



Richfield City Council Agenda

March 10, 2026 -- 5:15 PM

**Richfield Municipal Center
Bartholomew Conference Room
6700 Portland Avenue South**

- 1. Call to Order**
- 2. Item Discussion**
 - a. Penn Avenue Reconstruction Update and Discussion**
 - b. Proposed Traffic Calming Policy Discussion**
- 3. Adjournment**

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

Includes Materials - Materials relating to these agenda items can be found in the Council Chambers Agenda Packet book located by the entrance. The complete Council Agenda Packet is available electronically on the City of Richfield website.



Report Prepared By:

Matt Hardegger, Transportation Engineer

Department Director:

Kristin Asher, Public Works Director

Item for Consideration:

Penn Avenue Reconstruction Update and Discussion

EXECUTIVE SUMMARY

Hennepin County has programmed a full reconstruction of Penn Avenue from 75th Street to Highway 62 for 2028. Public engagement for the project began in August 2025 with an Open House at St Richards Church; a second Open House was held in November at Sheridan Hills Elementary School. During the work session, the County team will provide a recap of the first two phases of public engagement and will be seeking direction on design items that would require right of way acquisition in the Penn Central area of the project.

Specifically, direction is needed on the following items:

- Intersection control options at 66th Street/Penn Avenue
- On-street parking on Penn Avenue

RECOMMENDED ACTION

Provide staff direction on design and engagement items for Penn Avenue.

HISTORICAL CONTEXT

Reconstruction of Penn Avenue has been a key City priority for many years. This corridor has been studied multiple times over the past 20 years, including a 2008 revitalization plan and a 2021 corridor study. The Penn Central area poses particular design challenges that come with trade-off discussions, due to a narrow right of way (66') and the busy 66th Street/Penn Avenue intersection.

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

For both discussion items, Council Members will need to evaluate what the acceptable trade-offs are for strategic goals and equity goals. The City strives to build infrastructure that is climate resilient and supports service needs.

Considerations at the 66th Street and Penn Avenue intersection include:

- Traffic Safety
- Cost

- Right of way acquisition

Considerations for on-street parking include:

- Widths/Types of non-motorized paths
- Cost
- Right of way acquisition

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

Richfield's [Complete Streets Policy](#) seeks to create safe, accessible, convenient, and comfortable travel for all users of all ages and abilities. Penn Avenue is also identified as a key route in the City's [Active Transportation Action Plan](#).

CRITICAL TIMING ISSUES

Council direction is needed to begin preparing materials for phase 3 of public engagement, expected to begin in mid-April.

FINANCIAL IMPACT

Cost share for Hennepin County projects is currently governed by their 2020 Cost Participation Policy. This policy splits right of way acquisition costs 50/50 between the City and the County for most purposes. Right of way required to accommodate on-street parking is 100% a City cost.

This policy is currently being re-evaluated by a working group of County staff and staff from several cities around the County.

LEGAL CONSIDERATIONS

None at this time.

ALTERNATIVE RECOMMENDATION(S)

None.

ATTACHMENTS

1. 2026-03-10 WS Presentation Penn Ave Reconstruction
2. 20260119 Penn Ave Phase2 Eng Summary v1

Hennepin County

CSAH 32 (Penn Ave) Reconstruction City Council Update

Matt Huggins, PE
Project Manager

March 10, 2026





Agenda

Project engagement update

66th Street intersection
discussion

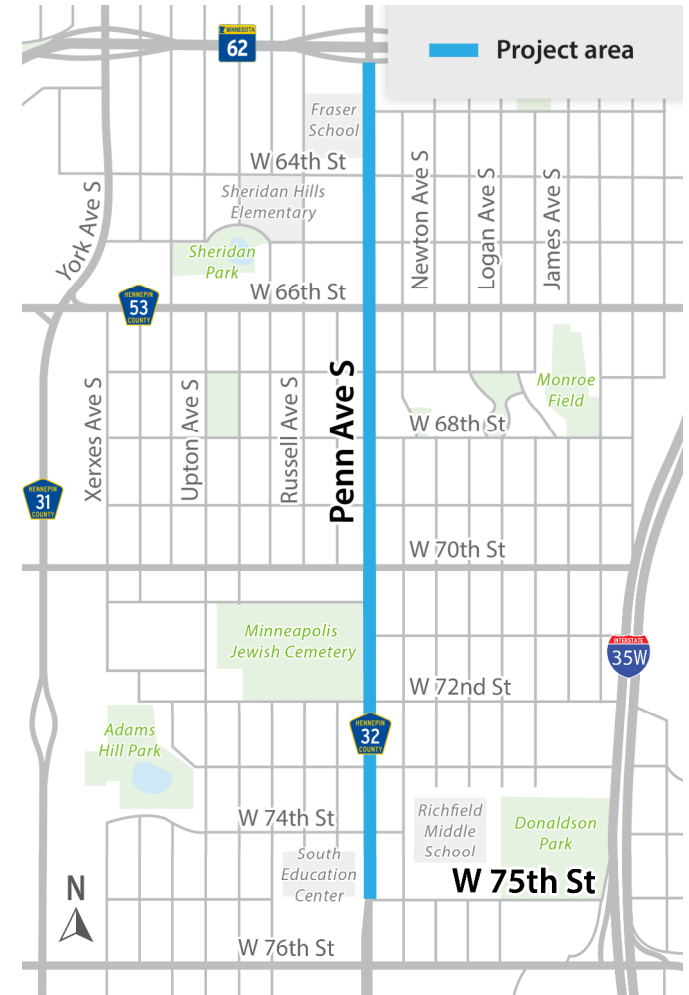
Penn-Central parking
discussion

Project scope

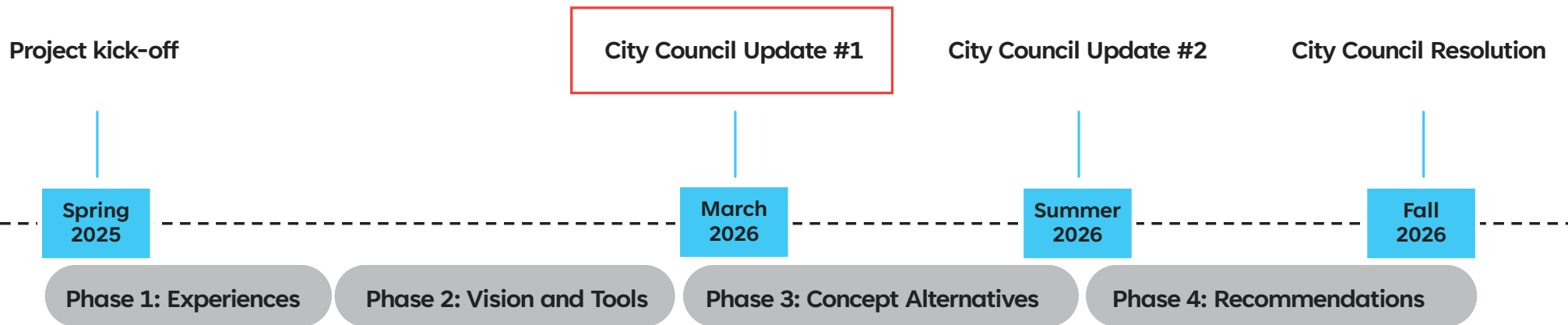
Reconstruction from 75th Street to Highway 62

INITIAL PROJECT GOALS

- 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 storm water goals and enhance visual character



Preliminary design engagement schedule

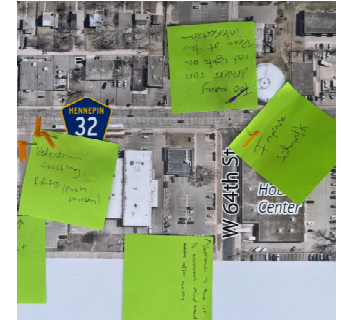


* Start of construction tentatively planned for Spring 2028

Engagement summary

Phase 1: Experiences

- Project outreach and promotion
- Online survey + interactive mapping activity
- Open house
- Pop up events
 - PennFest
 - Farmers Market
 - St. Richards Food Drive
- Results
 - 2,500+ website visits
 - Approximately 400 survey participants
 - Approximately 100 open house attendees
 - 250+ pop up event participants



Engagement summary

Phase 2: Vision and Tools

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



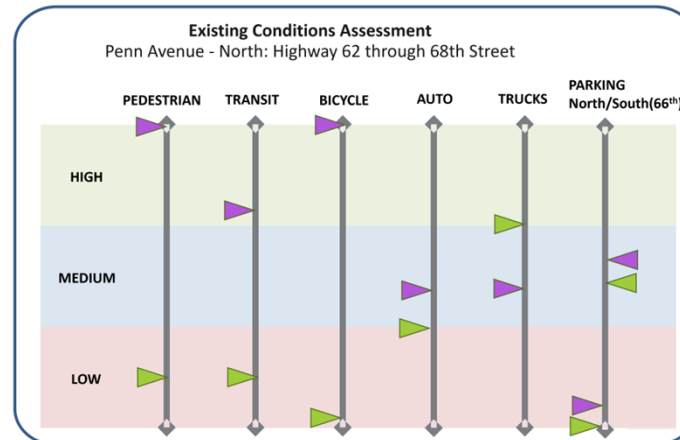
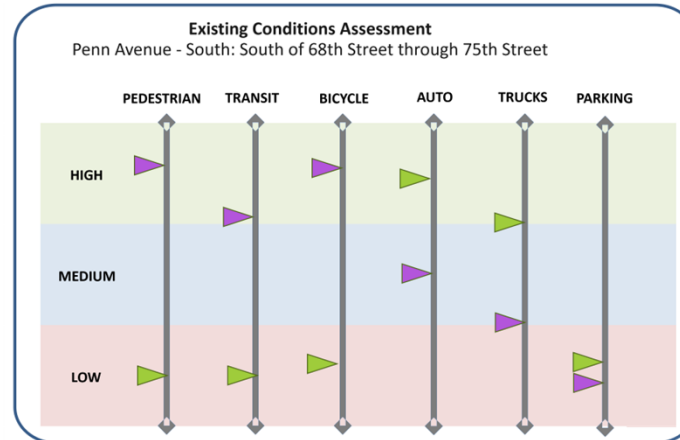
Transportation Commission Priorities

Transportation Commission assessment

- Existing conditions discussed prior to Phase 1 activities
- Desired conditions led to development of Problem Statement
- Difference between conditions establishes priorities

Desired outcomes

- Improve experiences for those walking, biking, and rolling
- People walking, biking, rolling, and taking transit prioritized over vehicle and truck travel and on-street parking
- On-street parking low priority outside of Penn-Central district



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
- People need safe and reliable property access 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

Originally drafted as part of 2021 Penn Avenue study.

Revised in collaboration with Transportation Commission.

