or off Penn Avenue
- The pavement is in poor condition
- There are limited public parking opportunities along Penn Avenue

## **Penn Avenue is dangerous to walk**

- Penn Avenue is not safe to walk across
- Penn Avenue is not comfortable to walk along
- There are no features to create a positive walking experience

## **Biking on Penn Avenue is not safe**

- There are no dedicated bike facilities on Penn Avenue
- It is difficult to cross Penn Avenue when traveling on nearby trails

## **There isn't enough green space on Penn Avenue**

- The lack of green infrastructure doesn't support sustainability and maintenance
- The lack of greenspace detracts from the visual quality of the neighborhood

## **Penn Avenue does not fully support the needs of a vibrant business district**

- The lack of walkability discourages pedestrian activity to businesses along Penn Avenue
- The existing street doesn't support businesses as destinations, lacking a sense of place
- The lack of convenient public parking and consistent access detracts from the user experience

- ✓ Drafted as part of 2021 study
- ✓ Reviewed as part of current effort
- ✓ Original problem statement confirmed by the community during Phase 1 of engagement





---

# Penn Avenue Safety Improvements— Richfield

---

Phase 2 Engagement Summary

January 20, 2026

---

## Phase 2: Vision and Tools

Hennepin County, in partnership with the City of Richfield, plans to reconstruct Penn Avenue (County Road 32) from Highway 62 to West 75th Street. During the design process, the project team conducted community and stakeholder engagement; phase 2 of this engagement process took place from October 2025 to January 2026. Construction is scheduled to start in 2028.

### Phase 2 Engagement Activities

- Online survey on Hennepin County’s website to poll for street design preferences
- One open-house-style public meeting
- One local pop-up event
- Project outreach and promotion directing people to the project webpage

The online survey registered 170 webpage visits and 95 survey submissions. Over 70 people attended the public meeting and 25 people provided feedback on the project at the pop-up event. In total, Phase 2 had approximately 200 participants who voted on possible street redesign tools on the project webpage and at in-person engagement events. There have been over 950 individual interactions with the public throughout Phase 1 and Phase 2 of the public engagement process.

### Engagement Goals

- Provide a project overview, existing conditions data, a current map, and other relevant materials that help the public understand the project
- Confirm results of user experience data from Phase 1
- Present a draft problem statement and receive confirmation from the public regarding its accuracy and completeness
- Share draft goals for the project
- Solicit input from the public on preferences for potential design tools

### Project Promotion

The project team continued some components from the promotion and awareness campaign from Phase 1 and produced another round of promotion for Phase 2. The project team:

- Maintained the BeHeard website with information about upcoming project events
- Sent a postcard mailer promoting open house #2 to 3,867 residents living within a half-mile radius of the project area ([see figures 1 and 2](#))

- Posted updates to Hennepin County’s social media channels to drive traffic to the project website and attendees to the project events
- Kept in place the yard signs and sidewalk stickers from Phase 1 to drive traffic to project website and attendees to the project events (see figures 3 and 4)
- Continued personalized business outreach to new businesses and businesses that opted in to regular project engagement.

By offering virtual engagement options and personalized business outreach, the project team ensured that residents and business owners who were unable to attend the in-person events for various reasons still had the opportunity to provide input. Table 1 includes details on the events conducted.

Event	Organization/Location	Date
Public Meeting #2	Sheridan Hills Elementary	November 18, 2025
Pop-up	Fare for All – Richfield Community Center	December 16, 2025
Online Survey	beheardhennepin.org/penn-avenue	November 18, 2025 to January 9, 2026
Business Outreach	Penn Central district	June 2025-ongoing

Table 1: Community Engagement Events

## Engagement Activities

See [Appendix A](#), figures 5-11, for more information about engagement activities.

## Summary of Phase 2 Findings

### Key Takeaways

The goal of public engagement in Phase 2 was to gather more focused feedback about vision and tools for the project, rather than overall user experience like in Phase 1. Participants in this phase were asked to evaluate a draft problem statement and to indicate their preferred configurations and treatments that are available for this project.

This summary compiles feedback from online survey respondents, public meeting attendees, pop-up participants, and business owners completed as part of the Vision and Tools phase of community engagement.

#### *Feedback on the draft problem statement*

- The majority of reviewers confirmed the problem statement.

- Respondents largely agreed that walkability and pedestrian infrastructure should be a priority in the project.
- Several commentors said that parking does not need to be emphasized in the problem statement.
- Multiple people mentioned slowing high-speed traffic and fixing the dangerous pedestrian crossings by the Penn Avenue and 62<sup>nd</sup> Street intersection as statements that could be added to the problem statement.

### *Tool preference activity feedback*

- This activity was separated into two context zones: 62<sup>nd</sup> – 68<sup>th</sup> Street and 68<sup>th</sup> – 75<sup>th</sup> Street. Voting results did not vary by wide margins between the two context zones.
  - The exception to this rule is that online survey respondents were much more in favor of roundabouts in the residential zone (71.1%) than in the commercial zone (51%).
  - In-person respondents were in equally favor of roundabouts in the commercial zone as in the residential zone (roughly 70%).
- The current roadway configuration—3-lane roadway with two-way center turn lane—was more popular than the 2-lane divided option by over 10% through every engagement channel.
- Over 75% of all voters chose boulevards over on-street parking, expressing a clear priority.
  - Many people recommended that parking is only needed in specific areas along the corridor, for example, between 66<sup>th</sup> and 67<sup>th</sup> streets.
  - Voters in favor of parking wanted to support local small businesses.
- The most popular bikeway configuration was the cycle track (~37% of the online vote and ~60% of the in-person vote).
  - The least popular bikeway configuration by a wide margin was the buffered on-street bike lane (~8% of the online vote and ~5% of the in-person vote).
- Voters both against and in favor of roundabouts had several concerns and stipulations about what a successful roundabout on Penn Avenue would look like:
  - Voters expressed concerns about roundabout construction cost, proper lighting, consistent lanes, and visibility.
  - Many pedestrians had concerns about pedestrian safety at high-traffic roundabouts.
- Pedestrian lighting was the most popular intersection treatment (~45% of the online vote and the in-person vote).

### *Right-of-way activity feedback*

- Most designs featured greenspace, either with dedicated boulevard space or with lane-dividing medians.
- All participants in the ROW activity included bike infrastructure.
- When limited by available ROW space constraints, participants opted to prioritize greenspace and pedestrian/bike infrastructure over parking.
  - Some designs had parking on one side of the street. No designs had parking on both sides of the street.

## Phase 2: Business Outreach

(See Appendix E)

The bulk of business outreach occurred during Phase I activities; initial outreach began in August 2025 with door-to-door visits to introduce the project and gather contact information for over 60 businesses in the Penn Central district.

Businesses who provided contact information now receive regular email updates. In-depth conversations have taken place between business owners and the project business liaison.

Business owners have been invited to public engagement events, and one-on-one meetings continue with business owners who opted in to sustained project involvement.

### **Common themes from business outreach:**

- Businesses and property owners expressed significant concerns about the construction process. There is a strong desire to keep Penn Avenue open during construction rather than a full or partial closure of the roadway.
- Roundabouts are not desired by most businesses and property owners located in close proximity to the Penn Avenue and 66<sup>th</sup> Street intersection.
- There remains a consistent desire for enhancements to the aesthetic appearance of the corridor. Project staff communicated that details like building facades and other upgrades on private property are outside the scope of the project but that landscaping and lighting improvements are possible.

## Phase 2: Vision and Tools Open House

(See Appendix C)

**Date:** Tuesday, November 18, 4:30 - 7 p.m.

**Location:** Sheridan Hills Elementary (6400 Sheridan Ave S, Richfield, MN)

**Attendees:** 70+

### **Materials/activities:**

- Engagement process and existing conditions boards – *the project team provided background on the corridor and project process.*
- Problem statement – *the project team solicited confirmation from the public on the draft problem statement that resulted from Phase 1 feedback.*
- Tools preference activity – *participants were asked to leave site-specific comments on a large roll plot map of Penn Avenue (see figure 3).*
- Right-of-way activity – *participants were asked to imagine their own version of Penn Avenue, making decisions about tradeoffs within the available ROW space.*
- Comment station – *participants left open-ended feedback.*

### **Key messages from the public:**

- Participants largely agreed with and confirmed the problem statement, with especially vocal agreement about improving the walkability of Penn Avenue.
- When tasked with designing their own version of Penn Avenue, participants prioritized greenspaces buffers separating pedestrian and bike infrastructure from the street.
- As a compromise based on available right-of-way space, most participants decided to forgo parking and prioritize other design elements.
- Attendees had mixed opinions on 3-lane roadway versus a 2-lane divided highway, with a slight majority choosing the current configuration of a 3-lane roadway.
  - Some opponents of the 2-lane divided highway did not want to see medians in the business district because of the potential impact to customers' business access.
- Voters expressed a nearly unanimous preference for boulevards over parking.
- Cycle track was the most popular bikeway configuration.
- About 70% of voters preferred roundabouts over traffic signal improvements.
- Pedestrian-activated lights were the most popular intersection treatment for pedestrian safety, with all other options also receiving votes.

- Pedestrian-activated lights were slightly more popular in the Penn Central commercial zone than in the residential zone.
- Pedestrian medians were slightly more popular in the residential zone than in the Penn Central commercial zone.

## Phase 2: Pop-up – Fare for All, Richfield Community Center

(See Appendix D)

**Date:** Tuesday, December 16, 1 to 3 p.m.

**Location:** Richfield Community Center - 7000 Nicollet Avenue, Richfield, MN, 55423

**Participants:** 25 people voted in the tools preference activity.

**Materials/activities:** Materials included a drafted problem statement presented for public feedback and a tools preference activity.

### Key messages from the public:

- Participants preferred the current 3-lane roadway configuration to the 2-lane divided roadway.
- Voters prioritized on-street parking to support small business along Penn Avenue.
- Voters preferred the two-way cycle track configuration, but votes among the other four bikeway options were spread.
- Roundabouts were popular; voters both pro and against roundabouts had feedback about what conditions and features make for a successful roundabout (cost, lighting, consistent lanes, and safer pedestrian crossings).
- Pedestrian activated lighting was the most popular minor intersection treatment.
- Bumpouts were the most divisive tool option; some supporters said that they slow cars and provide greenspace, some detractors said that they are hard to plow and cause drivers to park poorly.

## BeHeard Online Engagement

(See Appendix B)

**Dates/Duration:** The online survey and map were open from November 18, 2025 to January 9, 2026

**Location:** <https://beheardhennepin.org/penn-avenue>

**Participants:** 170 survey webpage visits, 95 survey participants

**Materials/activities:** Online survey questions and photo examples were taken directly from the tools preference activity ([see figures 9-11](#))

### Demographic data summarized:

- See Appendix B for full survey data.
- Most respondents (72.6%) reside in the project area ZIP code: Richfield, 55423.
- 80% of participants were White/Caucasian.

### Insights from survey data:

- The majority of participants (68.4%) agreed or fully agreed that the draft problem statement accurately reflected the issues that the Penn Avenue safety improvements project should prioritize.
- Roughly a quarter of participants (25.2%) disagreed or fully disagreed with the problem statement.
- Participants were asked to evaluate the same design tools for two separate context zones: the Penn Central commercial zone from 62<sup>nd</sup> to 68<sup>th</sup> and the residential zone from 68<sup>th</sup> to 75<sup>th</sup>. The voting results did not vary widely between the two context zones.
  - The biggest difference between the commercial zone and the residential zone voting was that roundabouts in the residential zone (71.7%) were much more popular than roundabouts in the commercial zone (51%).
- 3-lane roadway with two-way center turn lanes was slightly more popular than the 2-lane divided roadway.
- Online voters prioritized boulevards over on-street parking about 80% of the time.
- Cycle track was the most popular bikeway configuration (37.5%) in the commercial zone and (37.4%) in the residential zone.
  - On-street buffered bike lane received less than 10% of the vote in both context zones.
- Pedestrian-activated lights were the most popular intersection treatment (38% in the commercial zone and 33.6% in the residential zone).

### Key messages from online survey responses:

Many survey respondents left comments on the problem statement, regardless of whether they fully agreed, agreed, disagreed, or fully disagreed with the problem statement.

