Richfield Transportation Commission Agenda
August 5, 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. July 1, 2026 Minutes
5. **Regular Business**
   a. 69th Street Reconstruction - Existing Conditions Assessment
   b. Hennepin County Penn Avenue - Layout Review and Open House 4 Prep
   c. Comprehensive Plan Steering Committee Member Appointment
6. **Updates**
   a. City Staff
   b. Liaisons
7. **Future Agenda Items**
   a. September 2, 2026: e-Bike discussion with BikeMN (tentative)
8. **Upcoming Meetings**
   a. Thursday, August 13th, 2026 - 69th Street Open House #1, Jefferson Park (6700 Thomas Ave), 4:30-7:00pm
   b. Wednesday, August 19th, 2026 - Penn Avenue Open House #4, St. Richard Catholic Church (7540 Penn Avenue), 4:30-7:00pm
   c. Wednesday, September 2nd, 2026 - Regular Meeting, Bartholomew Room, 7:00pm
9. **Other Business**
   a. Reschedule Bike Tour
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.

Richfield Transportation Commission Minutes
July 1, 2026
Richfield Municipal Center
Bartholomew Conference Room
6700 Portland Avenue South

1. **Call to Order**

The meeting was called to order by Chair Louis Dzierzak at 7:00 p.m. on July 1st, 2026, in the Bartholomew Room.

Members Present:	Louis Dzierzak (Chair), Adam Knosalla (Vice Chair), David Gepner, Josh Kloehn, Brinnon Kubista, Eli Straub
Members Absent:	Jacob Olsen, Jaz Warren, Stella Yang
Liaisons Present:	Tim Brackett (Richfield Public Schools), Sean Hayford Oleary (City Council), Husniyah Bradley (Community Services Commission)
Staff Present:	Matt Hardegger, Jake Whipple, Joe Powers
Guest Presenters:	None

2. **Roll Call**

Staff noted that Commissioners Olsen, Warren, and Yang were absent

3. **Approval of the Agenda**

MOTION: made by Comissioner Kubista, seconded by Comissioner Gepner to approve the agenda.
Voting Aye: Dzierzak, Knosalla, Gepner, Kloehn, Kubista, Straub
Voting Nay:
Motion carried: 6-0

4. **Approval of Minutes**

a. **April 29th, 2026 Minutes**

Commissioner Gepner requested a correction to the April 29th minutes to define the acronym "RRFB" (Rectangular Rapid Flashing Beacon).

MOTION: made by Commissioner Gepner, seconded by Commissioner Straub to approve the meeting minutes as corrected above from April 29th, 2026.
Voting Aye: Dzierzak, Knosalla, Gepner, Kloehn, Kubista, Straub
Voting Nay:
Motion carried: 6-0

5. **Regular Business and Public Hearing Items**

a. **Penn Avenue - Open House 3 Follow Up**

Transportation Engineer Matt Hardegger gave a recap of Open House 3 and ongoing public engagement for Hennepin County's Penn Avenue project. Topics included public preference for various bikeway, major intersection, and minor intersection designs and a request to determine Commission preferences for design items.

Commissioners discussed preferences to send to the City Council about design features that had been presented to the public in Open House 3. Preferences were determined by general consent without any noted objections.

Bikeway Preference: One-way cycletracks
64th Street intersection: Roundabout with Rectangular Rapid Flashing Beacons
69th Street Intersection: Roundabout
75th Street Intersection: Roundabout with Rectangular Rapid Flashing Beacons
67th Street, 71st Street, 73rd Street Intersections: Closed Medians
All other Intersections: Full Access Left Turn Lanes with Medians

Other preferences: Raised crosswalks parallel to Penn Avenue

b. **69th Street Safety and Utility Improvements Project Introduction**

Transportation Engineer Matt Hardegger provided an introduction and overview of the upcoming 69th Street Safety and Utility Improvements project. Topics included project background, existing conditions and challenges, and upcoming schedule.

Commissioners discussed holding Open House #1 in August and potential coordination opportunities with Edina to extend the bikeway beyond the city limits.

No formal action was taken by the Commission.

6. **Updates**

a. **City Staff**

Transporation Engineer Hardegger provided updates on MnDOT's I-494 project, Hennepin County's Nicollet Avenue, and the city's Sheridan Hills Safe Routes to School, 73rd Street Sidewalk, and 64th Street Sidewalk projects.