Community supports problem statement.

66th Street intersection Existing conditions

Traffic signal replaced in 2018

No pedestrian or bicycle crashes

No fatal or severe injury crashes



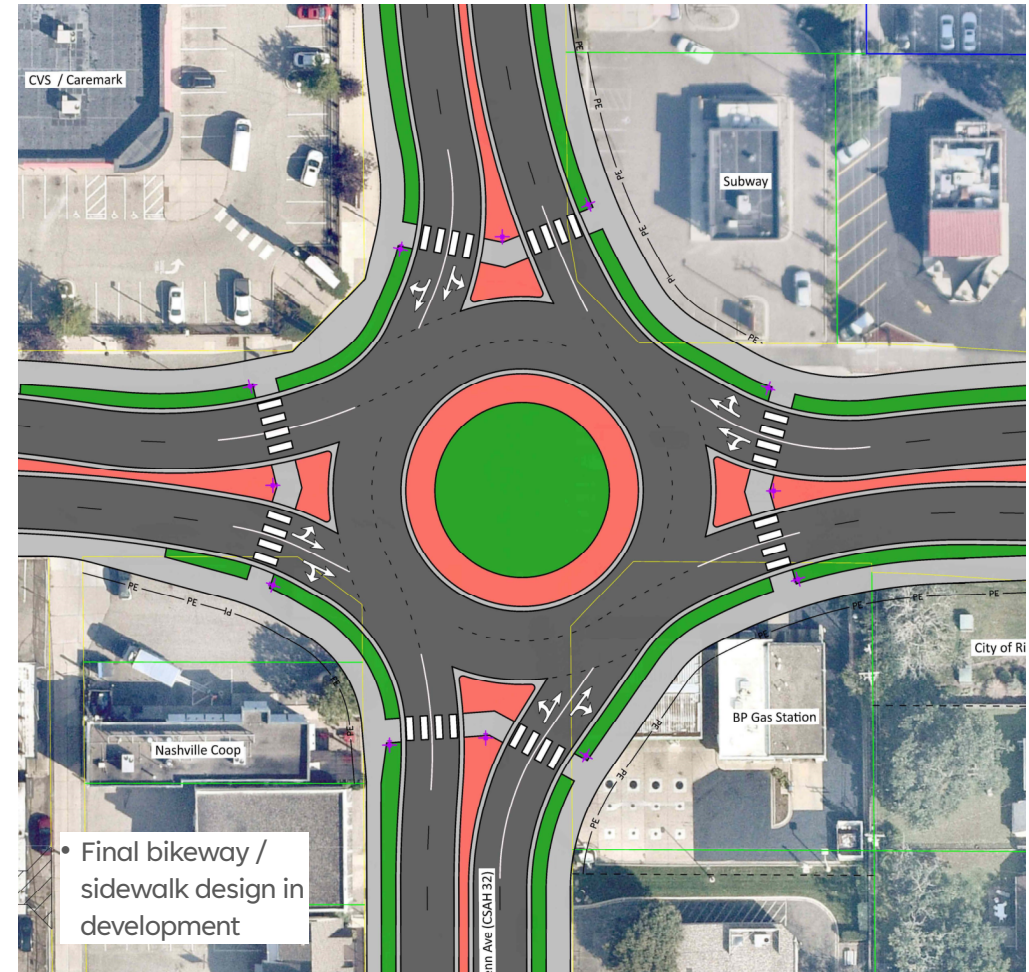
66th Street intersection Multi-lane roundabout

160' intersection diameter

Reduce 66th Street to 4-lanes

Evaluated single and multi-lane Penn Avenue approaches

Flashing beacons required on all legs



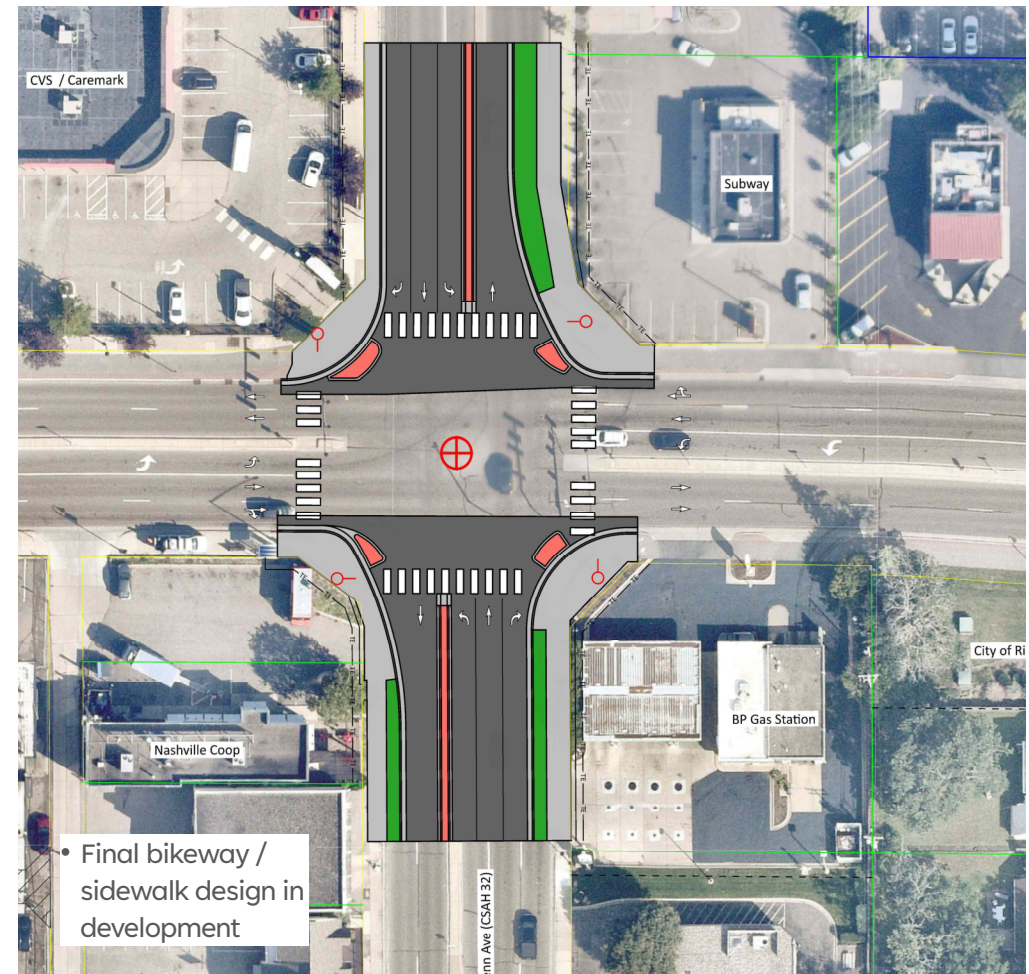
66th Street intersection Traffic signal modification

Existing traffic signal to remain

Accessible pedestrian signal relocations

Reduce Penn Avenue to 4-lanes

Consideration of truck pillows

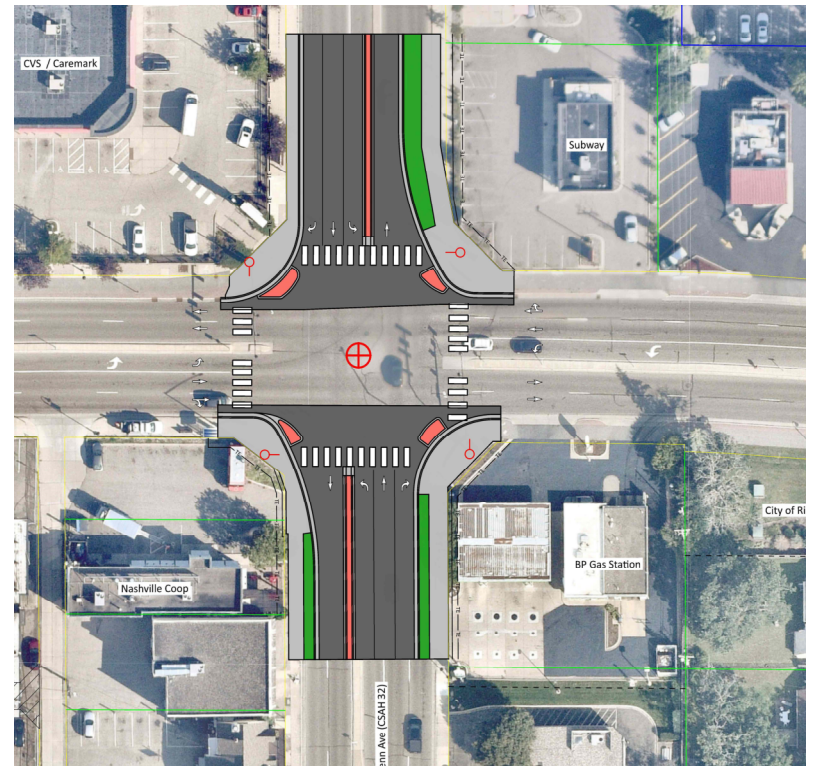
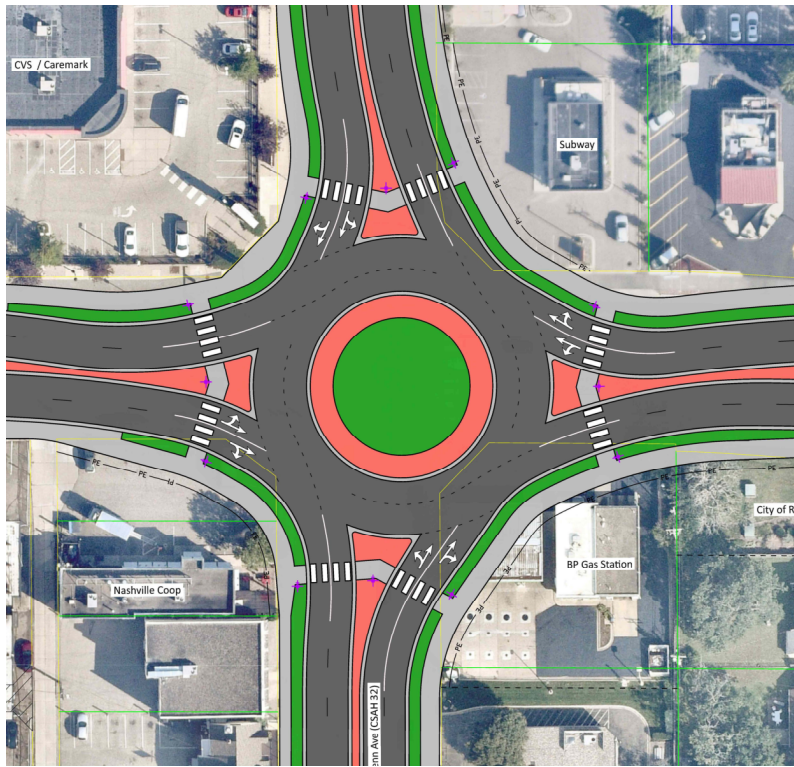


Alternatives

Roundabout and signalized intersections tools were offered as potential tools in Phase 2.