- 9 respondents disagreed with a focus on parking; some said that parking can be removed from the problem statement and others said that parking is only needed in specific sections of the project area.
  - “Discontinuous parking and business access is not a concern for me. I don’t want Penn Avenue to turn into strip malls!”
- At least 5 people identified the Penn Avenue and 62<sup>nd</sup> Street intersection, including connections to the highway bridge, as a dangerous area that needs to be addressed in the project.
  - “Pedestrians, bikers, and vehicles have a difficult time seeing each other due to the bridge’s barrier construction and narrow drive/walk lanes.”
- Some respondents wanted more emphasis on bike and pedestrian infrastructure and safety.
- Some respondents wanted more emphasis on vehicle travel and to not prioritize bike infrastructure on Penn Ave.
- Some residents took issue with the broad scope of the problem statement and the taxpayer’s responsibility paying for some of the solutions to the problem statement. Items identified in these comments as not being the taxpayer’s responsibility included:
  - Comfortable and positive walking experience.
  - “A sense of place” for the business district.
  - Increase greenspace and long-term maintenance. “Penn is a major thoroughfare, not a park. Having a road as a road works.”
- Multiple residents mentioned lowering the speed limit or otherwise slowing high-speed traffic.
- Some residents mentioned 66<sup>th</sup> Street as an example of a successful separation of vehicle, bike, and pedestrian traffic.
- One person said, “There needs to be bus lanes on Penn for the future BRT project, and that isn’t mentioned”
- One resident said, “Residents from 69<sup>th</sup> to 70<sup>th</sup> Street have no driveway exit onto Penn. The only outlet is to use the alley. At present, there is a long wait to exit. Adding roundabouts or increasing lane width of 69<sup>th</sup> and 70<sup>th</sup> streets would increase traffic on those streets.”
- One person said “I would like the center island on Penn Ave. shortened so a dedicated turn lane into Arc Value Village and CVS is created.”

# Appendix A: Figures and Engagement Activities

**Penn Avenue safety improvements**  
County Road 32 in Richfield

*We want to hear from you*

**Help us decide what to include in the new design for Penn Avenue.**

Hennepin County, in partnership with the City of Richfield, plans to reconstruct Penn Avenue (County Road 32) between Highway 62 and West 75th Street in 2028. This project will improve safety and mobility for people walking, biking, rolling, driving and taking transit.

**Open House**  
Tuesday, November 18  
4:30-7 p.m.  
Sheridan Hills Elementary  
6400 Sheridan Avenue South, Richfield

**Learn more**  
Scan the QR code to visit the project website.  
[beheardhennepin.org/penn-avenue](http://beheardhennepin.org/penn-avenue)

Figure 1: Mailer for open house #2, side 1

**Hennepin** Hennepin County Public Works  
Attn: Matt Huggins  
1600 Prairie Drive  
Medina, MN 55340

**Penn Avenue safety improvements**  
County Road 32 in Richfield

If you want more information, have feedback or need this material in a different language or format, contact the project manager or visit the project website. There will be interpreters available at the event.

Si desea obtener más información, dar comentarios o necesita este material en otro idioma o formato, póngase en contacto con el gerente del proyecto o visite el sitio web del proyecto. Habrá intérpretes disponibles durante el evento.

Project website  
[beheardhennepin.org/penn-avenue](http://beheardhennepin.org/penn-avenue)

Project contact  
Matt Huggins, Project Manager  
612-596-0326 | [matt.huggins@hennepin.us](mailto:matt.huggins@hennepin.us)

Figure 2: Mailer for open house #2, side 2

# Penn Avenue safety improvements

County Road 32 in Richfield



We want to hear from you  
Queremos conocer su opinión

Learn more:

[beheardhennepin.org/penn-avenue](https://beheardhennepin.org/penn-avenue)



Figure 3: Promotional yard sign



Figure 4: Promotional sidewalk decal

## Engagement Activities

### Problem Statement Draft

Project staff presented a draft problem statement for the Penn Avenue safety improvements project. The problem statement resulted from a prior corridor study and input from Phase 1 of the public engagement process which included 750+ interactions

with the public. Participants were asked to leave notes and to confirm whether the problem statement aligned with their vision for a renewed Penn Avenue.

## Problem statement

- People need safe and reliable property access along Penn Avenue**

  - People can't walk or bike safely or comfortably along Penn Avenue.
  - It's difficult to make left turns onto or off Penn Avenue.
  - The pavement is in poor condition.
  - There are limited public parking opportunities along Penn Avenue.
- Penn Avenue is dangerous to walk**

  - Penn Avenue is not safe to walk across.
  - Penn Avenue is not comfortable to walk along.
  - There are no features to create a positive walking experience.
- Biking on Penn Avenue is not safe**

  - There are no dedicated bike facilities on Penn Avenue.
  - It is difficult to cross Penn Avenue when traveling on nearby trails.
- There isn't enough greenspace on Penn Avenue**

  - The lack of green infrastructure doesn't support sustainability and maintenance.
  - The lack of greenspace detracts from the visual quality of the neighborhood.
- Penn Avenue does not fully support the needs of a vibrant business district**

  - The lack of walkability discourages pedestrian activity to businesses along Penn Avenue.
  - The existing street doesn't support businesses as destinations, lacking a sense of place.
  - The lack of convenient public parking and consistent access detracts from the user experience.

- ✓ Drafted as part of the 2021 study.
- ✓ Reviewed as part of current project.
- ✓ Original problem statement confirmed by the community during Phase 1 of engagement.

Does this Problem Statement match your vision for the future of Penn Avenue?  
What do you like and what would you change?

**Grab a post-it note and share your ideas below.**

Penn Avenue safety improvements  
County Road 32 in Richfield

Figure 5: Draft problem statement

### Right-of-Way Activity

For this activity, participants were asked to imagine their ideal Penn Avenue, within the constraints of a set measurement of available ROW space. The activity basemaps provided 83 feet and 66 feet of space respectively, and the activity pieces represented vehicle travel lanes, bikeways, sidewalks, and behind-the-curb configuration options. Participants considered trade-offs as they tried to fit all of their preferred design options within the ROW distance.

## Residential Zone 68th Street to 75th Street

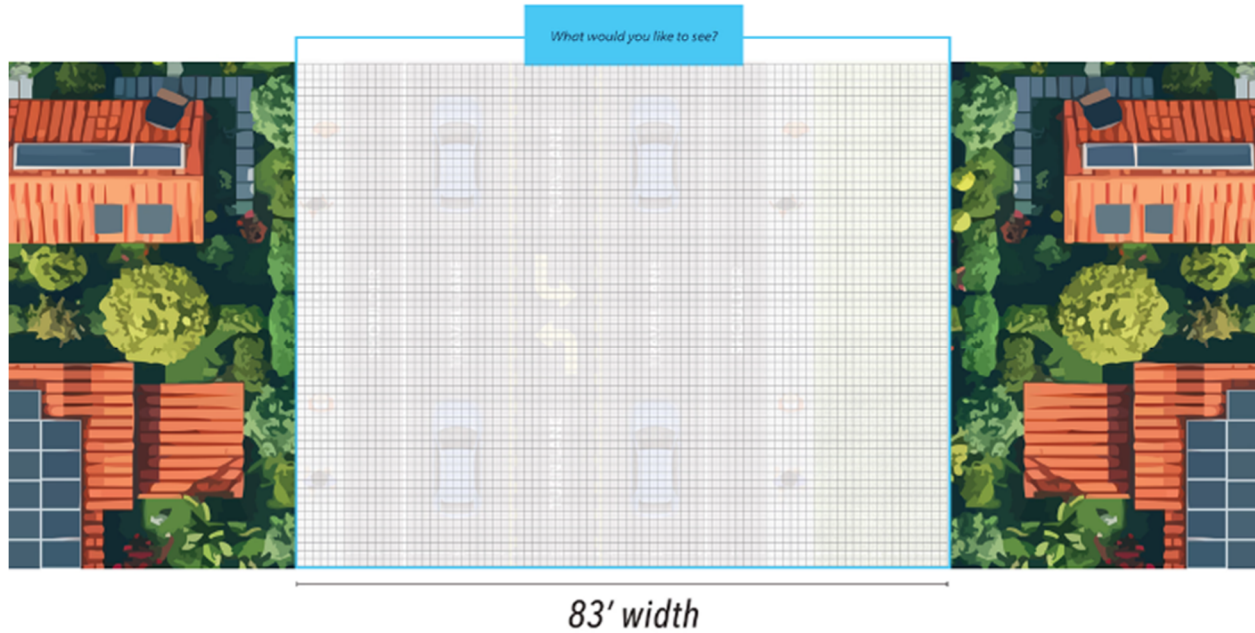


Figure 6: ROW basemap 1 – residential zone

### Penn Central Commercial Zone 62nd Street to 68th Street

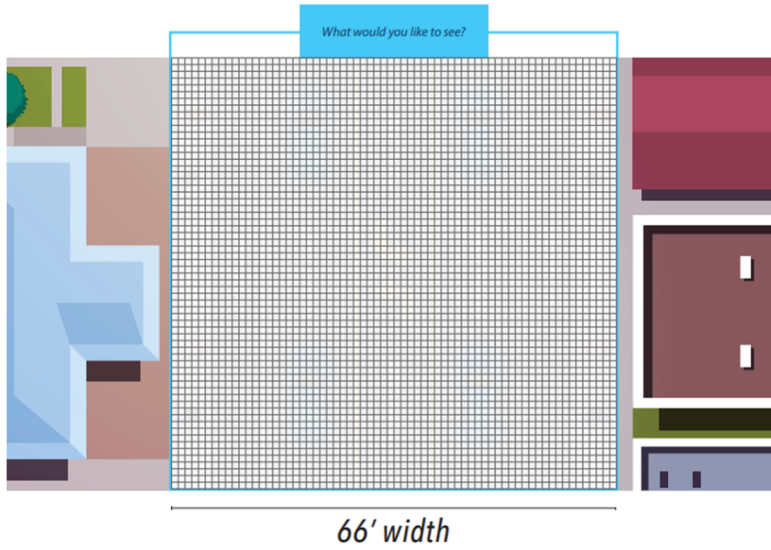


Figure 7: ROW basemap 2 – commercial zone



Figure 8: Example of a completed ROW activity

## Tools Preference Activity

Participants were asked to vote for their preferred design tools in the following categories: street layout configurations, curbside configurations, bikeway configurations, major intersection treatments, and minor intersection treatments.



