



# Richfield Transportation Commission Agenda

**April 1, 2026 -- 7:00 PM**

Richfield Municipal Center  
Bartholomew Conference Room  
6700 Portland Avenue South

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of the Agenda**
- 4. Approval of Minutes**
  - a. March 4th, 2026 Minutes
- 5. Regular Business and Public Hearing Items**
  - a. Penn Avenue - Parking and Bikeways
- 6. Updates**
  - a. City Staff
  - b. Liaisons
- 7. Future Agenda Items**
  - a. May 6th: Penn Avenue Phase 3
- 8. Upcoming Meetings**
  - a. Wednesday, May 6th - 7pm, Regular Meeting
- 9. Other Business**
- 10. 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](#).



# TRANSPORTATION COMMISSION MEETING MINUTES

Richfield, Minnesota

March 4th, 2026

## 1. CALL TO ORDER

The meeting was called to order by Chair Louis Dzierzak at 7:00 p.m. on March 4th, 2026, in the Bartholomew Room.

*Commission Present:* Adam Knosalla (Vice Chair), Eli Straub, Louis Dzierzak (Chair), David Gepner, Stella Yang, Eli Straub, Josh Kloehn, Jacob Olsen

*Commission Absent:* Brinnon Kubista

*Staff Present:* Matt Hardegger and Jake Whipple

*Liaisons Present:* Sean Hayford Oleary (City Council), Tim Brackett (RPS), Jan Matheus (Bike/Walk)

## 2. APPROVAL OF AGENDA

**MOTION:** made by Gepner, seconded by Olsen to approve the agenda.

Voting Aye: Knosalla, Straub, Dzierzak, Gepner, Yang, Straub, Kloehn, Olsen

Motion carried: 8-0

## 3. APPROVAL OF MINUTES

**MOTION:** made by Straub, seconded by Knosalla to approve the minutes of the Transportation Commission Regular Meeting from February 4<sup>th</sup>, 2026.

Voting Aye: Knosalla, Straub, Dzierzak, Gepner, Yang, Straub, Kloehn, Olsen

Motion carried: 8-0

## 4. REGULAR BUSINESS AND PUBLIC HEARING ITEMS

- a. Metro Transit BRT Study Update – K Line

Metro Transit Arterial Bus Rapid Transit Planning Manager Kyle O'Donnell Burrows presented on Metro Transit's update to their BRT line study and their process on selecting the next arterial BRT lines. Metro Transit recommended the Nicollet Ave corridor through Richfield be part of the new K Line running from American Blvd in Bloomington to Downtown Minneapolis.

Commissioners discussed coordination with other roadway projects, route alignment and connectivity with other bus routes, current ridership trends and plans to increase ridership, and physical ride quality on busses.

**MOTION:** made by Yang, seconded by Straub to recommend the City Council support Metro Transit's proposed K Line alignment.

Voting Aye: Knosalla, Straub, Dzierzak, Gepner, Yang, Straub, Kloehn, Olsen

Motion carried: 8-0

b. Public Engagement Strategies

Transportation Engineer Matt Hardegger asked the commission how staff should approach outreach/engagement within the context of Operation Metro Surge. Staff discussed current participation trends and potential strategies to engage more people.

Commissioners discussed reaching out to community based organizations, working closely with schools and churches, limiting time and effort needed to respond, and using multiple methods to get information distributed outside of a public meeting. Commissioners were asked if engagement should move fully online, but suggested a hybrid approach that still has an in person open house component.

## 5. UPDATES

a. City Staff – Project Updates

1. 494 – Estimated completion date is currently around Labor Day. Nicollet Ave bridge demolished, 12th Ave bridge to be demolished weekend of March 7th. Portland Ave work over 494 will be finished this spring.
  - i. Project 2 work will begin in late 2026 or early 2027. Council voting on Municipal Consent at March 10 meeting.
2. Nicollet – Construction expected to start June 1st, bids were opened recently.
3. Penn Ave – An open house for the project is planned to occur in April.
4. 2026 Sidewalk Projects – Projects are in final design, bids expected to be opened in April with summer construction.
5. Metro Transit – L Line identification study will include evaluating Penn Ave route. C Line extension study will evaluate ending at Cedar Point Commons.

b. City Council

Council Member Hayford Oleary summarized the City's response to the Transportation Commission's previous recommendation about towing cars. The city does not want to completely stop towing due to concerns with leaving vehicles abandoned on the street. Instead, the City provided an alternative solution by working with their contracted tow company to reduce the fee to the vehicle owner. Council has also been working with the Richfield Leadership Network to assist with reimbursement for fees from vehicles towed due to ICE operations.

c. Bike Walk Richfield

Jan Matheus noted that the 4th Annual Learn to Ride will be in May/April and they are looking to start a Youth Learn to Ride.

d. Richfield Public Schools

Tim Brackett has started a Family Learn to Ride with Richfield Public Schools. Attendees will get a donated bike after the learning session.

## 6. FUTURE AGENDA ITEMS

Staff informed the Commission that the April 1<sup>st</sup> meeting would be about Penn Avenue.

**7. UPCOMING MEETINGS**

Staff informed the Commission that the scheduled joint work session with City Council on March 10<sup>th</sup> would be a Council-only meeting instead.

Staff informed the Commission of two upcoming training opportunities for Commissioners and Commission Chairs.

**8. ADJOURNMENT**

Next meeting is scheduled for April 1, 2026.

**MOTION:** made by Gepner, seconded by Straub to adjourn the meeting.

Voting Aye: Knosalla, Straub, Dzierzak, Gepner, Yang, Straub, Kloehn, Olsen

Motion carried: 8-0

DRAFT



**Report Prepared By:**  
Matt Hardegger, Transportation Engineer

**Department Director:**

**Item for Consideration:**  
Penn Avenue - Parking and Bikeways

**EXECUTIVE SUMMARY**

Hennepin County and Consultant project staff will be providing an update on topics related to the Penn Avenue preliminary design and is looking for direction to proceed with preliminary design tasks.