City staff asked for a volunteer for the Comprehensive Plan Steering Committee to represent the Transportation Commission. Commissioners Kubista and Straub volunteered. Decision was deferred to a future meeting.

b. **Liaisons**

Council Member Hayford-Oleary provided Council-related updates on park alcohol policy, the City Manager's retirement announcement and search process, and recent news about the property tax assessment for the Best Buy corporate campus.

Commissioner Gepner praised Tim Brackett for his class to teach Richfield kids to bike.

Liaison Bradley invited Commissioners to take the parks survey.

7. **Future Agenda Items**

a. **August 2026: Penn Avenue Design (with County) and 69th Street Open House #1**

8. **Upcoming Meetings**

a. **Wednesday, July 29th (Time TBD): 2026 Bike Tour**

b. **Wednesday, August 5th (7pm): Transportation Commission Regular Meeting**

c. **Wednesday, August 19th (4:30-7:00pm): Penn Avenue Open House #4 - St. Richard's Catholic Church, 7540 Penn Ave S**

d. **August (Date/Time/Location TBD): 69th Street Open House #1**

9. **Other Business**

a. **2026 Bike Tour Route Discussion**

The commission agreed to the proposed route and a start time of 6:30 PM for the Bike Tour for July 29th by general consent.

10. **Adjournment**

MOTION TO ADJOURN: made by Comissioner Gepner, seconded by Comissioner Kubista to adjourn the meeting at Time 8:42 PM.
Voting Aye: Dzierzak, Knosalla, Gepner, Kloehn, Kubista, Straub
Voting Nay:
Motion carried: 6- 0

The audio recording for this meeting is available at: https://youtu.be/-kaD-HxWZL8

Transportation Commission Meeting 8/5/2026
Agenda Section: Regular Business
Agenda Item: 5.a.

Report Prepared By:
Matt Hardegger, Transportation Engineer

Department Director:

Item for Consideration:
69th Street Reconstruction - Existing Conditions Assessment

EXECUTIVE SUMMARY
Staff provided an introduction to the 69th Street Reconstruction project at the July 1st Commission meeting. This meeting will serve as an introduction to Consultant staff, an existing conditions overview, and an assessment of the existing conditions using the slider bar method.

RECOMMENDED ACTION
Conduct slider bar assessment of existing conditions prior to Open House 1

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. 20260731_RTC1_v2

69th Street Reconstruction

Richfield Transportation Commission 1

August 5, 2026

SWEET STREETS®
better roads, better Richfield

Agenda

- Project scope
- Design team
- Schedule
- Existing conditions
- Community engagement
- Next steps

Meeting goals

- Introduce the project
- Existing conditions assessment
- Community engagement brainstorm