Figure 9: Tools preference activity – Penn Central commercial zone



Figure 10: Tools preference activity – residential zone

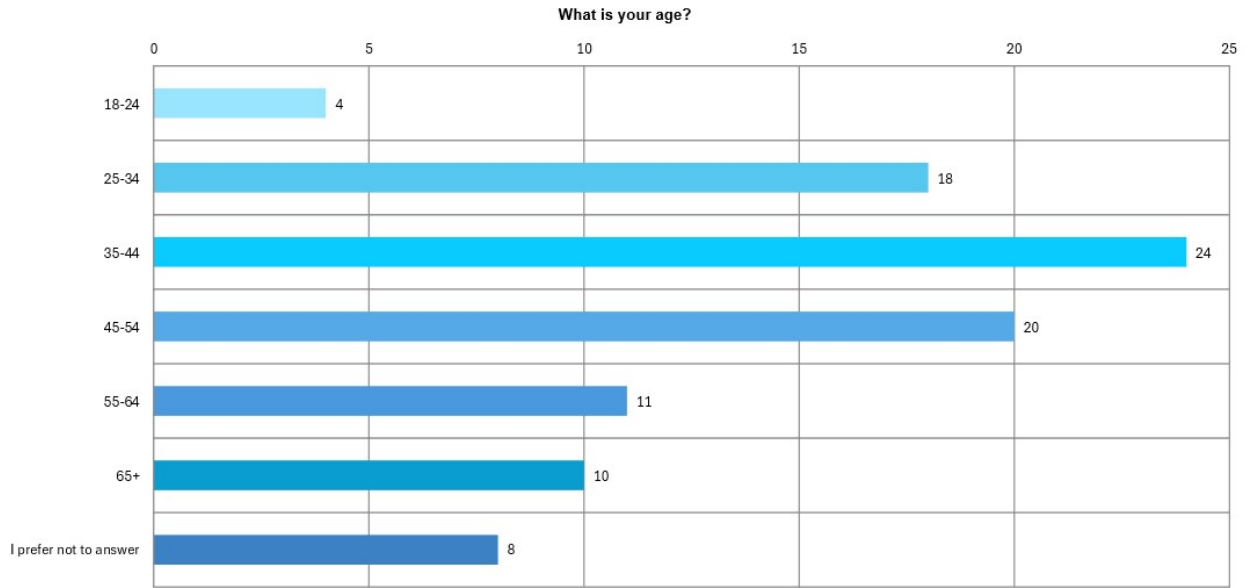


Figure 11: Example of votes on the tools preference activity

# Appendix B: BeHeard Online Survey Data

## Demographics:

### Age



**35-44: 24**

**45-54: 20**

**25-34: 18**

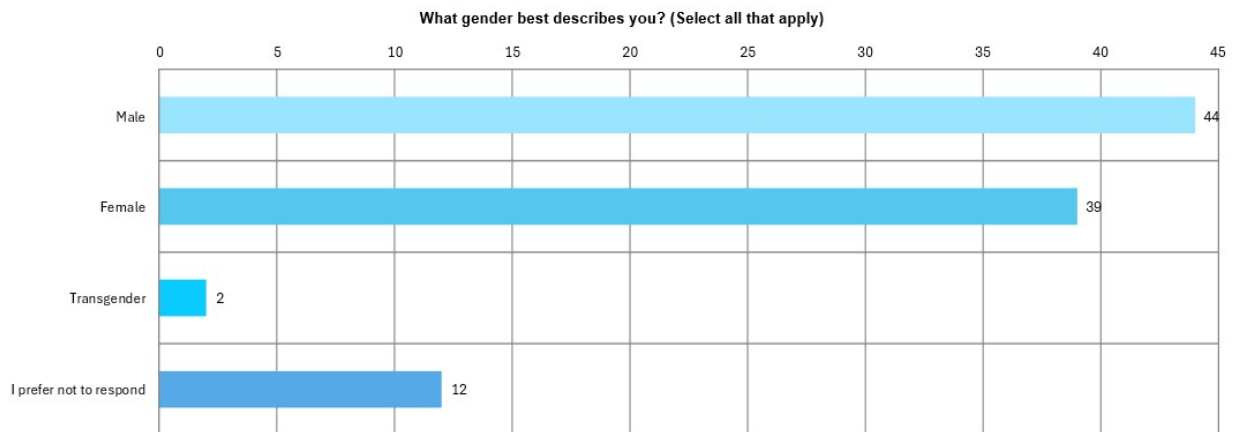
**55-64: 11**

**65+: 10**

**18-24: 4**

**Prefer not to answer: 8**

## Gender



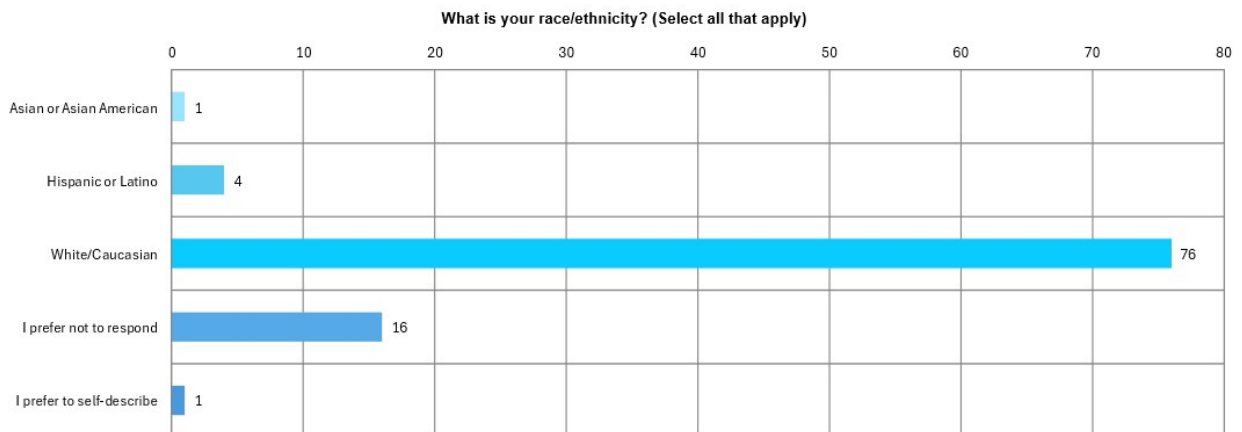
**Male: 44**

**Female: 39**

**Transgender: 2**

**Prefer not to answer: 12**

## Race/Ethnicity



**White/Caucasian: 76**

**Hispanic or Latino: 4**

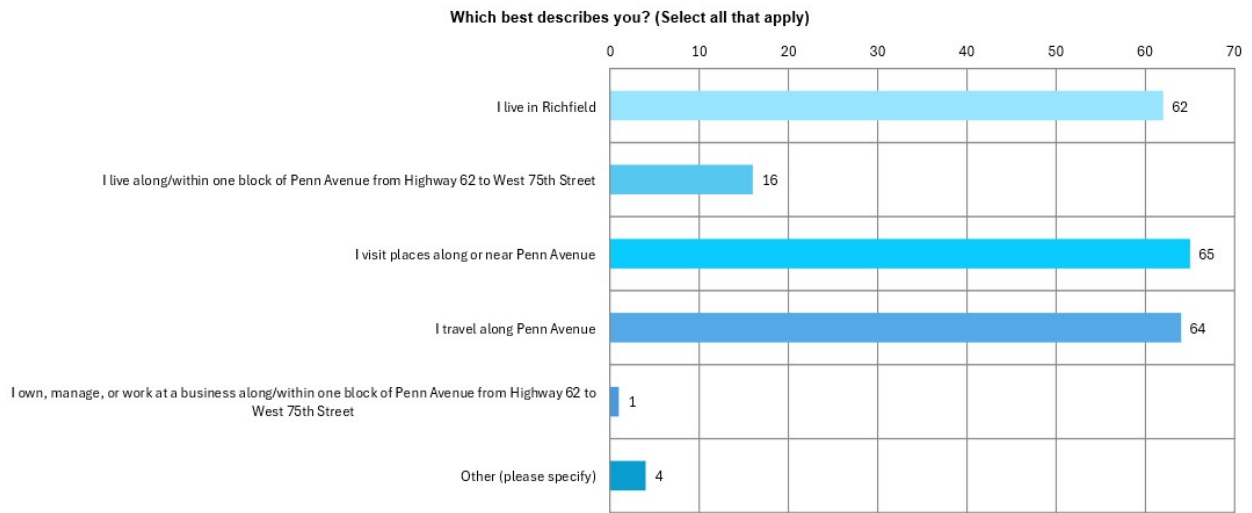
**American Indian or Alaska Native: 1**

**I prefer not to respond: 16**

**I prefer to self-describe: 1**

## Survey respondent information:

### Which best describes you?



**I visit places along or near Penn Avenue: 65**

**I travel along Penn Avenue: 64**

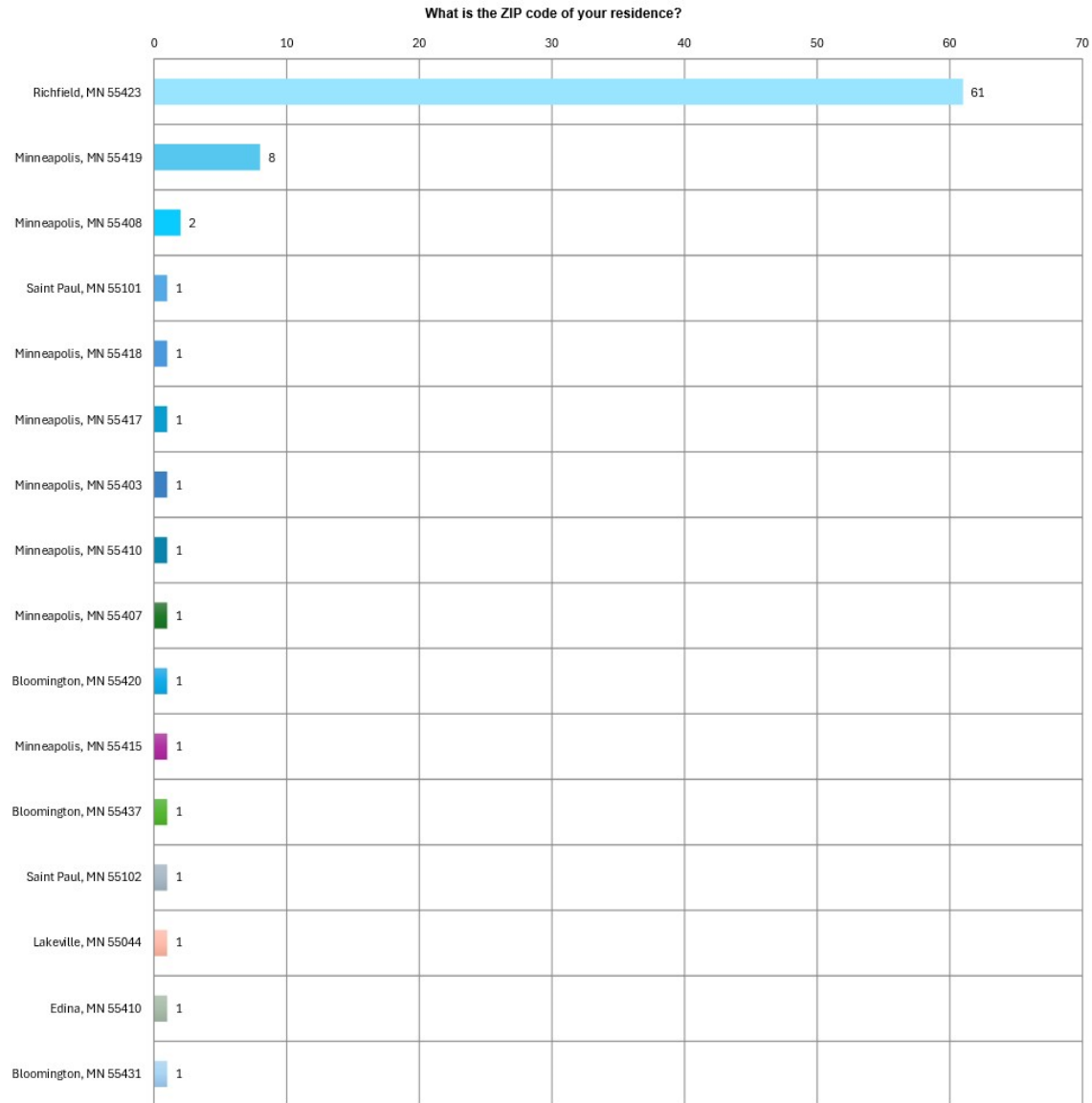
**I live in Richfield: 62**

**I live along or within one block of Penn Avenue from Hwy 62 to W 75<sup>th</sup> St: 16**

**I own, manage, or work at a business on Penn Avenue: 1**

**Other: 4** (these responses include: I used to live in Richfield, I am a property owner on Penn Avenue)

*What is your ZIP code?*



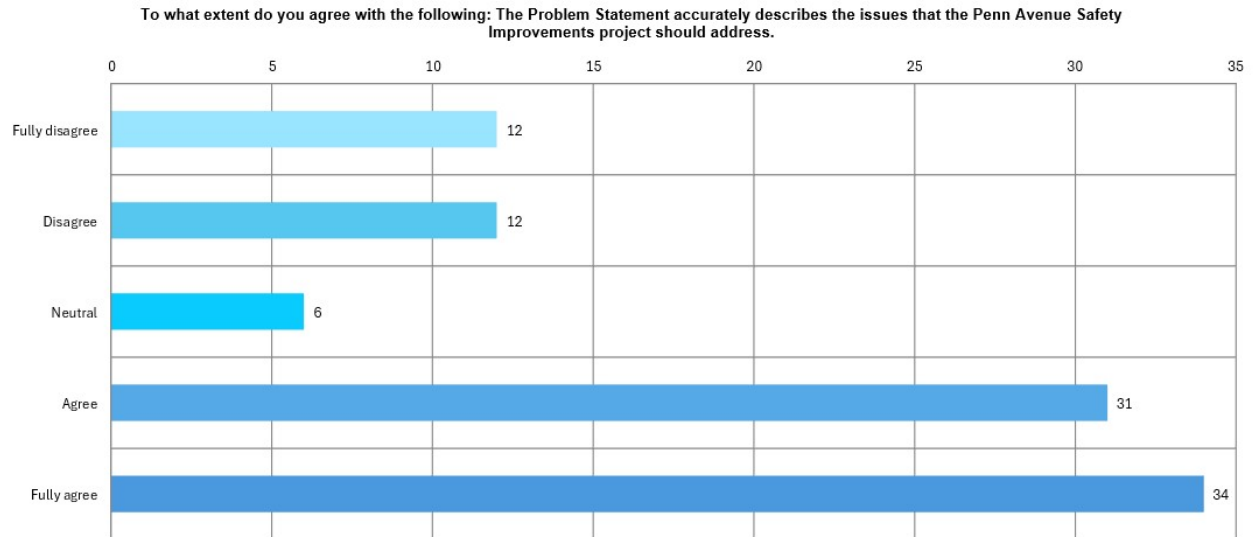
**Richfield 55423: 61**

**Minneapolis 55419: 8**

**Minneapolis 55408: 2**

**Saint Paul 55101, Minneapolis 55418, Minneapolis 55417, Minneapolis 55403, Minneapolis 55410, Minneapolis 55407, Bloomington 55420, Minneapolis 55415, Bloomington 55437, Saint Paul 55102, Lakeville 55044, Edina 55410, Bloomington 55431: 1**