- 1. Recap of 3/10 City Council Work Session
- 2. Bikeway Types and Discussion
- 3. On-Street Parking in Penn-Central district

**RECOMMENDED ACTION**

Provide direction to staff on concepts to bring forward to Phase 3 Public Engagement related to:

- 1. Bikeway Design
- 2. On-Street Parking

**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. 20260401\_Penn\_Ave\_RTC\_05

Hennepin County

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# CSAH 32 (Penn Ave) Reconstruction Transportation Commission Meeting #5

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Matt Huggins, PE  
Project Manager

April 1 2026





# Agenda

City Council update

Bikeway discussion

Parking discussion



# Commission actions

Action 1: Select bikeway alternatives

Action 2: Penn-Central parking approach

# Preliminary design engagement schedule

Project kick-off

City Council Update #1

City Council Update #2

City Council Resolution

Spring  
2025

March  
2026

Summer  
2026

Fall  
2026

Phase 1: Experiences

Phase 2: Vision and Tools

Phase 3: Concept Alternatives

Phase 4: Recommendations

**\* We are here**

**\* Start of construction  
tentatively planned for  
Spring 2028**

# Critical Path Schedule

- **Transportation Commission #6 – April 27, 2026**
- **Penn-Central business group meetings – May 2026**
- **County Active Transportation Committee – May 18, 2026**
- **Initiate Phase 3 virtual engagement – May 25, 2026**
- **Open House #3 – Week of May 18<sup>th</sup> 2026**
- **Pop-up events**
- **Close Phase 3 virtual engagement – July 10, 2026**
- **Joint Council / Commission Work Session #2 - July 28, 2026**
- **Transportation Commission Meeting #8 – August 5, 2026**
- **Open House #4 – September 2026**
- **Penn Fest – 3<sup>rd</sup> Weekend of September**
- **Transportation Commission Meeting #9 – October 7, 2026**
- **City Council Meeting (Layout concurrence) - October 27, 2026**



We want to hear from you

**Help shape the future of Penn Ave**

Talk with project staff at the meeting, complete the comment form, or scan the QR code to use an interactive map and complete a survey.



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



**Hennepin**

**SWEET STREETS**  
Endless Avenue. Endless Possibilities.

# City Council update

## 66<sup>th</sup> Street roundabout alternative dismissed

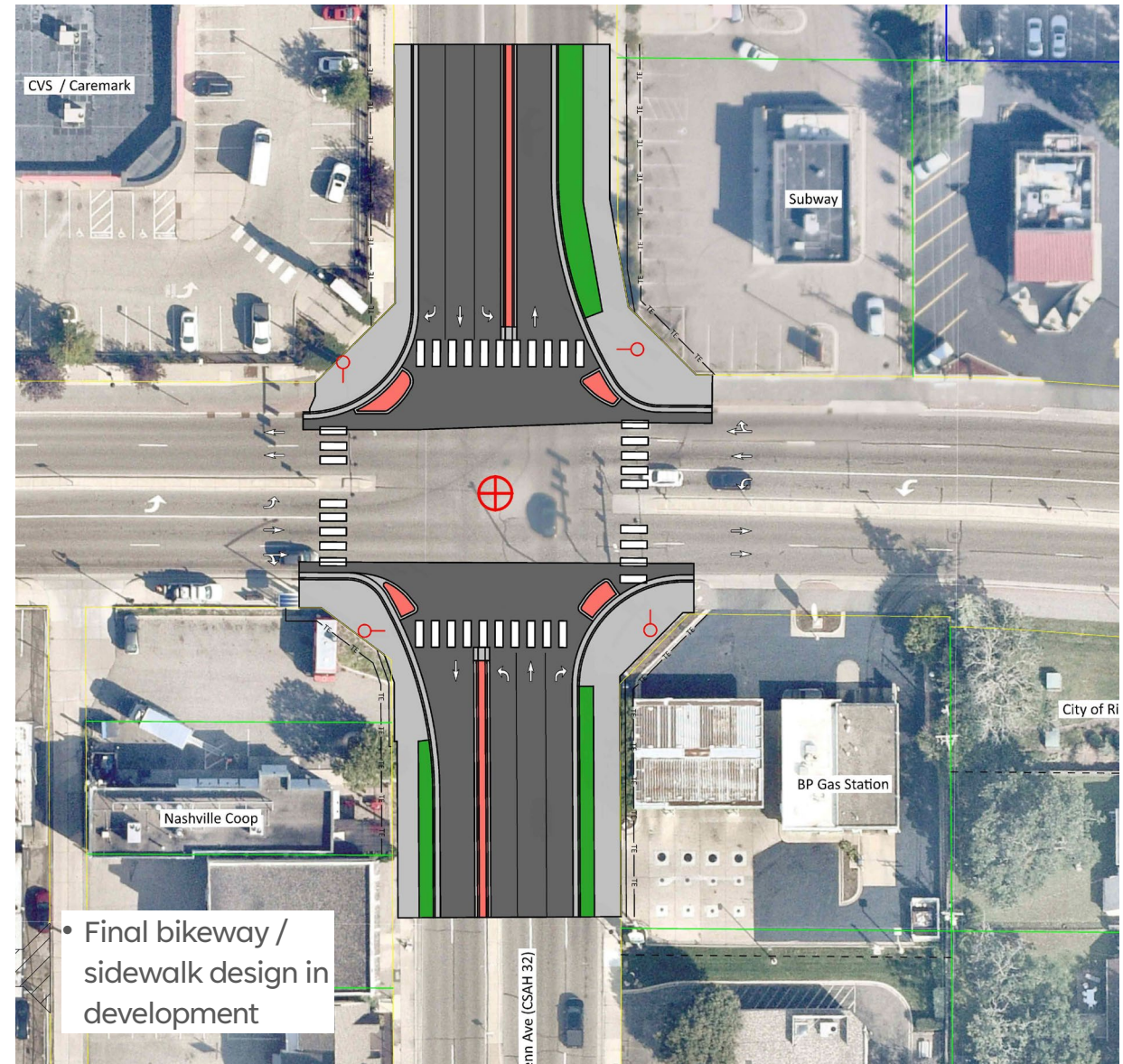
- Requires acquisition of 3 properties

## Traffic signal modifications

- Existing signal poles to remain
- Reduce Penn Avenue to 4-lanes
- Evaluating pedestrian stress reduction strategies

