



Richfield City Council Agenda

July 28, 2026 -- 5:30 PM

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

- 1. Call to Order**
- 2. Item Discussion**
 - a. Hennepin County Penn Avenue Reconstruction Project Design and Budget Update**
- 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:

Hennepin County Penn Avenue Reconstruction Project Design and Budget Update

EXECUTIVE SUMMARY

Hennepin County is currently preparing for the fourth Penn Avenue open house in mid-August. Following the third open house in May, the Transportation Commission has provided recommendations for design items to include in the project.

This work session will discuss the recommended items and associated city budget impacts:

These items are:

- Bikeway and sidewalk design
- Intersection Design - Currently signalized intersections (64th, 69th, 75th)
- Intersection Design - Unsignalized intersections
- Additional Pedestrian/Bike Safety items

Other topics of discussion will include street parking and potential value engineering items proposed by Hennepin County.

Discussion will be led by city staff with county staff available to answer questions.

RECOMMENDED ACTION

Provide staff and county design team with direction on design and budget-related items for the Penn Avenue Reconstruction Project.

HISTORICAL CONTEXT

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 Richard Church; a second Open House was held in November 2025 at Sheridan Hills Elementary School; and a third Open House was held in May 2026 at Richfield Middle School. The fourth Open House is scheduled for August 19, 2026 at St Richard Church.

The Transportation Commission has been meeting with project staff approximately

every other month since mid-2025, and has been working to develop preferred design options. Prior to bringing forward some of these items at Open House 4 for public feedback, they need to be vetted by the City Council due to right-of-way impacts and/or cost implications for the city.

Hennepin County is currently revising their Cost Participation Policy. All cost shares presented in this report are based on the current policy. The future policy is expected to be adopted in 2027.

Street Parking

A feasibility study of street parking was requested during the March 10 City Council Work Session. A memo is attached to this staff report with a more detailed discussion.

Staff recommendation: Street parking included south of 66th only.

Bikeway Design

The three options presented for bikeway design were one-way cycletracks with sidewalks on both sides of the street, a two-way cycletrack with sidewalks on both sides of the street, and shared use paths on both sides of the street. Surveys from in-person and online open house attendees significantly favor the one-way cycletracks. One-way cycletracks are known to bicyclists in Richfield and provide separation for all modes of travel. One-way cycletracks are estimated to cost approximately \$2.1 million more for the length of the corridor compared to shared use paths (city share: \$600,000).

Staff recommendation: One-way cycletracks

Transportation Commission recommendation: One-way cycletracks

Intersection Design - Currently Signalized Intersections

Signal and roundabout options were presented for the 64th Street, 69th Street, and 75th Street intersections. At 75th Street, a two-way stop intersection with a pedestrian-activated flashing yellow signal was also presented.

64th Street and 69th Street will require similar amounts of right-of-way acquisition for both a signal and a roundabout; the comparable costs for roundabouts vs signals at these intersections are similar. At 75th Street, the roundabout option has a larger footprint than the signal, and is approximately \$500,000 more expensive than the signal option (\$150,000 city share).

At 64th Street, county staff have engaged Fraser, Davanni's, and Mother Duck Learning Center. Engineering staff have discussed concepts with Fire Department leadership and Richfield Public Schools. Richfield Public Schools and Fraser support the roundabout. The Fire Department has reasonable accommodation requests for a roundabout, and these will be coordinated with Hennepin County. County staff are meeting with Davanni's and Mother Duck the week prior to this Work Session, and staff will have an update from those discussions at the meeting.

Staff Recommendation: Roundabouts

Transportation Recommendation: Roundabouts

Minor intersections

Options were presented for left turn lanes (with and without pedestrian medians), pedestrian medians with left turns allowed but no dedicated lane, and closed medians where left turns are not allowed.

Public preference from the in-person open house had a strong preference for left turn lanes with pedestrian medians and low support for closed medians. The online survey had a split preference between left turn lanes with pedestrian medians and closed medians.

Adding pedestrian medians to left turn lanes at intersections does require some substantial right-of-way acquisition and impacts to both residential and commercial properties. Where private parking lots are impacted, this may result in increased right-of-way acquisition costs. Adding medians at all minor intersections is expected to cost approximately \$760,000 (\$280,000 city share).

Staff recommendation:

- **Left Turn Lanes with Pedestrian Median:**
 - 74th Street, 72nd Street, 70th Street
- **Left Turn Lanes without any median:**
 - 70 1/2 Street (issues with driveways at the intersection), 68th Street (impacts to gas station and adjacent parking lots), 65th Street (impacts to adjacent parking lots), 63rd Street north leg* (issues with driveways and impacts to adjacent parking lots)
 - *63rd Street south leg can accommodate a pedestrian median without a left turn lane since there are no driveways to turn left into for northbound traffic between Aldi and the northern Lunds driveway.
- **Closed Medians:**
 - 73rd Street (Future Bike Route), 71st Street (T intersection at cemetery), 67th Street (business district)

Transportation Commission Recommendation:

- **Left Turn Lanes with Pedestrian Median:**
 - 74th Street, 72nd Street, 70 1/2 Street, 70th Street, 68th Street, 65th Street, 63rd Street
- **Closed Medians:**
 - 73rd Street (Future Bike Route), 71st Street (T intersection at cemetery), 67th Street (business district)

Additional Items to consider:

- **Pedestrian Activated Flashing Lights (RRFBs)**
 - Current concept assumes two intersections will have RRFBs with cost split 50/50 between city and county (at 64th and 75th Streets)
 - Any additional RRFBs would be entirely city cost and city maintenance responsibility.
 - RRFBs typically cost \$15,000-\$25,000 per leg of an intersection to construct.
 - For the 9 intersections with existing city-owned RRFBs, annual RRFB maintenance takes a significant amount of staff time, averages \$30,000 of

materials and contractor time, and can cost \$10,000 per incident to repair a knockdown (3-4 citywide per year on average)

- **Staff Recommendation: Include RRFB at all compact roundabouts for corridor consistency. Include RRFB at any intersections north of 66th Street that do not have a pedestrian median constructed.**
- Tabled Crosswalks along Penn Avenue
 - Design feature was included in Nicollet Avenue design, intended to keep bikeway relatively level when crossing side street intersections and provide a traffic calming effect for vehicles turning on to the side streets
 - Cost split would be 50/50 between city and county
 - Adding tabled crosswalks along the entire corridor would cost approximately \$260,000 (\$130,000 city share)
 - **Staff Recommendation: Include tabled crosswalks along Penn Avenue**
- Bikeway Connection between 75th and 76th Streets
 - Current concept includes no construction south of the 75th Street intersection tie-down
 - Cost split would be 100% city
 - Estimated cost is approximately \$200,000
 - **Staff Recommendation: Include bikeway connection to 76th Street**

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

Strategic Considerations: This Penn Avenue redesign is an opportunity to provide *city infrastructure that supports service needs and is climate resilient*, and design decisions need to be made through a lens of *sustainable infrastructure financing*.

Equity Considerations: Penn Avenue is a very diverse corridor, with a high amount of the city's affordable business space and naturally occurring affordable housing. Creating safer non-motorized travel options while maintaining the existing vehicular level of service allows for safer travel opportunities for residents both with and without access to a car.

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

- Applicable policies: Complete Streets Policy, Public Engagement Policy
- Additional planning documents: Active Transportation Action Plan, Safe Routes to School Comprehensive Plan, Bicycle Master Plan, Pedestrian Master Plan
- All documents can be found here: <https://www.richfieldmn.gov/778/The-Big-Picture---Bicycle-Pedestrian-Pla>

CRITICAL TIMING ISSUES

- County consultant staff are preparing layouts and materials for Open House 4 on August 19th.
- County staff intends to bring a layout to City Council for concurrence in October.
- An approved final layout is needed to begin the right-of-way acquisition process

in advance of expected 2028 construction.

FINANCIAL IMPACT

- The city's 2027-2031 Capital Improvement Plan estimates a city cost share of \$12.8 million. The current estimate based on the project design and city utility needs is \$11.4 million.
- There are up to \$730,000 of additional consideration items that could be added, and up to \$1.07 million of value engineering cost reductions available.
- All cost share estimates are based on Hennepin County's current Cost Participation Policy. That policy is currently being revised and will likely result in changes to how cost splits are calculated. The new policy is expected to be adopted in 2027.

LEGAL CONSIDERATIONS

None at this time

ALTERNATIVE RECOMMENDATION(S)

None.

ATTACHMENTS

1. Slide Deck
2. Boards_OH4_PennAve_v0.5 (1)
3. Intersection Options Handout
4. Intersection Impacts with Pedestrian Medians
5. Parking Memo
6. Penn Ave Phase 3 Engagement Summary



Penn Avenue

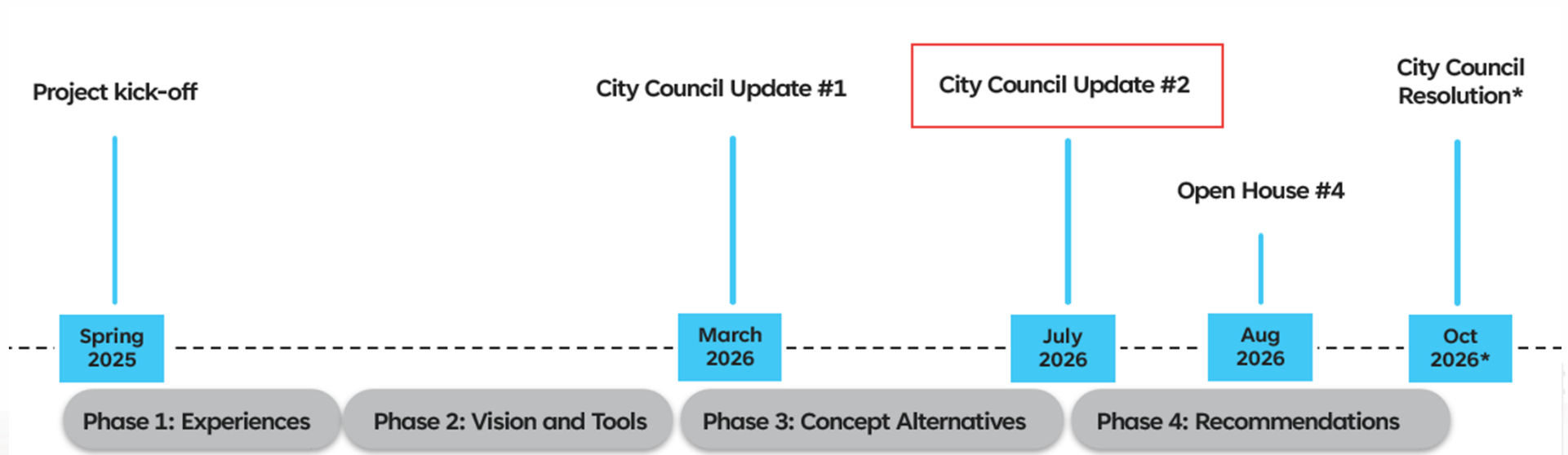
City Council Work Session
July 28th, 2026

Matt Hardegger, PE
Transportation Engineer

To-Do List

- Confirm:
 - Typical Section
 - Major Intersection Designs
 - Minor Intersection Designs
 - Street Parking Approach
- Discuss:
 - Current Project Cost

Schedule

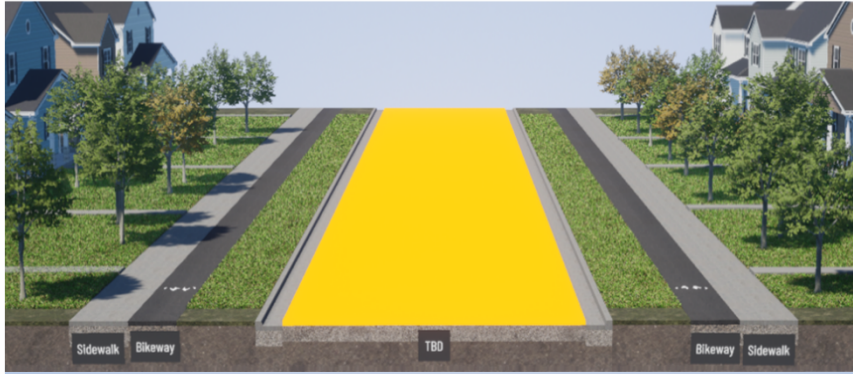


* Tentative

Phase 3 Engagement Summary

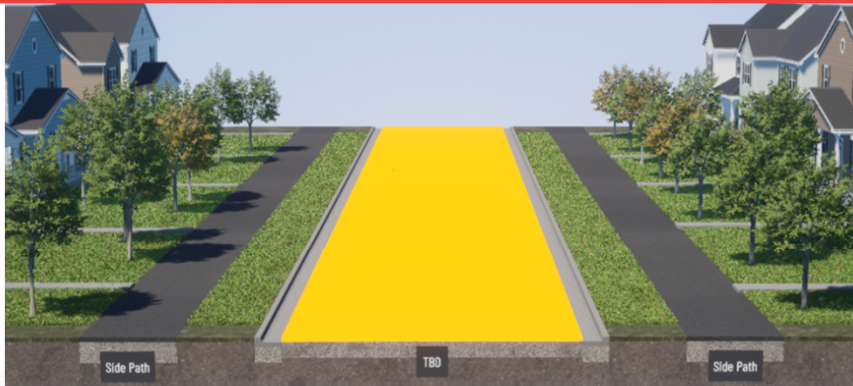
- Activities:
 - Open House 3 – Richfield Middle School
 - Online Survey/Interactive Map
 - Lunds Pop Up
- ~420 Interactions:
 - 85 open house attendees
 - 100 survey participants
 - 200 website visits
 - 20 pop up participants
 - 15 business owner discussions

Bikeway Options



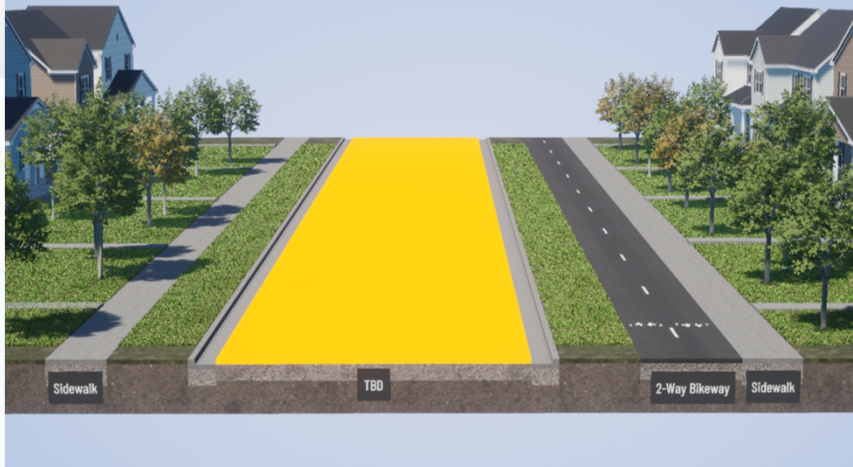
One-way cycle track

- 70% public support in each segment
- **Recommended by Transportation Commission**



Option 2: Dual shared-use path

- 8% support in each segment
- Lower cost alternative but does not provide separated space for bicyclists and pedestrians



Option 3: Two-way cycle track

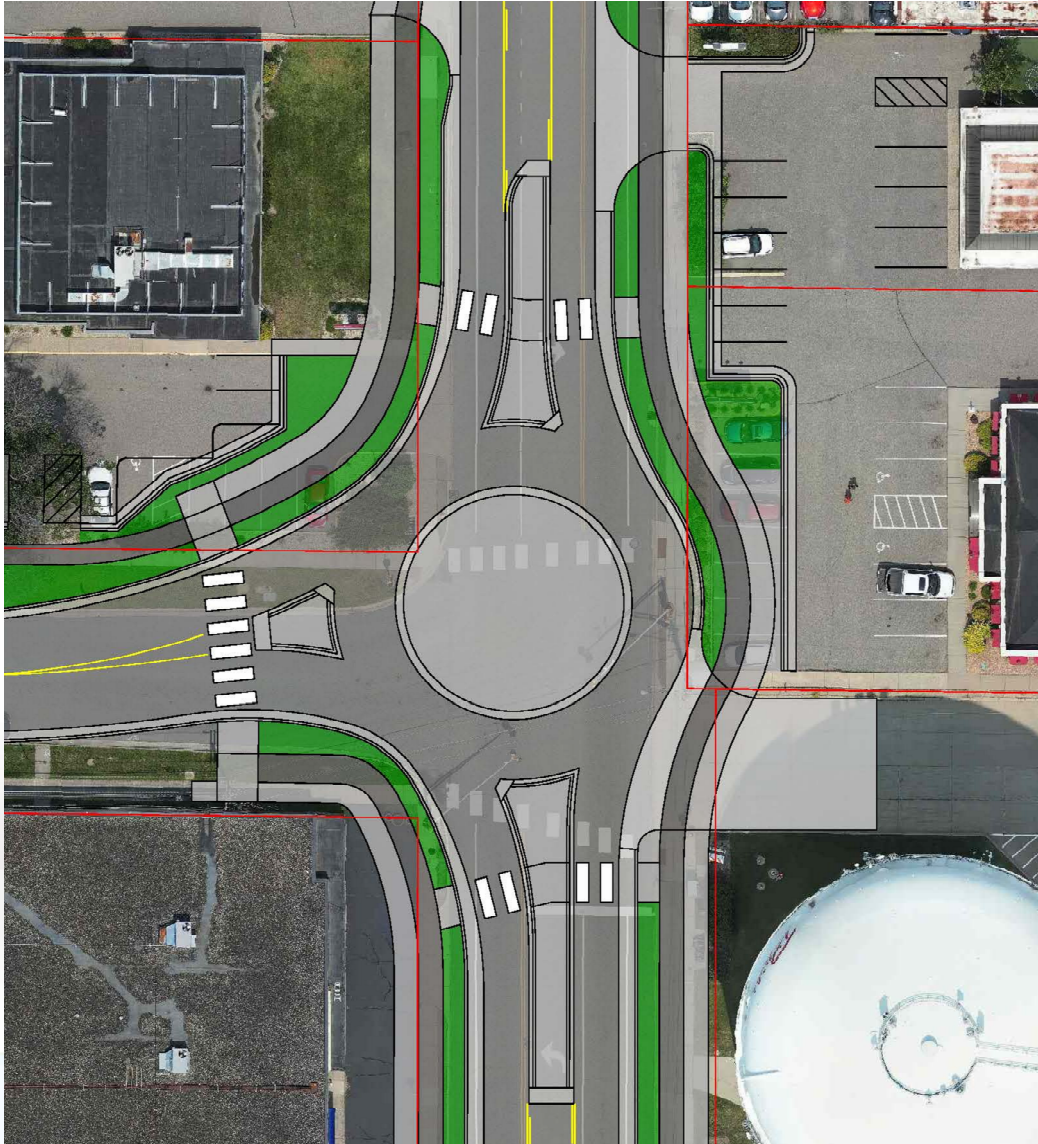
- 22% support in each segment

Major Intersections – 64th, 69th, 75th

	Location	Existing conditions	Roundabout	Traffic signal
Crash frequency *(Rate / FA)	64 th Street	0.08 / 0.06	0.32 / 0.31	0.50 / 0.95
	69 th Street	0.09 / 0.07		
	75 th Street	0.36 / 0.28		
Operational delay, sec (LOS)	64 th Street	12.1 (B)	10.3 (B)	13.3 (B)
	69 th Street	10.4 (B)	9.5 (A)	12.0 (B)
	75 th Street	11.3 (B)	9.7 (A)	13.1 (B)
Public support	64 th Street		✓	
	69 th Street		✓	
	75 th Street		✓	