	Existing conditions	Multi-lane roundabout	Traffic signal modification
Crash frequency (Rate / FA)	0.73 / 0.00	2.18 / 0.00	0.73 / 0.00
Operational delay	46.8 sec	13.5 sec	44.6 sec
Conceptual construction cost delta	N/A	+\$1.9 million	+\$0
Conceptual right of way costs	N/A	+\$7 million	+\$0
Displaced businesses	N/A	3	0
Public preference	N/A	X	

66th Street intersection City Council discussion



Penn-Central parking

Existing conditions

25 existing on-street parking stalls (west side)

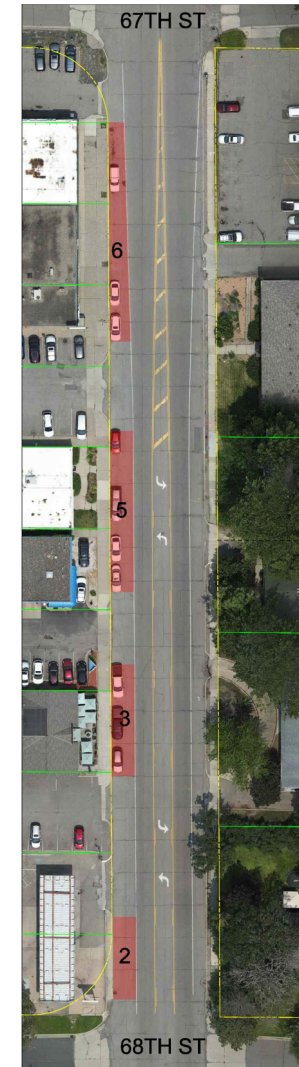
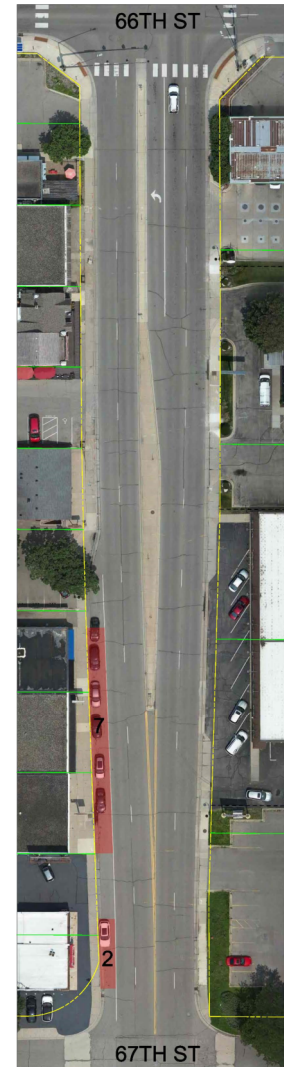
- 10 stalls on 6600 block
- 15 stalls on the 6700 block
- No parking north of 66th Street

District parking counts collected in summer and fall 2025

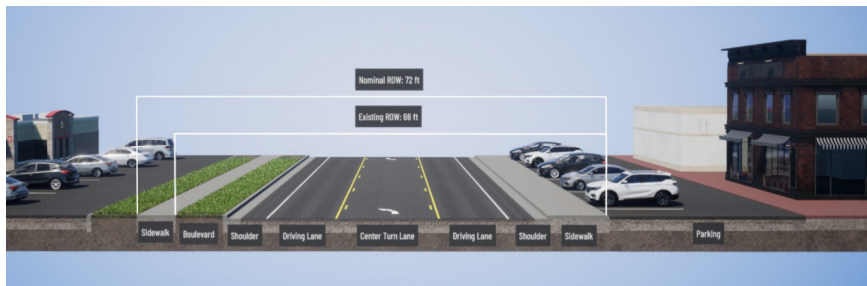
- Highest demand observed at restaurants
- Adequate district parking for present demand

On-street parking priority for business community

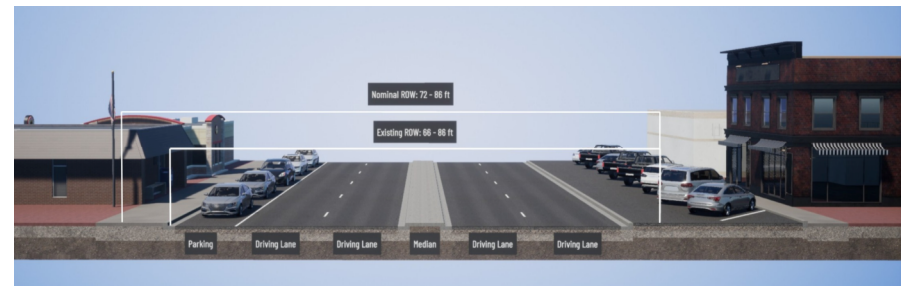
General public comments prioritized other design elements over providing on-street parking (boulevards, bikeways, etc.)



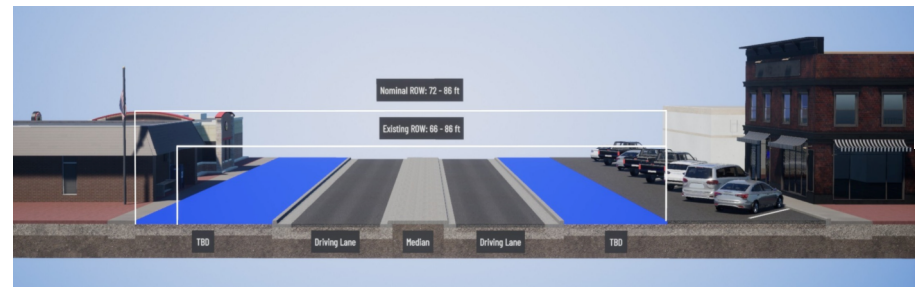
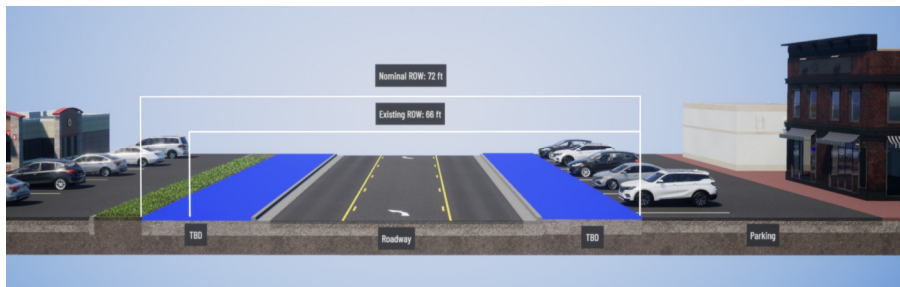
Penn-Central parking Project constraints



Existing
6300 Block
Proposed



Existing
6600 Block
Proposed

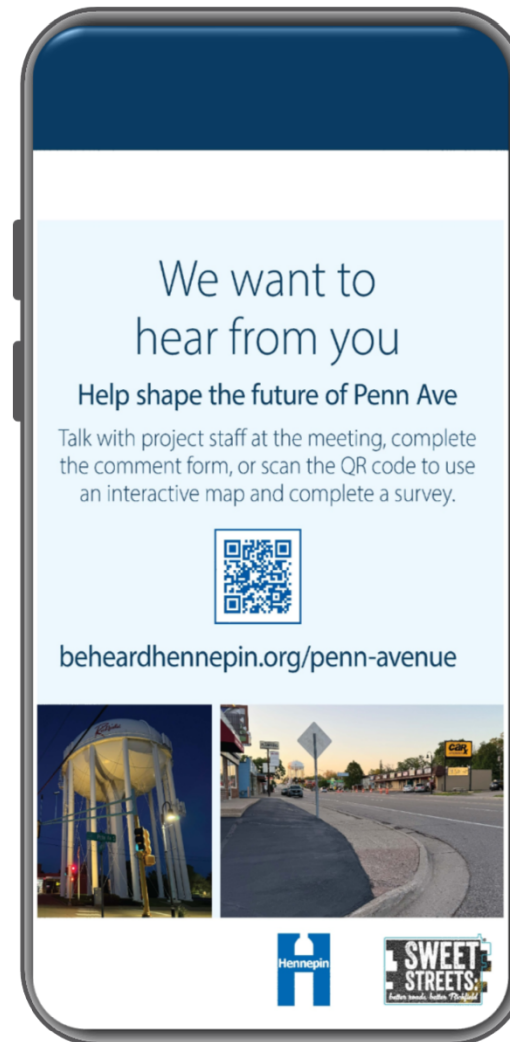


Penn-Central parking City Council discussion

- On-street parking prioritization

Next steps

- Development of section alternatives
- Initiate Phase 3 :: Concept Alternatives engagement
- Richfield Transportation Commission Meeting #6
- Open House #3
- Pop-up events
- Business owner small group meetings



Thank you

Matt Huggins, PE

Matt.huggins@hennepin.us

612-596-0326

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





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 62nd Street intersection as statements that could be added to the problem statement.