## Penn-Central direction

- Maintain on-street parking south of 66<sup>th</sup> Street
- Evaluate adding parking north of 66<sup>th</sup> Street
- Prefer amenity zones over grass boulevards
- Evaluate additional vehicle lane reductions



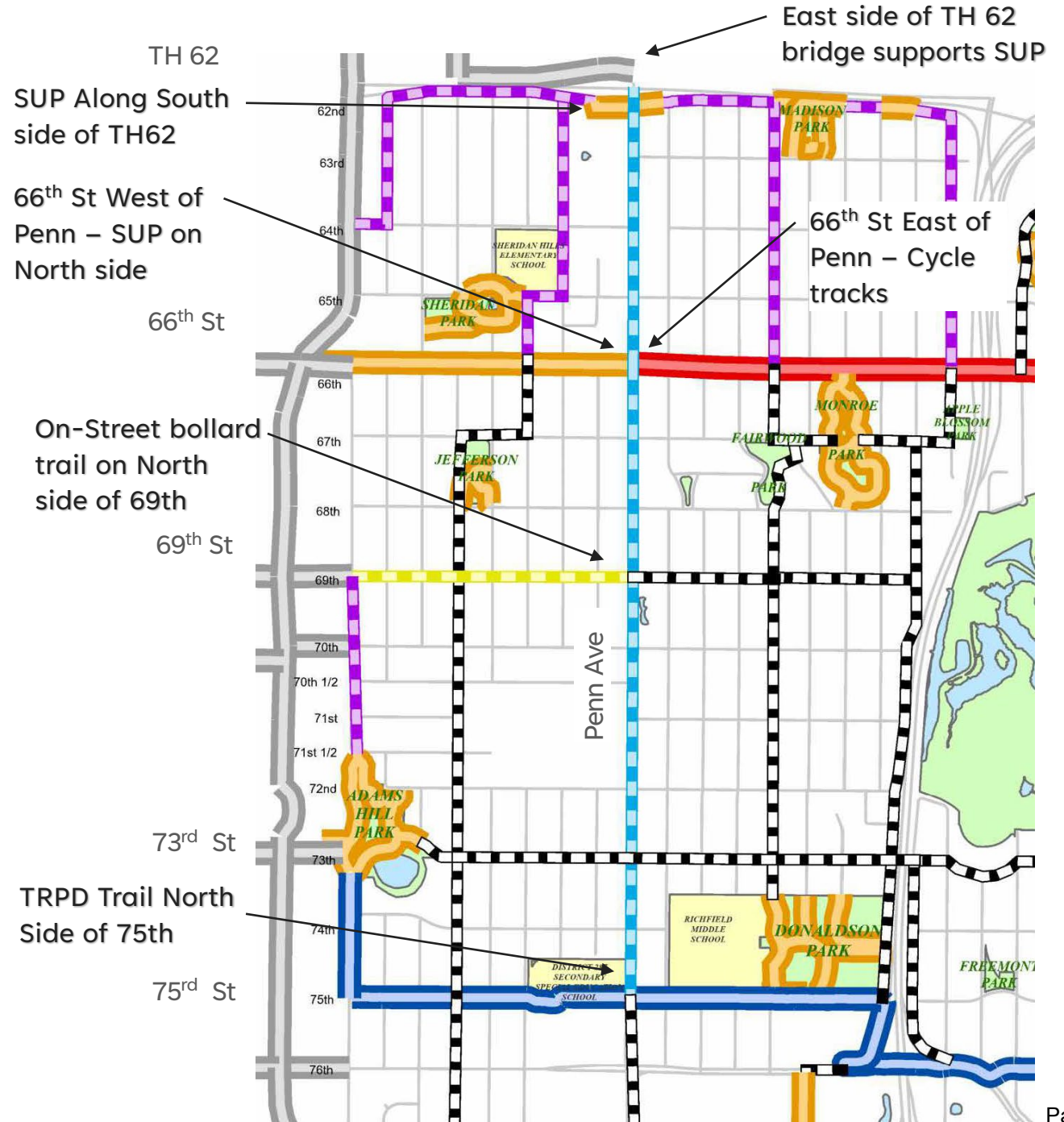
# Bikeway discussion

Map shows an overview of the bikeway network along the Penn Ave project corridor.

Are certain bikeway types appropriate within different sections of Penn Avenue?

Is a single-sided bikeway on Penn Avenue appropriate?

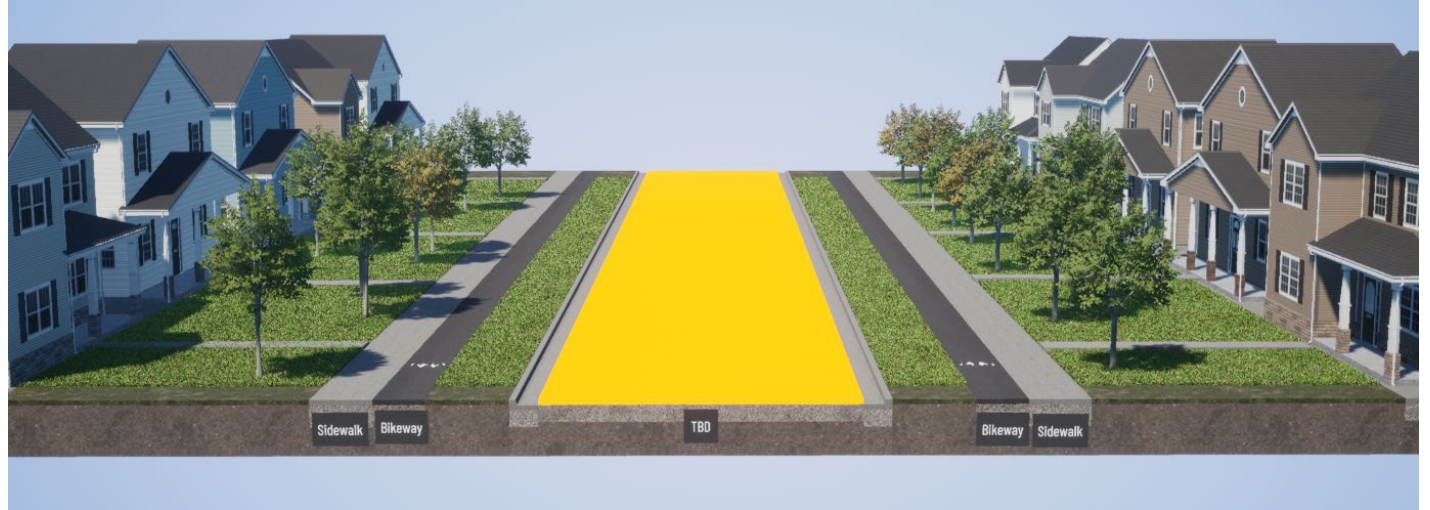
- |  |  |
|--|--|
|  Regional Trail           |  Bikeable Shoulder    |
|  Cycle Track              |  Shared Street        |
|  Shared-Use Path          |  Existing Connection  |
|  Standard Bike Lanes      |  Current Construction |
|  Bollard-Delineated Trail |  Planned Route        |