Overview

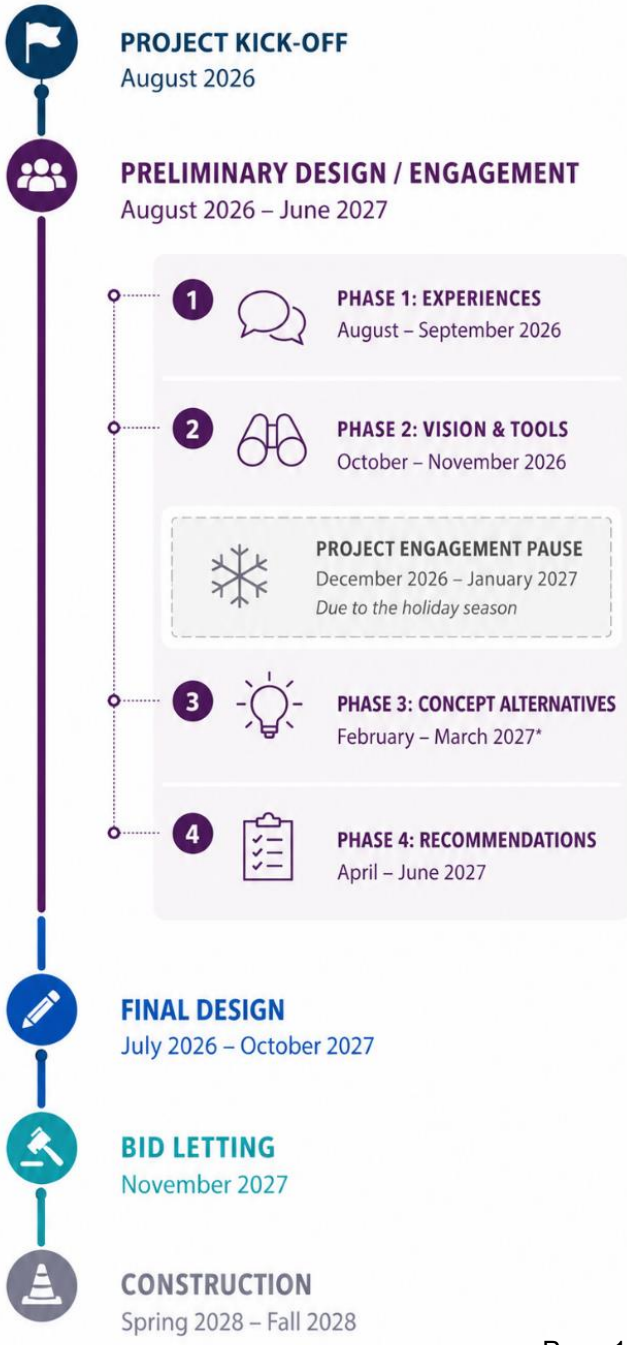
- 69th Street, Xerxes to Penn Avenue
- Demonstration project began in 2026
  - Speeding
  - Protected space for walking/biking
- Construction in 2028
  - Sidewalk/trail
  - Intersections
  - Storm sewer

Context

- Daily traffic: ~2,800 vehicles
- Constrained ROW
  - 60’ property line to property line
  - 45’ retaining wall pinch point at Vincent Ave
  - 36’ existing curb-to-curb
- Vehicle speeds (2024)
  - Median: 32 mph
  - 85%: 36 mph
- 44 crashes over a 10-year period
  - 0 fatal
  - 2 serious injury (Penn Ave, Update Ave)
  - 6 minor injury
  - 6 possible injury
  - 30 property damage only
  - 2 ped/bike (1 serious)

Schedule + engagement

- Follow city's four step engagement process
- 4 open houses (in person + virtual)
  - OH 1: Aug 13, 4:30 – 7:00, Jefferson Park
- 2 pop-ups
  - Penn Fest
  - Jefferson Park (tentative)
- Yard signs and mailings
- Targeted stakeholder meetings
- Transportation commission



Existing conditions review

Existing conditions assessment (slider bar)

Workshop board (main screen)

https://slider-bar-theta.vercel.app/p/69th-street

Participants (mobile device)

Next steps

- Open house 1
  - In person: August 13, 4:30-7:00, Jefferson Park
  - Virtual (survey + map): August 13 – September 21
- Penn Fest: September 20
- Transportation Commission 2 (problem statement): October 7 (tentative)
- Design layout: Spring 2027

Transportation Commission Meeting 8/5/2026
Agenda Section: Regular Business
Agenda Item: 5.b.

Report Prepared By:
Matt Hardegger, Transportation Engineer

Department Director:

Item for Consideration:
Hennepin County Penn Avenue - Layout Review and Open House 4 Prep

EXECUTIVE SUMMARY
Commission will receive an update following the July 28th Council work session, where Commission preferences for the project were discussed from a budget standpoint. Commissioners will have an opportunity to provide comments on the layout and will complete a slider bar exercise to evaluate whether the layout meets project goals.

RECOMMENDED ACTION
Provide comments and complete slider bar assessment about the full design layout prior to Open House 4

HISTORICAL CONTEXT

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

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

CRITICAL TIMING ISSUES

FINANCIAL IMPACT

LEGAL CONSIDERATIONS

ALTERNATIVE RECOMMENDATION(S)

ATTACHMENTS
1. 032_2120700-RTC_08
2. PennAve_Phase3EngSummary_20260721
3. PennAve_Draft_Layout_20260731