Tool preference activity feedback

- This activity was separated into two context zones: 62nd – 68th Street and 68th – 75th 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 66th and 67th 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 66th 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 62nd to 68th and the residential zone from 68th to 75th. 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 62nd 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 66th 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 69th to 70th 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 69th and 70th 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

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

Project contact
Matt Huggins, Project Manager
612-596-0326 | 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



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

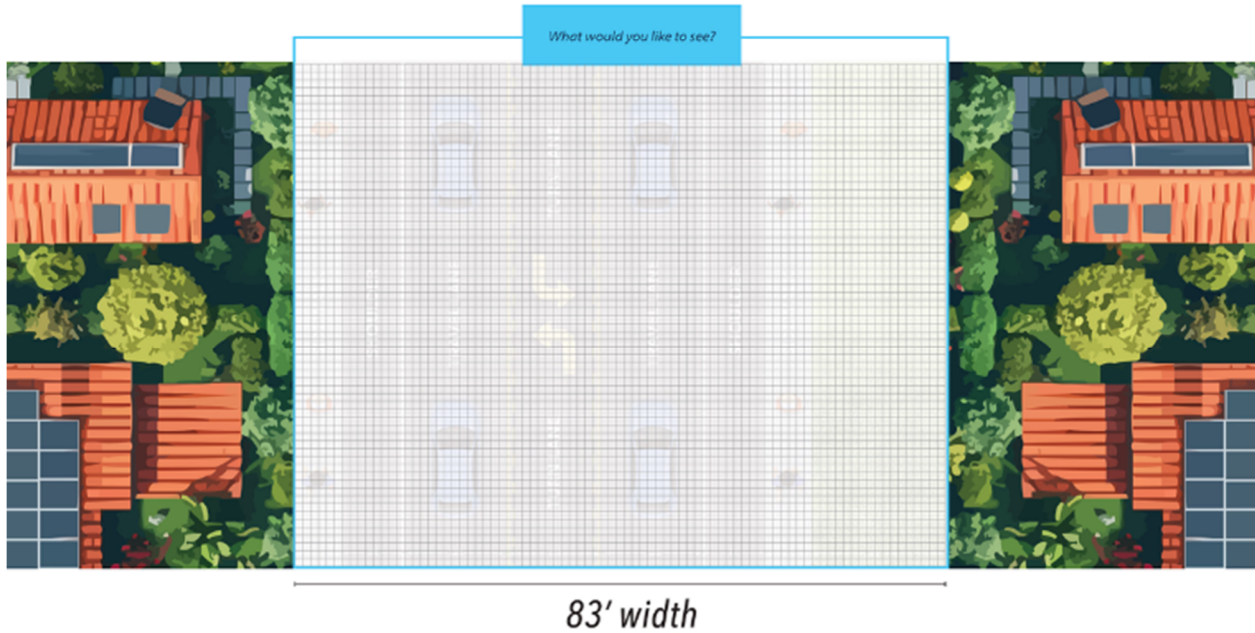


Figure 6: ROW basemap 1 – residential zone

Penn Central Commercial Zone 62nd Street to 68th Street

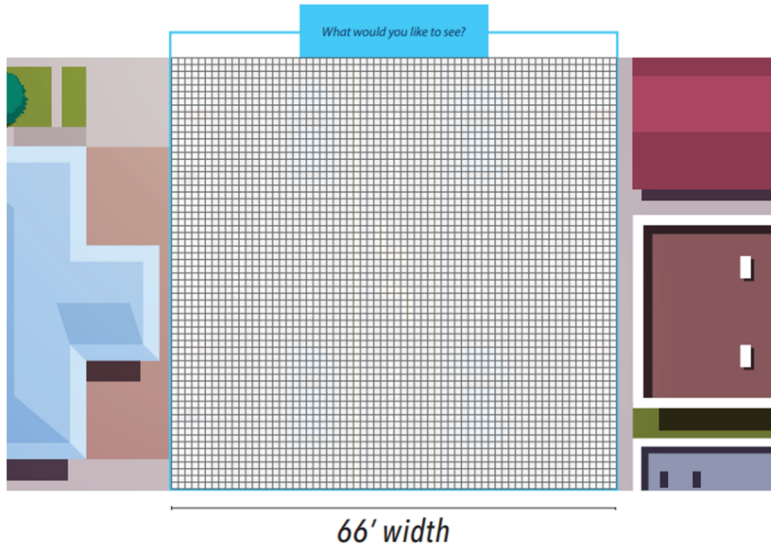


Figure 7: ROW basemap 2 – commercial zone

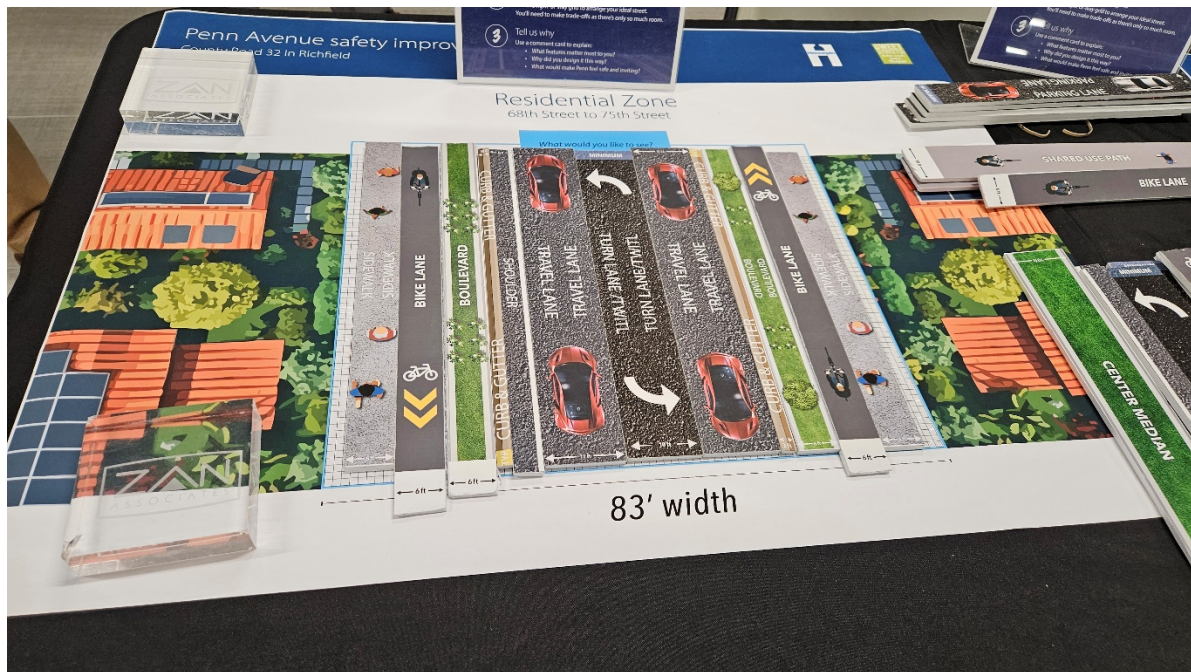


Figure 8: Example of a completed ROW activity

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

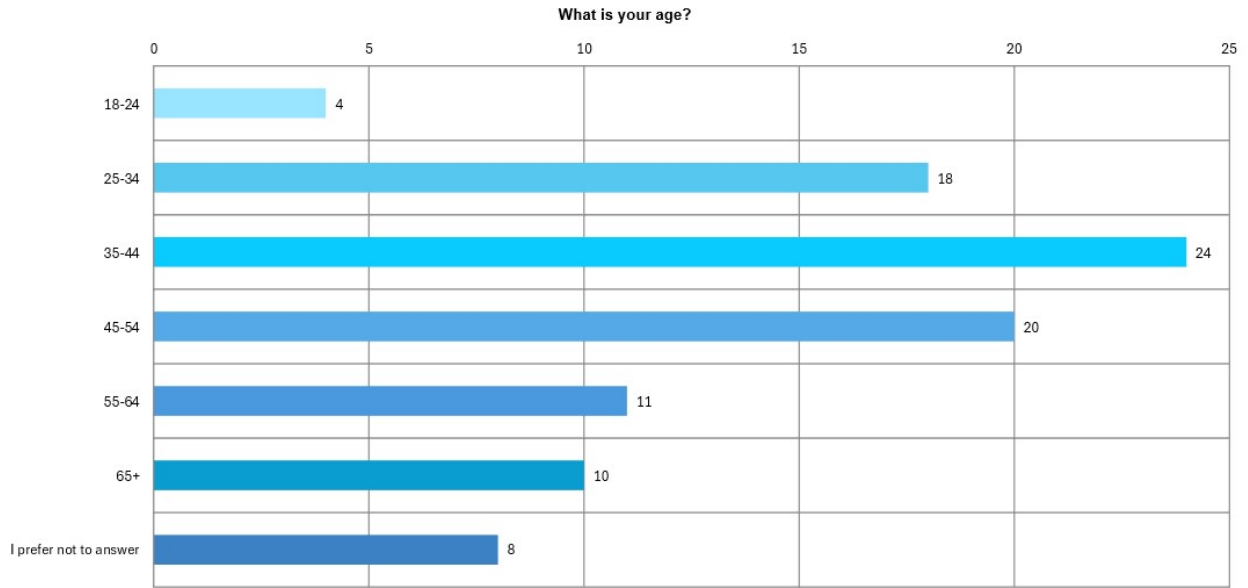


Figure 11: Example of votes on the tools preference activity

Appendix B: BeHeard Online Survey Data

Demographics:

Age



35-44: 24

45-54: 20

25-34: 18

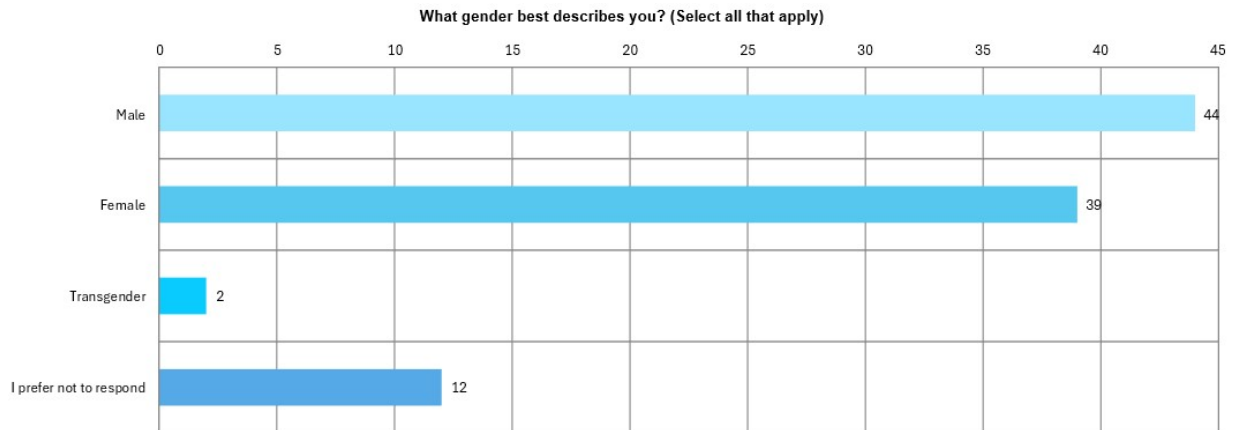
55-64: 11

65+: 10

18-24: 4

Prefer not to answer: 8

Gender



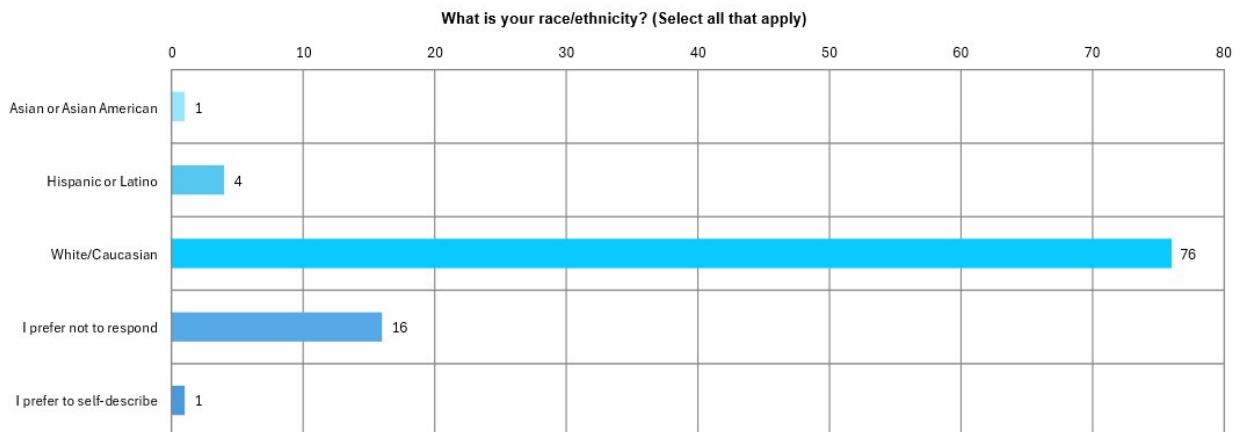
Male: 44

Female: 39

Transgender: 2

Prefer not to answer: 12

Race/Ethnicity



White/Caucasian: 76

Hispanic or Latino: 4

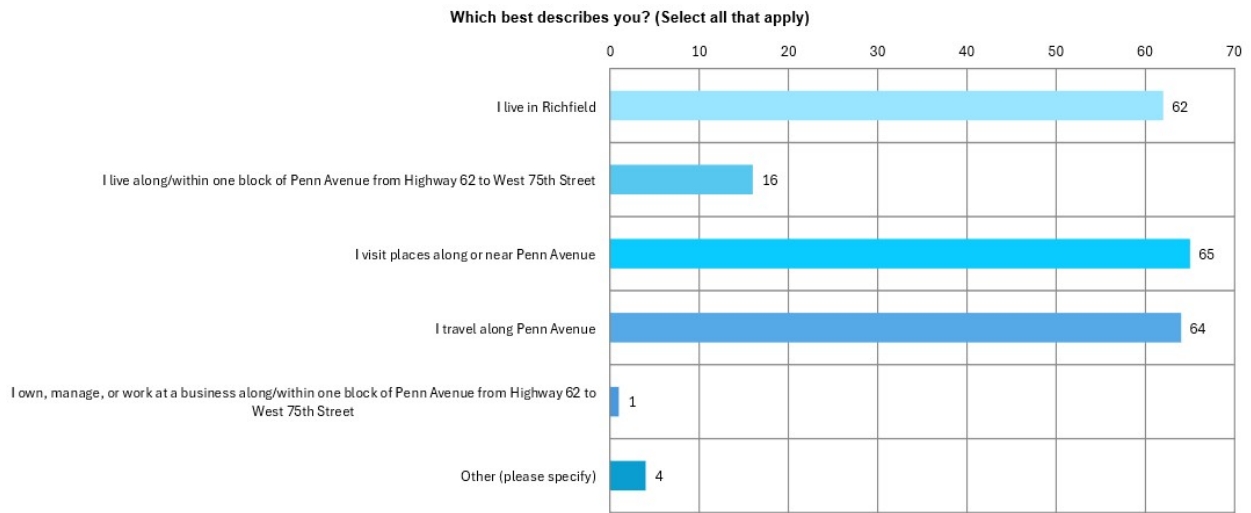
American Indian or Alaska Native: 1

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

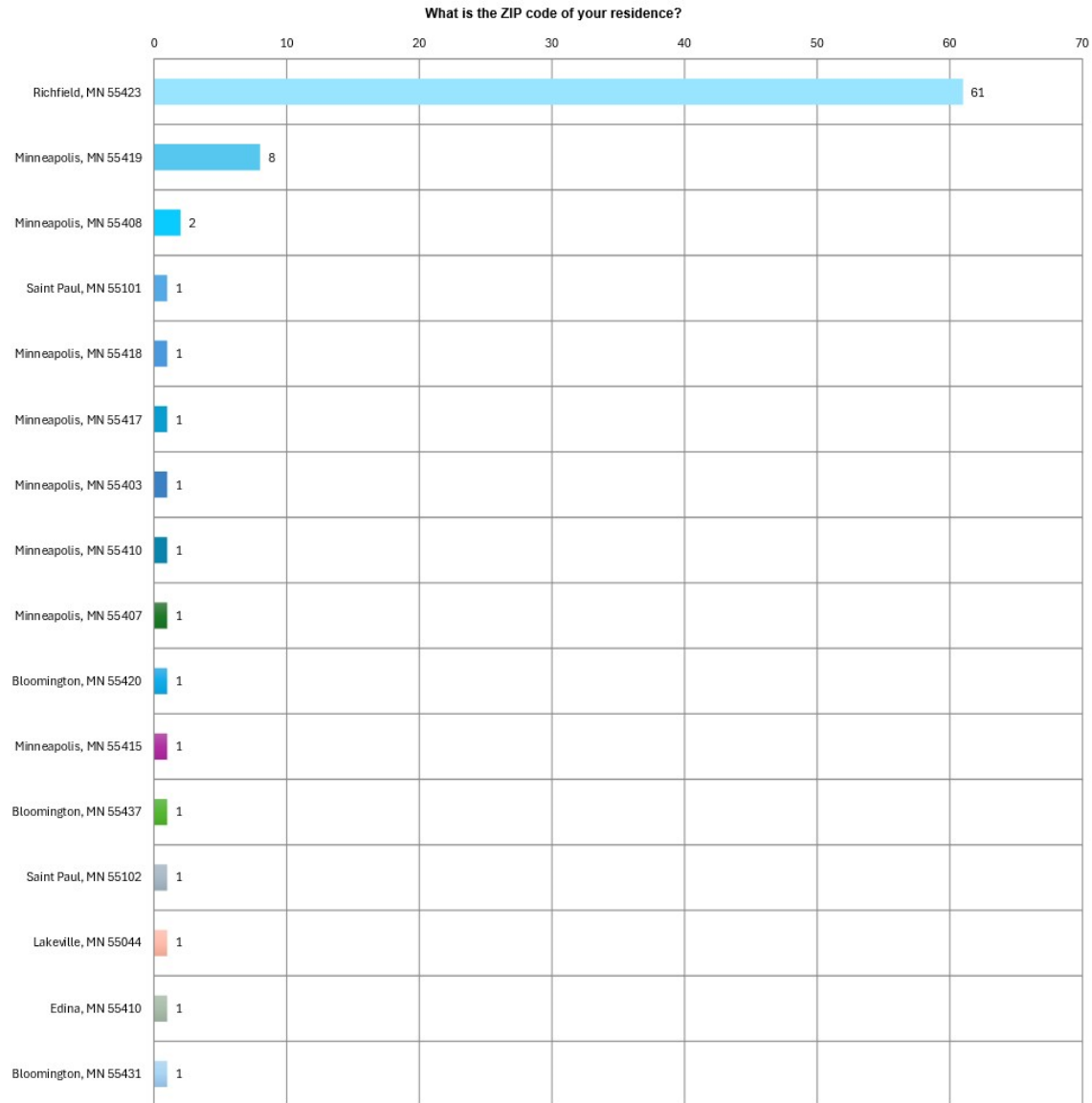
I live in Richfield: 62

I live along or within one block of Penn Avenue from Hwy 62 to W 75th 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?



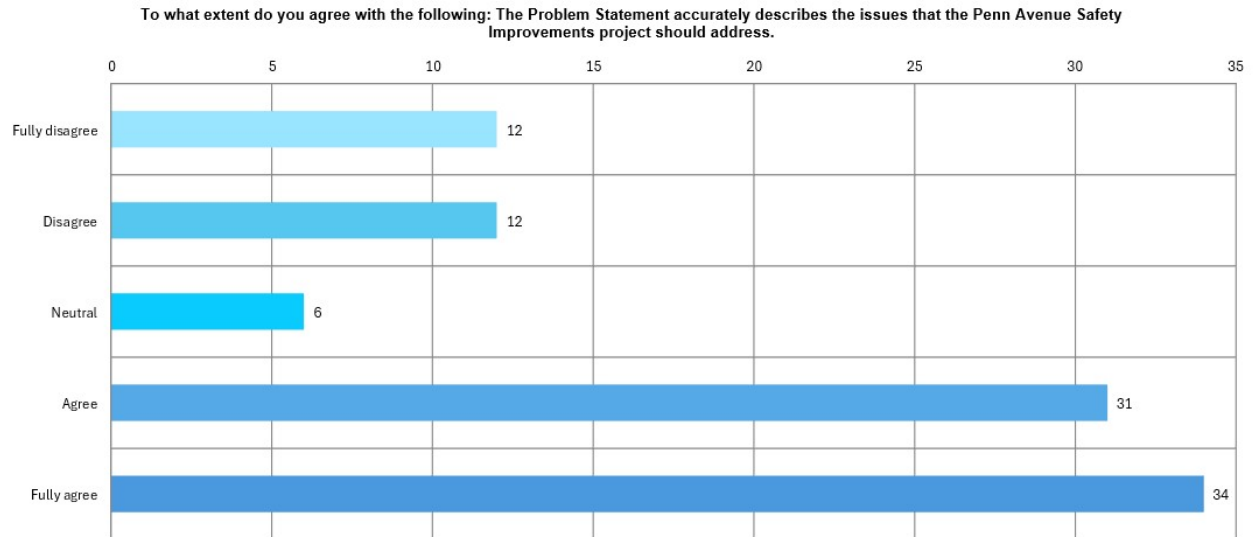
Richfield 55423: 61

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%)

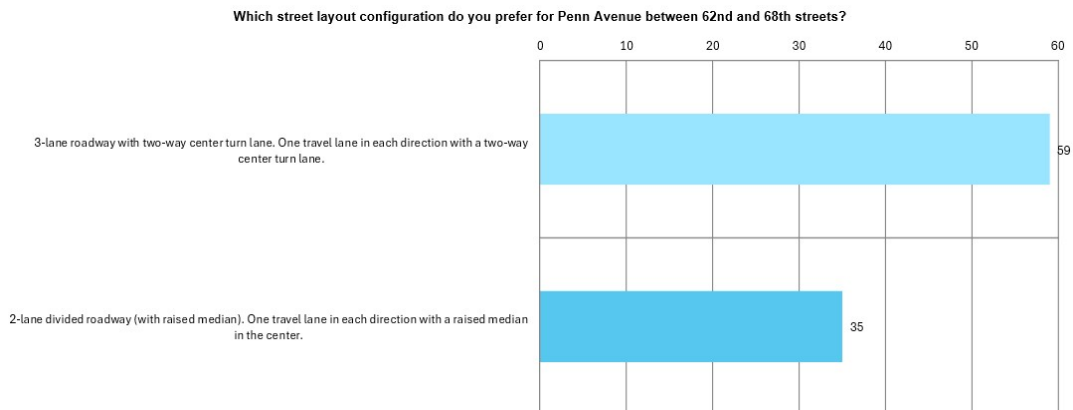
Disagree: 12 (12.6%)