# Bikeway discussion

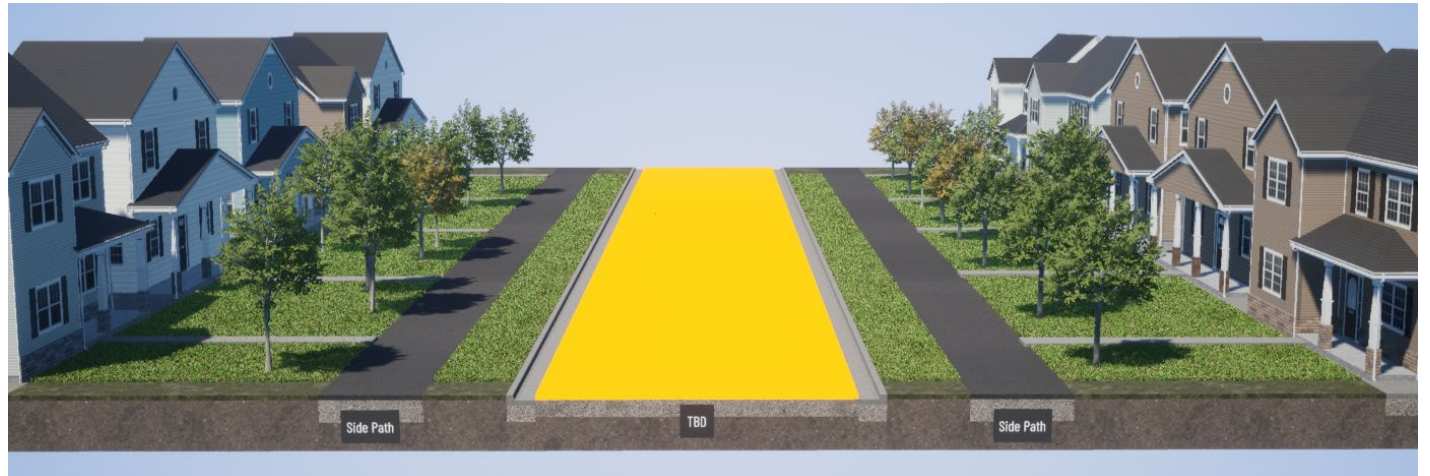
## Option 1: One-way cycle track

- Sidewalks on both sides
- Bicyclists separated from pedestrians
- Bikeway on both sides
- Ex. 66<sup>th</sup> St, Nicollet Ave



## Option 2: Dual shared-use path

- No sidewalks
- Bicyclists and pedestrians mixed
- Bikeway on both sides
- Ex. Minnetonka Blvd (St. Louis Park)



# Bikeway discussion

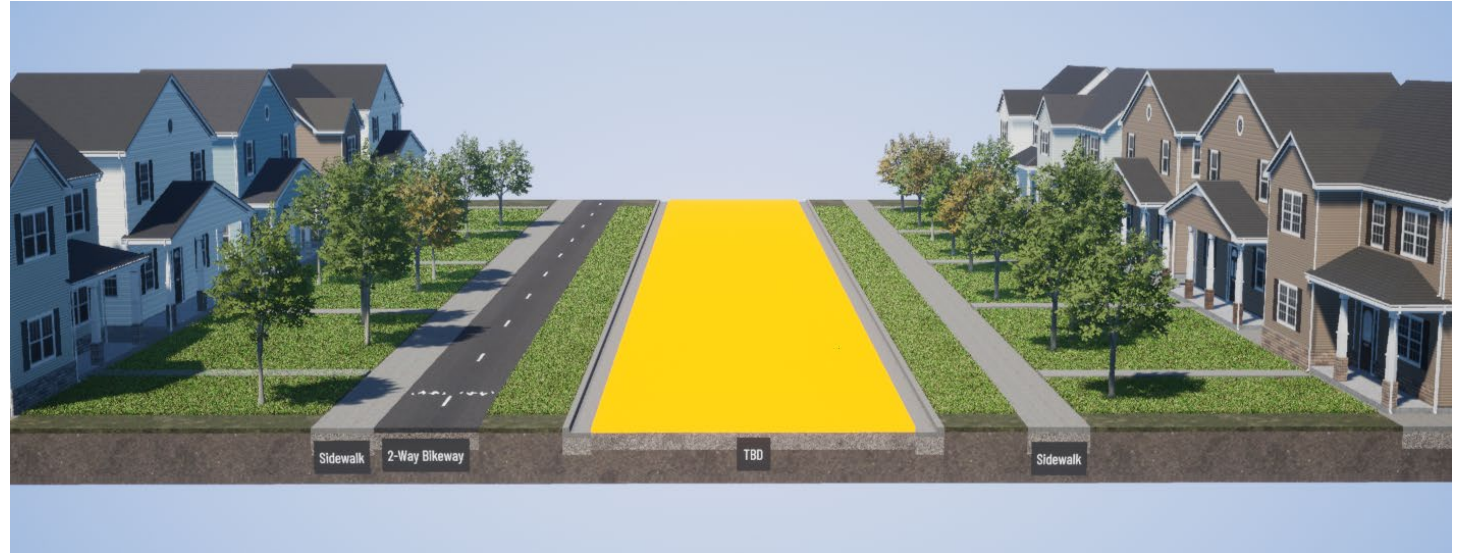
## Option 3: Two-way cycle track

Sidewalks on both sides

Bicyclists separated from pedestrians

Bikeway on one side

Ex. West River Pkwy (Downtown Minneapolis)