To what extent do you agree with the following: *The Problem Statement accurately describes the issues that the Penn Avenue safety improvements project should address.*



**Fully agree: 34 (35.8%)**

**Agree: 31 (32.6%)**

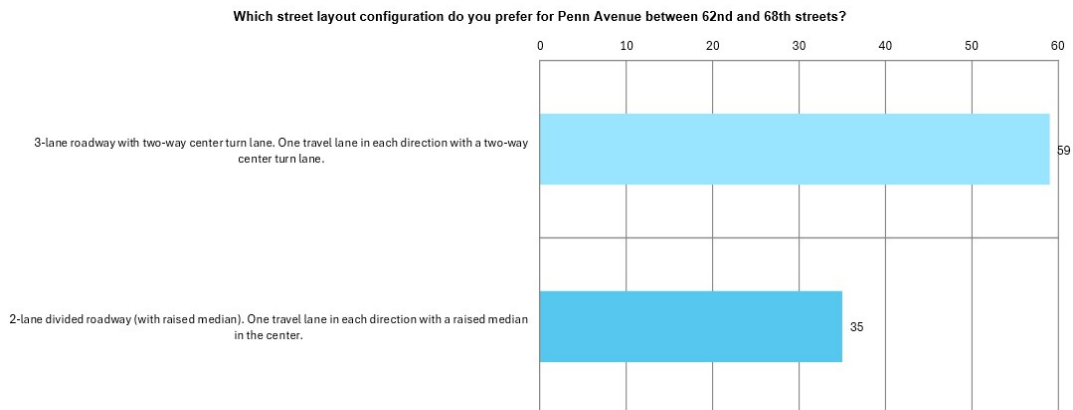
**Disagree: 12 (12.6%)**

**Fully disagree: 12 (12.6%)**

**Neutral: 6 (6.3%)**

### Questions about Penn Avenue between 62<sup>nd</sup> and 68<sup>th</sup> streets

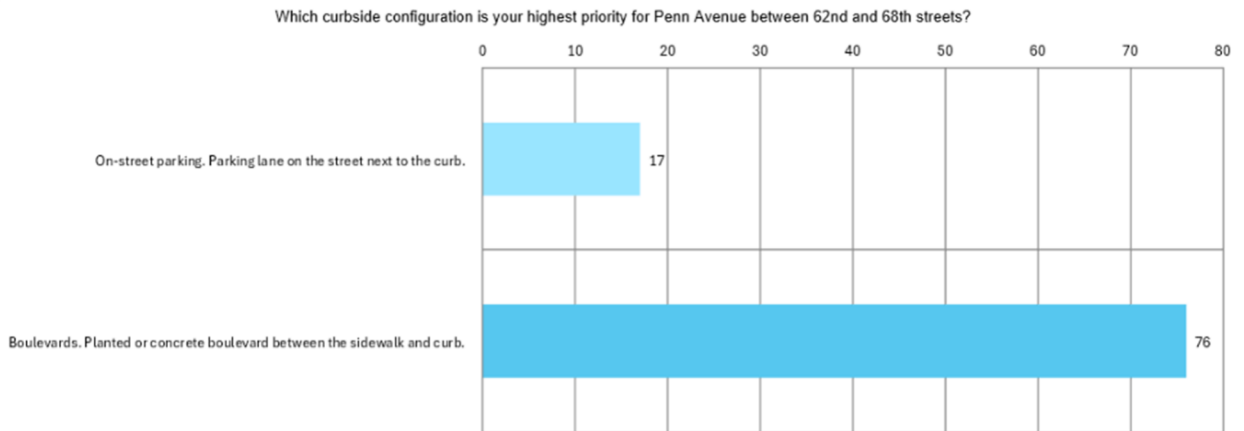
*Which street layout configuration do you prefer for Penn Avenue between 62<sup>nd</sup> and 68<sup>th</sup> streets?*



**3-lane roadway with two-way center turn lanes. One travel lane in each direction with a two-way center turn lane: 59 (62.8%)**

**2-lane divided roadway (with raised median). One travel lane in each direction with a raised median in the center: 35 (37.2%)**

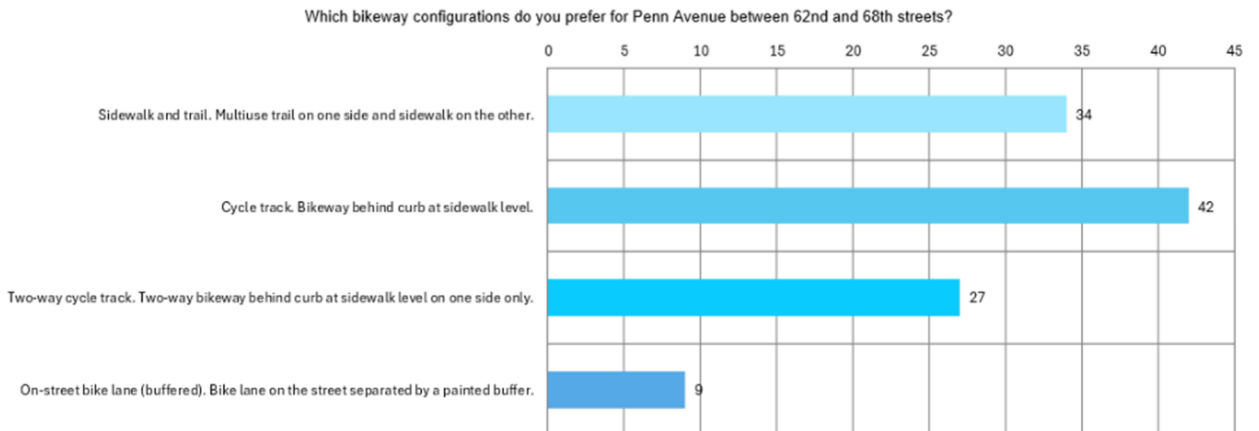
*Which curbside configuration is your highest priority for Penn Avenue between 62<sup>nd</sup> and 68<sup>th</sup> streets?*



**Boulevards. Planted or concrete boulevard between the sidewalk and curb: 76 (81.7%)**

**On-street parking. Parking lane on the street next to the curb: 17 (18.3%)**

*Which bikeway configurations do you prefer for Penn Avenue between 62<sup>nd</sup> and 68<sup>th</sup> streets?*



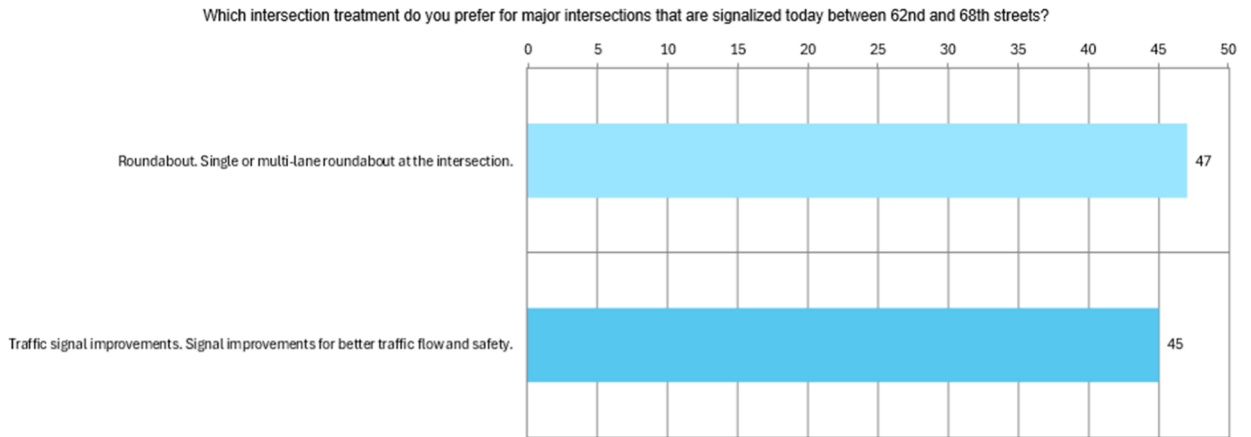
**Cycle track. Bikeway behind curb at sidewalk level: 42 (37.5%)**

**Sidewalk and trail. Multiuse trail on one side and sidewalk on the other: 34 (30.4%)**

**Two-way cycle track. Two-way bikeway behind curb at sidewalk level on one side only: 27 (24.1%)**

**On-street bike lane (buffered). Bike lane on the street separated by a painted buffer: 9 (8.0%)**

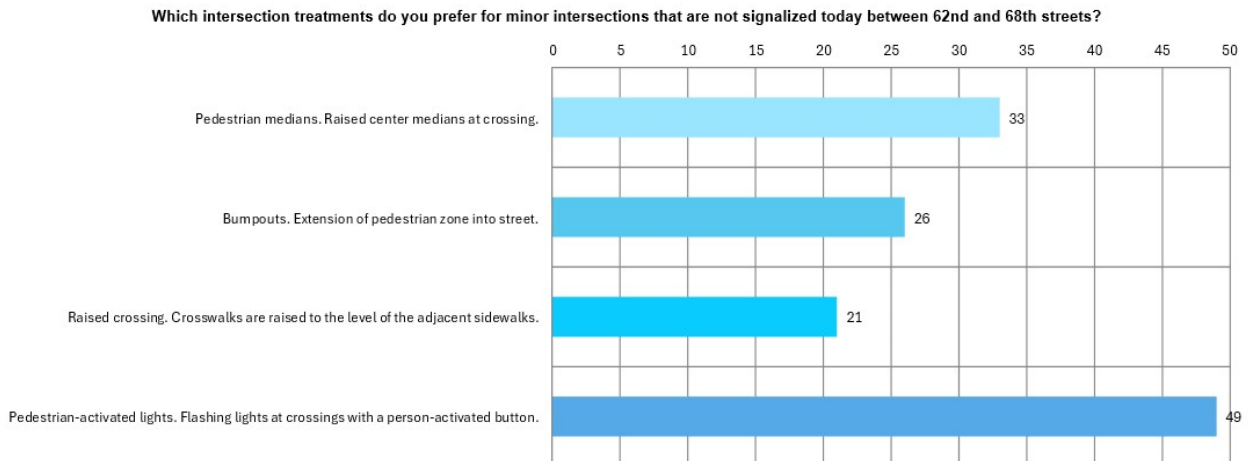
*Which intersection treatment do you prefer for major intersections that are signalized today between 62<sup>nd</sup> and 68<sup>th</sup> streets?*