Fully disagree: 12 (12.6%)

Neutral: 6 (6.3%)

Questions about Penn Avenue between 62nd and 68th streets

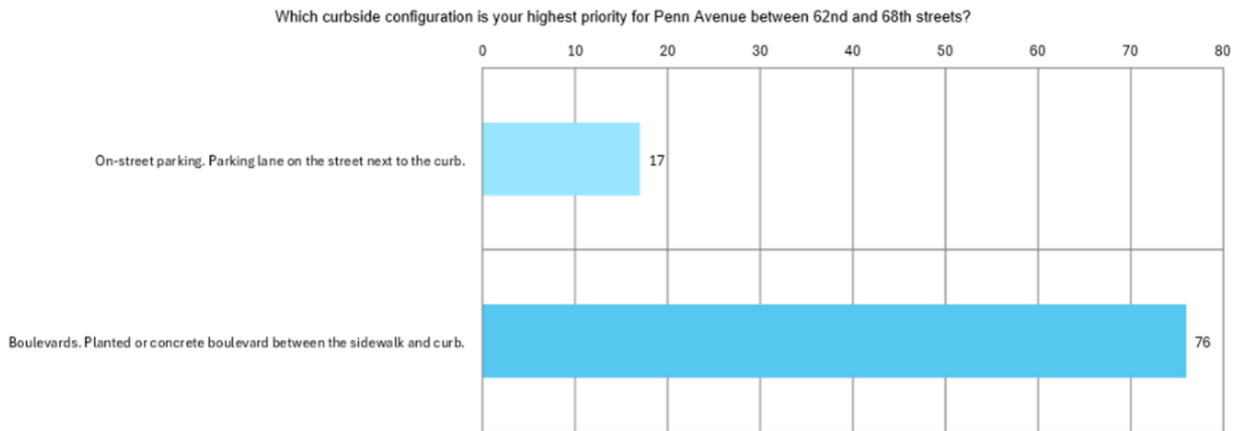
Which street layout configuration do you prefer for Penn Avenue between 62nd and 68th streets?



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%)

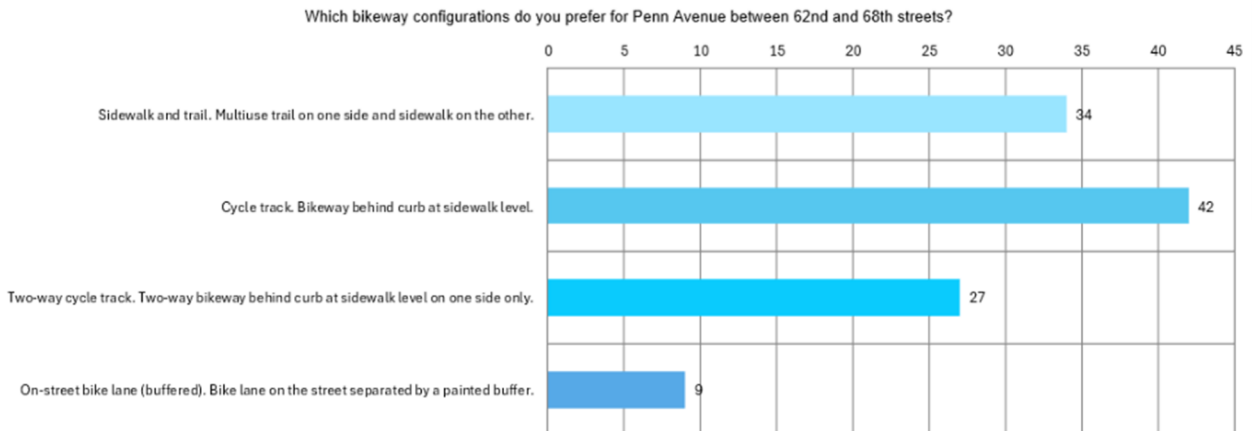
Which curbside configuration is your highest priority for Penn Avenue between 62nd and 68th streets?



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 62nd and 68th streets?



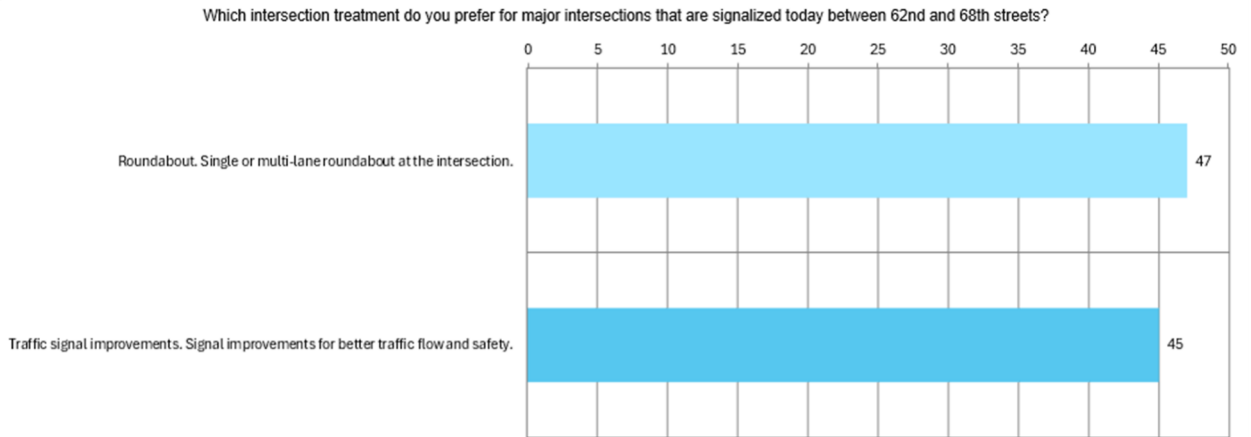
Cycle track. Bikeway behind curb at sidewalk level: 42 (37.5%)

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%)

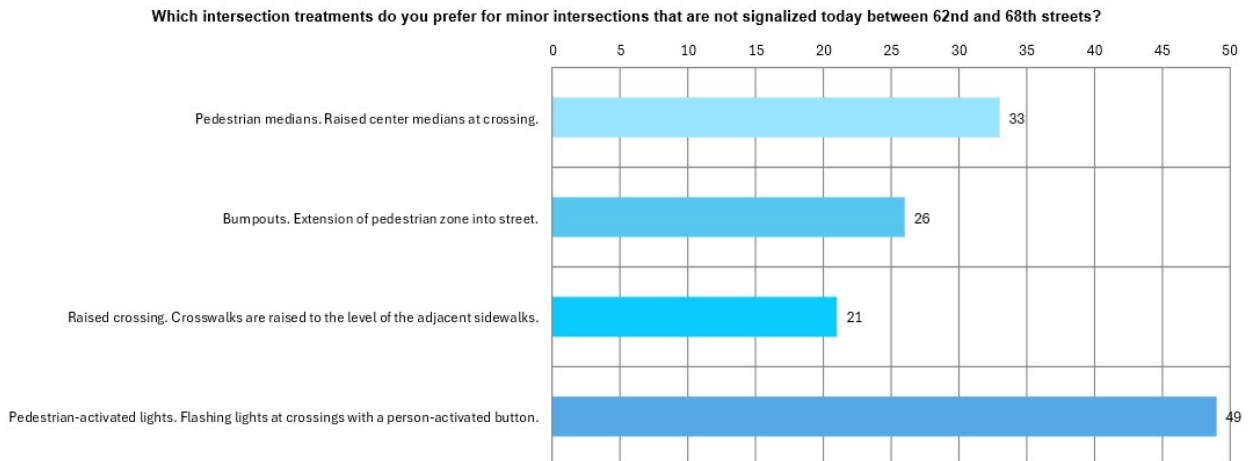
Which intersection treatment do you prefer for major intersections that are signalized today between 62nd and 68th streets?



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 62nd and 68th streets?



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

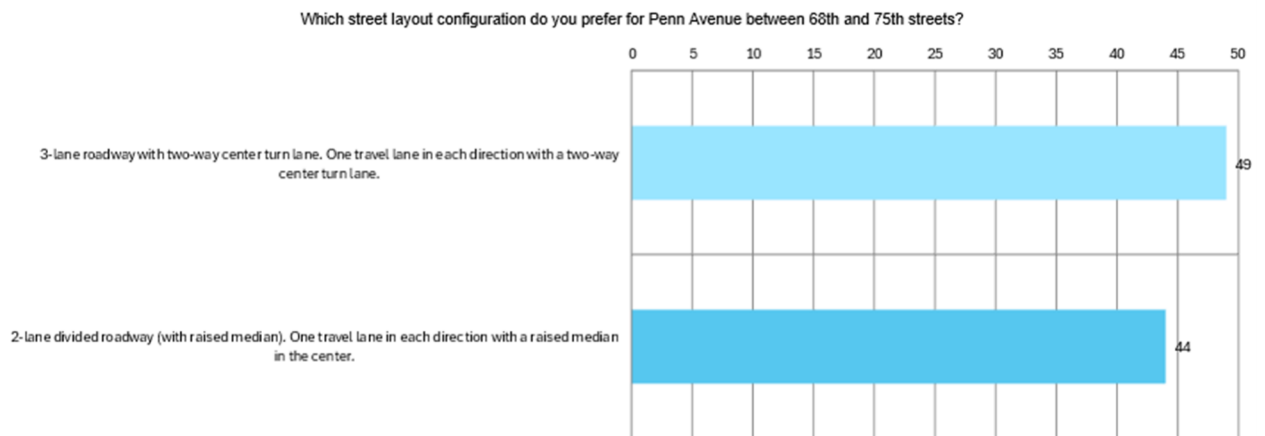
Pedestrian medians. Raised center medians at crossing: 33 (25.6%)

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 68th and 75th streets

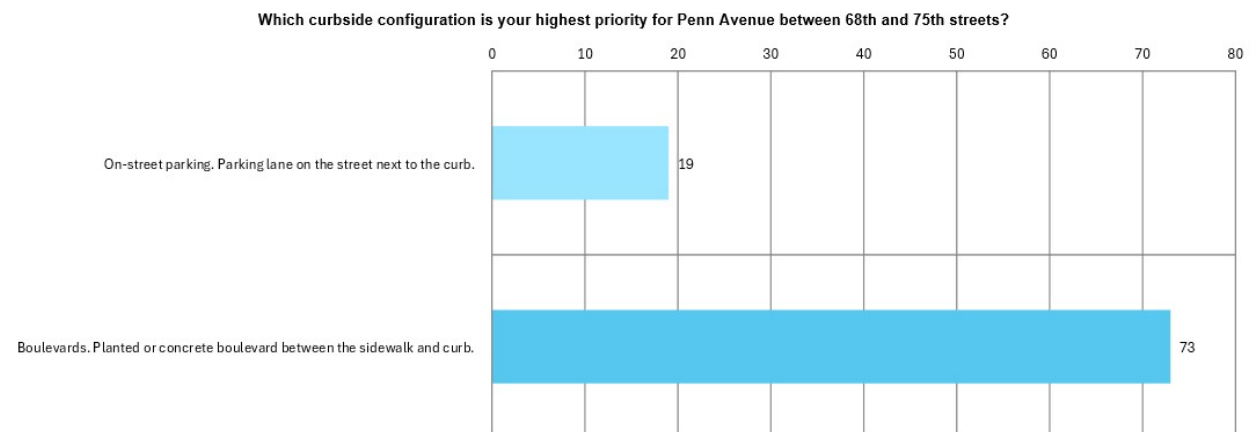
Which street layout configuration do you prefer for Penn Avenue between 68th and 75th streets?