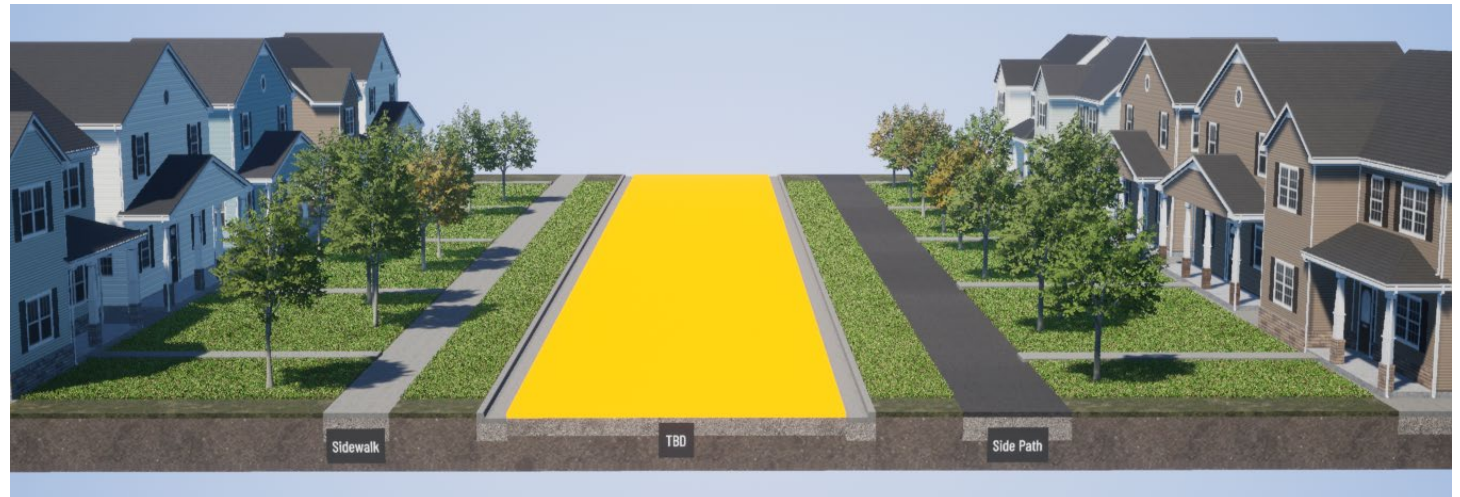
## Option 4: Shared-use path

Sidewalk on one side

Bicyclists and pedestrians mixed

Bikeway on one side

Ex. Richfield Pkwy



# Bikeway discussion

How would you rate the four bike way options?

- High
- Medium high
- Medium
- Medium low
- Low

Are there option(s) that should be removed from consideration?

	Option 1 One-way cycle track	Option 2 Dual shared-use path	Option 3 Two-way cycle track	Option 4 Shared-use path
Phase 2 Engagement Results	Most popular, liked for mode separation		Positive opinion, bike crossing concerns	Positive opinion, bike crossing concerns
Cost	\$\$\$\$\$	\$\$\$	\$\$\$\$\$	\$\$
Section Width	73'	73'	71'	67'
Consultant team Rating	H	MH	M	ML
Commission Rating				

# On-Street Parking Discussion

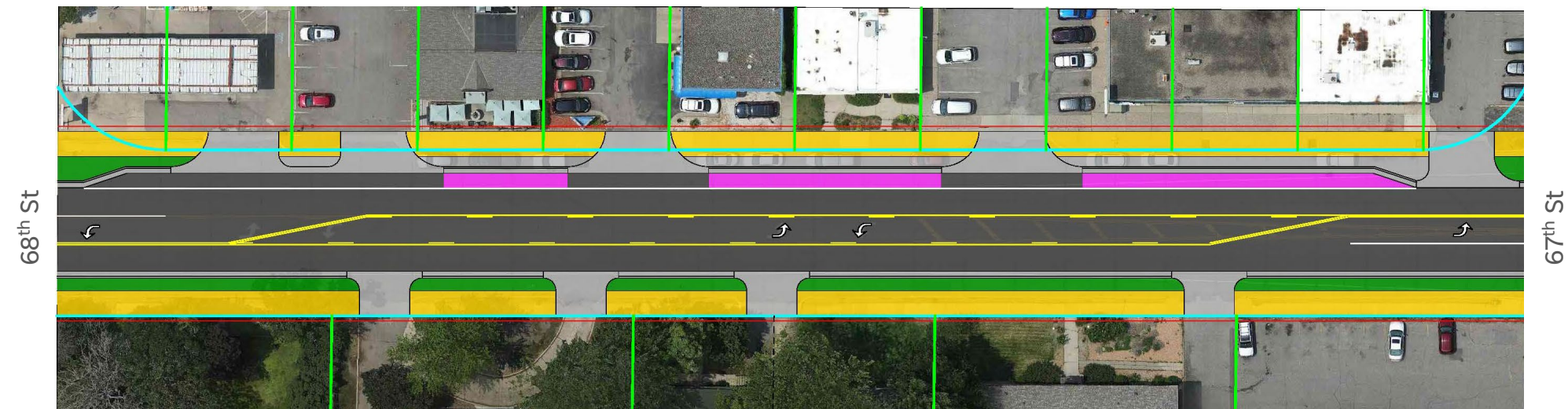
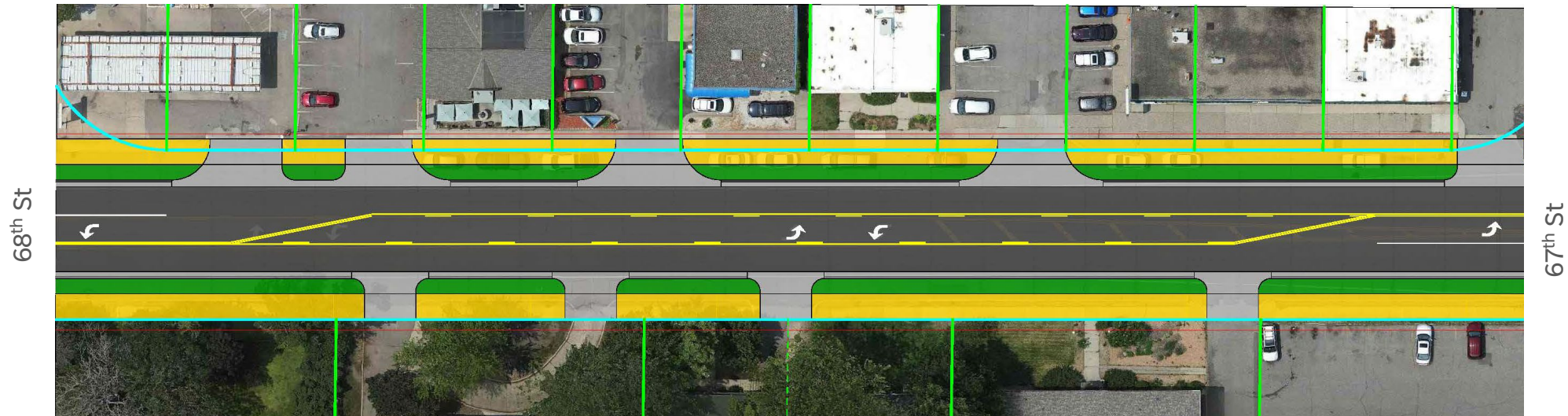
## What We've Heard