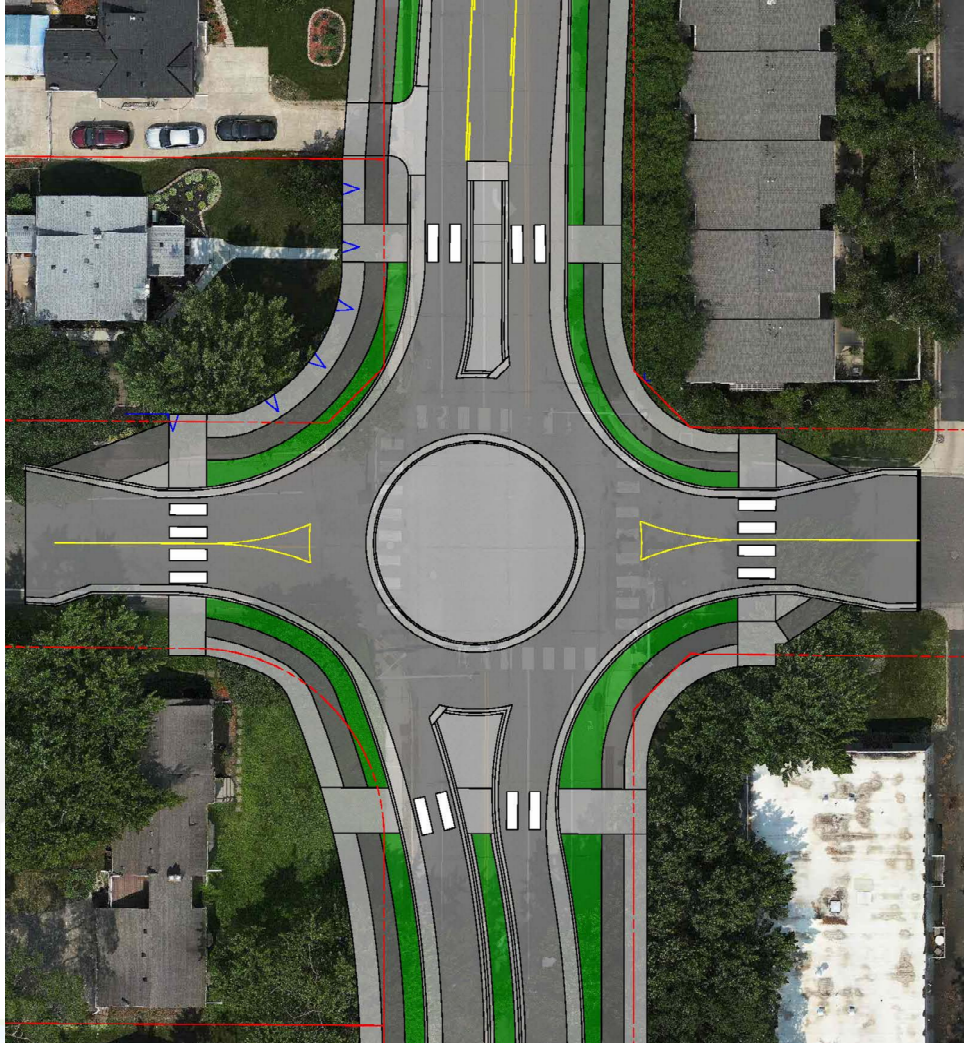
- * Crash frequencies entering intersection
 - Rate = Overall per 1 million vehicles
 - FA = Fatal and severe per 100 million vehicles
- Roundabouts reduce conflict points by 75%, reduce vehicle delay and travel time, reduce severe crashes, and provide a traffic calming benefit by reducing vehicle speeds

Major Intersections: 64th Street



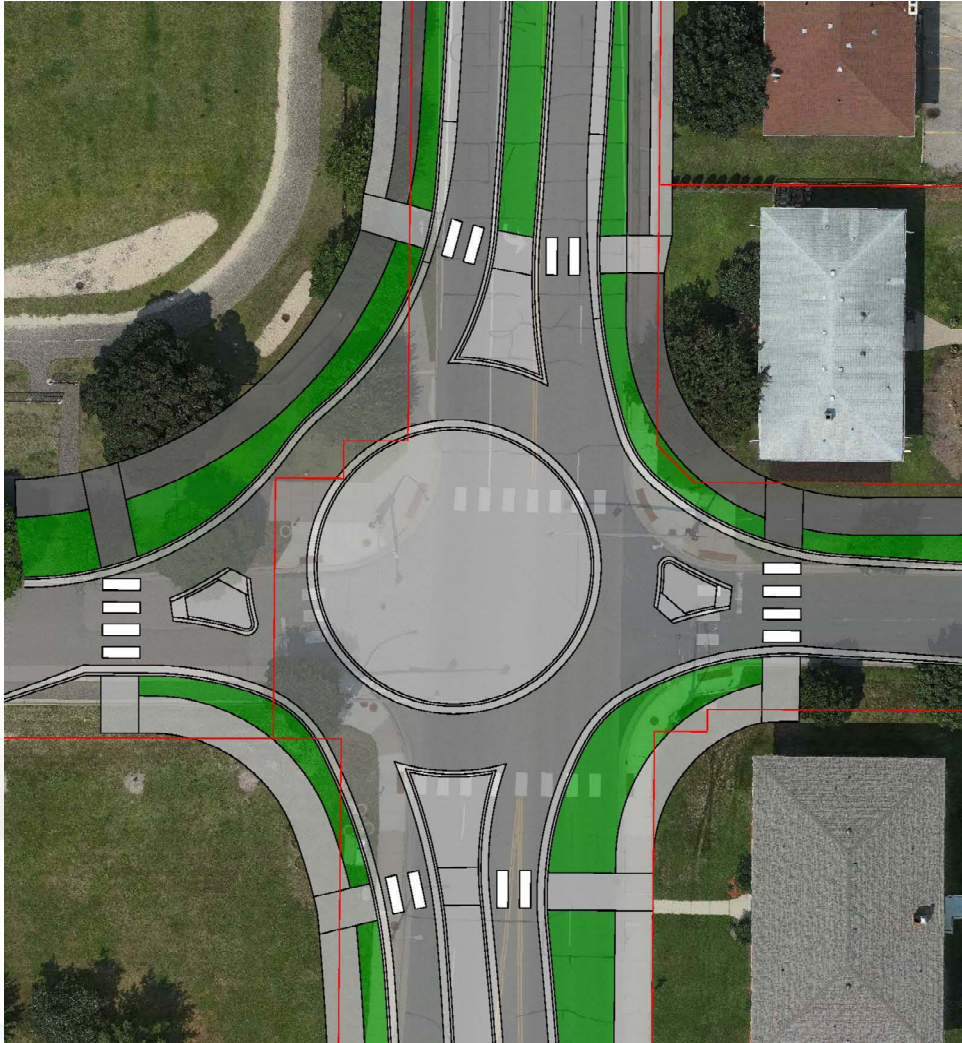
- **Recommended by Transportation Commission**
- **School District Preferred Design**
- **Remaining questions:**
 - Property impacts, especially to parking lot in NE corner
 - Design coordination with Fire Department for Station 2 exit

Major Intersections: 69th Street



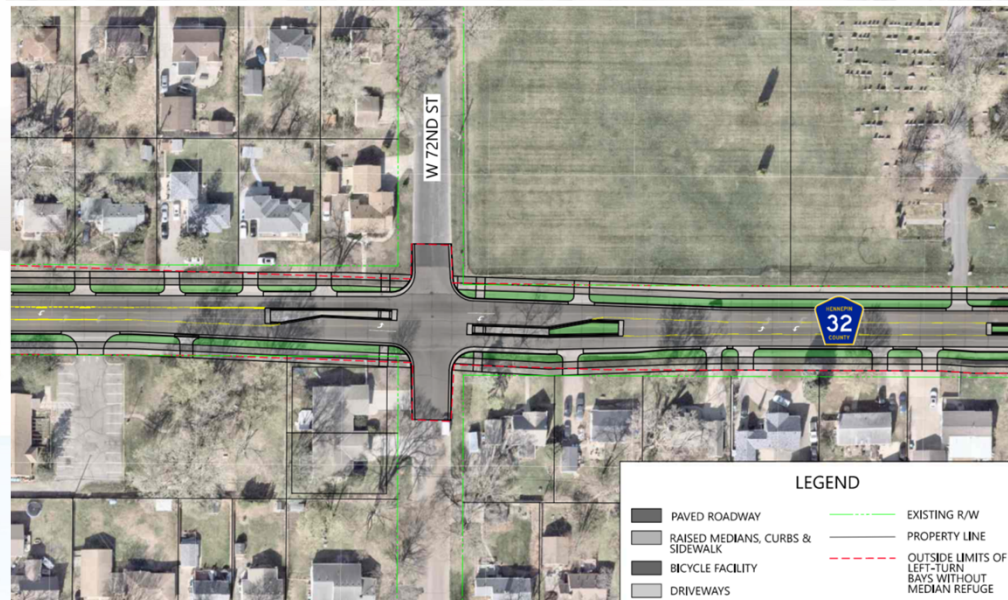
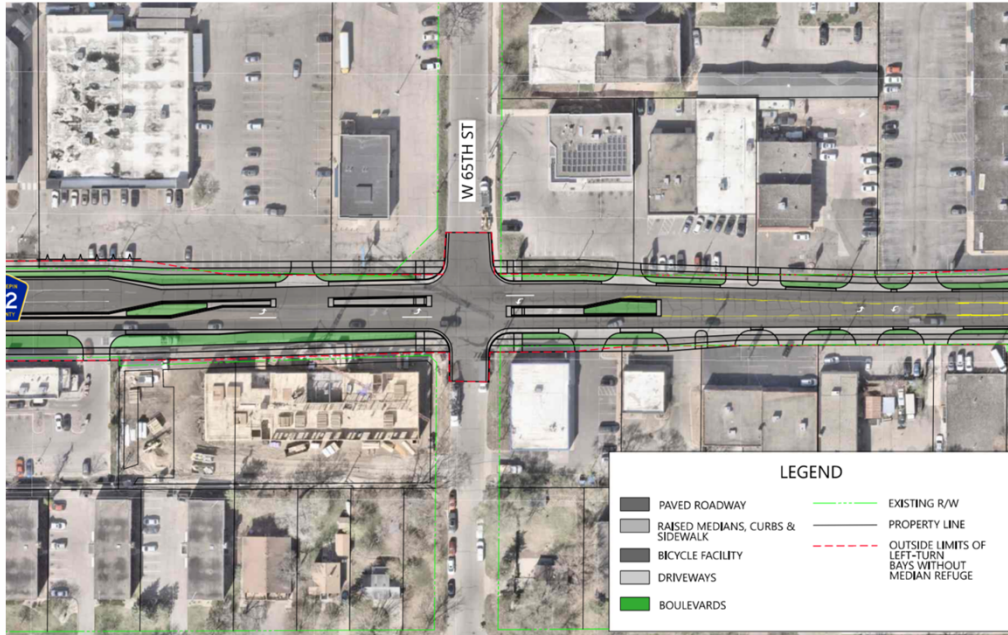
- Recommended by Transportation Commission
- Remaining questions:
 - Property impacts, especially retaining wall in NW corner

Major Intersections: 75th Street



- **Recommended by Transportation Commission**
- School District Preferred Design
- Three Rivers Park District Preferred Design (Nine Mile Creek Regional Trail)
- Remaining questions:
 - Property impacts, especially NW and NE corners

Minor Intersections



- Left Turn Lanes + Pedestrian Median
 - Public Preference
 - **Transportation Commission Recommendation at:**
 - 74th, 72nd, 70 ½, 70th, 68th, 65th, and 63rd
 - Requires 10-14' of additional right of way acquisition at intersections with 66-foot right of way
 - 74th, 70 ½, 70th, 68th, 65th, 63rd
 - Can substantially impact parking lots north of 68th

Minor Intersections

- Closed Medians
 - Restricts left turns in and out of minor streets
 - **Transportation Commission Recommendation at:**
 - 73rd
 - Future Bike Route
 - 71st
 - Three-leg intersection at cemetery
 - 67th
 - increase pedestrian crossing ability with street parking within business district



Street Parking – South of 66th

6700 Block

Net Street Parking Change: 0

Existing: 15

Proposed: 15

1 off-street stall impacted

Estimated city cost: \$176,500

Cost per On-street Space: \$11,766

6600 Block

Net Street Parking Change: +14

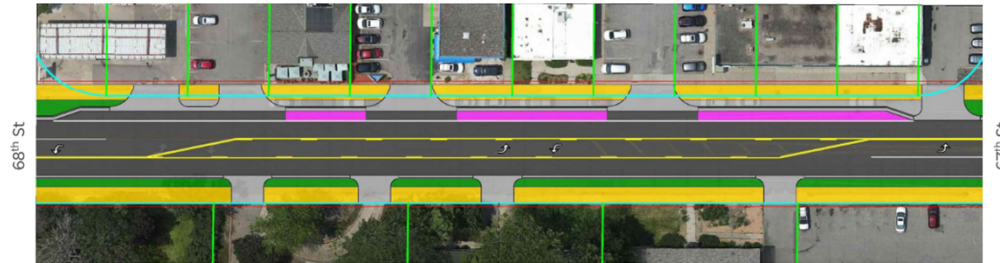
Existing: 10

Proposed: 24

7 off-street stalls impacted

Estimated city cost: \$371,250

Cost per On-street Space: \$15,468



Street Parking – North of 66th

6500 Block

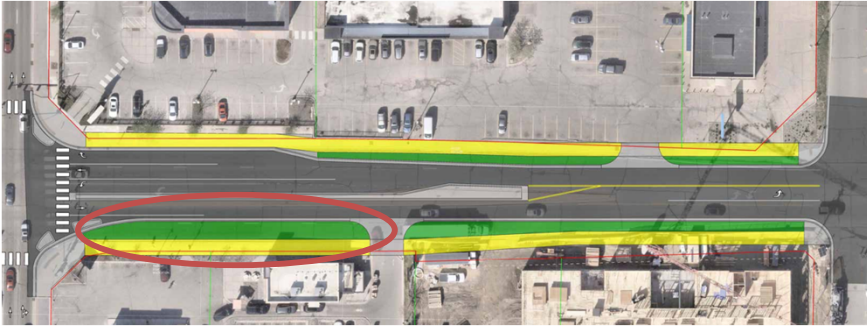
Net Street Parking Change: Up to 8

Existing: 0

Proposed: Up to 8

No off-street stalls impacted

Estimated city cost: \$20,000



6400 Block

Net Street Parking Change: 8

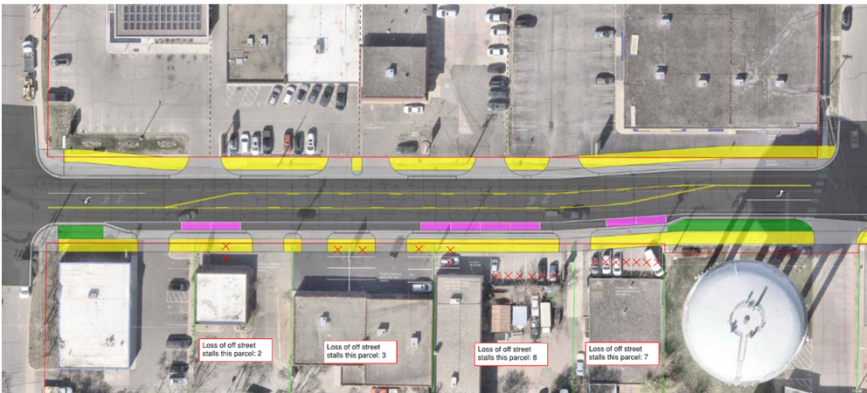
Existing: 0

Proposed: 8

20 off-street stalls impacted

Estimated city cost: \$650,000

Cost per On-street Space: \$81,250



6300 Block

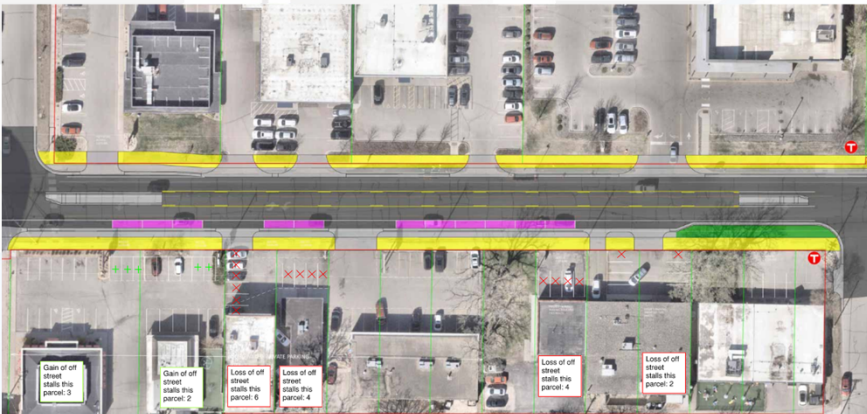
Net Street Parking Change: 0

Existing: 0

Proposed: 11

11 off-street stalls impacted

Estimated city cost: \$163,000



Cost Discussion

- All following slides are based on Hennepin County's currently adopted 2020 Cost Share Policy
- Revisions to this policy are currently ongoing and may be adopted in 2027
- Expected cost splits will likely change from this presentation, but staff do not know exactly how

Current Cost Estimate

	Hennepin County	Richfield – Road/Storm	Richfield – Water/Sewer	Total Project
Construction	\$14.8M	\$3.4M	\$2.75M	\$20.95M
Contingency	\$3.7M	\$0.9M	\$0.75M	\$5.35M
ROW	\$1.5M	\$1.5M		\$3M
Engineering	\$3.5M	\$0.75M	\$0.6M	\$4.85M
Undergrounding Overhead Power	*	\$0.75M		\$0.75M
Totals	\$23.5M	\$7.3M	\$4.1M	\$34.9M

Notes:

- Hennepin County has applied for \$10M in Regional Solicitation Funding
- In County's 2025-2029 CIP, estimated split was \$19.6M County and \$6M City. This did not include public utility costs.
- City's 2027-2030 CIP sets budget of \$12.8M for city share
- *Undergrounding is eligible for partial county cost share through a county grant program

Additional Items to Consider

	Hennepin County	City of Richfield	Total
Ped Activated Crossing Lights at 69 th Street*		\$0.12M	\$0.12M
Tabled Crosswalks along Penn*	\$0.13M	\$0.13M	\$0.26M
Connect Bikeway between 75 th and 76 th Streets		\$0.2M	
Pedestrian Medians with Left Turn Bays at Minor Intersections*	\$0.48M	\$0.28M	\$0.76M
Additional Parking north of 66 th Street		#	
Boulevard Trees	TBD (100%)		
Enhanced Landscaping/Streetscaping	TBD (33%)	TBD (66%)	
Total	\$0.61M	\$0.73M (#)	\$1.14M

*Transportation Commission Recommendation

#Cost per on-street stall is approximately \$10-15k in the 6500 and 6300 blocks and \$80k in the 6400 block