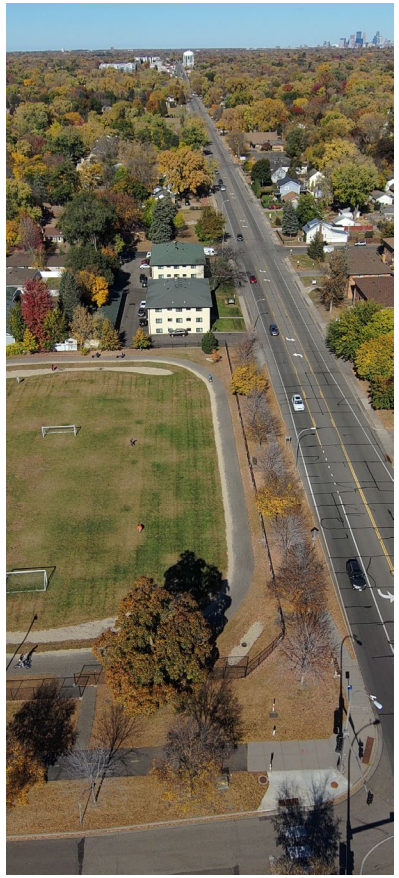
Hennepin County

CSAH 32 (Penn Ave) Reconstruction Transportation Commission Meeting #8

Matt Huggins, PE

Project Manager

August 5, 2026



Agenda

Preliminary design engagement schedule

City Council Work Session summary

Design feature discussion

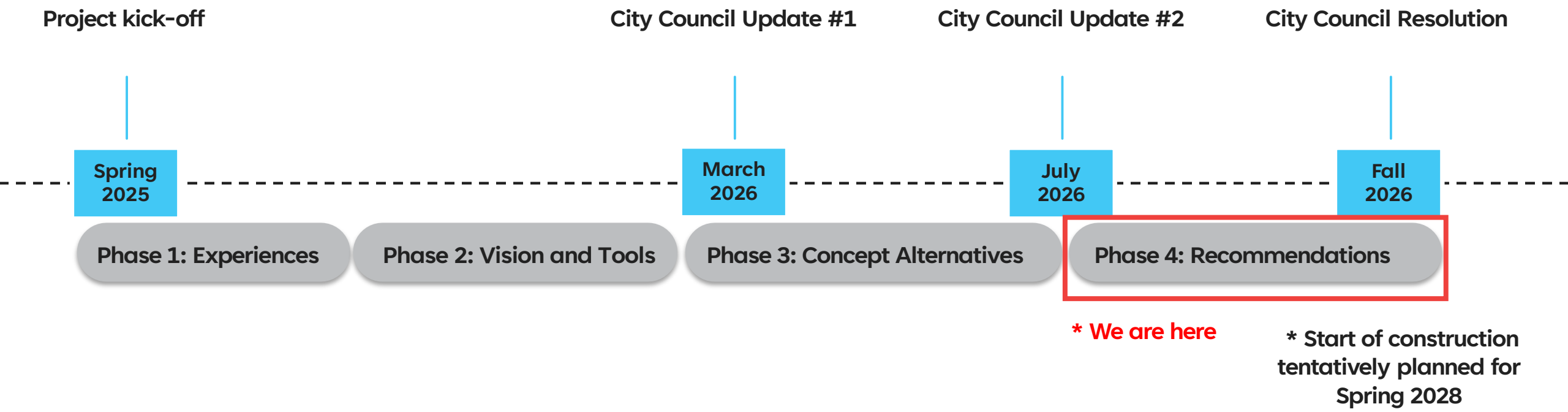
Design layout review / slider bar exercise

Commission actions

Action 1: Complete proposed conditions slider bar

Action 2: Provide layout comments by August 10th

Preliminary design engagement schedule



Critical Path Schedule

- Transportation Commission Meeting #8 – August 5, 2026
- Phase 4 virtual engagement opens – August 19, 2026
- Open House #4 – August 19, 2026
  - St. Richard Catholic Church, 4:30 – 7:00 p.m.
- Penn Fest – September 20, 2026
- Active Transportation Committee #3 – September 21, 2026
- Phase 4 virtual engagement closes – September 25, 2026
- **Transportation Commission Meeting #9 – October 7, 2026**
  - ***Seeking final resolution on recommended design layout***
- **City Council Meeting (Layout concurrence) - October 27, 2026**
- Final design (tentative) – November 2026 to December 2027
- Construction (tentative) – Spring 2028 to Summer 2030

City Council Work Session summary

City staff presented project scope and budget items to City Council at the July 28th work session

1

Roundabouts

Proceed with roundabouts at 64th, 69th, and 75th streets. Pedestrian activated crossing lights will be provided at 64th and 75th streets.