1. The community has not prioritized on-street parking as a need.
2. The businesses between 68<sup>th</sup> and 66<sup>th</sup> St value on-street parking.
3. There is a desire to keep on-street parking by the City Council and potentially expand it in other areas north of 66th Street.

## What We Know

1. There is unused parking located throughout the corridor from a district-wide perspective to meet needs.
2. On-street parking is heavily used between 66th Street and 68th Street (25 total spaces)
3. Side street parking is underutilized.
4. All off-street parking is owned by private property owners or businesses.

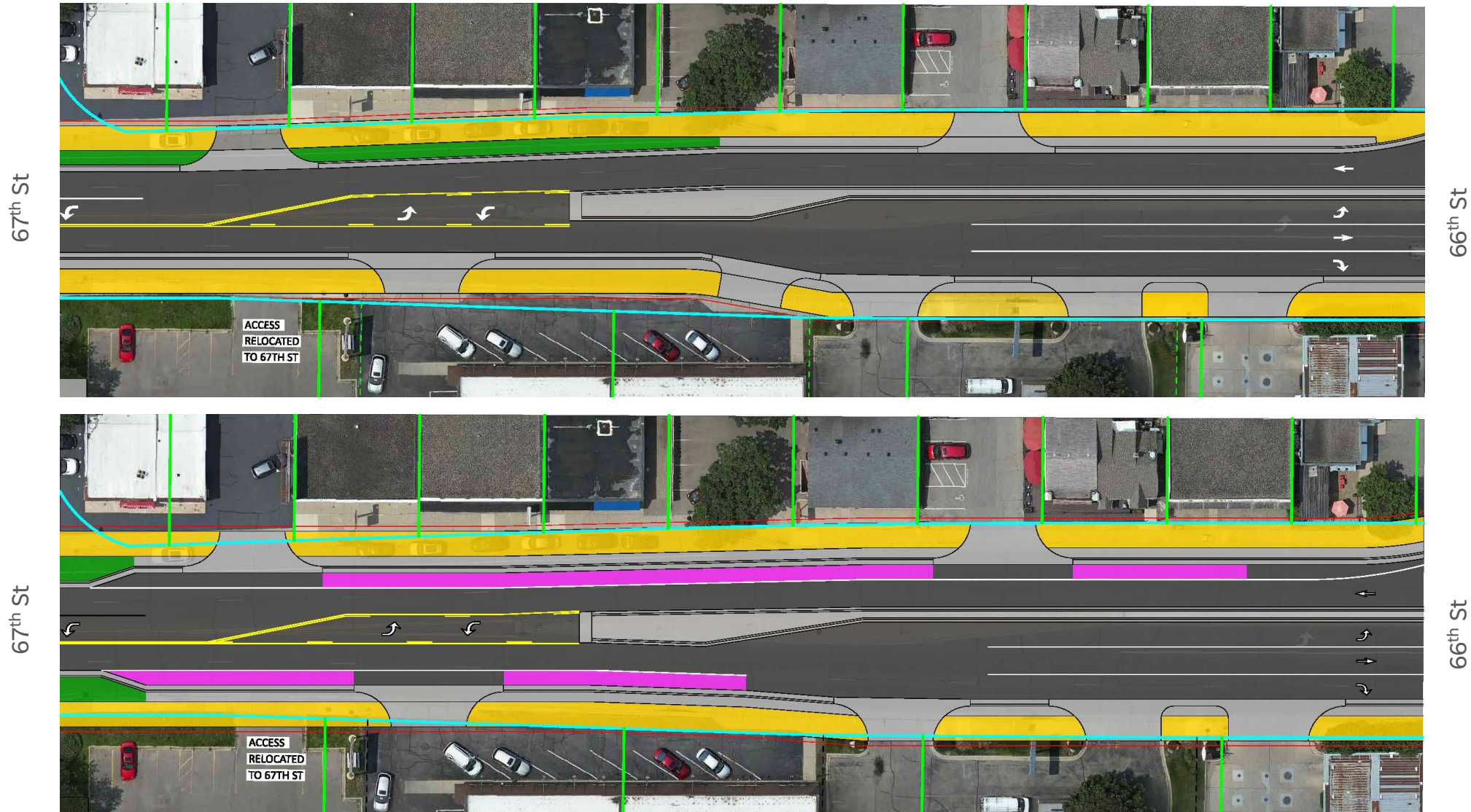
# On-Street Parking Considerations (Draft Concepts 6700 Block)



\*Bikeway (yellow) configuration to be determined. Assumed both sides of roadway

\* On street parking shown in purple

# On-Street Parking Considerations (Draft concepts 6600 Block)



\* Bikeway (yellow) configuration to be determined. Assumed both sides of roadway