On-street parking south of 66th Street is included in the current base cost estimate

Potential Value Engineering Items

	Hennepin County	City of Richfield	Total
No Ped Scale Lighting	-\$0.2M	-\$0.2M	-\$0.4M
Shared Use Paths instead of One-Way Cycletrack	-\$1.5M	-\$0.6M	-\$2.1M
75 th Street - Signal instead of compact roundabout	-\$0.35M	-\$0.15M	-\$0.5M
No Ped Activated Crossing Lights at 64 th and 75 th	-\$0.12M	-\$0.12M	-\$0.24M
Total	-\$2.17M	-\$1.07M	-\$3.24M

Discussion



Appendix – Design Item Examples



One-Way Cycletrack



66th Street at 12th Ave

Two-Way Cycletrack



3700 block of Bryant Ave

Dual Shared Use Path



Minnetonka Blvd at St Louis Park City Hall

Compact Roundabout



Lyndale Avenue at 67th Street

Left Turn Lanes With Pedestrian Median



Portland Avenue at 73rd Street

Left Turn Lanes Without Pedestrian Median



66th Street at 11th Ave

Closed Median



66th Street at 10th Ave

Pedestrian Activated Crossing Light (RRFB*)



*Rectangular Rapid Flashing Beacon
Lyndale Avenue at 75th Street

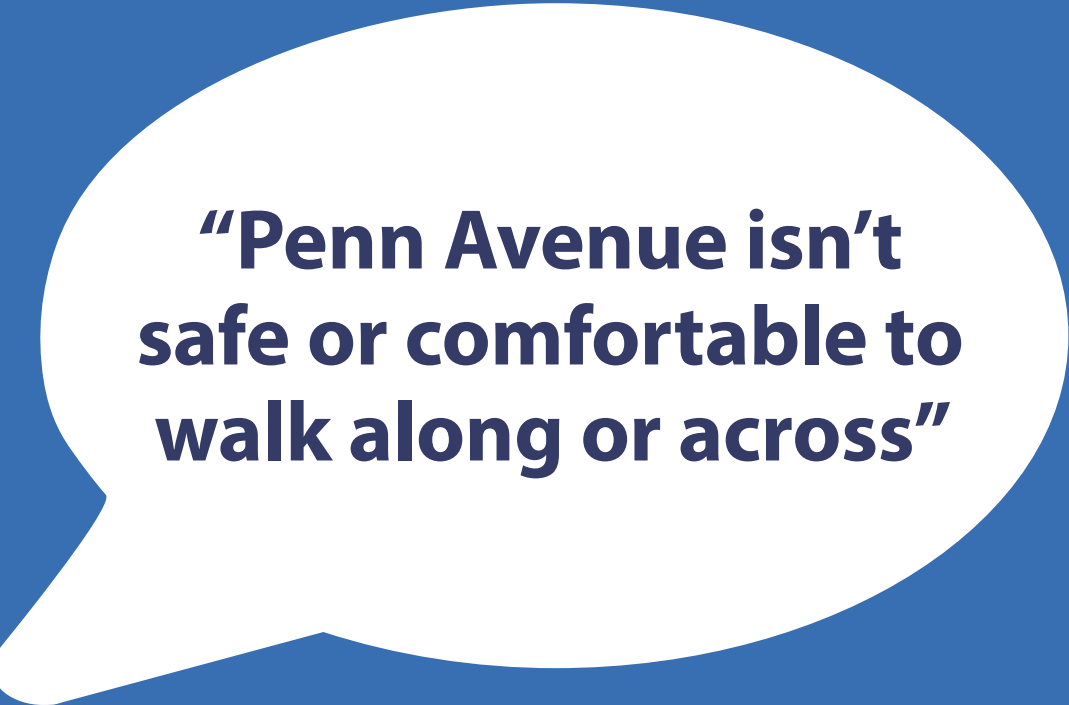
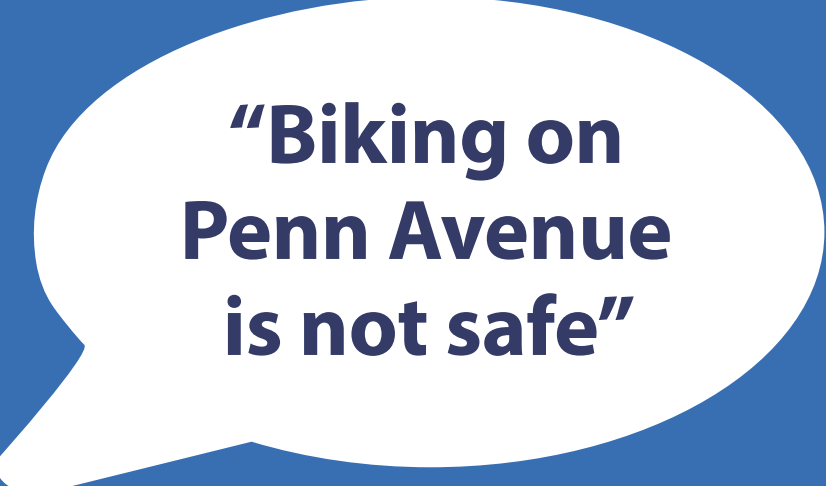
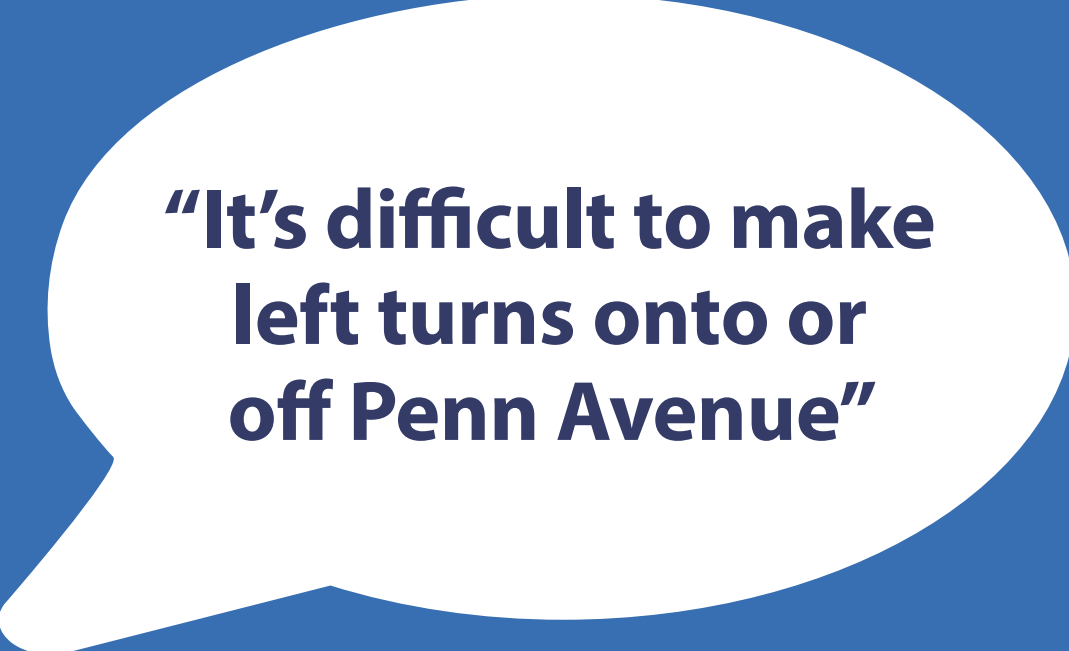
Tabled Crosswalk



73rd Street at Bloomington Avenue

Responding to what we heard

You told us Penn Avenue needs to be safer and more comfortable for everyone who travels along and across it. The recommended design responds to what we heard.

 We heard	 Design tools	 How it helps
 "Penn Avenue isn't safe or comfortable to walk along or across"	Sidewalks with boulevard buffer Pedestrian medians Flashing crossing lights Raised crosswalks Bumpouts	Sidewalks buffered by a boulevard; shortened, more visible crossings.
 "Biking on Penn Avenue is not safe"	One-way cycle track Intersection improvements	Sidewalk-level bikeway on both sides; safer bike crossings.
 "It's difficult to make left turns onto or off Penn Avenue"	Traffic signals Roundabouts Closed medians	Intersection safety improved at upgraded traffic signals and smooth roundabouts; traffic funneled from minor intersections towards safer left-turn opportunities.
 "Crashes are a concern"	Narrower street Roundabouts Closed medians Bumpouts	Slower speeds; fewer conflict points; less severe crashes.
 "There isn't enough greenspace on Penn Avenue"	Boulevards Pedestrian medians Bumpouts	Space for trees, plantings, and other enhancements.
 "Penn Avenue doesn't fully support a vibrant business district"	Whole-corridor design	Business access and parking maintained; more inviting corridor for visitors and pedestrians.

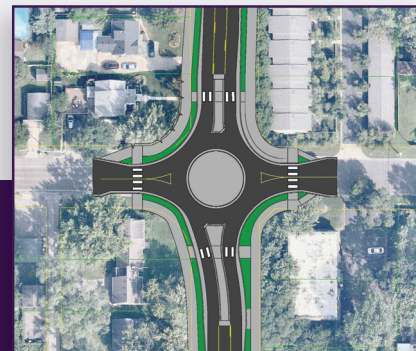
Things to consider about intersections

Roundabout

Intersection control in which traffic flows in one direction, around a circle.

Potential applicability

64th, 69th, 75th Streets



Considerations:

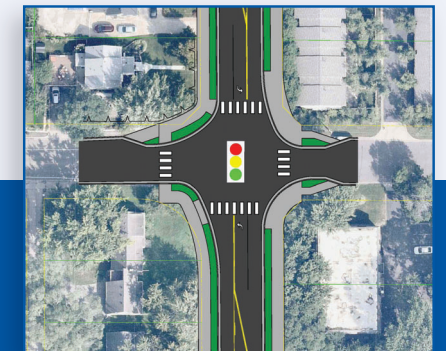
-  Encourages safer vehicle speeds and reduces crash severity
-  Improves traffic flow
-  Shorter crossing distances for pedestrians
-  Requires additional design considerations for bike facilities

Traffic signal

Intersection control in which traffic flow is controlled by traffic lights.

Potential applicability

62nd, 64th, 66th, 69th, 75th Streets



Considerations:

-  Efficient traffic operations
-  Higher crash severity compared to roundabouts
-  Can lead to more vehicle delay
-  Pedestrian crossings designated

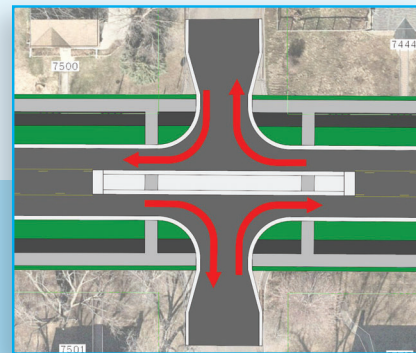
Things to consider about intersections

Right-in/Right-out (closed median)

Raised center median extending through an intersection and limiting left turns.

Potential applicability

67th, 68th, 70 1/2, 71st, 72nd, 73rd, 74th Streets



Considerations:

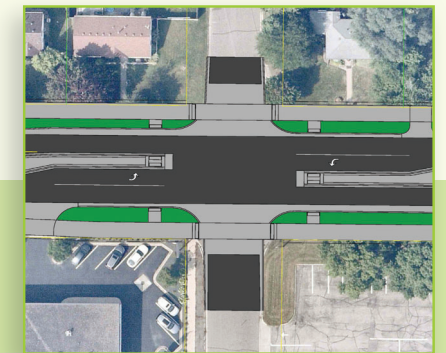
-  Improves safety by minimizing potential crash points
-  Restricts vehicle access at cross streets and driveways (right-in/right-out only)
-  Shorter crossing distances for pedestrians
-  Opportunity to add plantings

Median crossing (pedestrian refuge median)

Raised center medians at intersections/crosswalks with a space wide enough to stop in the middle.

Potential applicability

63rd, 65th, 67th, 68th, 70th, 70 1/2, 71st, 72nd, 73rd, 74th Streets

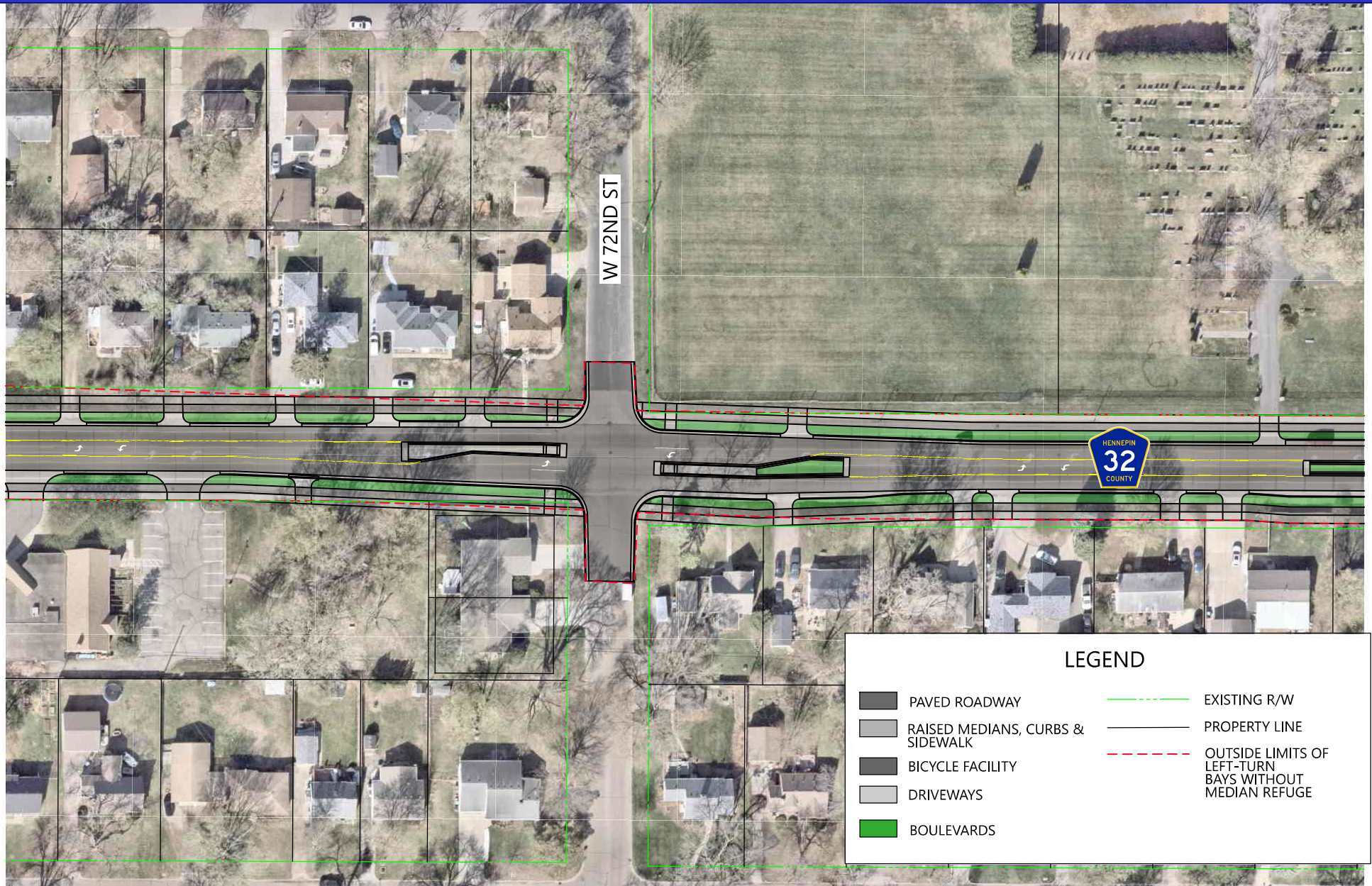


Considerations:

-  Better manages vehicle speeds
-  Opportunity to add left-turn lanes
-  Shorter crossing distances for pedestrians
-  Opportunity to add plantings

Penn Avenue (CSAH 32) Safety Improvements

DRAFT INTERSECTION CONCEPT



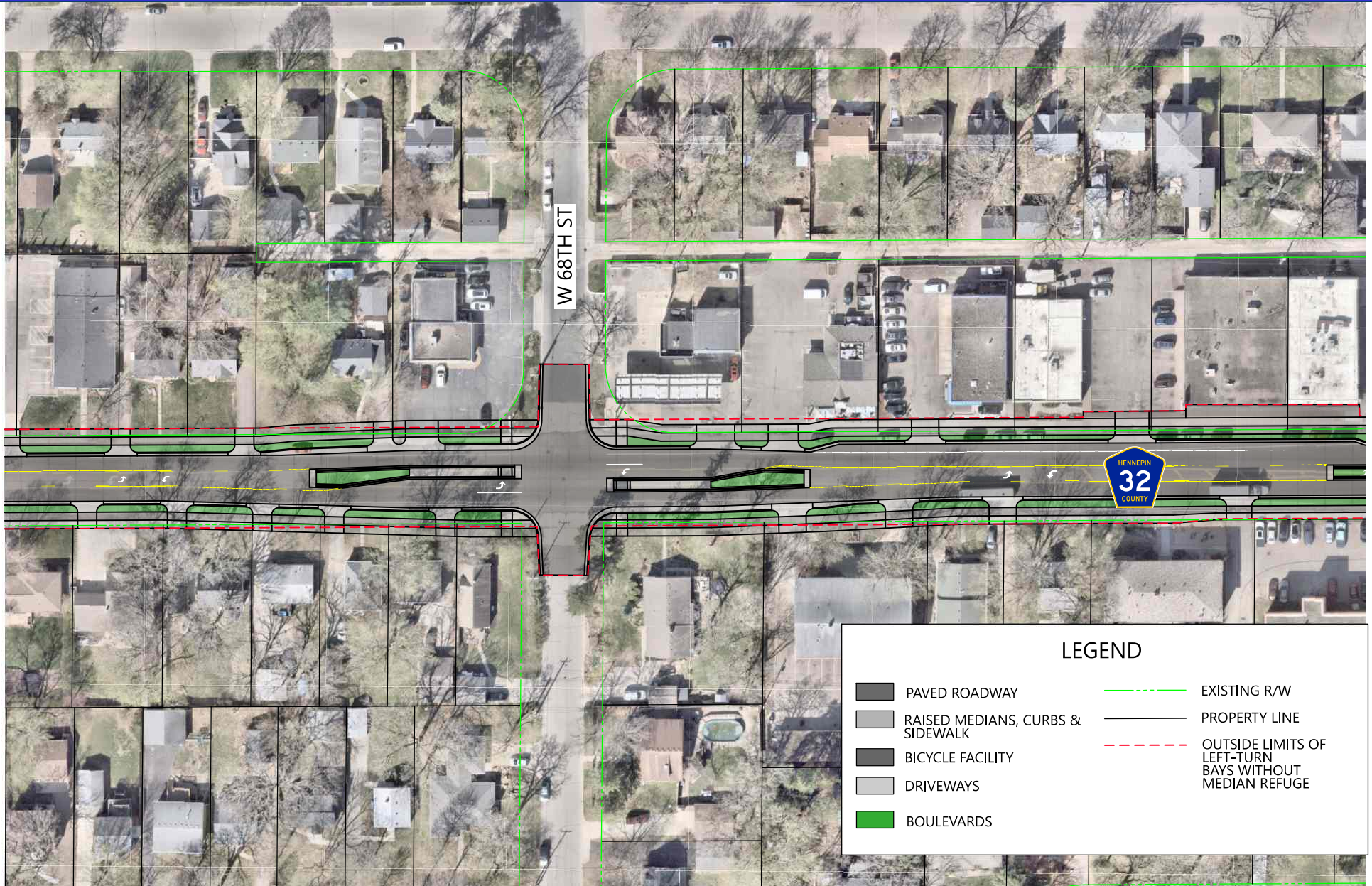
Penn Avenue (CSAH 32) Safety Improvements