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%)

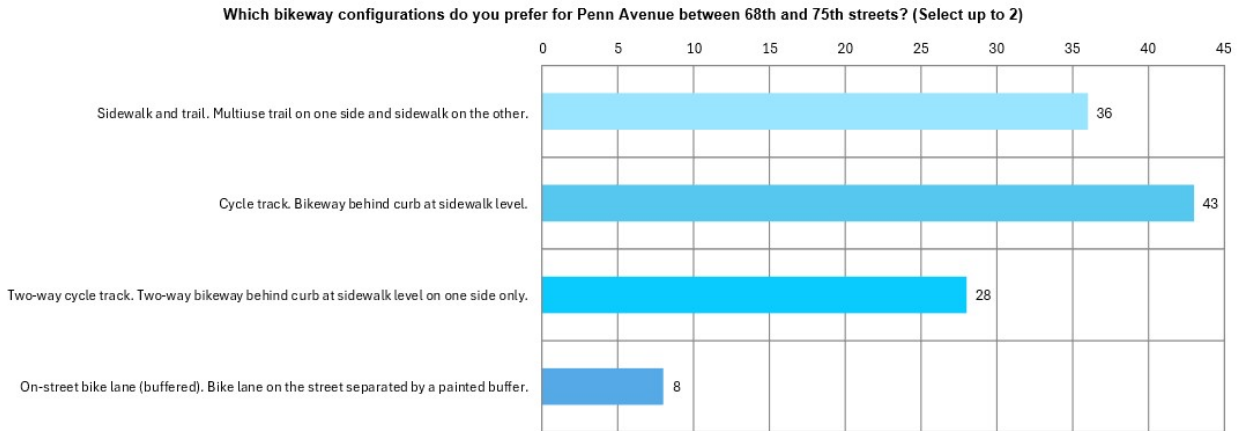
Which curbside configuration is your highest priority for Penn Avenue between 68th and 75th streets?



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 68th and 75th streets?



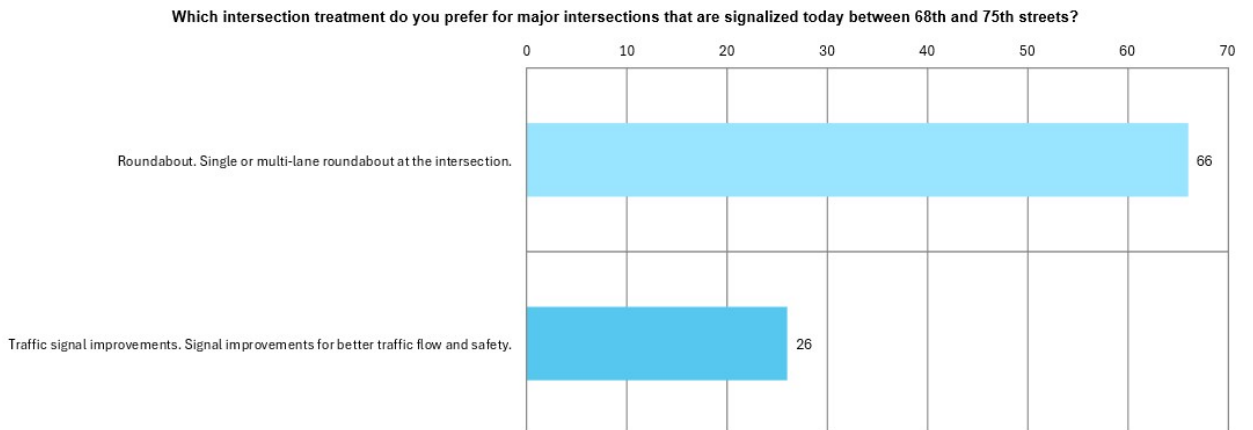
Cycle track. Bikeway behind curb at sidewalk level: 43 (37.4%)

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 68th and 75th streets?

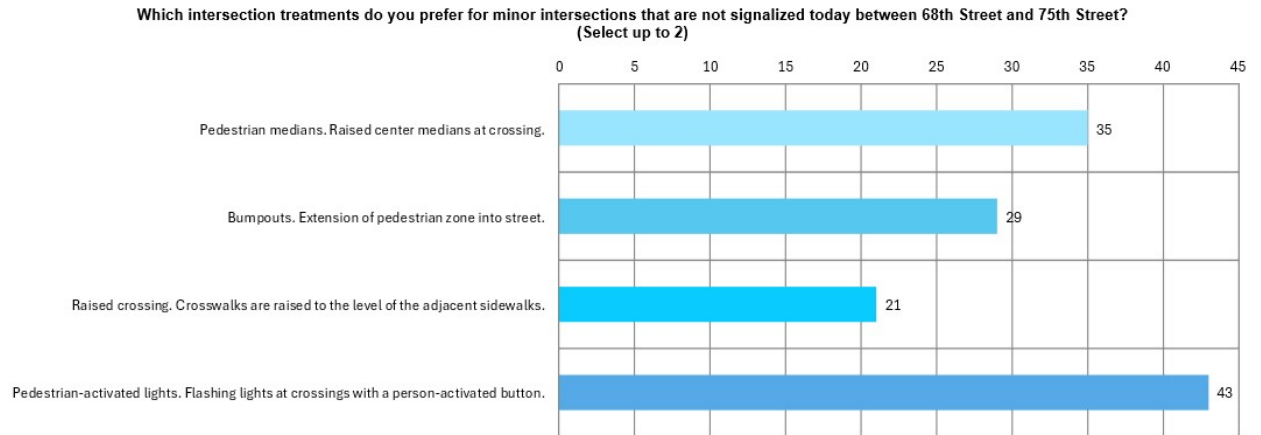


Penn Avenue safety improvements 27

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 68th and 75th 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 62nd Street and 68th Street and 66 feet of ROW space, and one representing the residential zone between 68th Street and 75th 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 (62nd – 68th)

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

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

On-street bike lane	1 (2%)
Two-way cycle track	14 (28%)
Roundabout	20 (69%)
Traffic signal improvements	9 (31%)
Pedestrian medians	17 (35%)
Bumpouts	4 (8%)
Raised crossings	9 (19%)
Pedestrian-activated lights	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 66th and 68th 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 66th) 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 66th 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 64th 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 69th Street intersection.
- One pedestrian wanted a longer walk signal at the 66th 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 69th and 75th 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-67th mixed use bike/walk path makes sense from a space perspective. 3. How does a planned apartment building on 65th+66th (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.



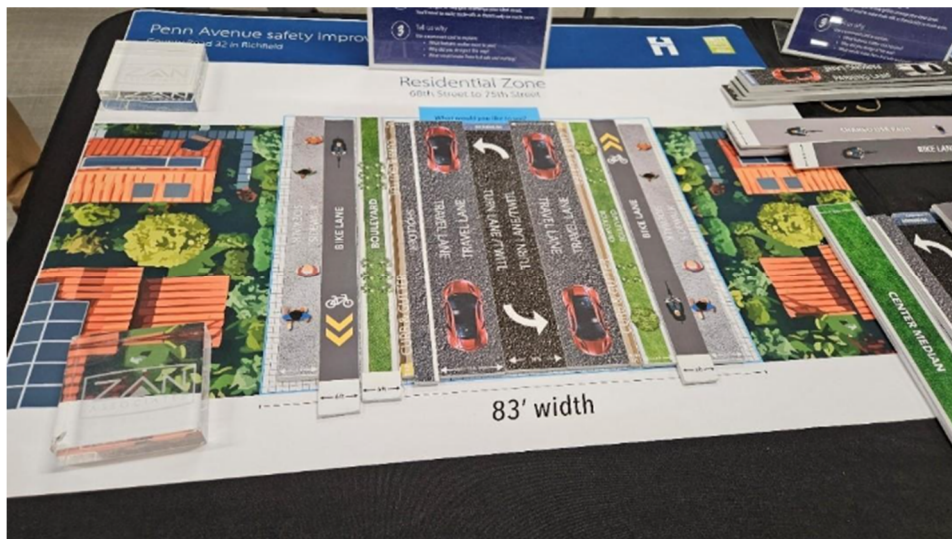
Javier Whitaker-Castañeda provides a project overview in Spanish to an attendee at the welcome table.