\* On street parking shown in purple

# On-Street Parking Considerations (north of 66th Street)

## Add On-Street Parking

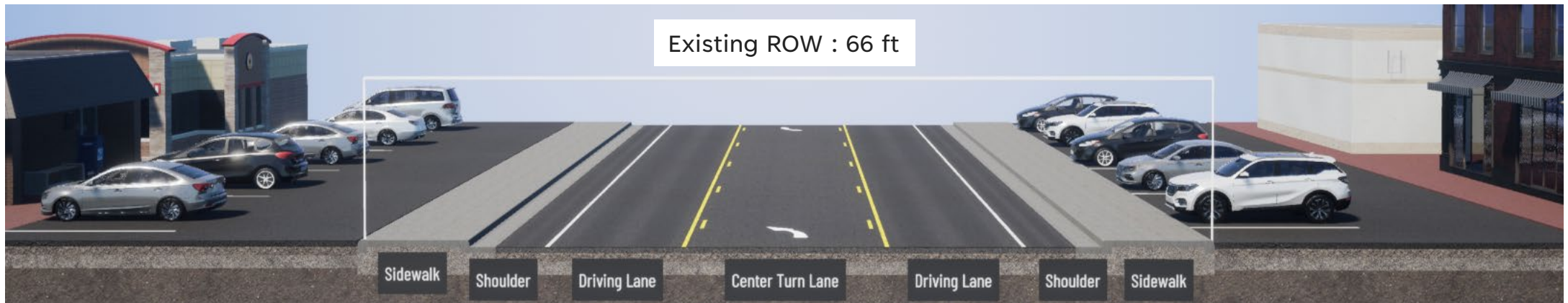
1. ROW constraints to accommodate other prioritized design elements (e.g., pedestrian, bicycle facilities, and amenity zone).
2. Number of driveways limit space for on street parking.
3. Impacts to off-street parking to add on-street parking.

# On-Street Parking Considerations (north of 66th Street)

## 6300 Block



## 6400 Block



# Thank you

**Matt Huggins, PE**

[Matt.huggins@hennepin.us](mailto:Matt.huggins@hennepin.us)