DRAFT INTERSECTION CONCEPT



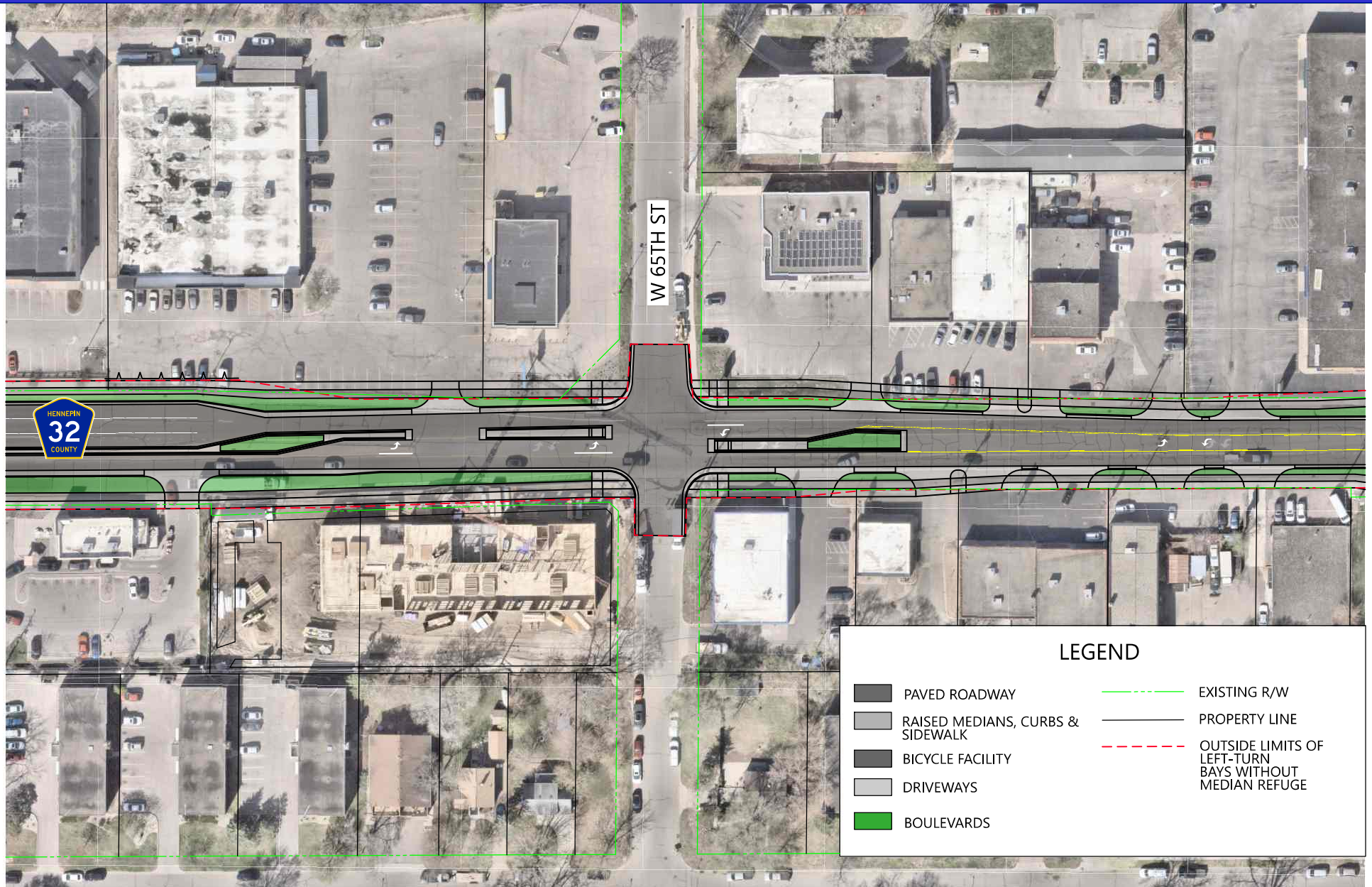
Penn Avenue (CSAH 32) Safety Improvements

DRAFT INTERSECTION CONCEPT



Penn Avenue (CSAH 32) Safety Improvements

DRAFT INTERSECTION CONCEPT





City Council Memorandum

Date: July 21, 2026

Item No. 11

To: Mayor and Council Members

From: Katie Rodriguez, City Manager

CC: Kristin Asher, Public Works Director
Melissa Poehlman, Community Development Director

Subject: Penn Avenue Reconstruction – Penn Central Parking

Purpose

Provide City Council Members with updates on the feasibility to maintain street parking on Penn Avenue south of 66th Street and add street parking north of 66th Street. This is a follow up to discussions at the March 10th, 2026, City Council Work Session in advance of the July 28th, 2026, City Council Work Session.

Staff are confident moving forward with expanding the on-street parking availability south of 66th Street, but want to ensure that Council Members understand the tradeoffs in the 6600 block. Staff are requesting feedback on how to proceed with the limited options available north of 66th Street.

Background

Hennepin County is currently in the process of designing a reconstruction project on Penn Avenue between Highway 62 and 75th Street. As part of the public engagement phase, the project team presented at the March 10th, 2026 Work Session. At that meeting, City Council directed the project team to explore the possibility of expanding on-street parking options between Highway 62 and 68th Street.

Currently, there are spaces for 10 (approximately) legally parked vehicles between 66th and 67th Street and 15 legally parked vehicles between 67th Street and 68th Street. There are no legal on-street spaces north of 66th Street at this time.

Hennepin County Cost Participation Policy Considerations

Under the County's current policy, all costs associated with on-street parking are 100% borne by municipalities.

The city cost is based off the increase from a "base" concept without any parking. This includes any additional pavement width (including dirt work beneath the pavement), right of way acquisition, and if any retaining walls become necessary due to the wider roadway. The costs for additional pavement are typically low, the costs for additional

retaining walls are typically moderate, and the costs for additional right of way are typically high.

For example, if the “base concept” does not require any additional right of way, and the addition of parking requires a 10-foot easement, the city is responsible for the cost of that 10-foot easement. If the base concept requires acquiring a 5-foot strip of right of way, and the addition of parking requires an additional 10-foot easement (for a total of 15 feet), the City and County would split the cost 50/50 for the first 5-foot easement, and the City would be 100% responsible for the additional 10-foot easement.

Design Analysis – 6700, 6600, 6400 Blocks

Project staff have developed design concepts that include and omit parking.

Block	Existing On Street Spaces	Potential On Street Spaces	Net Street Parking Change	Lost Off Street Spaces	Net Total Parking Change	Total Construction/ROW Cost¹	Cost Per On Street Space¹
6700	15	15	0	1	-1	\$176,500.00	\$11,766.67
6600	10	24	14	7	7	\$371,250.00	\$15,468.75
6400	0	8	8	20	-12	\$650,000.00	\$81,250.00

1. 100% city cost per current Hennepin County Cost Participation Policy

6700 block

Project staff estimate that the new road can be constructed to accommodate 15 on-street parking stalls on the west side of Penn Avenue. The project will require the removal of one off-street parking stall (XXXX Penn Avenue).

6600 block

Project staff estimate that the project can accommodate 24 parking stalls combined between the east and west side of the roadway. This is an increase of 14 on-street stalls, but does require the elimination of 7 off-street stalls (6621-6637 Penn Avenue).

6500 block

Parking on the 6500 block has not been considered to date due to the turn lane needs for southbound traffic and the potential for a future BRT platform on the east side of Penn, north of the intersection.

6400 block

Project staff estimate that up to 8 on-street stalls could be added in this block, however this would require eliminating 20 off-street stalls. This would decrease the block’s available parking by 12 stalls.

Design Analysis – 6300 Block

Street parking availability is dependent on the intersection configuration at 64th Street and access consolidation of the multiple driveways on the block.

Driveway combinations would increase the potential number of on-street spaces available but would decrease the total number of off-street spaces. Similarly, a

roundabout at the 64th Street intersection would decrease the number of off-street spaces.

A full build out of on-street spaces and driveway combinations would result in a net-zero change in parking on the block, with 11 new on-street spaces offsetting the loss of 11 off-street spaces. Without any driveway combinations, a maximum of 4 on-street spaces can be added without the loss of any off-street spaces.

Staff Recommendation

Staff recommend constructing on-street parking on the 6600 and 6700 blocks of Penn. This would maintain the existing street parking on the 6700 block and expand the available street parking on the 6600 block.

Staff do not recommend adding street parking on the 6500 and 6400 blocks of Penn. Any street parking added in the 6500 block would likely be removed if Penn is selected for a BRT line, and the 6400 block is too cost-prohibitive to consider.

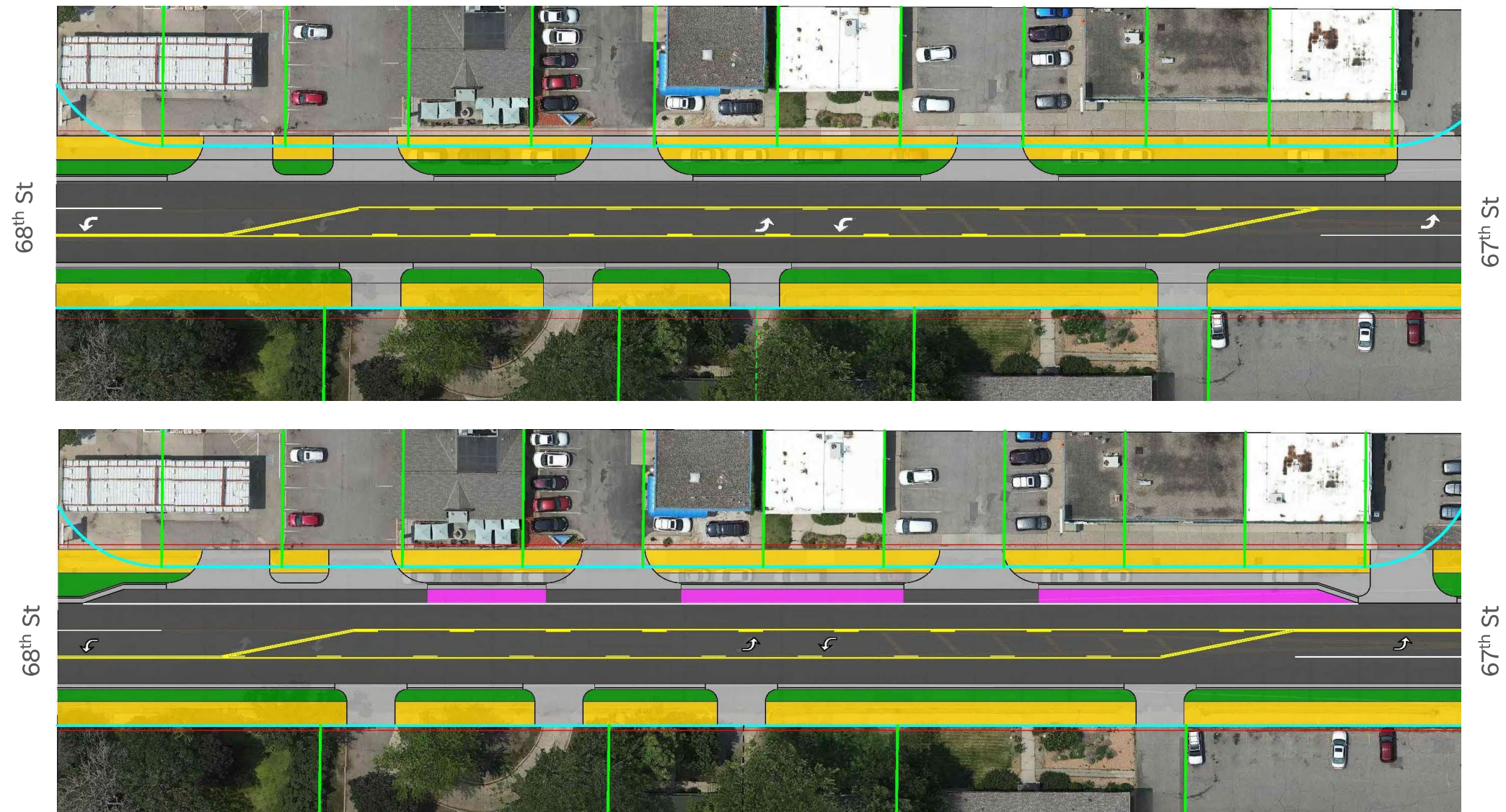
On the 6300 block, staff also do not recommend adding street parking. Moving 11 parking spaces from small, private lots to on-street, public parking at city cost would provide a shared public parking area that has been discussed as a desire at previous Council Work Sessions, but has potential to add significant cost to the project since the right of way acquisition would require compensating property owners for the loss of any off-street parking spaces they previously had. This could also result in some businesses losing all their exclusive off-street parking.

Staff will also note that while parked cars can have a traffic calming effect on a roadway, empty parking stalls can increase vehicle speeds by creating a wider travel surface.

Questions

Any questions can be directed to Transportation Engineer Matt Hardegger at mhardegger@richfieldmn.gov or 612-861-9792.

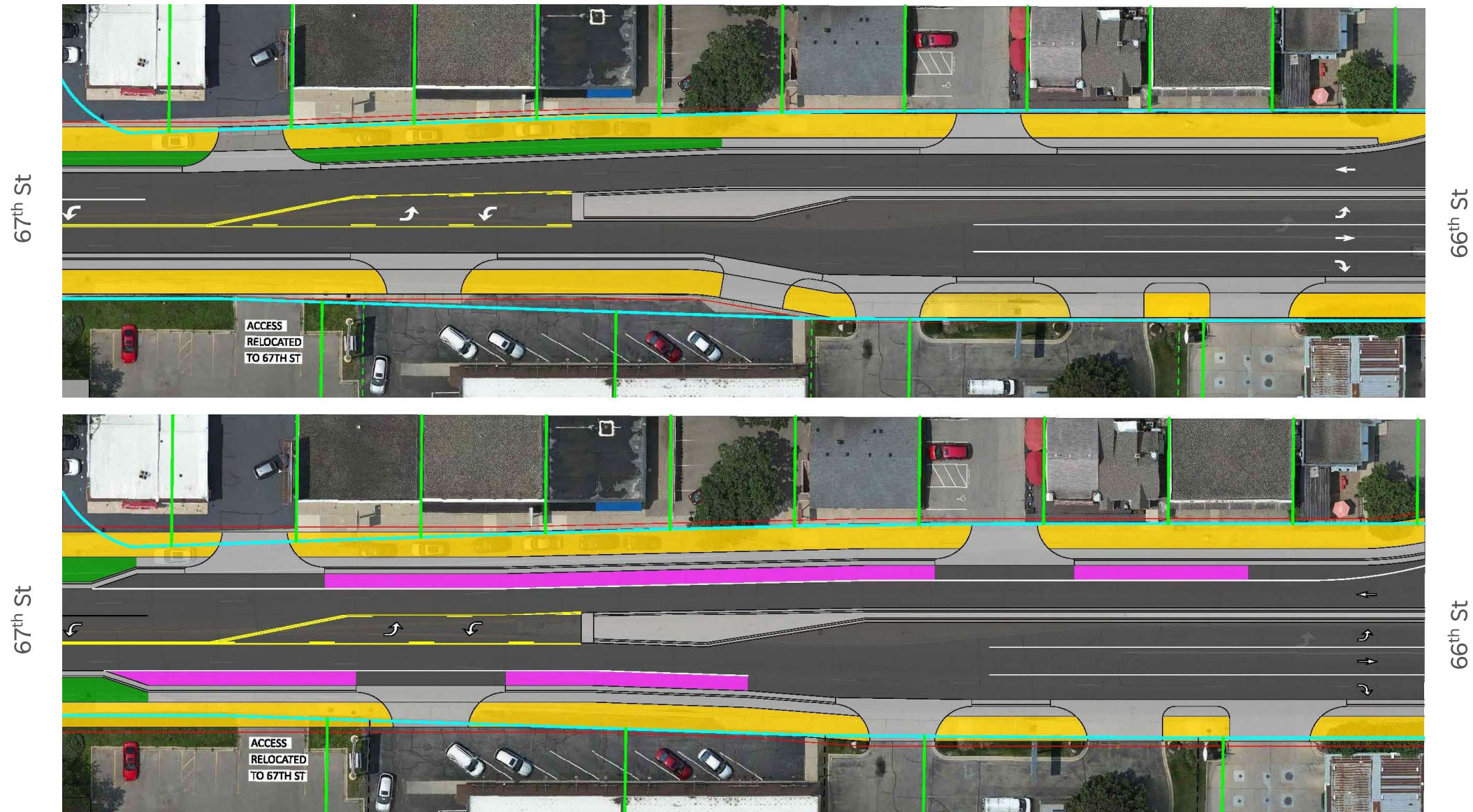
On-Street Parking Considerations (Draft Concepts 6700 Block)



*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

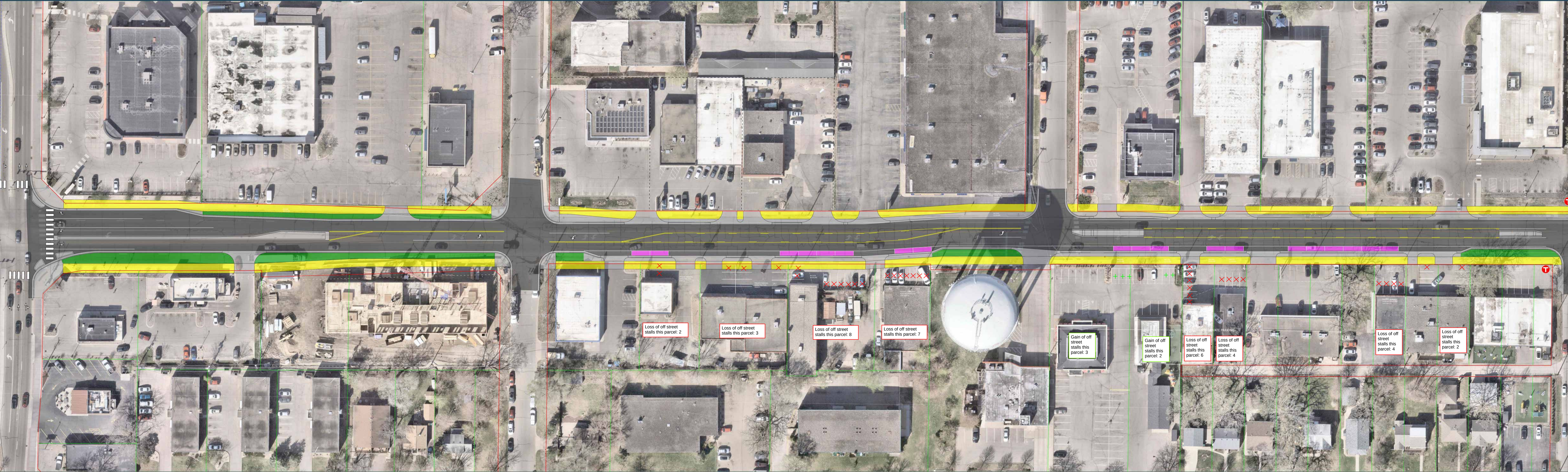
* On street parking shown in purple

CSAH 32 - Penn Ave Safety Improvements

On Street Parking Concept - 66th St - 63rd St | Hennepin County Public Works

PRELIMINARY - SUBJECT TO CHANGE

HENNEPIN COUNTY
MINNESOTA



Disclaimer: This map (i) is furnished "AS IS" with no representation as to completeness or accuracy; (ii) is furnished with no warranty of any kind; and (iii) is not suitable for legal, engineering or surveying purposes. Hennepin County shall not be liable for any damage, injury or loss resulting from this map.