Right-of-Way Activity Photos

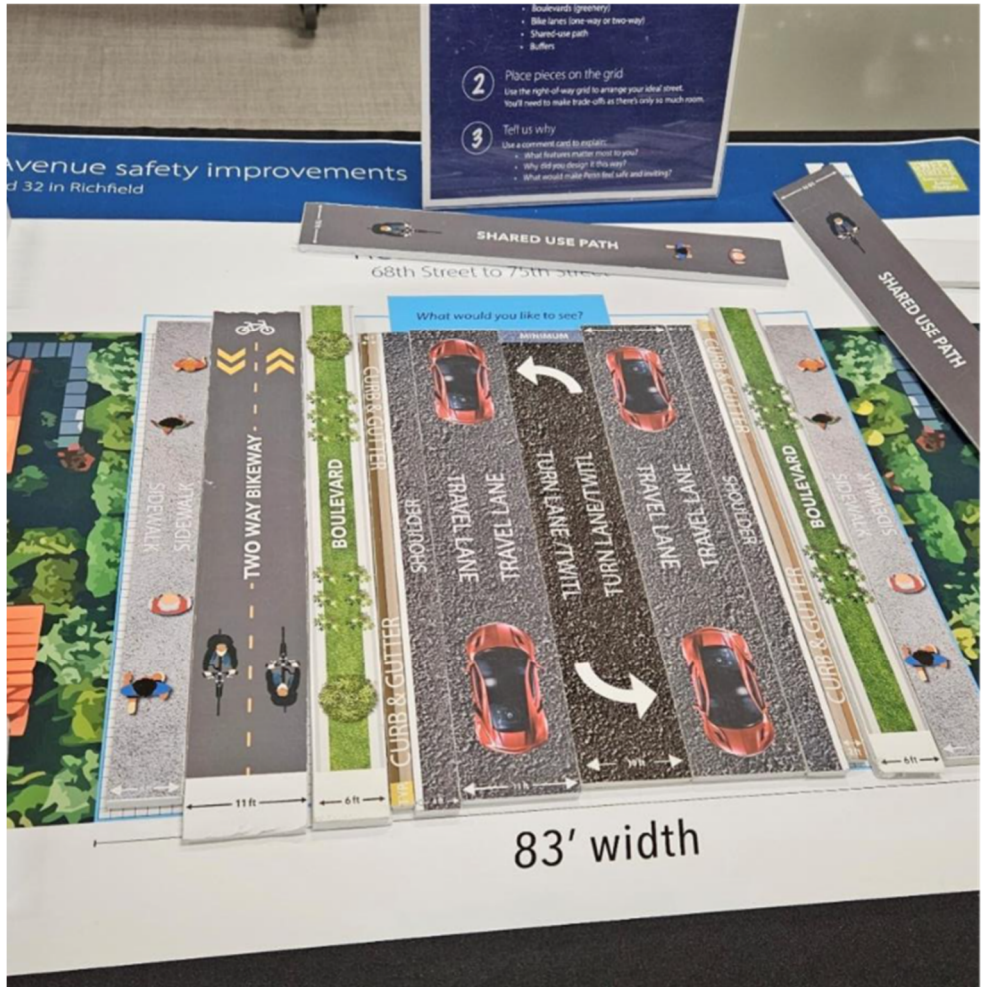
Below are examples of the Penn Avenue designs that event attendees created using the Right-of-Way activity. Participants were challenged to work within the constraints of the right-of-way space available and weigh options including vehicle travel lanes, bike lanes, pedestrian infrastructure, and greenspace.



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.

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



Report Prepared By:

Matt Hardegger, Transportation Engineer

Department Director:

Kristin Asher, Public Works Director

Item for Consideration:

Proposed Traffic Calming Policy Discussion

EXECUTIVE SUMMARY

The Traffic Calming Policy was submitted by Council Member Burk during the 2025 policy cycle, and was determined to be a top priority of the Council as a whole. Staff is looking for clarity on the purpose and scope of the policy and funding options.

RECOMMENDED ACTION

Provide direction on the proposed development of a traffic calming policy.

HISTORICAL CONTEXT

Reducing vehicle speed on neighborhood streets has been a frequent request of the City since its incorporation in 1950. Historically, the City has managed requests like this through the City's Traffic Control Committee.

Generally, the City has focused traffic-calming efforts on arterial streets as they have been reconstructed, through reductions in roadway width, addition of medians, roundabouts, vertical elements, and lane reductions. These efforts have largely led to reduced speeds on these roads (although many do have design speeds of 35 mph due to County and state requirements). The upcoming Nicollet Avenue project includes several measures intended to slow traffic both on Nicollet Avenue and as drivers turn onto side streets.

Recent reconstructions have piloted new designs and concepts to attempt to slow traffic around local schools, including both Safe Routes to School projects constructed in 2025. The project outside of Centennial Elementary School has the City's first raised crosswalks. Data collected by the City and reports from school district staff have indicated that these raised crosswalks did slow vehicles down, with the average vehicle speed dropping from 24 mph to 20 mph in front of the school and reduced the percentage of drivers exceeding 25 mph from 35% to 15%.

Other past examples of traffic-calming exploration in the City include the 2001 70th Street Traffic Calming Study, where City staff piloted multiple options for the neighborhood, but consensus was not reached on how to proceed. Corner bumpouts, intended to slow traffic approaching residential intersections, have also been installed in several locations as part of the metro sewer construction project (mid-2010s) in southeast Richfield.

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

Strategic considerations: The City strives to build infrastructure that is climate resilient and supports service needs. Potential benefits of a successful program include increases in ped-bike mode share and reduced traffic speed and noise in neighborhoods. Depending on implementation tools, potential challenges include increased emergency response time, additional hindrances to removing snow from residential streets, and additional maintenance required on any new infrastructure.

Equitable considerations: A potential challenge in developing a traffic-calming policy is creating a policy that allows residents to participate in the process, benefits those who are most at risk, and does not create a cost or time burden for residents who want to participate.

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

Richfield's Complete Streets Policy seeks to create safe, accessible, convenient, and comfortable travel for all users of all ages and abilities. Neighborhood Traffic Calming is also identified as a key goal in the City's Active Transportation Action Plan.

CRITICAL TIMING ISSUES

Staff is seeking to understand the desired outcomes and potential funding for a policy before moving into a process to develop a Traffic Calming Policy.

FINANCIAL IMPACT

Funding for policy implementation has yet to be determined. Council Member Burk had originally suggested the residents petition for the projects and provide a percentage of the funding. Funding details need to be discussed and determined, ideally before effort is put into developing a policy.

Depending on the scale of the policy, a consultant may be needed to manage the program annually.

LEGAL CONSIDERATIONS

None at this time.

ALTERNATIVE RECOMMENDATION(S)

None.

ATTACHMENTS

1. 2026-03-10 Traffic Calming Presentation



Traffic Calming Discussion

City Council Work Session
March 10th, 2026

Matt Hardegger, PE
Transportation Engineer

Background

- 2025 Policy Proposal Review
 - Petition system with assessments
- Previous Council Discussion
 - Currently utilize Traffic Control Committee
 - Need to identify a funding source and set an annual budget.

Richfield's Reality

Why are residents contacting the City Council about speeding?

- Richfield was built out in the 1950s, during an era where sprawl was enabled by cars
- As a result, Richfield's local streets:
 - Are wide (32'-36')
 - Have low traffic volumes
 - Do not have sidewalks
 - Have low street parking utilization

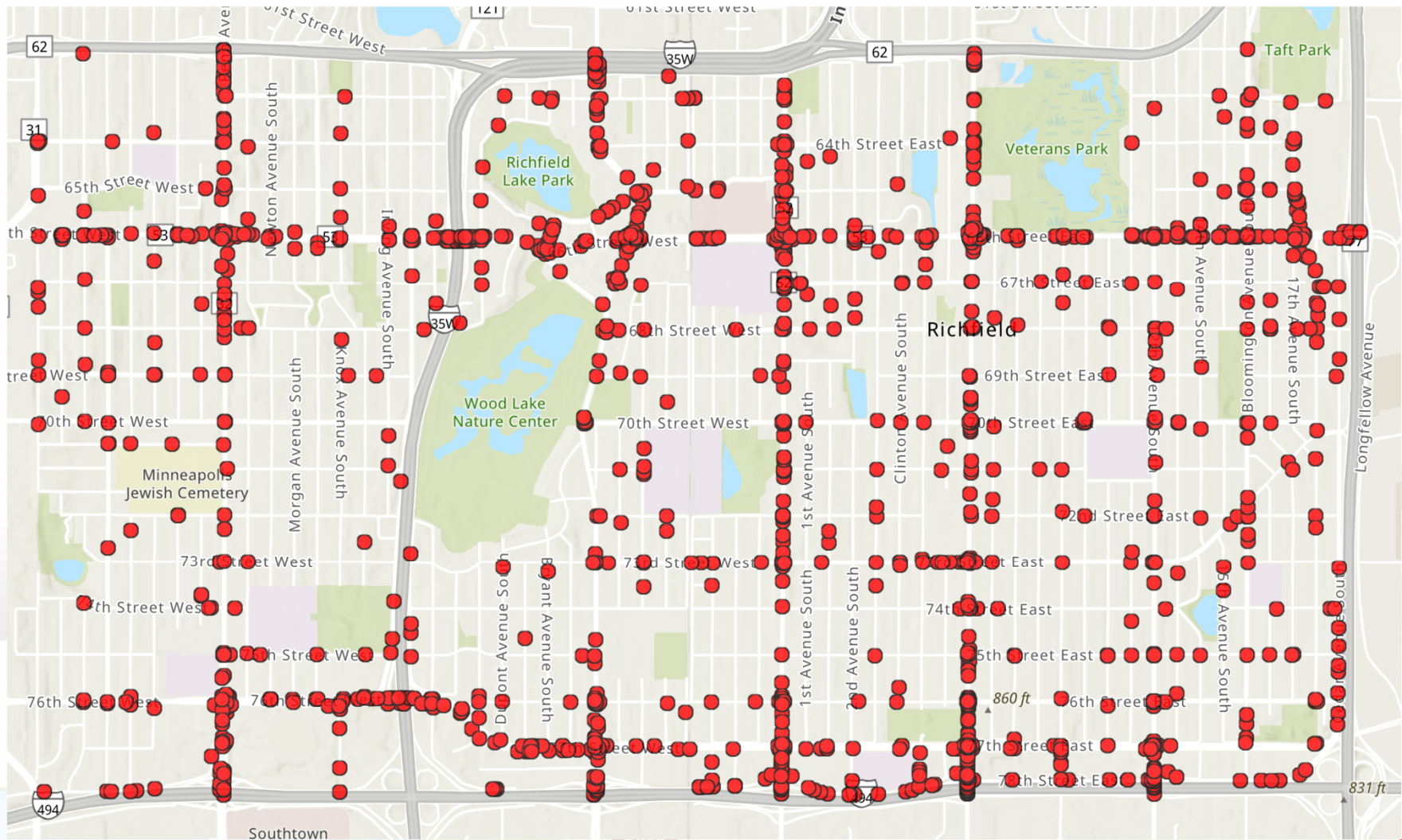
Richfield's Reality



Existing Conditions – Median Speeds



Crashes: 2021-2025



Where We Focus Traffic Calming

- School Areas
 - Grant-funded SRTS Projects
- Reconstruction Projects
- Traffic Control Committee
 - Enforcement
 - Speed Feedback Signs

Additional Considerations

- Scale vs cost
 - ~100 miles of local roads in the city
 - ~950 long blocks
 - ~950 short blocks
 - ~1000 intersections
- Driver familiarity
- Traffic Displacement/Unintended Consequences

What are other cities doing?

- Minneapolis
- Rochester
- Brooklyn Center
- Bloomington
- Woodbury
- Moorhead

Typical Costs

- Mini Traffic Circle: \$15k to \$30k
- Speed Hump
 - Asphalt: \$6k to \$7k
 - Concrete: \$35k to \$40k
- Raised Crossing: \$45k to \$100k
- Curb Extension: \$40k to \$80k
- Plastic Bollard: ~\$50-100/bollard

Budget

- Current Active Transportation allocations (Franchise Fees)
 - ADA Improvements: \$200,000
 - Bicycle Improvements: \$40,000
 - Pedestrian Improvements: \$40,000

Discussion

- Problem Statement?
- How should staff proceed?
- What should we be prioritizing?
- How could it be funded?