**Roundabout. Single or multi-lane roundabout at the intersection: 47 (51%)**

**Traffic signal improvements. Signal improvements for better traffic flow and safety: 45 (48.9%)**

*Which intersection treatments do you prefer for minor intersections that are not signalized today between 62<sup>nd</sup> and 68<sup>th</sup> streets?*



**Pedestrian-activated lights. Flashing lights at crossings with a person-activated button: 49 (38.0%)**

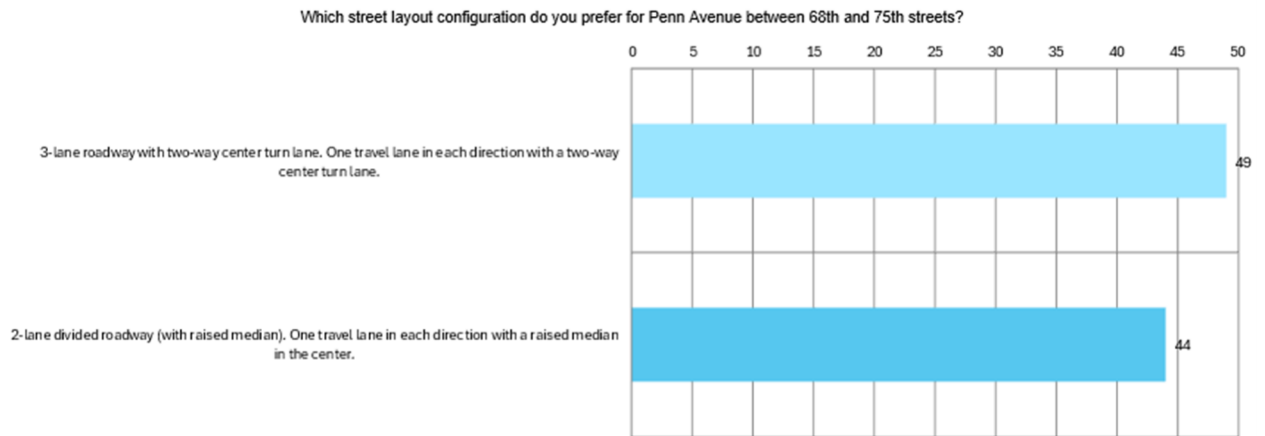
**Pedestrian medians. Raised center medians at crossing: 33 (25.6%)**

**Bumpouts. Extension of pedestrian zone into street: 26 (20.2%)**

**Raised crossing. Crosswalks are raised to the level of the adjacent sidewalks: 21 (16.3%)**

### Questions about Penn Avenue between 68<sup>th</sup> and 75<sup>th</sup> streets

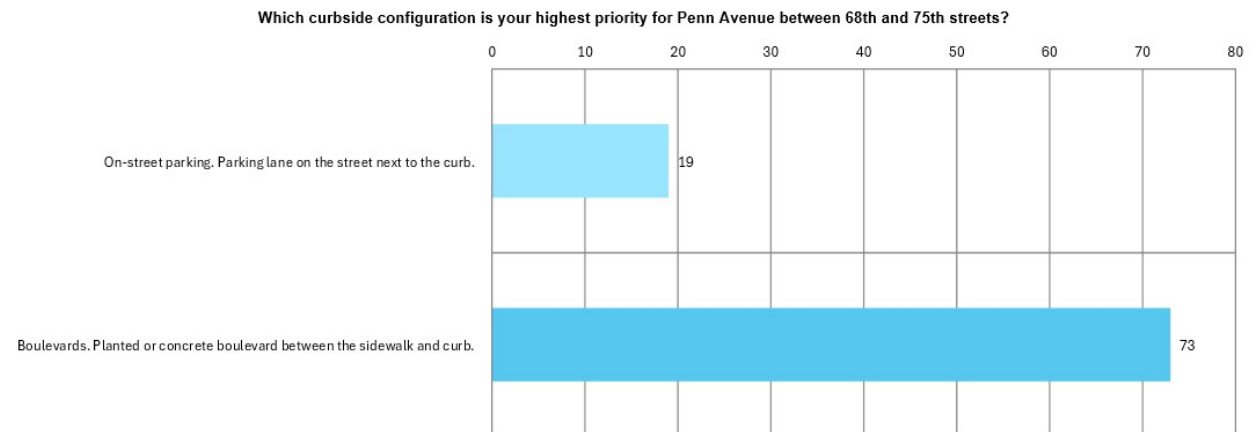
*Which street layout configuration do you prefer for Penn Avenue between 68<sup>th</sup> and 75<sup>th</sup> streets?*



**3-lane roadway with two-way center turn lanes. One travel lane in each direction with a two-way center turn lane: 49 (52.7%)**

**2-lane divided roadway (with raised median). One travel lane in each direction with a raised median in the center: 44 (47.3%)**

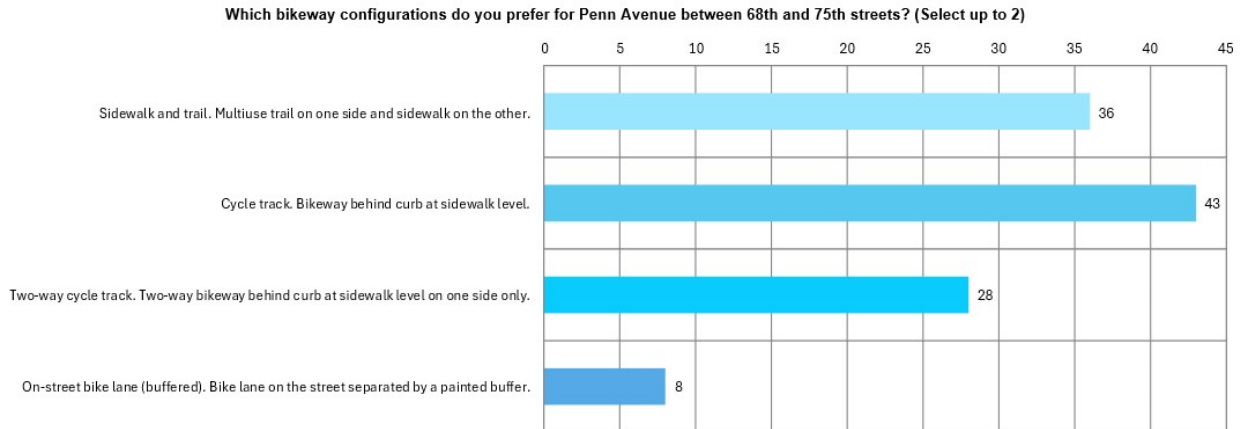
*Which curbside configuration is your highest priority for Penn Avenue between 68<sup>th</sup> and 75<sup>th</sup> streets?*



**Boulevards. Planted or concrete boulevard between the sidewalk and curb: 73 (79.3%)**

**On-street parking. Parking lane on the street next to the curb: 19 (20.7%)**

*Which bikeway configurations do you prefer for Penn Avenue between 68<sup>th</sup> and 75<sup>th</sup> streets?*



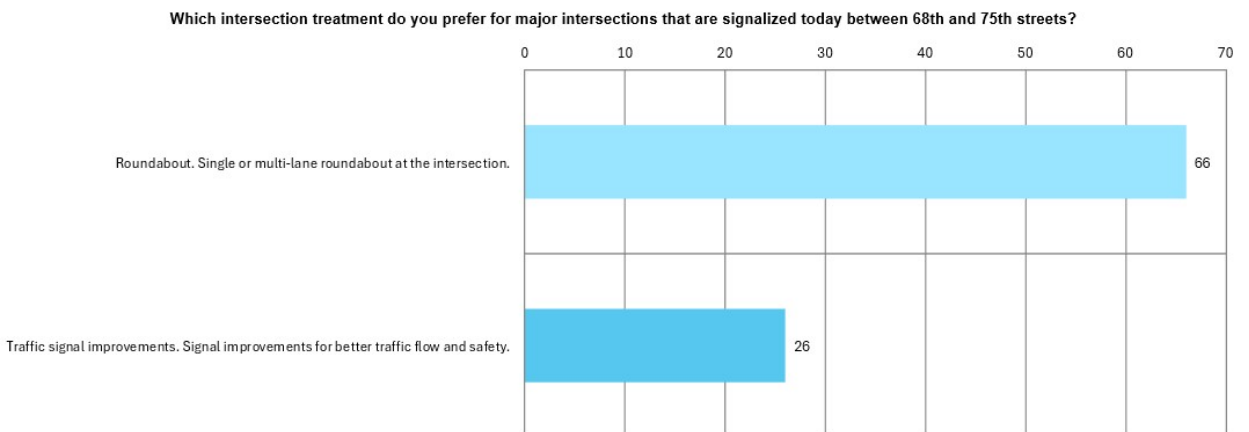
**Cycle track. Bikeway behind curb at sidewalk level: 43 (37.4%)**

**Sidewalk and trail. Multiuse trail on one side and sidewalk on the other: 36 (31.3%)**

**Two-way cycle track. Two-way bikeway behind curb at sidewalk level on one side only: 28 (24.3%)**

**On-street bike lane (buffered). Bike lane on the street separated by a painted buffer: 8 (7.0%)**

*Which intersection treatment do you prefer for major intersections that are signalized today between 68<sup>th</sup> and 75<sup>th</sup> streets?*

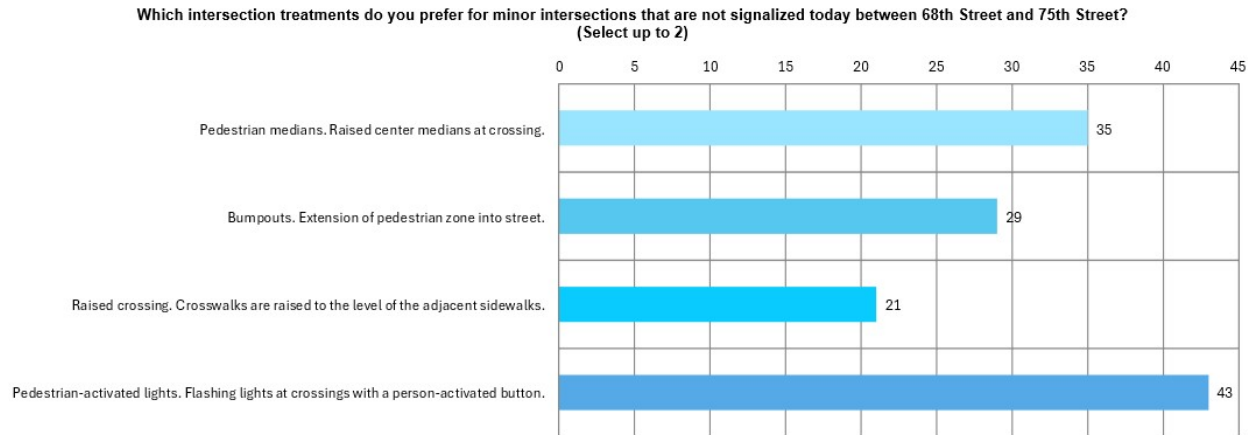


*Penn Avenue safety improvements 27*

**Roundabout. Single or multi-lane roundabout at the intersection: 66 (71.7%)**

**Traffic signal improvements. Signal improvements for better traffic flow and safety: 26 (28.2%)**

*Which intersection treatments do you prefer for minor intersections that are not signalized today between 68<sup>th</sup> and 75<sup>th</sup> streets?*



**Pedestrian-activated lights. Flashing lights at crossings with a person-activated button: 43 (33.6%)**

**Pedestrian medians. Raised center medians at crossing: 35 (27.3%)**

**Bumpouts. Extension of pedestrian zone into street: 29 (22.7%)**

**Raised crossing. Crosswalks are raised to the level of the adjacent sidewalks: 21 (16.4%)**

# Appendix C: Public Meeting #2 Summary

## Introduction

Hennepin County, in partnership with the City of Richfield, plans to reconstruct Penn Avenue (County Road 32) from Highway 62 to West 75th Street.

The roadway recently underwent a conversion from four lanes to three lanes in 2021, resulting in a 30% reduction in crashes. Additional improvements are being considered to make the corridor function better for all users, whether driving, walking, rolling, biking, or otherwise. The project will also remove and replace outdated infrastructure, evaluate improvements to intersection design, and consider aesthetic improvements to enhance the character of the corridor.