Penn Avenue Safety Improvements—Richfield

Phase 3 Engagement Summary
July 21, 2026

Phase 3: Concept Alternatives

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 3 of this engagement process took place from February 2026 to July 2026. Construction is scheduled to start in 2028.

Phase 3 Engagement Activities

- Online survey on Hennepin County’s website about concept alternatives for bikeway concepts and specific intersection designs
- 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 199 webpage visits and 100 survey submissions. Over 80 people attended the public meeting, and 21 people provided feedback on the project at the pop-up event. This adds up to a total of over 200 participants in Phase 3 of engagement who provided feedback on either bikeway options, intersection design alternatives, or both. To this point, over 1,100 people have engaged directly with the project engagement activities, and several hundred more have learned about the project through mailers, the project website, and other communications.

Engagement Goals

- Provide project background and summaries of earlier engagement phases
- Confirm results of tool preference from Phase 2
- Solicit feedback on bikeway options (one-way cycle track, two-way cycle track, and dual shared-use path)
- Share confirmed designs for the Penn Avenue intersections at 62nd Street and 66th Street
- Share intersection design concept alternatives and gauge public preference

Project Promotion

The project team continued some components from the promotion and awareness campaigns from Phases 1 and 2. The project team:

- Maintained the BeHeard website with information about upcoming project events

- Sent a postcard mailer promoting public meeting #3 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
- Reinstalled yard signs and sidewalk stickers from Phases 1 and 2 to drive traffic to project website and attendees to the project events
- 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 of the events conducted.

Event	Organization/Location	Date
Public Meeting #3	Richfield Middle School	May 19, 2026
Pop-up	Lunds & Byerlys	June 30, 2026
Online Survey	beheardhennepin.org/penn-avenue	May 19, 2026, to July 10, 2026
Business Outreach	Penn Central district	June 2025-ongoing

Table 1: Community Engagement Events

Engagement Activities

See [Appendix A](#), figures 3-12, for more information about engagement activities.

Summary of Phase 3 Findings

Key Takeaways

Feedback on intersection design alternatives

- The public preferred roundabouts over traffic signals at the major intersections (64th Street, 69th Street, and 75th Street) with over 70% of the total vote.

Minor intersections

- For intersections where closed medians were not a proposed alternative, pedestrian medians with left-turn lanes won over 70% of the vote; in cases where

close medians were an option, the majority of participants were split between those two options.

- Respondents slightly favored closed medians over pedestrian medians with left-turn lanes at 67th Street, 68th Street, 70 ½ Street, and 71st Street.
- Respondents slightly favored pedestrian medians with left-turn lanes over closed median at 72nd Street and 73rd Street.
- Online survey respondents were much more in favor of closed medians than in-person respondents.

Bikeway options preferences

- One-way cycle tracks were the preferred option across all three context zones.
- The public is generally excited for better crossing options for improved bike and pedestrian safety.

Miscellaneous takeaways

- Many people requested improved greenery along the corridor. Requests included shade trees, shrubbery, boulevard plants, and native plants.
- Road users have specific concerns about key conflict points, including the northbound slip lane onto eastbound Highway 62, parking lot entrances between 62nd Street and 66th Street, the crosswalks at 75th Street, and the intersections near the new housing development by 65th Street.

Phase 3: Concept Alternatives Public Meeting

(See Appendix C)

Date: Tuesday, May 19, 4:30 - 7 p.m.

Location: Richfield Middle School – 7461 Oliver Avenue S, Richfield, MN 55423

Attendees: Over 80 people attended the public meeting.

Materials/activities:

- Bikeway options activity—*participants were asked to provide feedback on three different proposed bikeway layouts (see figures 6-8).*
- Intersection design concept alternatives activity—*participants were shown alternative designs for specific intersections along the corridor and were asked to provide feedback.*
- Initial layout roll plot (parking and bikeway)—*participants could review an initial layout of the project area between 66th Street and 69th Street that showed the project's intention to keep parking, as well as potential bikeway layouts.*
- Comment station—*participants left open-ended feedback.*

Key messages from the public:

Intersection design

- Attendees were glad to hear that 66th Street will remain a signalized intersection.
- For the major intersections—64th Street, 69th Street, and 75th Street—the public preferred roundabouts over traffic signals.
- For the minor (local) intersections the public preferred pedestrian medians with left-turn lanes and did not favor either open medians without left-turn lanes or the closed median concepts.
- Several event attendees requested more intersections with crosswalks in the residential section of the project.
 - Many do not feel safe crossing Penn Avenue currently and want more options to cross.
 - Multiple people wanted safer crossings for students at Richfield Middle School to use.
- Many residents want an improved crossing at the 64th Street intersection to travel from east of Penn Avenue to the grocery stores.

General takeaways

- People requested more greenspace along the corridor, including specific requests for native plants.

Phase 3: Pop-up – Lunds & Byerlys

(See Appendix D)

Date: Tuesday, June 30, 3:30 to 6:30 p.m.

Location: Lunds & Byerlys - 6228 Penn Avenue S, Richfield, MN, 55423

Participants: 21 people interacted with the pop-up

Materials/activities: Materials included a bikeway options activity and table-top intersection concept alternatives activity.

Key messages from the public:

- The public at this pop-up expressed equal support for the one-way cycle track and two-way cycle track options.
- No members of the public chose shared-use path as their most-preferred option.
 - Participants viewed the lack of separation between bikers and pedestrians as a drawback.
- Many participants were excited about future bikeway improvements for their daily commute and for better crossings over Highway 62.
- A few people suggested improved driver education programs aimed at teaching roundabout usage or navigating intersections with separated bikeways.
- One biker was very concerned about conflict points with bikers and private driveways, and with maintaining sight lines.
- The public at this pop-up showed a preference for roundabouts at major intersections along Penn Avenue.

BeHeard Online Engagement

(See Appendix B)

Dates/Duration: The online survey and map were open from May 19, 2026, to July 10, 2026

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

Participants: 199 survey webpage visits, 100 survey participants

Materials/activities: Online survey questions were closely related to the intersection design alternatives activity ([see figures 9-12](#))

Demographic data summarized:

- See Appendix B for full survey data.
- 77% of participants were White/Caucasian.
- 72% of respondents were between 25-44 years old.

Insights from survey data:

- For the major intersections (64th Street, 69th Street, and 75th Street) **respondents favored roundabouts over traffic signals**, with over 70% of the total vote across those three intersections.
- For the minor intersections, respondents favored **pedestrian medians with left-turn lanes and closed medians (right-in/right-out)** over no median and open medians.
 - In each case where closed medians were not an option, pedestrian median with left-turn lanes won roughly 70% of the vote.
 - In cases where closed median was one of the options, **pedestrian median with left-turn lanes and closed median were always within a few percentage points of each other.**
 - Respondents slightly favored **pedestrian median with left-turn lanes** over closed median at 72nd Street and 73rd Street.
 - Respondents slightly favored **closed median** over pedestrian median with left-turn lanes at 67th Street, 68th Street, 70 ½ Street, and 71st Street.
- **The public favored one-way cycle tracks** over two-way cycle tracks and dual shared-use paths with 63% of the total vote across all context zones.

Key messages from online survey comments:

Many survey respondents left comments on the online survey.

- Many people were very excited for improved bike and pedestrian crossings.
- One person was concerned that the new construction apartment building isn't being considered in the design; says traffic control and safety measures are needed at 66th Street and 65th Street intersections.
- A few people were in favor of closed medians north of 66th to limit vehicle conflicts for cars pulling in to/out of business driveways.

- Multiple people encouraged narrower lanes and narrower roundabouts lanes to slow vehicle traffic to safer speeds.
- A few people asked for better shade trees and more attractive plantings.
- Danny McCullough from Three Rivers Park District advocated for a roundabout design at the 75th Street intersection where the Nine Mile Creek Regional Trail crosses Penn Avenue.
- One person recommended the removal of the slip lanes onto Highway 62 for safer pedestrian crossings.
- There were mixed opinions about roundabouts in the comments.

Appendix A: Figures and Engagement Activities

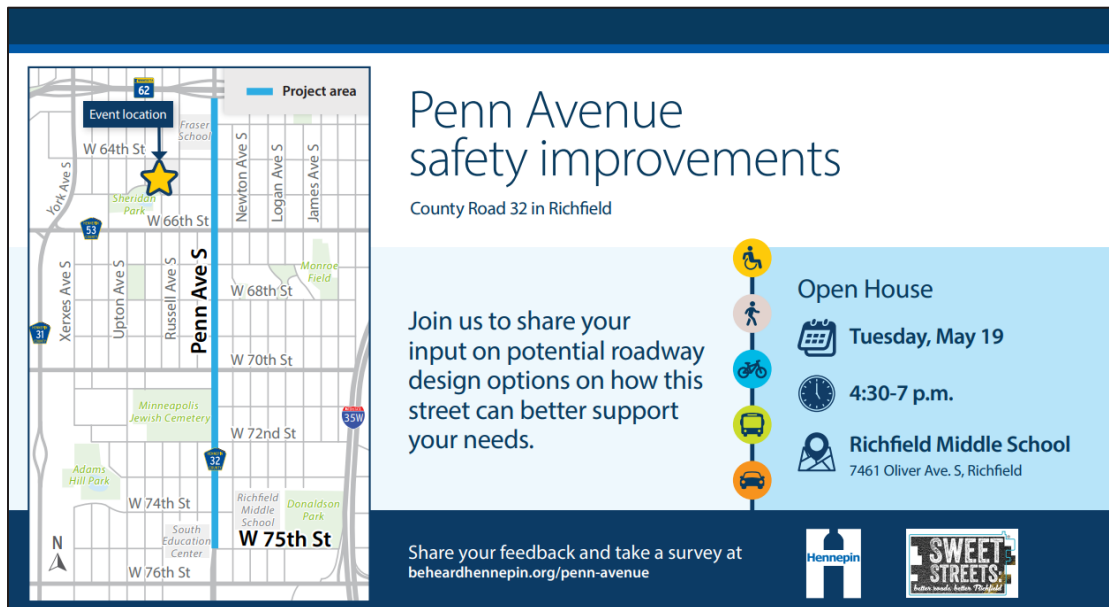


Figure 1: Mailer for public meeting #3, side 1

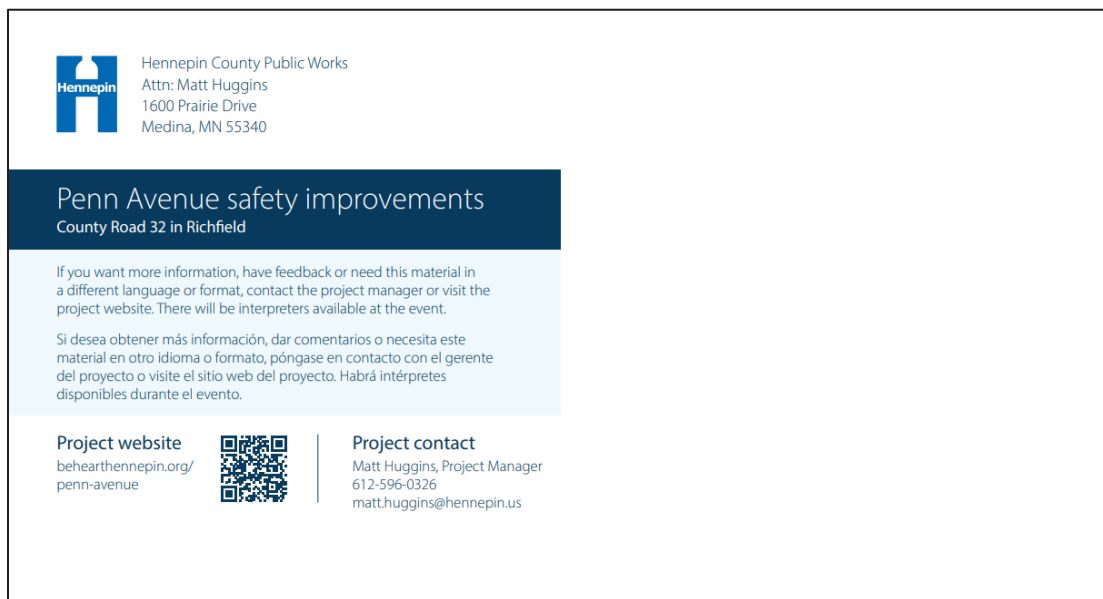


Figure 2: Mailer for public meeting #3, side 2

Engagement Activities

Parking boards

Two boards provided public meeting attendees with key analysis from parking studies.

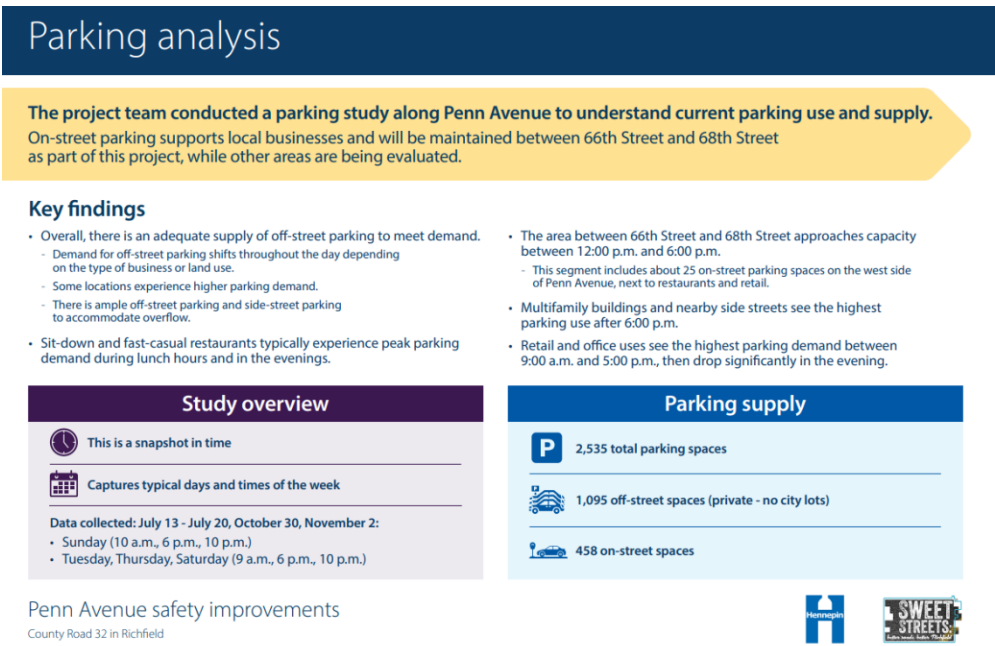


Figure 3: Parking analysis board 1

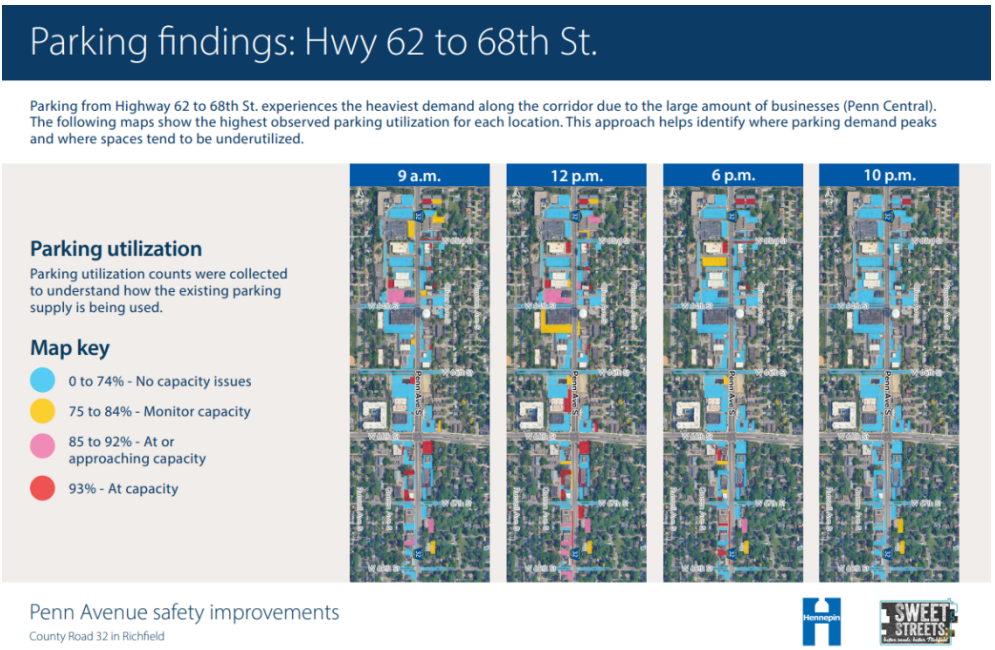


Figure 4: Parking analysis board 2

Design concepts board

This board showed the design of two intersections already determined to be traffic signals.

Design concepts: 62nd and 66th Streets intersections

Based on community input, and factoring in Hennepin County and City of Richfield policy guidance, the design concepts for the intersections of Penn Avenue with 62nd Street and 66th Street have been determined.



Figure 5: 66th Street and 62nd Street layouts

Bikeway options activity

Participants were asked to provide feedback on bikeway options for three different context zones along the project area: Highway 62 to 66th Street, 66th Street to 69th Street, and 69th Street to 75th Street.

Bikeway options (Hwy 62 - 66th Street)

Provide your input here!
Please review the options and place a dot sticker on your preferred option.

Bikeway option #1: One-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on both sides, sidewalks on both sides.

Place your sticker here

Bikeway option #2: Dual shared-use path

- Bicyclists and pedestrians mixed.
- Access to shared-use facility on both sides.

Place your sticker here

Bikeway option #3: Two-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on one side.
- Sidewalks on both sides.

Place your sticker here

Penn Avenue safety improvements
County Road 32 in Richfield

Bikeway options (66th St. - 69th Street)

Provide your input here!
Please review the options and place a dot sticker on your preferred option.

Bikeway option #1: One-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on both sides, sidewalks on both sides.

Place your sticker here

Bikeway option #2: Dual shared-use path

- Bicyclists and pedestrians mixed.
- Access to shared-use facility on both sides.

Place your sticker here

Bikeway option #3: Two-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on one side.
- Sidewalks on both sides.

Place your sticker here

Penn Avenue safety improvements
County Road 32 in Richfield

Bikeway options (69th St. - 75th Street)

Provide your input here!
Please review the options and place a dot sticker on your preferred option.

Bikeway option #1: One-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on both sides, sidewalks on both sides.