612-596-0326

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



# Appendices

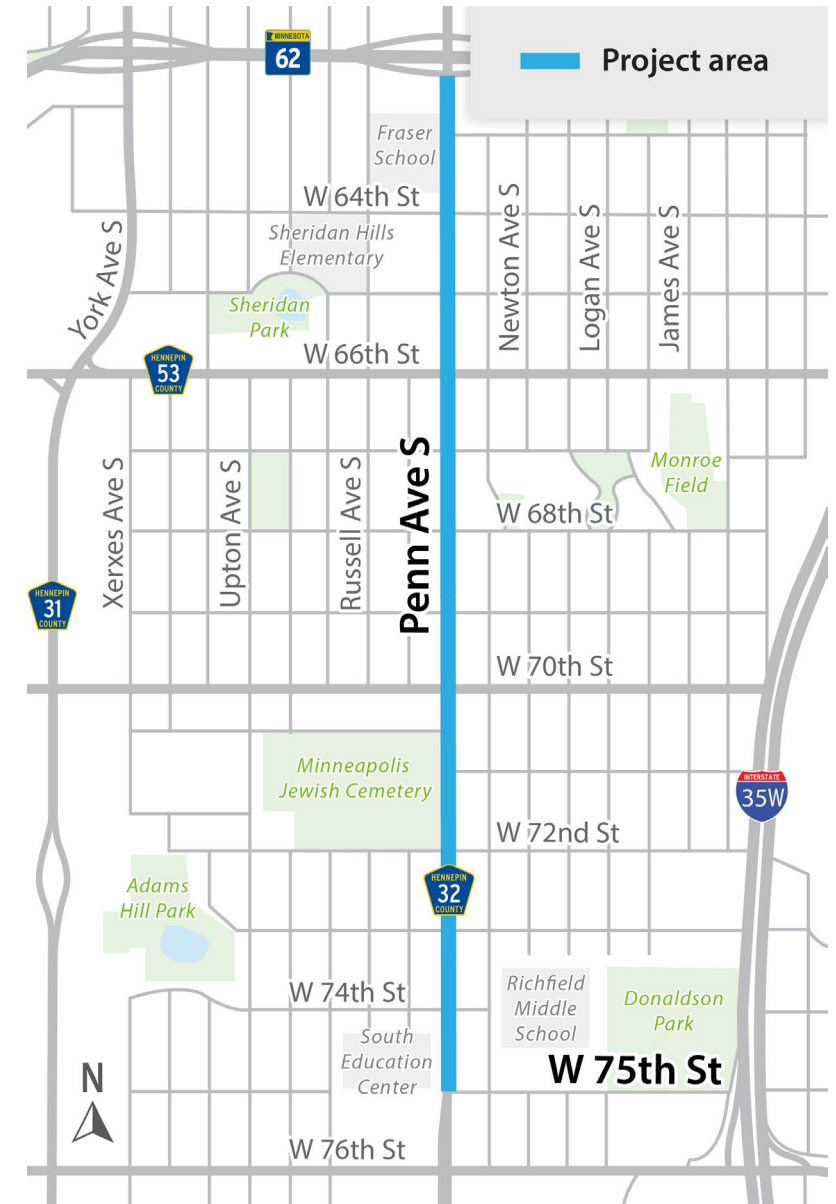


# Project scope

## Reconstruction from 75<sup>th</sup> 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



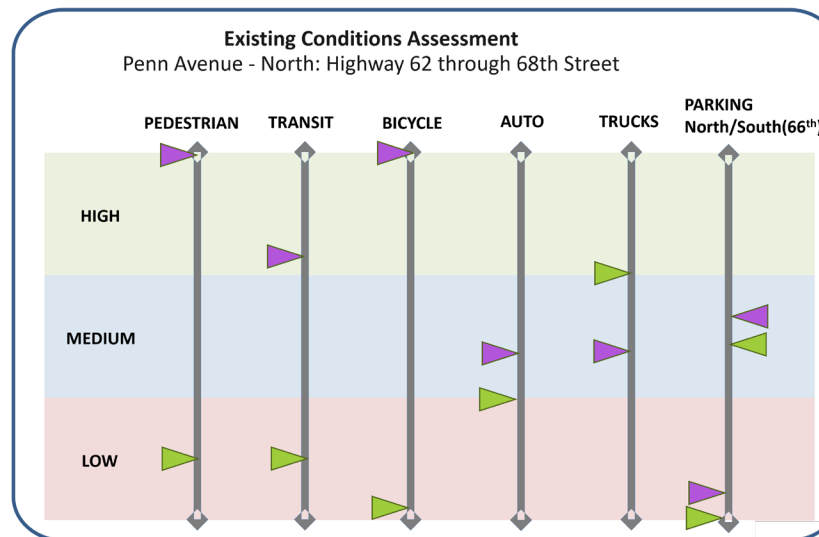
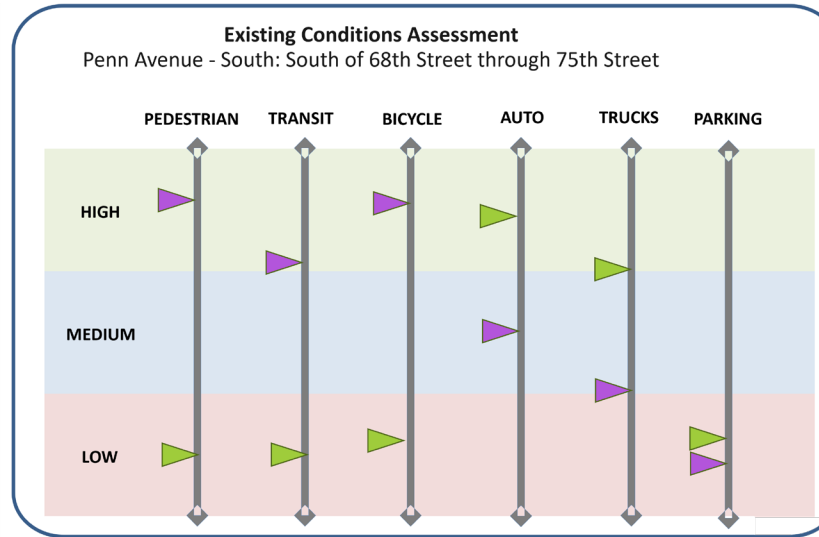
# Transportation Commission Priorities

## 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



### LEGEND

- Existing conditions (Green triangle)
- Desired conditions (Purple triangle)

# 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.**

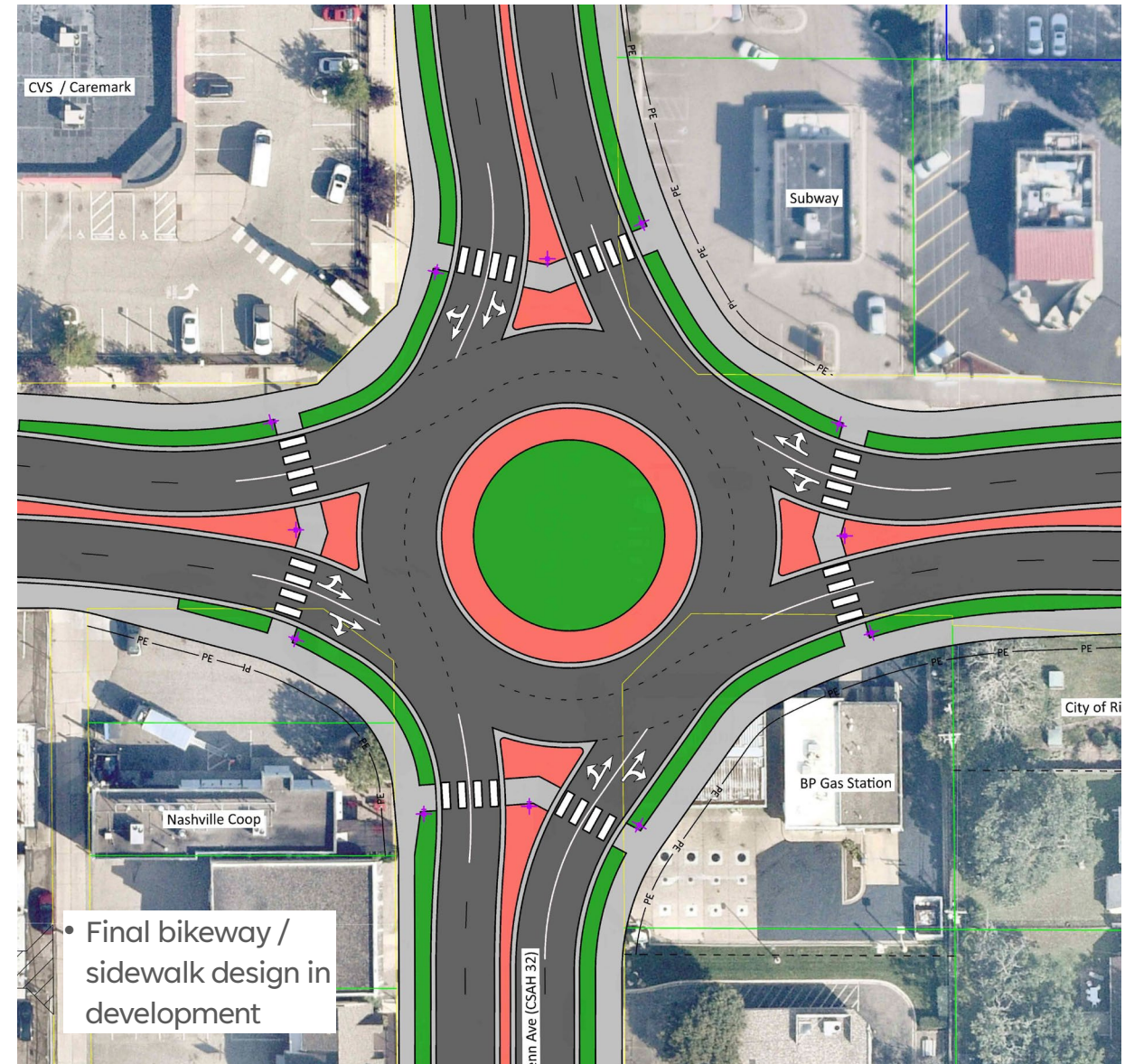
# 66<sup>th</sup> Street intersection Multi-lane roundabout

160' intersection diameter

Reduce 66<sup>th</sup> Street to 4-lanes

Evaluated single and multi-lane Penn Avenue approaches

Flashing beacons required on all legs



# 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	