During the design process, the project team will conduct community and stakeholder engagement to inform the project design in 2025 and 2026. Construction is scheduled to start in 2028.

### **Project goals include:**

- Create safe, secure, and comfortable places for everyone to travel, regardless of their age or ability.
- Provide a safer experience for people walking, rolling, and biking.
- Improve bus travel and create more comfortable bus stops.
- Support the needs of nearby neighborhoods, local businesses, and institutions.
- Enhance the character of the Penn Central district.

## Open House Details

As part of the project, an open house was held to confirm the findings of Phase 1 of engagement, assess the problem statement for the project, and measure the public's preferences for the use of certain street design tools over others. The data and feedback collected will be used to help select the appropriate design options for each section and intersection of the new design.

**Project:** Penn Avenue safety improvements - Richfield

**Event Name:** Open House 2: Sheridan Hills Elementary

**Event Date:** Tuesday, November 18, 2025

4:30 p.m. – 7 p.m.

**Event Location:** Sheridan Hills Elementary is located one block west of the project area. The Phase 2 open house took place in the cafeteria during after-school pickup hours. Many families that are part of the Sheridan Hills Community are also Richfield residents residing near Penn Avenue.

## Public Meeting Goals

The goals of this engagement were to:

- Provide a project overview
- Provide project timing information
- Provide a summary of the feedback collected in Phase 1
- Present and confirm problem statement
- Collect additional input on existing community experiences
- Collect feedback on project toolkit
- Discuss next steps

## Event Summary

**How many people participated:** Over 70 people attended the Phase 2 Open House, not including elementary school children.

The event's start time was listed as 4:30 p.m., and attendance tallied over 30 people by 4:40 p.m. A few of the attendees were parents who had come to pick up their children from school and decided to participate in the open house.

## Key Takeaways

During the event, residents provided feedback on preferences for potential safety improvements and street design tools that will be considered for this project. The following key takeaways summarize the most common themes and priorities that emerged from public input:

### *General themes*

- Participants largely agreed with and confirmed the problem statement, with especially vocal agreement about improving the walkability of Penn Avenue.
- When tasked with designing their own version of Penn Avenue, participants prioritized greenspaces buffers separating pedestrian and bike infrastructure from the street.

- As a compromise based on available right-of-way space, most participants decided to forgo parking and prioritize other design elements.

### *Tool preferences*

- Attendees had mixed opinions on 3-lane roadway versus a 2-lane divided highway, with a slight majority choosing the current configuration of a 3-lane roadway.
  - Some opponents of the 2-lane divided highway did not want to see medians in the business district because of the potential impact to customers' business access.
- Voters expressed a nearly unanimous preference for boulevards over parking.
- Cycle track was the most popular bikeway configuration.
- About 70% of voters preferred roundabouts over traffic signal improvements.
- Pedestrian-activated lights were the most popular intersection treatment for pedestrian safety, with all other options also receiving votes.
  - Pedestrian-activated lights were slightly more popular in the Penn Central commercial zone than in the residential zone.
  - Pedestrian medians were slightly more popular in the residential zone than in the Penn Central commercial zone.


## **Problem Statement Comments**

The project team drafted a Problem Statement for the Penn Avenue safety improvements based on information gathered from the 2021 corridor study and from Phase 1 of the project. Event attendees were asked to respond to the Problem Statement by the following prompts: Does this Problem Statement match your vision for the future of Penn Avenue? What do you like and what would you change?

# Problem statement

-  **People need safe and reliable property access along Penn Avenue**
  - People can't walk or bike safely or comfortably along Penn Avenue.
  - It's difficult to make left turns onto or off Penn Avenue.
  - The pavement is in poor condition.
  - There are limited public parking opportunities along Penn Avenue.
-  **Penn Avenue is dangerous to walk**
  - Penn Avenue is not safe to walk across.
  - Penn Avenue is not comfortable to walk along.
  - There are no features to create a positive walking experience.
-  **Biking on Penn Avenue is not safe**
  - There are no dedicated bike facilities on Penn Avenue.
  - It is difficult to cross Penn Avenue when traveling on nearby trails.
-  **There isn't enough greenspace on Penn Avenue**
  - The lack of green infrastructure doesn't support sustainability and maintenance.
  - The lack of greenspace detracts from the visual quality of the neighborhood.
-  **Penn Avenue does not fully support the needs of a vibrant business district**
  - The lack of walkability discourages pedestrian activity to businesses along Penn Avenue.
  - The existing street doesn't support businesses as destinations, lacking a sense of place.
  - The lack of convenient public parking and consistent access detracts from the user experience.

✓ Drafted as part of the 2021 study.  
✓ Reviewed as part of current project.  
✓ Original problem statement confirmed by the community during Phase 1 of engagement.

Does this Problem Statement match your vision for the future of Penn Avenue?  
What do you like and what would you change?  
 Grab a post-it note and share your ideas below.

Penn Avenue safety improvements  
County Road 32 in Richfield



This board was printed and shown to attendees as part of the open house. The board shows the finalized problem statement and some context about how it was created.

## Key Takeaways – Problem Statement Responses

- Five people wanted more language about improving walkability added to the problem statement
  - Two people wanted the problem statement to specifically mention planting trees for walkability
  - One participant said walkability generally would improve the neighborhood
  - One participant said they wanted more businesses near the center of the project area, within biking range of their family
  - One person wants this project to turn Penn Central from “just plain ugly” to “user-friendly and visually appealing”
- Two people confirmed the problem statement with no additional comments

## Right-of-Way Activity Comments

Participants were asked to imagine their own version of Penn Avenue within the constraints of the available right-of-way space. This activity consisted of two tablemats: one representing the Penn Central Commercial Zone between 62<sup>nd</sup> Street and 68<sup>th</sup> Street and 66 feet of ROW space, and one representing the residential zone between 68<sup>th</sup> Street and 75<sup>th</sup> Street and 83 feet of ROW space. Within the ROW area participants could place different “pieces” of street design including sidewalks, bike lanes, vehicle lanes, parking lanes, and greenspace.

More than ten people participated in the ROW Activity and five participants allowed us to photograph the result of their design. (See the photo section at the end of this summary for photos of results).

### Key Takeaways – Right-of-Way Activity

- The vast majority of participants prioritized greenspace. Most designs had tree-lined boulevards separating the street and the pedestrian/bike infrastructure. Some also included boulevards or central medians between the opposing vehicle lanes, in addition to the behind-the-curb boulevards.
- All participants demonstrated a desire for bike infrastructure along Penn, including sidewalks and bike lanes in their designs.
- When limited by space constraints, participants opted for greenspace and pedestrian/bike infrastructure over parking. Some designs had parking on one side of the street, but none had parking on both sides of the street.

## Toolkit Activity Comments

Participants were asked to evaluate street design tools that are under consideration for this project. Respondents were asked to vote for either one or two options in each of the following categories: street layout configurations, curbside configurations, bikeway configurations, major intersections, and minor intersections. This activity aids the project team in evaluating the demand for each potential design tool and public support behind certain design choices.

The following summarizes the data from the activity, as well as some general comments from the public on the tools themselves.

### **Penn Central (62<sup>nd</sup> – 68<sup>th</sup>)**

<b>Tool</b>	<b>Votes</b>
<b>3-lane roadway</b>	19 (66%)
<b>2-lane divided roadway</b>	10 (34%)
<b>Boulevards</b>	20 (80%)
<b>On-street parking</b>	5 (20%)
<b>Sidewalk and trail</b>	3 (7%)
<b>Cycle track</b>	28 (64%)
<b>On-street bike lane</b>	2 (4%)
<b>Two-way cycle track</b>	11 (25%)
<b>Roundabout</b>	21 (70%)
<b>Traffic signal improvements</b>	9 (30%)
<b>Pedestrian medians</b>	12 (22%)
<b>Bumpouts</b>	8 (14%)
<b>Raised crossings</b>	8 (14%)
<b>Pedestrian-activated lights</b>	28 (50%)

<b>Residential Zone (68<sup>th</sup> – 75<sup>th</sup>)</b>	
<b>Tool</b>	<b>Votes</b>
<b>3-lane roadway</b>	13 (57%)
<b>2-lane divided roadway</b>	10 (43%)
<b>Boulevards</b>	24 (96%)
<b>On-street parking</b>	1 (4%)
<b>Sidewalk and trail</b>	6 (12%)
<b>Cycle track</b>	29 (58%)

<b>On-street bike lane</b>	1 (2%)
<b>Two-way cycle track</b>	14 (28%)
<b>Roundabout</b>	20 (69%)
<b>Traffic signal improvements</b>	9 (31%)
<b>Pedestrian medians</b>	17 (35%)
<b>Bumpouts</b>	4 (8%)
<b>Raised crossings</b>	9 (19%)
<b>Pedestrian-activated lights</b>	18 (38%)

*Street layout configurations*

- Voters preferred 3-lane roadway (the current configuration) over the 2-lane divided roadway, however, both options received several votes.
- Multiple respondents stated that they want “no medians in the business area.”
  - One person said they feel that the two-lane divided option is not practical for the amount of traffic that Penn Avenue regularly experiences.
- One participant noted that traffic flows much better since the road re-stripping in 2021.

*Curbside configurations*

- Voters had a strong preference for prioritizing boulevards over parking.
- A few participants wanted parking specifically included for certain businesses. One person mentioned the section on the west side of Penn between 66<sup>th</sup> and 68<sup>th</sup> streets.

*Bikeway configurations*

- Cycle track was the most popular option by a wide margin, with two-way cycle track and sidewalk and trail also receiving votes.
- On-street buffered bike lanes were not preferred and received less than a handful of votes.
- One person commented that the bike bollards are not effective.
- Multiple people wanted distance between the bikers and the road.
- One person said that the two-way cycle track (like the one on 66<sup>th</sup>) is difficult for bikers since they have to cross the street to get to their destination.

- A few people requested that bike infrastructure not be included on Penn Avenue to encourage bikers to use other parallel streets.

#### *Major intersections (signalized today)*

- For both Penn Central and the residential zone roundabouts were preferred over traffic signal improvements by a ratio of about 2 to 1.
- A few people said that the intersection at Penn Avenue and 66<sup>th</sup> Street is too heavily-trafficked for a roundabout, and needs to remain a signaled intersection.
- One person asked for the inclusion of “flashing lights” (RRFBs) at any potential future roundabout for better bike safety.
- One person asked for improved crossings at 64<sup>th</sup> Street by Davanni’s.
- One person said that planners should keep in mind the blind spot caused by the CVS retaining wall if building a roundabout.
- One driver wanted a left-turn signal added to the 69<sup>th</sup> Street intersection.
- One pedestrian wanted a longer walk signal at the 66<sup>th</sup> Street intersection.

#### *Minor intersections (unsignalized today)*

- Pedestrian-activated lights were the most popular safety improvement in this category, with all other options (pedestrian medians, bumpouts, raised crossings) also receiving several votes.
- Pedestrian medians were more popular in the residential zone than in the business district.
- Two people suggested pairing raised crossings with pedestrian-activated lights.

#### *Other*

- One resident was worried about right-of-way acquisition during this project, specifically near the 69<sup>th</sup> and 75<sup>th</sup> Street intersections.

## Comment Card Comments

Open house attendees were invited to leave open-ended feedback on project comment cards. The following are the comments submitted at the event.

- Looking forward to improved biking and walking opportunities. Like the flow with the 4/3 restriping.
- Can hardly wait to see it completed. When I have to visit a business on that part of Penn, I bike on the sidewalk. There usually are only 1 or 2 pedestrians, so this isn’t a huge problem. But at least one bike lane (preferably path) on one side of the road would be awesome.