Place your sticker here

Bikeway option #2: Dual shared-use path

- Bicyclists and pedestrians mixed.
- Access to shared-use facility on both sides.

Place your sticker here

Bikeway option #3: Two-way cycle track

- Separation between bicyclists and pedestrians.
- Bikeway on one side.
- Sidewalks on both sides.

Place your sticker here

Penn Avenue safety improvements
County Road 32 in Richfield

Figures 6-8: Bikeway options engagement activity

Concept alternatives activity

Public meeting attendees were asked to provide feedback on intersection design alternatives for key intersections (64th Street, 69th Street, and 75th Street) and minor intersections along the corridor. For context, the project team provided information about features and benefits of specific intersection design tools.

Things to consider about intersections

Roundabout

Intersection control in which traffic flows in one direction, around a circle.

Potential applicability
64th, 69th, 75th Streets



Considerations:

- Encourages safer vehicle speeds and reduces crash severity
- Improves traffic flow
- Shorter crossing distances for pedestrians
- Requires additional design considerations for bike facilities

Traffic signal

Intersection control in which traffic flow is controlled by traffic lights.

Potential applicability
62nd, 64th, 66th, 69th, 75th Streets



Considerations:

- Efficient traffic operations
- Higher crash severity compared to roundabouts
- Can lead to more vehicle delay
- Pedestrian crossings designated

Penn Avenue safety improvements
County Road 32 in Richfield



Figure 9: Intersection design considerations board 1

Things to consider about intersections

Right-in/Right-out (closed median)

Raised center median extending through an intersection and limiting left turns.

Potential applicability
67th, 68th, 70 1/2, 71st, 72nd, 73rd, 74th Streets



Considerations:

- Improves safety by minimizing potential crash points
- Restricts vehicle access at cross streets and driveways (right-in/right-out only)
- Shorter crossing distances for pedestrians
- Opportunity to add plantings

Median crossing (pedestrian refuge median)

Raised center medians at intersections/crosswalks with a space wide enough to stop in the middle.

Potential applicability
63rd, 65th, 67th, 68th, 70th, 70 1/2, 71st, 72nd, 73rd, 74th Streets



Considerations:

- Better manages vehicle speeds
- Opportunity to add left-turn lanes
- Shorter crossing distances for pedestrians
- Opportunity to add plantings

Penn Avenue safety improvements
County Road 32 in Richfield



Figure 10: Intersection design considerations board 2

Penn Avenue safety improvements

The following are the design options being evaluated for the intersections along Penn Avenue. Place your dot stickers on the design option you prefer the most. Please use only one dot per intersection.

W 69th Street Intersection

Traffic signal

Place sticker here

Roundabout

Place sticker here

63rd, 65th, and 70th Street Intersections

Pedestrian Median + Left-Turn Lanes

Place sticker here

No Median + Left-Turn Lanes

Place sticker here

Open Median

Place sticker here

W 64th Street Intersection

Traffic signal

Place sticker here

Roundabout

Place sticker here

Penn Avenue safety improvements

The following are the design options being evaluated for the intersections along Penn Avenue. Place your dot stickers on the design option you prefer the most. Please use only one dot per intersection.

Local Streets – 67th, 68th, 70 1/2, 71st, 72nd, 73rd, 74th Street Intersections

Pedestrian Median + Left-Turn Lanes

Place sticker here

No Median + Left-Turn Lanes

Place sticker here

Open Median

Place sticker here

Closed Median

Place sticker here

W 75th Street Intersection

Traffic signal

Place sticker here

Roundabout

Place sticker here

Pedestrian-Activated Crossing Signal

Place sticker here

Figures 11-12: Intersection design alternatives roll plot activity

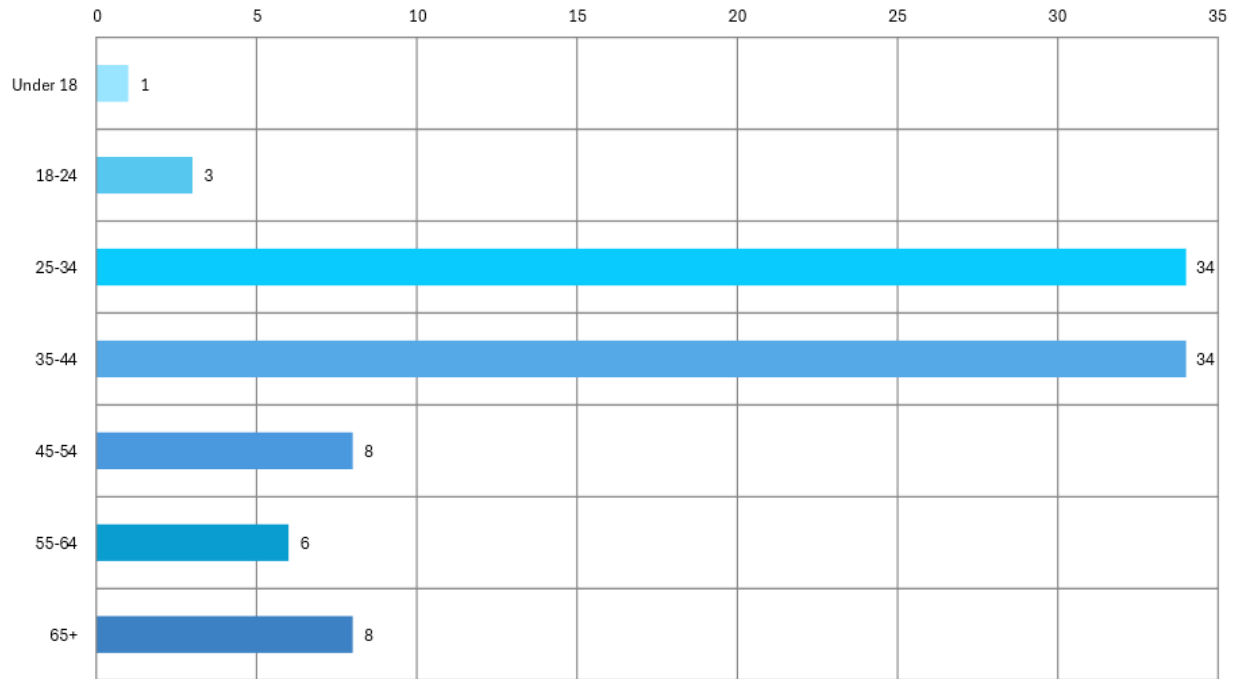
Penn Avenue safety improvements 14

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Appendix B: Data from BeHeard Online Survey #3

Demographics:

Age



35-44: 24

45-54: 20

25-34: 18

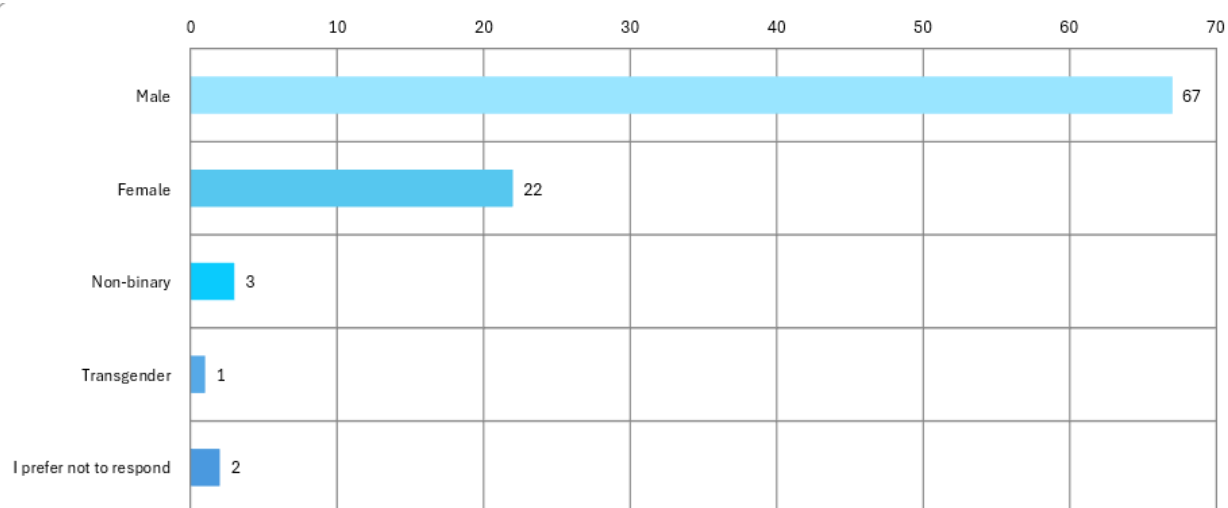
55-64: 11

65+: 10

18-24: 4

Prefer not to answer: 8

Gender



Male: 67

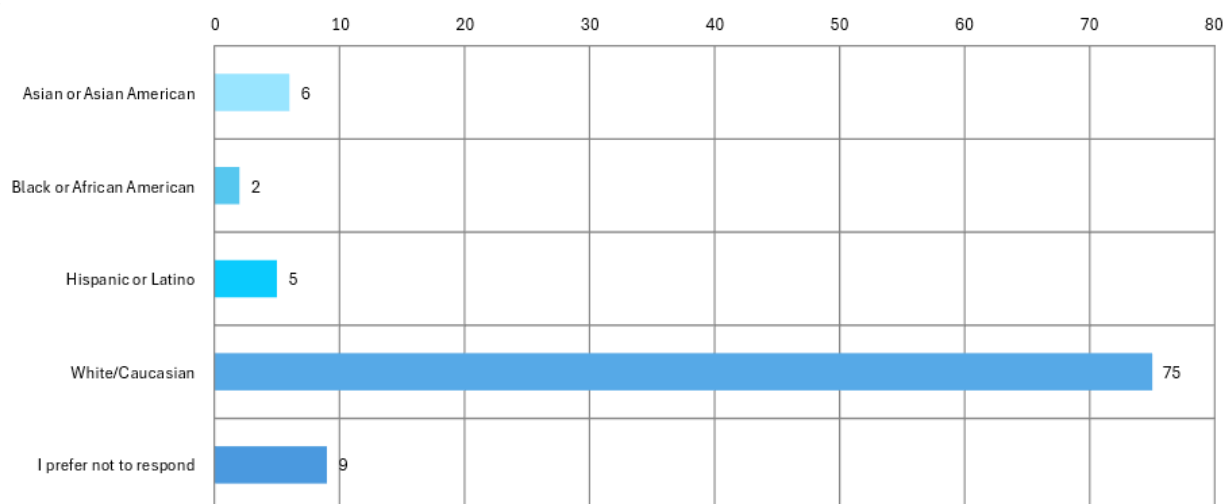
Female: 22

Nonbinary: 3

Transgender: 1

Prefer not to answer: 2

Race/Ethnicity



White/Caucasian: 75

Asian or Asian American: 6

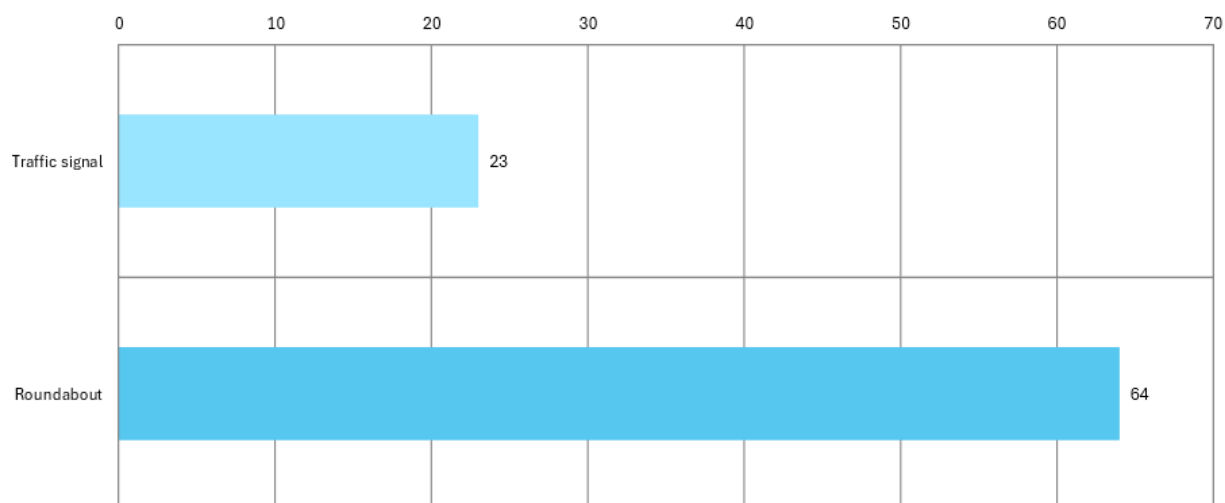
Hispanic or Latino: 5

Black or African American: 2

I prefer not to respond: 9

Intersection concept alternatives:

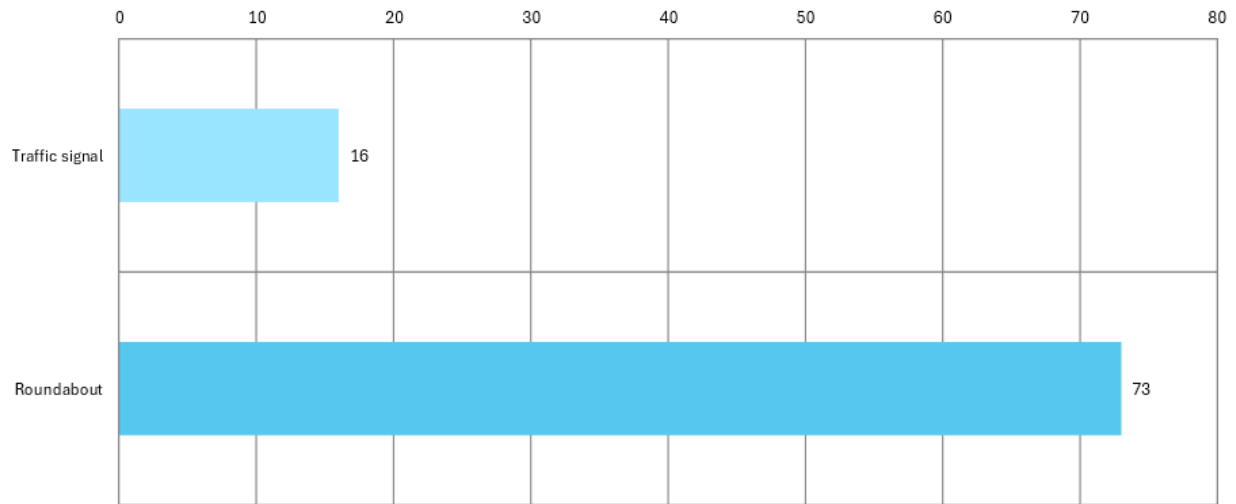
What option would you like to see at 64th Street and Penn Avenue?



Roundabout: 64

Traffic Signal: 23

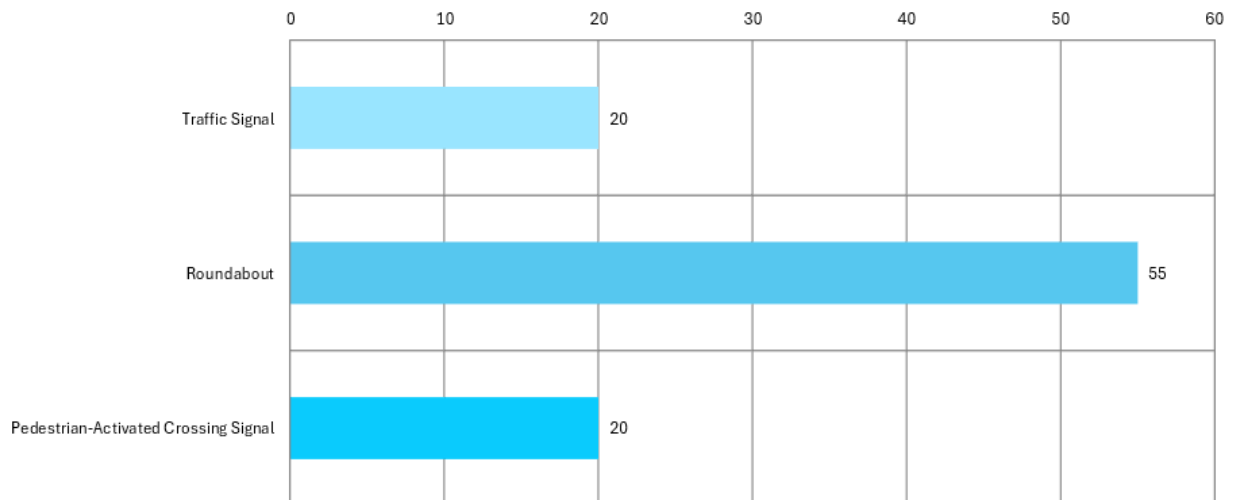
What option would you like to see at 69th Street and Penn Avenue?



Roundabout: 73

Traffic Signal: 16

What option would you like to see at 75th Street and Penn Avenue?

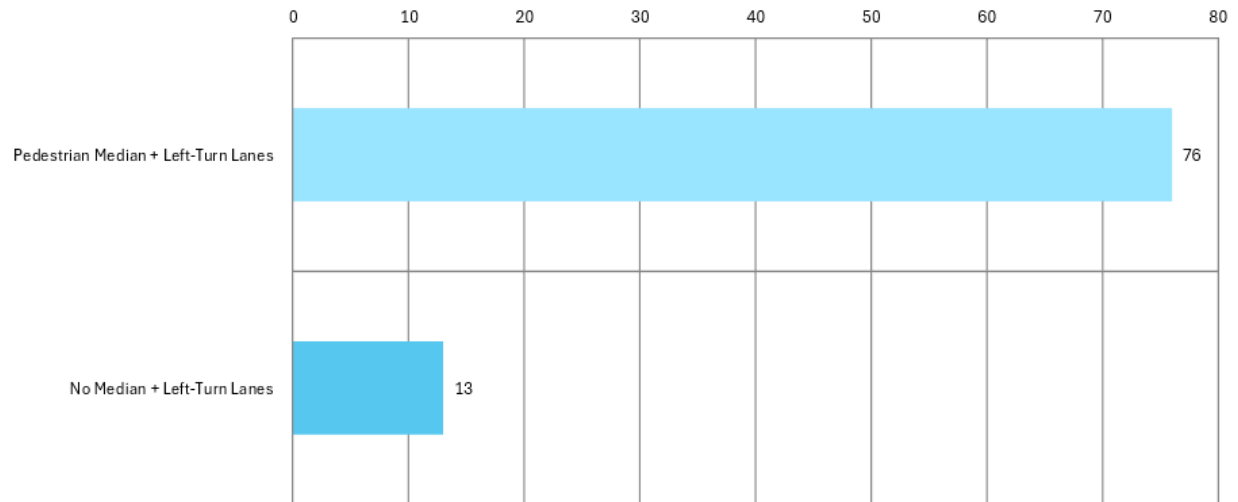


Roundabout: 55

Traffic Signal: 20

Pedestrian-Activated Crossing Signal: 20

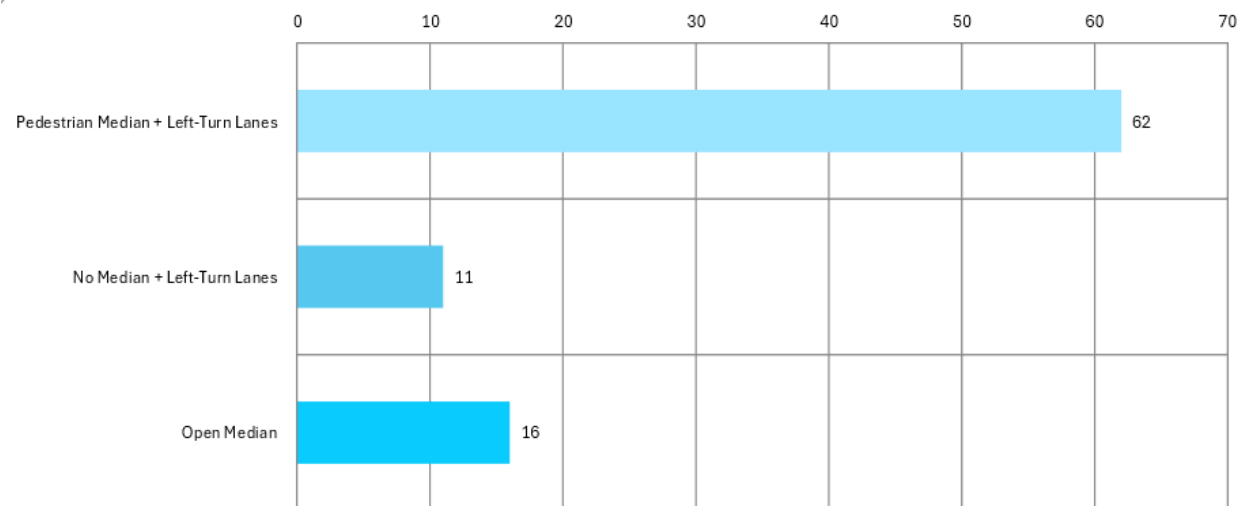
What option would you like to see at 63rd Street and Penn Avenue?