- Thank you for taking pedestrians/cyclists into consideration! I primarily navigate Richfield by foot, bike, or bus, so infrastructure that helps me be visible to cars and cross distances efficiently is very valuable.
- Will there be native pollinators grown in green spaces please? More dividers in streets? I'm disabled from a stroke in my 40s. Dividers to assist disabled (and families with kids) to cross and stop safely. As our population ages, disabilities increase. Safe and green!
- The best way to cross 62 is via the sidewalk of Penn Avenue. When I commute, I use the west sidewalk of the street, and routinely run into other cyclists doing something similar.
- Bury power lines. Currently poles are on the street! 2. 62th-67<sup>th</sup> mixed use bike/walk path makes sense from a space perspective. 3. How does a planned apartment building on 65<sup>th</sup>+66<sup>th</sup> (old bumper to bumper) tie into the project?

Photos



Jan Youngquist, Tyler McLeete, and Matt Huggins discuss the ROW/design your own Penn Avenue activity with three event attendees.



Event guests vote with stickers for their preferred design tools.



Steven Voelker and Joe Powers walk event attendees through the toolkit activity.



Javier Whitaker-Castañeda provides a project overview in Spanish to an attendee at the welcome table.

## Right-of-Way Activity Photos

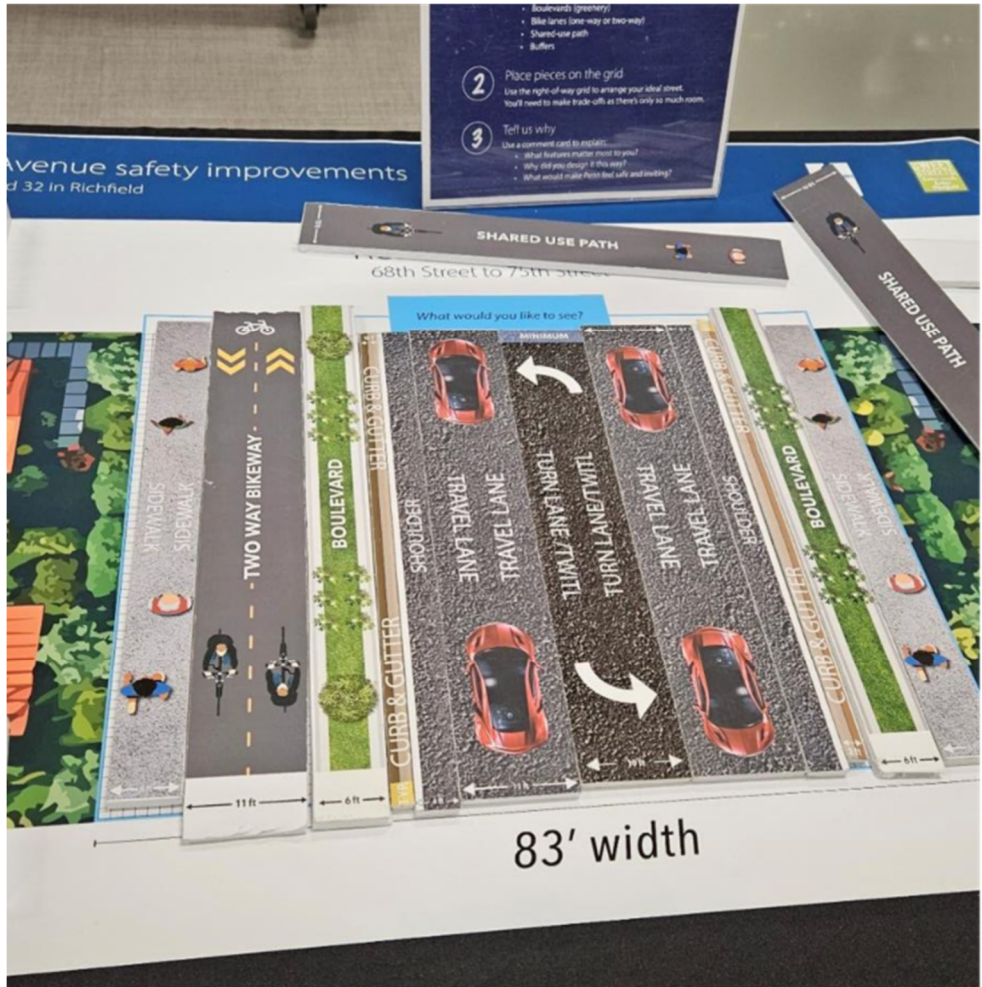
Below are examples of the Penn Avenue designs that event attendees created using the Right-of-Way activity. Participants were challenged to work within the constraints of the right-of-way space available and weigh options including vehicle travel lanes, bike lanes, pedestrian infrastructure, and greenspace.



A street design with a boulevard and a left-turn lane between the vehicle lanes, and boulevards as buffers between cars and bikers/pedestrians.



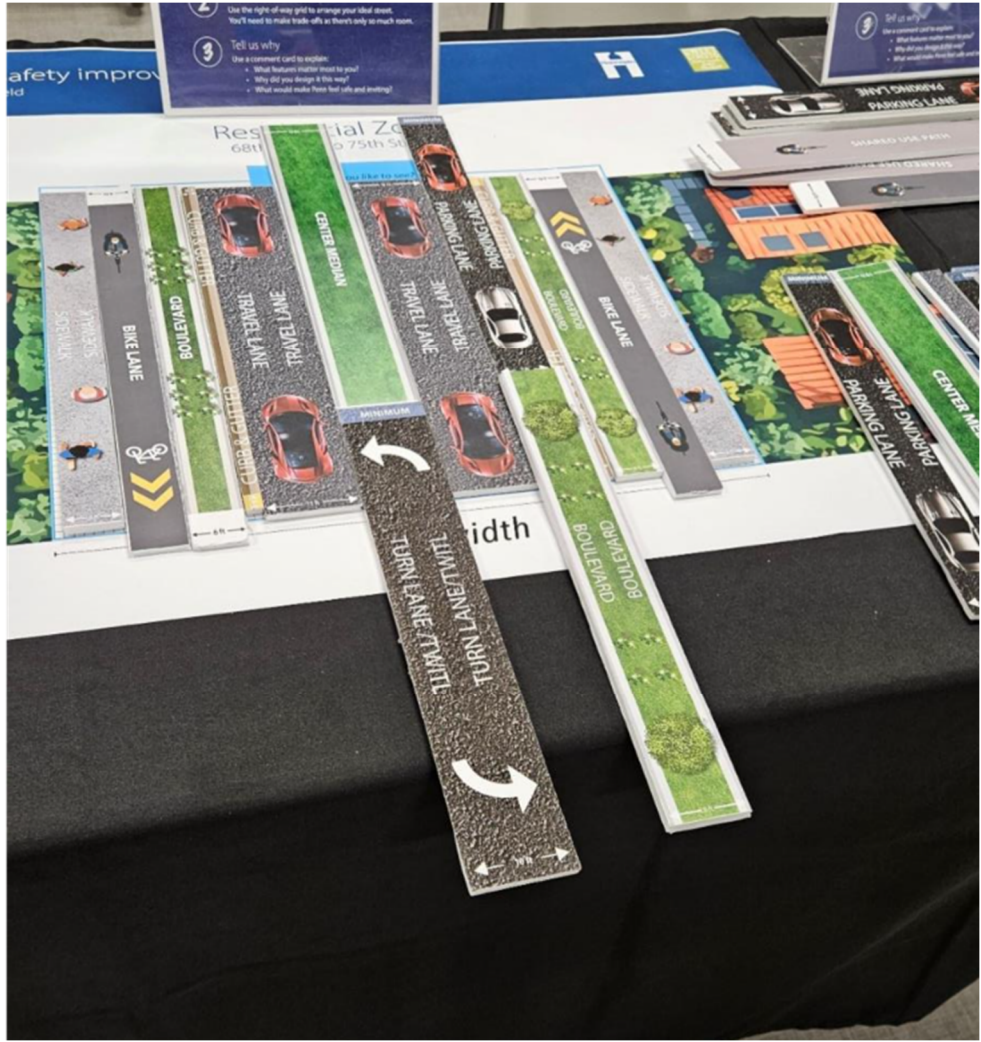
A street design with a center turn lane, shoulder on one side of the road, and boulevards between the road and the pedestrian and bike infrastructure.



A right-of-way design that includes the road offset from the center of the right-of-way and a two-way cycle track on one side of the road.



A street design with boulevards, bike lanes, and sidewalks on both sides of the road. The participant wanted the central channel to be used for both left-turn lanes and green medians.



A street design that considers incorporating parking into the design and recommends adding greenspace wherever possible in the medians and around the parking areas.

# Appendix D: Phase 2 Pop-up Summary – Fare for All

## Introduction

Hennepin County, in partnership with the City of Richfield, plans to reconstruct Penn Avenue (County Road 32) from Highway 62 to West 75th Street.

The roadway recently underwent a conversion from 4-lanes to 3-lanes in 2021, resulting in a 30% reduction in crashes. Additional improvements are being considered to make the corridor function better for all users, whether driving, walking, rolling, biking, or otherwise. The project will also remove and replace outdated infrastructure, evaluate improvements to intersection design, and consider aesthetic improvements to enhance the character of the corridor.

During the design process, the project team will conduct community and stakeholder engagement to inform the project design in 2025 and 2026. Construction is scheduled to start in 2028.

### **Project goals include:**

- Create safe, secure, and comfortable places for everyone to travel, regardless of their age or ability.
- Provide a safer experience for people walking, rolling, and biking.
- Improve bus travel and create more comfortable bus stops.
- Support the needs of nearby neighborhoods, local businesses, and institutions.
- Enhance the character of the Penn Central district.

## Public Meeting Details

**Project:** Penn Avenue safety improvements - Richfield

**Event Name:** Pop-up 4: Richfield Fare for All

**Event Date:** Tuesday, December 16, 2025

1 p.m. – 3 p.m.

**Event Location:** The Richfield Fare for All grocery discount event is held at Richfield Community Center at 7000 Nicollet Avenue, Richfield, MN, 55423. The Penn

Avenue engagement team set up a table near the entrance to the food sale event, in the basement of the building. The team was able to engage about 50% of attendees of the Fare for All event.

## Public Meeting Goals

The goals of this engagement were to:

- Provide a project overview
- Inform public about what to expect
- Confirm public input from Phase 1: Experiences
- Collect more input on user experience
- Share draft goals and gather public input on priorities and trade-offs
- Discuss next steps

## Event summary

**How many people participated:** 25 people participated in the engagement activity and provided feedback.

## Key Takeaways

During the event, residents voted for their preferences for different options for traffic configuration, bikeway configurations, minor intersection treatments, major intersection treatments, and curbside configurations. The following key takeaways summarize the most common themes and priorities that emerged from public input:

- Participants preferred the current 3-lane roadway configuration to the 2-lane divided roadway.
- Voters at this pop-up prioritized on-street parking to support small businesses on Penn Ave.
- Voters preferred the two-way cycle track configuration, but bikeway votes were spread.
- Roundabouts were popular; voters both pro and against had feedback about what conditions and features make for a successful roundabout (cost, lighting, consistent lanes, and safer pedestrian crossings).
- Pedestrian-activated lighting was the most popular minor intersection treatment.
- Bumpouts were the most divisive tool option; some supporters said that they slow cars and provide greenspace, some detractors said that they are hard to plow and cause people to park poorly.

## Toolkit Activity Comments

Participants were asked to evaluate street design tools that are under consideration for this project. Respondents were asked to vote for either one or two options in each of the following categories: street layout configurations, curbside configurations, bikeway configurations, major intersections, and minor intersections. This activity aids the project team in evaluating the demand for each potential design tool and public support behind certain design choices.

The following summarizes the data from the activity, as well as some general comments from the public on the tools themselves.

<b>Penn Central (62<sup>nd</sup> – 68<sup>th</sup>)</b>	
<b>Tool</b>	<b>Votes</b>
<b>3-lane roadway</b>	10 (71%)
<b>2-lane divided roadway</b>	4 (29%)
<b>Boulevards</b>	6 (37.5%)
<b>On-street parking</b>	10 (62.5%)
<b>Sidewalk and trail</b>	6 (26%)
<b>Cycle track</b>	4 (17%)
<b>On-street bike lane</b>	5 (22%)
<b>Two-way cycle track</b>	8 (35%)
<b>Roundabout</b>	11 (65%)
<b>Traffic signal improvements</b>	6 (35%)
<b>Pedestrian medians</b>	7 (22%)
<b>Bumpouts</b>	7 (22%)
<b>Raised crossings</b>	5 (16%)
<b>Pedestrian-activated lights</b>	13 (40%)

### *Street layout configurations*

- Voters greatly preferred the 3-lane roadway (71%), the current configuration, to the 2-lane divided roadway (29%).
- A few participants commented that the 3-lane roadway is “definitely better for drivers and traffic flow.”
- One person asked for clear lines for right-turn lanes or left-turn lanes, to lessen the danger from drivers who don’t use turn signals. The project team explained that right-turn lanes are unlikely to be within the scope of the project, but that the design team will be intentional about clearly marking lane divisions.
- One participant who voted for 2-lane divided roadway said they preferred that option for the greenspace potential.

### *Curbside configurations*

- Voters at this event had a preference for on-street parking (62.5%) over boulevards (37.5%). (This deviates from the open house results).
- Many participants referenced business impacts as a reason to prioritize keeping on-street parking over boulevard space.
- One person said they voted for boulevards because they are in favor of anything that creates space between cars and walkers.
- One person said they voted for boulevards because they give someone a job (landscape maintenance), and parking does not.

### *Bikeway configurations*

- The votes for bikeway configurations were spread across all four options; two-way cycle track (35%) received the most votes.
- Multiple people said that they prefer an option where bikers are separated from drivers.
- One couple wanted to choose an option with bikeways on the same level as sidewalks but hesitated because of concerns about e-bikes hitting pedestrians. They ultimately voted for on-street bike lanes.
- One person wanted to keep costs low for the bikeway portion of the project.
- One person wondered if the city could ticket bikers who don’t stay on the cycle track.

### *Major intersections (signalized today)*

- Roundabouts (65%) were more popular than traffic signal improvements.

- Some voters said that they are in favor of roundabouts generally but that the design team should be very selective about which intersections are converted to roundabouts.
- One person selected traffic signal improvements because he did not want the additional cost of constructing a roundabout to be added to the project.
- One person said that roundabouts cause problems when there is a 2-lane to 1-lane merge before or after the roundabout.
- One person said that their friend got hit at a roundabout by a driver who was looking left towards approaching vehicles and didn't look right to check for pedestrians at the crosswalk. This person questioned why pedestrian crossings are usually so close to the roundabouts.
- One person said that roundabouts need proper lighting for night driving or driving in snowy conditions.
- A few people commented that roundabouts only work if people know how to use them.

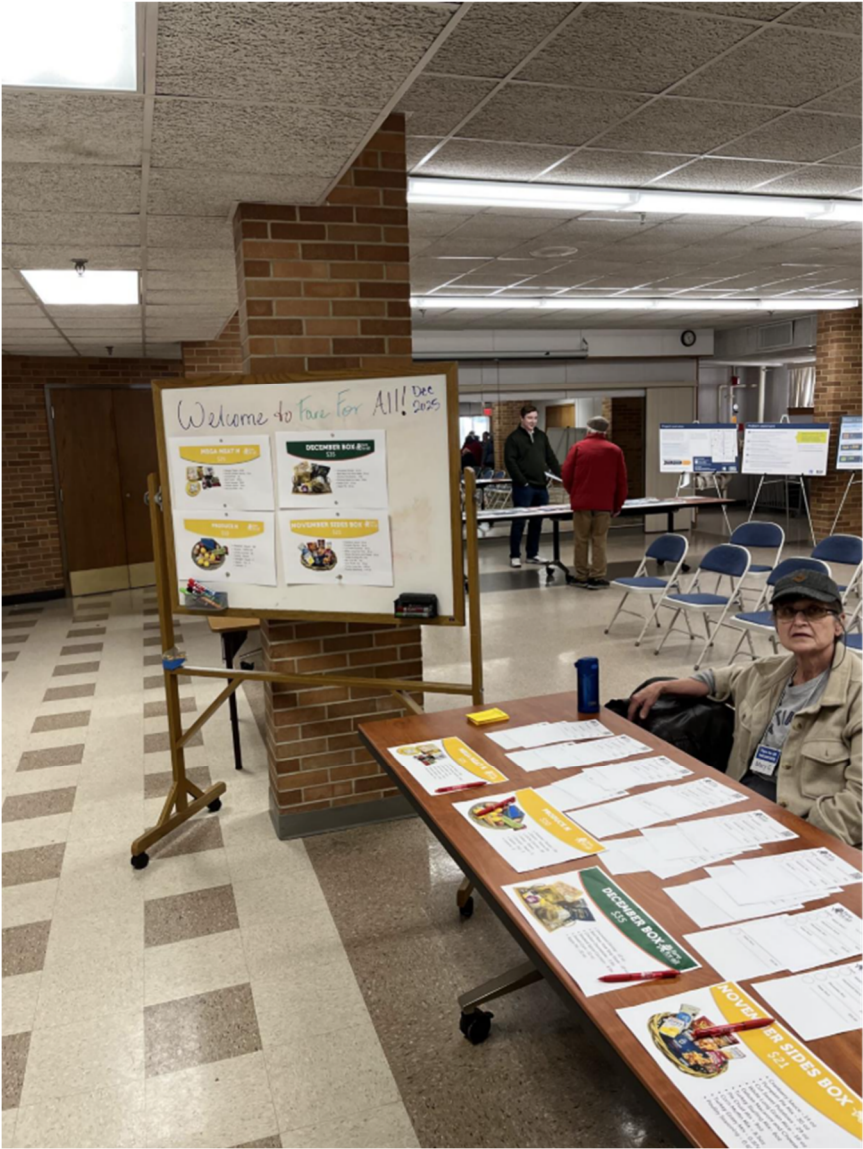
#### *Minor intersections (unsignalized today)*

- Pedestrian-activated lights (40%) were the most popular intersection treatment.
- Bumpouts (22%) were the most divisive intersection treatment, with strong opinions both positive and negative
  - One person said they love pedestrian bumpouts and that cars need to slow down.
  - One voter liked pedestrian bumpouts because of the potential for greenspace.
  - Two drivers who were adamantly against bumpouts said that bumpouts result in cars parking at an angle instead of against the curb, challenges for snowplows, and that they catch and hold debris from storms.
- One voter said that pedestrian medians are bad for drivers; that they don't necessarily make it easier to see pedestrians and that it's hard to make a U-turn or a sharp left turn.
- One participant said that it's "very essential to have the [pedestrian-activated] lights."
- One person said, "we need more speed bumps," and that any improvements to walkability would be good for the project.

### *Other*

- One driver said that there are too many street signs; that they clutter drivers' view and "it's dangerous, it's too much to focus on."
- One participant said that regardless of the final design, it is important to keep the street looking clean and sanitary.
- One resident said that people aren't salting sidewalks, and that it gets slippery by the Penn Avenue and 66th Street intersection.

Photos



Project staff set up engagement materials near the entrance to the Fare for All event.



Javier Whitaker-Castañeda records comments from two participants about bikeway configuration options.



Javier Whitaker-Castañeda walks a Fare for All attendee through the engagement activity instructions.

# Appendix E: Business Outreach Summary – November 2026

## Introduction

Hennepin County, in partnership with the City of Richfield, plans to reconstruct Penn Avenue (CSAH 32) from Trunk Highway 62 to West 75th Street in 2028. As part of the design process, the County is leading a comprehensive community and stakeholder engagement process to better understand local needs, identify issues, and gather input to inform roadway design elements.

Business engagement is an integral part of this broader effort. Through direct collaboration with businesses along the corridor, the County and City is working to gather meaningful feedback, address concerns early in the process, and build a sense of shared ownership in the final design.

To support this work, Lance Bernard of TC2 has been assigned as the project’s dedicated business liaison. Lance is available at any time to connect with businesses and property owners to discuss the project, answer questions, and ensure their perspectives are reflected throughout the planning process.

This document summarizes the business engagement strategies and feedback gathered during Phases I and II.

## Business engagement and communication goals

Engagement goals for businesses and property owners include:

- Share project information in timely and effective ways throughout the life of the project.
- Provide all businesses along the corridor with the opportunity to share their vision, experiences, and concerns using a range of communication and engagement tools.
- Enhance collaboration between Hennepin County, the City of Richfield, and businesses and property owners through ongoing coordination and transparent communication.

## Email and phone outreach

Before engagement began, the project team compiled a contact list for businesses and property owners. This list is being used to share project updates, reminders about ways to participate, and how to get in touch with project staff. The contact list is a shared document with Penn Central staff to ensure it is as comprehensive as possible, capturing a wide range of relevant contacts.

## Engagement Activities

Phases I and II of engagement incorporated a combination of online and in-person activities. The business engagement activities are detailed below.

### *Door-to-door outreach*

Date: August 4, 2025

Contacts made: Approximately 55 doors knocked

The project team visited approximately 55 businesses by walking the corridor. While door-knocking, business owners were given a paper-copy of the project fact sheet and a QR code/link to complete a business survey online. While door-knocking along the corridor, the project team successfully verified contact information for businesses and property owners and engaged in brief conversations to better understand their needs and concerns.

### *Business office hours*

Date: October 22 and 23, 2025

Attendees: Eight

The project team was available for in-person meetings with businesses and property owners to gather input and feedback. Office hours were held on Wednesday, October 22, and Thursday, October 23, from 2 p.m. to 7:00 p.m. at Karl Herman's State Farm Insurance Office on Penn Avenue. Businesses were notified via email. Office hours offered businesses and property owners an additional opportunity to participate in the planning process.

### *One-on-one meetings*

Date: Ongoing

Interviews: Nine

Outside of planned engagement activities, businesses and property owners were able to set up one-on-one meetings to discuss the project in more detail and to share their

feedback directly. Several one-on-one meetings were conducted both on-site and virtually. This option remains an ongoing effort and is available to businesses and property owners throughout the duration of the project.

### *Business survey*

Date: August – October 2025

Responses: Seven

The project team utilized a project contact list to email businesses and property owners an online survey. The business survey was designed to capture how businesses currently utilize Penn Avenue and their vision for the future. Information collected through the survey is being used to better understand business operations and needs. The online survey received seven responses. Feedback closely aligned with what project staff heard through door-to-door outreach, one-on-one meetings, and office hours.

### Feedback summary

The project team engaged with approximately 55 businesses and property owners through various engagement activities, including those who have participated in broader community engagement events (e.g., pop-ups and open houses). Below is a summary of common themes from their participation and input.

**Construction concerns:** Businesses and property owners expressed significant concerns about whether construction of Penn Avenue would be done in phases, or if it would require a closure of the street. They've expressed a strong desire to keep Penn Avenue open during construction.

**Recognizing the need for improvements:** Businesses and property owners are generally supportive of the project, citing poor infrastructure needs, access issues, site line obstructions, and concerns for pedestrian and bicycle safety. Businesses and property owners are eager to view and react to design options.

### Common themes regarding infrastructure improvements include:

- There are mixed feelings for reducing the **number of travel lanes**, and a few businesses still prefer a four-lane configuration. As future design options are considered, it will be important to maintain efficient **turning movements** in and out of businesses and to minimize any impacts to driveways.
- **Roundabouts** are not desired by most businesses and property owners located in proximity to the Penn Avenue and 66th Street intersection.

However, there is support from the community who recognize their safety and traffic management benefits.

- **On-street parking** along Penn Avenue where permitted, specifically in front of businesses, is viewed as an important amenity that should be retained. The desire to expand on-street parking was also voiced by business owners operating in areas where on-street parking is currently available.
- **Poor visibility** and obstructed site lines are concerns for businesses who have direct access to Penn Avenue. This issue was largely expressed by businesses that rely on service vehicles (e.g., plumbers), frequent staff movement, and regular deliveries (e.g., gas stations and grocery stores) that come and go throughout the day.
- Businesses and property owners are concerned about potential impacts to **off-street parking** that may result in a loss.
- The impact or the **removal of business signs** is a concern for many businesses. They would like to know who will replace their signs if they are removed.

**Neighborhood and commercial aesthetic:** Some of the businesses expressed a strong interest in enhancing the overall appearance and aesthetic of the area (e.g., building facades), while preserving its neighborhood character. Project staff communicated that building improvements fall outside the scope of the roadway project. However, there remains a consistent desire for enhanced landscaping and lighting along the corridor that could enhance the aesthetics of the corridor.