Pedestrian Median + Left-Turn Lanes: 76

No Median + Left-Turn Lanes: 13

What option would you like to see at 65th Street and Penn Avenue?

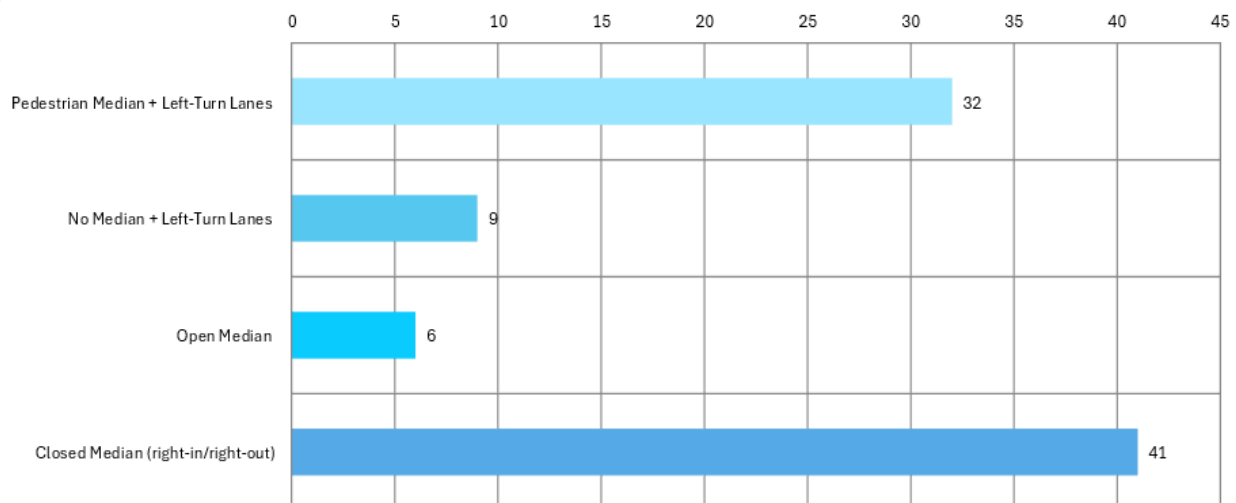


Pedestrian Median + Left-Turn Lanes: 62

No Median + Left-Turn Lanes: 11

Open Median: 16

What option would you like to see at 67th Street and Penn Avenue?



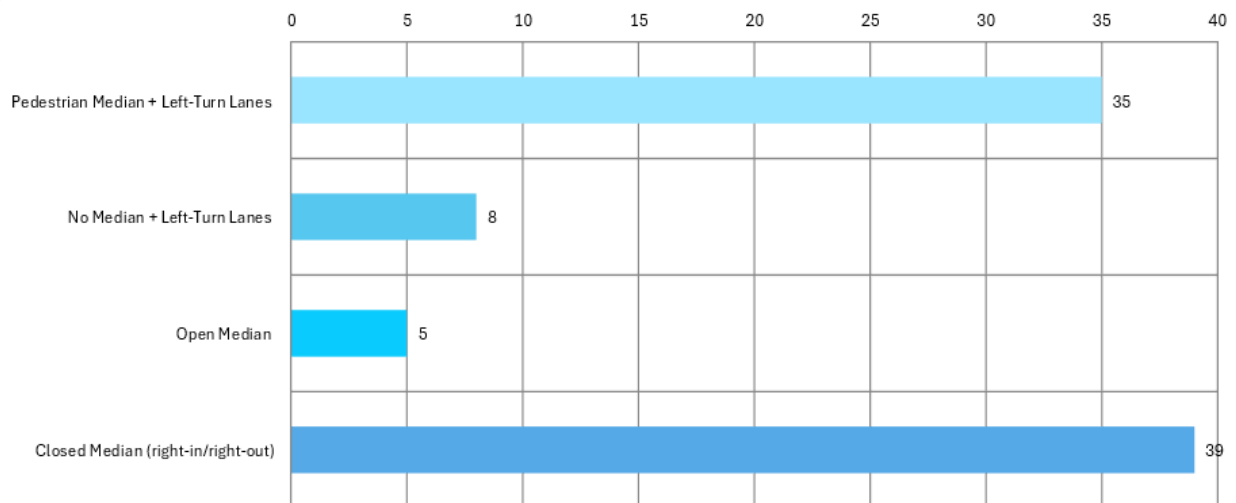
Closed Median: 41

Pedestrian Median + Left-Turn Lanes: 32

No Median + Left-Turn Lanes: 9

Open Median: 6

What option would you like to see at 68th Street and Penn Avenue?



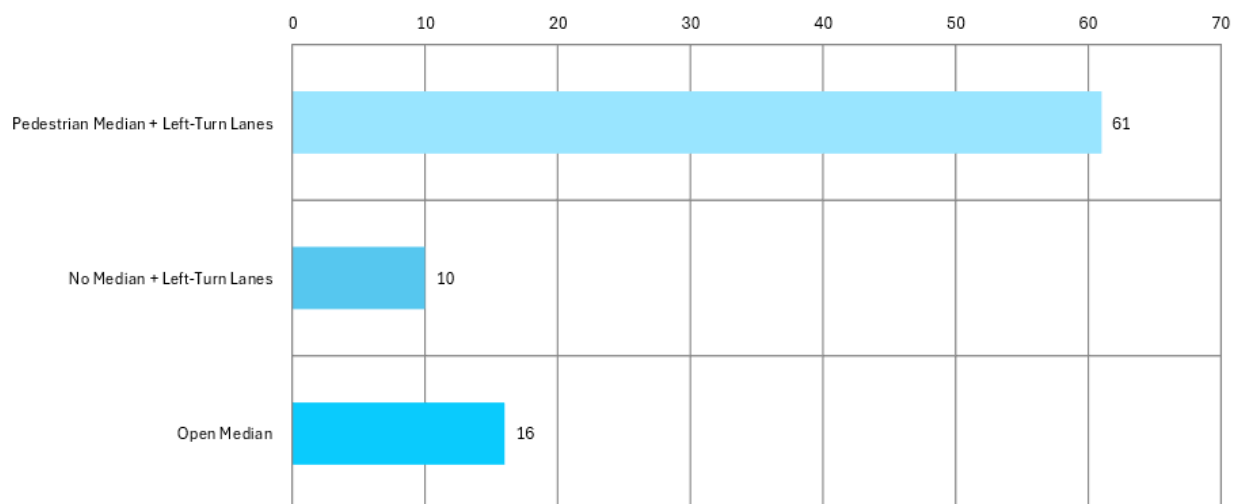
Closed Median: 39

Pedestrian Median + Left-Turn Lanes: 35

No Median + Left-Turn Lanes: 8

Open Median: 5

What option would you like to see at 70th Street and Penn Avenue?

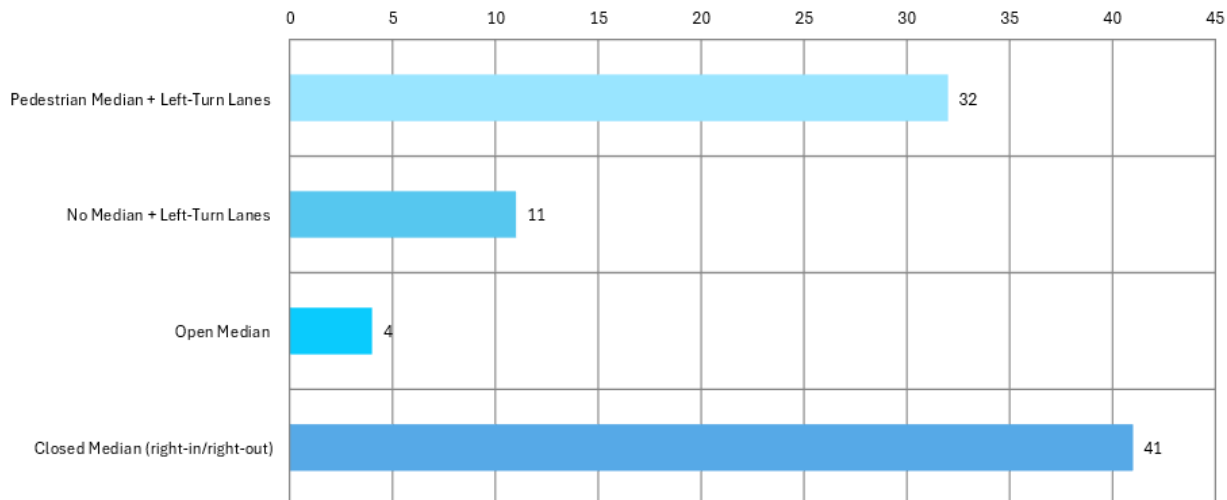


Pedestrian Median + Left-Turn Lanes: 61

Open Median: 16

No Median + Left-Turn Lanes: 10

What option would you like to see at 70 ½ Street and Penn Avenue?



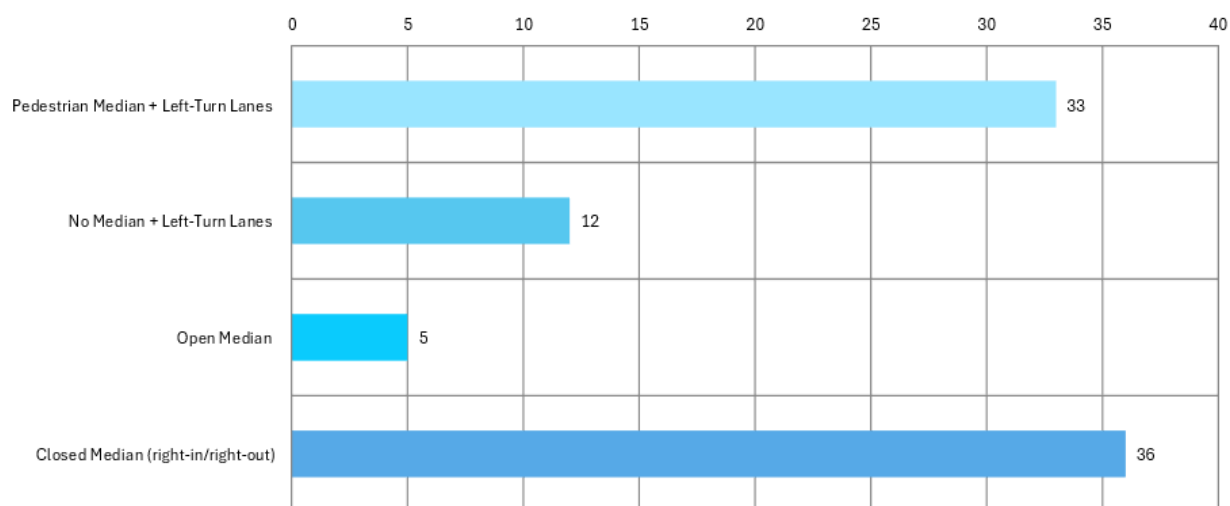
Closed Median: 41

Pedestrian Median + Left-Turn Lanes: 32

No Median + Left-Turn Lanes: 11

Open Median: 4

What option would you like to see at 71st Street and Penn Avenue?



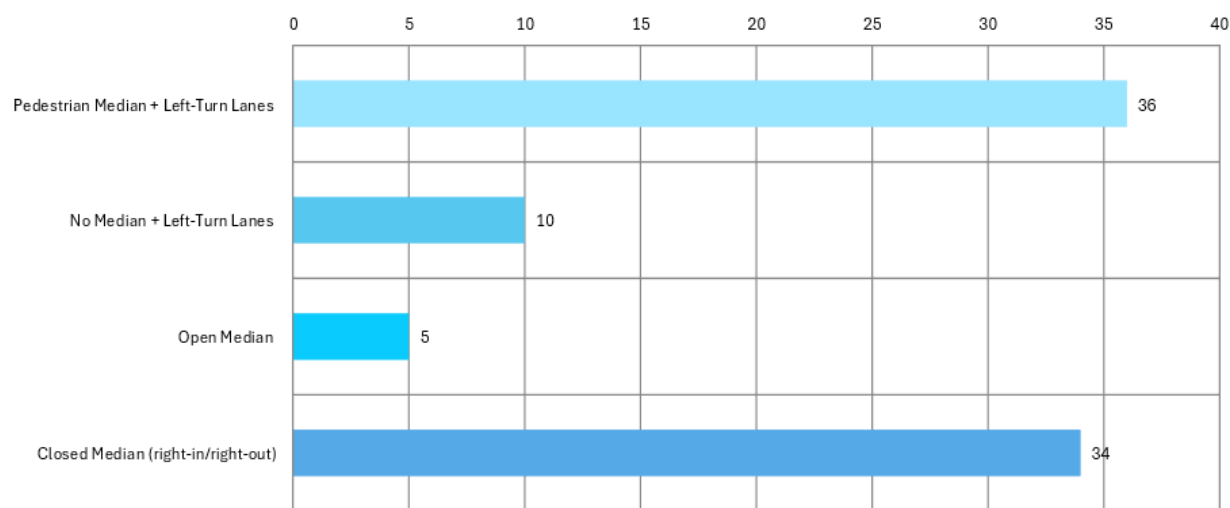
Closed Median: 36

Pedestrian Median + Left-Turn Lanes: 33

No Median + Left-Turn Lanes: 12

Open Median: 5

What option would you like to see at 72nd Street and Penn Avenue?



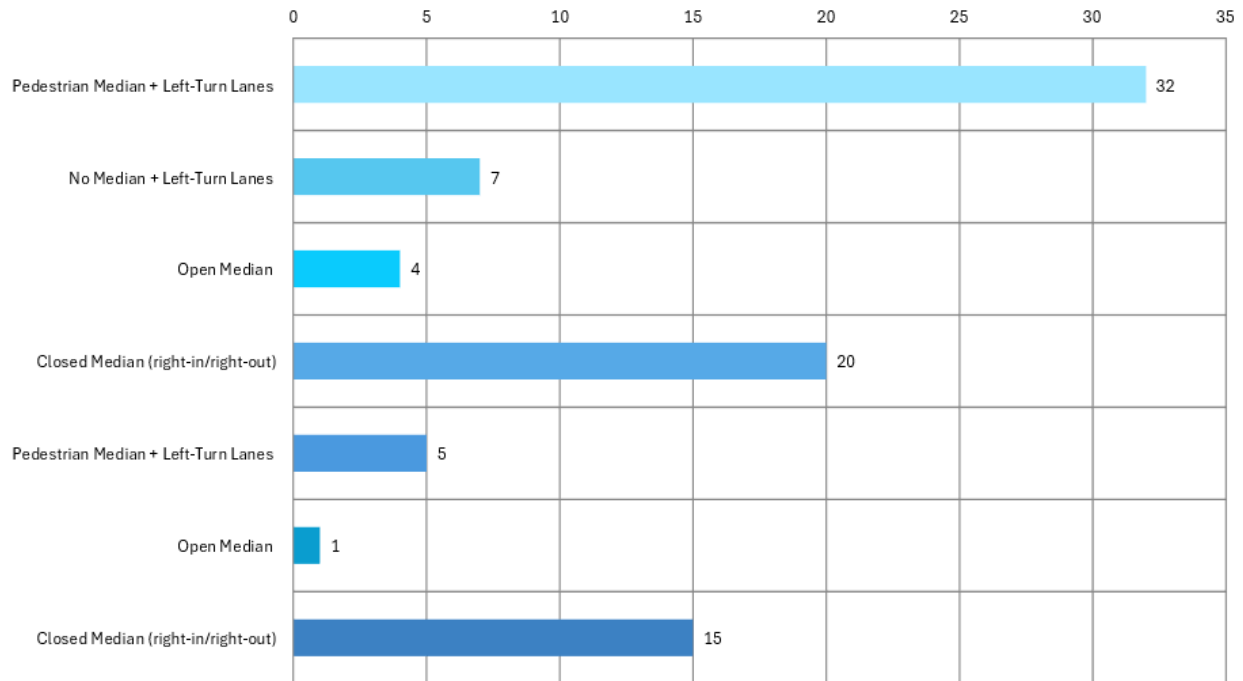
Pedestrian Median + Left-Turn Lanes: 36

Closed Median: 34

No Median + Left-Turn Lanes: 10

Open Median: 5

What option would you like to see at 73rd Street and Penn Avenue?



Pedestrian Median + Left-Turn Lanes: 37

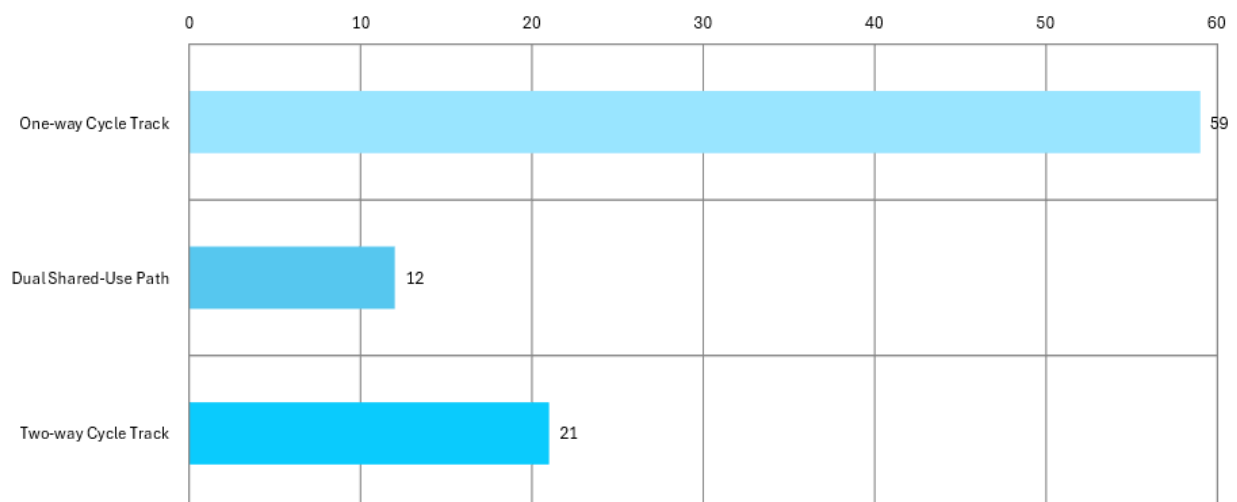
Closed Median: 35

No Median + Left-Turn Lanes: 7

Open Median: 5

Bikeway options:

Which option do you prefer for the Penn Central Commercial Zone (Highway 62 to 66th Street)?



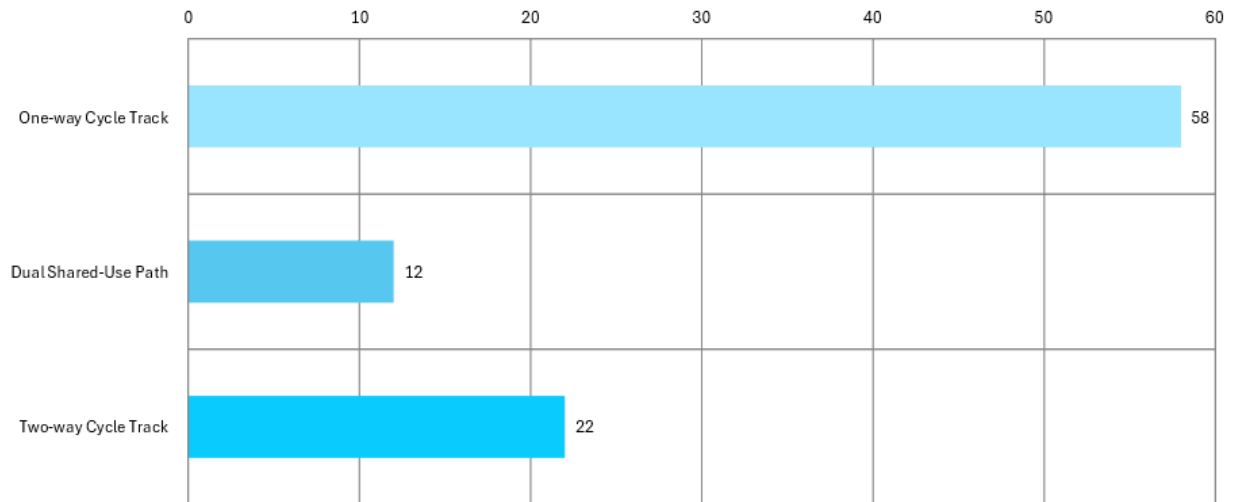
Penn Avenue safety improvements 23

One-way Cycle Track: 59

Two-way Cycle Track: 21

Dual Shared-Use Path: 12

Which option do you prefer for the residential zone (66th Street to 69th Street)?

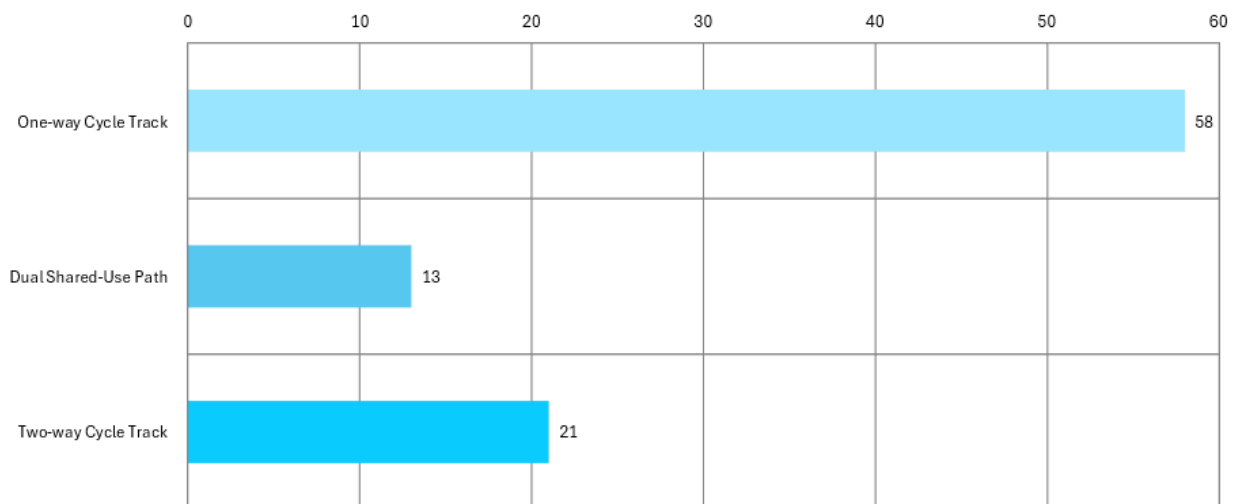


One-way Cycle Track: 58

Two-way Cycle Track: 22

Dual Shared-Use Path: 12

Which option do you prefer for the residential zone (69th Street to 75th Street)?



One-way Cycle Track: 58

Two-way Cycle Track: 21

Dual Shared-Use Path: 13

Appendix C: Public Meeting #3 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. 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.

As part of the engagement process, the county and city have hosted a series of public meetings to collect input from community members. This document is a summary of the third public meeting.

Public Meeting Details

The Phase 3 public meeting was held to confirm the findings of Phase 2, and to assess preferences for initial concepts relating to bikeway design and intersection treatments. The data and feedback collected will support decisions in the final design process, as the project team works towards a full design.

Project: Penn Avenue safety improvements - Richfield

Event Name: Public meeting 3: Richfield Middle School

Event Date: Tuesday, May 19, 2026. 4:30 p.m. – 7 p.m.

Event Location: Richfield Middle School.

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 2
- Survey the public for bikeway configuration preferences
- Provide initial intersection design concepts and solicit public feedback
- Share key decisions made for 62nd Street and 66th Street intersections
- Discuss next steps

Event summary

How many people participated: Between 80-85 people attended.

Nearly half of attendees arrived within the first half hour of the two-and-a-half-hour event. Several stayed for a full hour to engage with the project.

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:

Bikeway configuration

- One-way cycle tracks were the most popular option, earning 70% of the vote across all three context zones.
- Attendees did not favor dual shared-use paths.
- People requested better connections to adjacent bikeways (i.e. 66th Street) and better bike crossings across Penn Avenue.

Intersection design

- Attendees were glad to hear that 66th Street will remain a signalized intersection.
- For the major intersections – 64th Street, 69th Street, and 75th Street – the public preferred roundabouts over traffic signals.
- For the minor (local) intersections the public preferred pedestrian medians with left-turn lanes, and did not favor either open medians without left-turn lanes or the closed median concepts.
- Several event attendees requested more intersections with crosswalks in the residential section of the project.
 - Many do not feel safe crossing Penn Avenue currently and want more options to cross.
 - Multiple people wanted safer crossings for Richfield Middle School students to use.
- Many residents want an improved crossing at the 64th Street intersection to travel from east of Penn Avenue to the grocery stores.

General takeaways

- People requested more greenspace along the corridor, including specific requests for native plants.
- None of the event attendees spoke a language other than English. The project team has and will continue to pursue other event types to reach communities speaking other languages.

Demographics

Table 1 shows a summary of participant demographics, based on a voluntary activity asking people to self-identify.

Table 1: Participant Demographics

Demographics	
Age	
Under 18	5
18-35	13
36-50	7
51-65	11
66+	7
Do you have a disability?	
Yes	4
No	25
Pronouns	
She/Her	18
He/Him	15
They/Them	1
Languages	
English	28
All other languages	0
Race/Ethnicity	
White	22
Asian	3
More than one race	4
Alaskan Native or American Indian, Black or African American, Hispanic or Latino, Native Hawaiian/Pacific Islander	0

Bikeway Configuration Activity Comments

Participants were asked to indicate their preference between three different bikeway configuration options: one-way cycle track, dual shared-use path, and two-way cycle track. The activity was divided into three context zones, giving participants the opportunity to indicate a different configuration preference for different sections of the project. The context zones were Hwy 62 to 66th Street, 66th Street to 69th Street, and 69th Street to 75th Street.

Table 2 summarizes the data from the activity, with some general comments from the public highlighted below.

Table 2: Bikeway Configuration Activity

Bikeway Configuration Activity	
Hwy 62 to 66th Street (Penn Central Business District)	
One-way cycle track	41 (73%)
Dual shared-use path	0
Two-way cycle track	15 (27%)
66th Street to 69th Street	
One-way cycle track	47 (73.5%)
Dual shared-use path	0
Two-way cycle track	15 (23.5%)
Street-level cycle track	2 (3%)
69th Street to 75th Street	
One-way cycle track	43 (78%)
Dual shared-use path	0
Two-way cycle track	10 (18%)
Street-level cycle track	2 (4%)

Key bikeway takeaways

- One-way cycle track was the most popular option, earning over 70% of the vote in all three context zones.
- Dual shared-use path received 0% of the vote across all three context zones and is clearly the least-preferred option.
- Multiple people wanted more separation between bikers and pedestrians.
- Two people did not want a sidewalk-level bikeway and added their own option for street-level cycle track between 66th Street and 75th Street.

Additional comments

- One person said that the one-way cycle track has the most harmony with the bikeways on 66th Street and Nicollet Avenue.
- One attendee said that two-way bikeways make bike crossing difficult and requested improved crossing infrastructure.
- One person said two-way cycle track is safer because drivers know where to look for bikers.
- One person said two-way cycle tracks are safer for parking lot entrances.

Intersection Design Alternatives Comments

Participants were shown intersection design alternatives for intersections along Penn Avenue. Intersection options varied between major signalized intersections and minor

unsignalized intersections. The public had an opportunity to indicate their preferred design and provide written feedback.

Table 3 represents the public's preferences for intersection design alternatives.

Table 3: Intersection Design Alternatives Activity

Intersection Design Alternatives	
64th Street and Penn Avenue Intersection	
Roundabout	38 (72%)
Traffic Signal	15 (28%)
69th Street and Penn Avenue Intersection	
Roundabout	33 (73%)
Traffic Signal	12 (27%)
75th Street and Penn Avenue Intersection	
Roundabout	25 (48%)
Traffic Signal	20 (38.5%)
Pedestrian-Activated Crossing Signal	7 (13.5%)
63rd, 65th, and 70th Street Intersections	
Pedestrian Median + Left-Turn Lanes	31 (60%)
No Median + Left-Turn Lanes	18 (34%)
Open Median	3 (6%)
Local Streets – 67th, 68th, 70 ½, 71st, 72nd, 73rd, 74th Street Intersections	
Pedestrian Median + Left-Turn Lanes	36 (57%)
No Median + Left-Turn Lanes	18 (29%)
Open Median	5 (8%)
Closed Median	4 (6%)

Major intersections

- For all three major intersections on the corridor—64th Street, 69th Street, and 75th Street—roundabouts were preferred over traffic signals.
 - For the 64th Street and 69th Street intersections, roundabouts received over 70% of the votes.
 - The feedback for the 75th Street intersection showed a more balanced distribution; roundabout received 48% of the votes and traffic signal received 38.5% of the votes, with pedestrian-activated crossing signal holding the remaining 13.5%.
- People are generally in favor of traffic signals at the 66th Street intersection.
- Desire for a pedestrian connection between Oliver Avenue and Penn Avenue at 64th Street.

- Request to add “No Turn on Red” sign to the 62nd Street and Penn Avenue intersection.

Minor intersections

- Intersection alternatives with left-turn lanes were more popular than those without.
 - Pedestrian medians + left-turn lanes obtained ~60% of the votes for both minor intersections and local streets.
 - No median + left-turn lanes obtained ~30% of the votes for both minor intersections and local streets.
 - The two options without left-turn lanes, closed median and open median, received less than 10% of the votes each.
- Attendees requested more frequent and safer crossings at the minor intersections.
 - Multiple people requested more intersections with pedestrian-activated crossing signals. The intersection of 68th Street and Penn Avenue was specifically mentioned.
 - A few people requested safer crossings specifically near the schools (Sheridan Hills Elementary and Richfield Middle School).
 - One person said “Add at least one more controlled intersection in this section (between 69th Street and 75th Street)”
- The intersection of 67th Street and Penn Avenue was marked as very dangerous to cross.
 - 67th Street has poor sightlines for drivers because of vehicles in the parking lanes.

Additional Comments—Parking Configuration Roll Plot/Comment Cards

Attendees were invited to leave open-ended feedback on a roll plot of initial parking and bikeway layout between 65th and 69th and on project comment cards. The following are comments submitted at the event:

- One person asked that the project plans for bus stops to eventually convert to BRT stations with this project.
- Request for a better connection to the 66th Street bikeway.
- Requests for more trees, plantings, and native plants. Concerns about greenspace maintenance.
- One person asked for crosswalk stripes at all intersections.
- “It is almost impossible to turn left (southbound) from 63rd Street onto Penn Avenue.”

- One person suggested diagonal parking instead of parallel parking where possible.
- Concerns about snow storage.
- Consider adding more accessible street parking spots in the final design.
- Request for “continuous and harmonized infrastructure.”
- One person wanted to keep striped, street-level bikeways for better bike/ped separation.
- One person asked if initial sidewalk improvements could begin before the project starts in 2028. This person cited the Park and Portland project in Minneapolis as an example of a project that had some sidewalk work installed before full project construction started.
- One driver said buses cause congestion with the current lane configuration.

Photos



Javier Whitaker-Castañeda welcomes visitors at the event entrance.



Matt Hardegger walks an attendee through the bikeway options engagement activity.



Event attendees visit the bikeway layout roll plot and chat with project staff.



Erika Kreiger-Miller discusses proposed intersection design alternatives with an event participant.

Appendix D: Phase 3 Pop-up Summary—Lunds & Byerlys

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. 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.

As part of the engagement process, the county and city have hosted several pop-ups at key locations along the corridor. This document is a summary of the Phase #3 pop-up at Lunds & Byerlys grocery store.

Pop-up Details

Project: Penn Avenue safety improvements - Richfield

Event Name: Phase #3 pop-up: Lunds & Byerlys

Event Date: Tuesday, June 30, 2026, 3:30 p.m. – 6:30 p.m.

Event Location: Lunds & Byerlys – 6228 Penn Avenue S.

Lunds & Byerlys is one of the two grocery stores in the project area. There are major access and driveway considerations for Lunds & Byerlys due to high traffic volumes and proximity to both parking entrances and exits. Each are major destinations along the corridor for people coming from both Richfield and Minneapolis.

Pop-up Goals

The goals of this engagement were to:

- Provide a project overview
- Collect input on bikeway preferences
- Seek feedback on proposed intersection design alternatives
- Share results from the Phase #3 public meeting and from earlier phases of engagement
- Discuss next steps

Event summary

How many people participated: 21 people interacted with the project pop-up.

Key Takeaways

At the pop-up, the public was asked for their preferences regarding bikeway configuration and intersection design alternatives. The following key takeaways summarize the most common themes and priorities that emerged from public input:

- The public at this pop-up expressed equal support for the one-way cycle track and two-way cycle track options.
- No members of the public chose shared-use path as their most-preferred option.
 - Participants viewed the lack of separation between bikers and pedestrians as a drawback.
- Many participants were excited about future bikeway improvements for their daily commute and for better crossings over Highway 62.
- A few people suggested improved drivers' education programs aimed at teaching roundabout usage or navigating intersections with separated bikeways.
- One biker was very concerned about conflict points with bikers and private driveways, and with maintaining sight lines.
- The public at this pop-up showed a preference for roundabouts at major intersections along Penn Avenue.

Bikeway Options Comments

Participants were asked to provide feedback on the three bikeway designs in consideration for this project: one-way cycle track, shared-use path, and two-way cycle track.

Engagement staff asked participants to indicate their preference with a sticker and to verbalize their reasoning.

Table 1: Bikeway option preferences.

<i>Bikeway options</i>	
Bikeway option	Votes
One-way cycle track	10 (50%)
Shared-use path	0 (0%)
Two-way cycle track	10 (50%)

Comments

- Pop-up participants expressed equal preference between the one-way cycle track and the two-way cycle track options.

- A few people indicated separation between pedestrians and bikers as a reason why they chose either the one-way cycle track or two-way cycle track over the shared-use path.
- One person said that a two-way cycle track “provides a wide space and a pleasant ride for bikers.”
- No participants indicated a preference for a shared-use path along Penn Avenue.
- Some people were concerned about high-speed e-bikes sharing the path with pedestrians.
- A few people expressed support for any of the three options and said they would use any type of protected bikeway on Penn Avenue once it is constructed.
- One biker preferred an on-street bikeway over any of the options listed.
 - This biker said that protected bikeways don’t reduce conflict points with intersections and driveways, and cause visibility issues for higher-speed bikers.
 - This participant said that drivers will always back out of their driveways carelessly, regardless of educational campaigns or near-misses.
- Participants requested better bike and pedestrian crossings across Penn Avenue at the 62nd Street intersection, and across Highway 62.
- One parent was excited to use a future protected bikeway to transport their kids to school.

Intersection Design Alternatives Comments

Participants were shown alternatives for intersection design along Penn Avenue, including call-outs for specific intersections including 64th Street, 69th Street, and 75th Street.

Pop-up participants were less engaged by this activity, and some people opted out of leaving feedback because they had trouble distinguishing the options for minor intersection treatment (pedestrian median + left-turn lanes, no median + left-turn lanes, open median, closed median).

Table 2: Intersection Design Alternatives

Intersection design alternatives	
Total	Total Votes
Roundabout	11
Traffic Signal	1
Pedestrian-Activated Crossing Signal	2
W 64th Street Intersection	Votes
Roundabout	5
Traffic Signal	0

W 69th Street Intersection	Votes
Roundabout	5
Traffic Signal	1
W 75th Street Intersection	Votes
Roundabout	1
Traffic Signal	0
Pedestrian-Activated Crossing Signal	2
Minor Intersections	Votes
Pedestrian Median + Left-Turn Lanes	3
No Median + Left-Turn Lanes	0
Open Median	0
Closed Median	1

Comments

- Participants expressed a preference for roundabouts at major intersections along the project.
 - Multiple people cited traffic flow as their reason for supporting roundabouts.
 - A few people expressed mild concern about pedestrian crossing safety at roundabouts.
 - One person was strongly against roundabouts because “drivers are careless and don’t know how to use [roundabouts]”
- One participant pointed out that the merge from 2 lanes to 1 lane can be a choke point for drivers who are not familiar with the area.
 - Project staff mentioned that the project will cover safety improvements at key lane merge points near 62nd Street and 66th Street.

Photos



Javier Whitaker-Castañeda listens to two members of the public share their opinions about intersection design.



Javier Whitaker-Castañeda asks a participant for their feedback on Penn Avenue existing conditions.



Project staff used this pop-up to collect data about bikeway option preferences.



Lunds & Byerlys names its grocery aisles after local roads. You can find spices and baking needs in the Penn Avenue aisle.