2

Bikeway

Proceed with one-way cycle track option

3

Closed median

Proceed with limited access intersections at

73rd, 71st, and 67th streets

4

Median refuges

Proceed with median refuges and left turn lanes at 74th, 72nd, 70th, 65th, and 63rd streets.

Median refuges not required at 70 ½ and 68th streets.

City Council Work Session summary

City staff presented project scope and budget items to City Council at the July 28th work session

5

Tabled crosswalks

Proceed with tabled crosswalks where feasible

6

On-street parking

Proceed with on-street parking on the west side between 66th and 68th streets, and east side between 65th and 67th streets.

7

76th Street Bikeway Connection

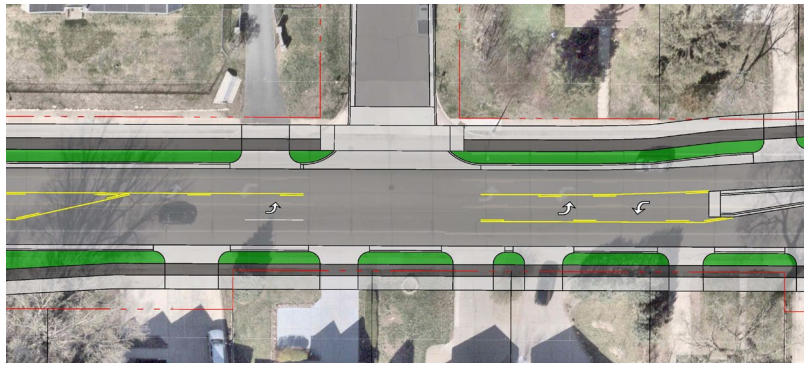
Not to proceed with bikeway extension to 76th Street.

8

Aesthetic elements

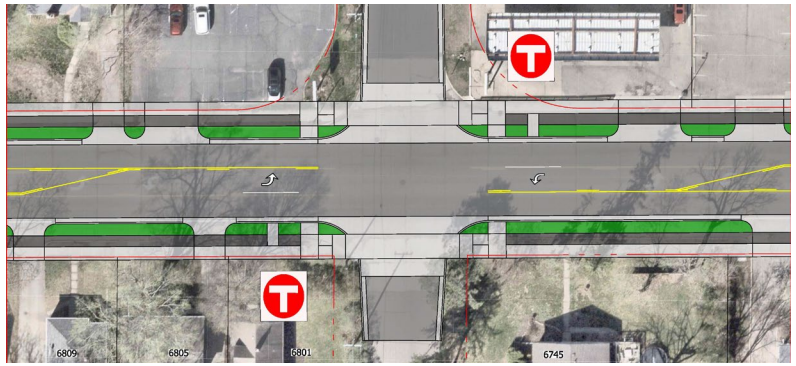
Proceed with adding corridor pedestrian scale lighting and underground overhead power lines along Penn Avenue.

Design features



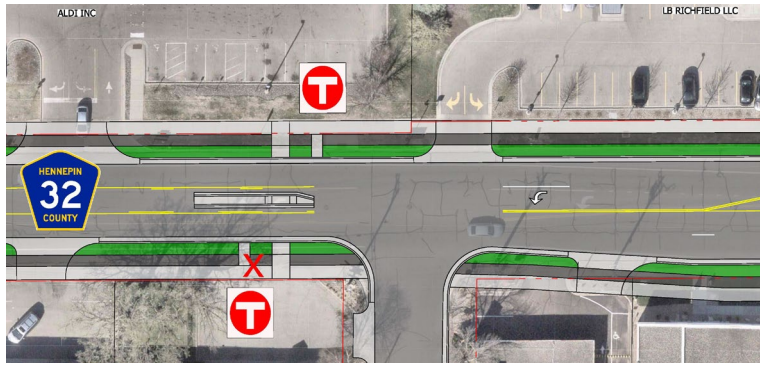
70 ½ Street Intersection

- Recommend no median refuges
- Accessible routes provided
- Driveways located in PARs



68th Street Intersection

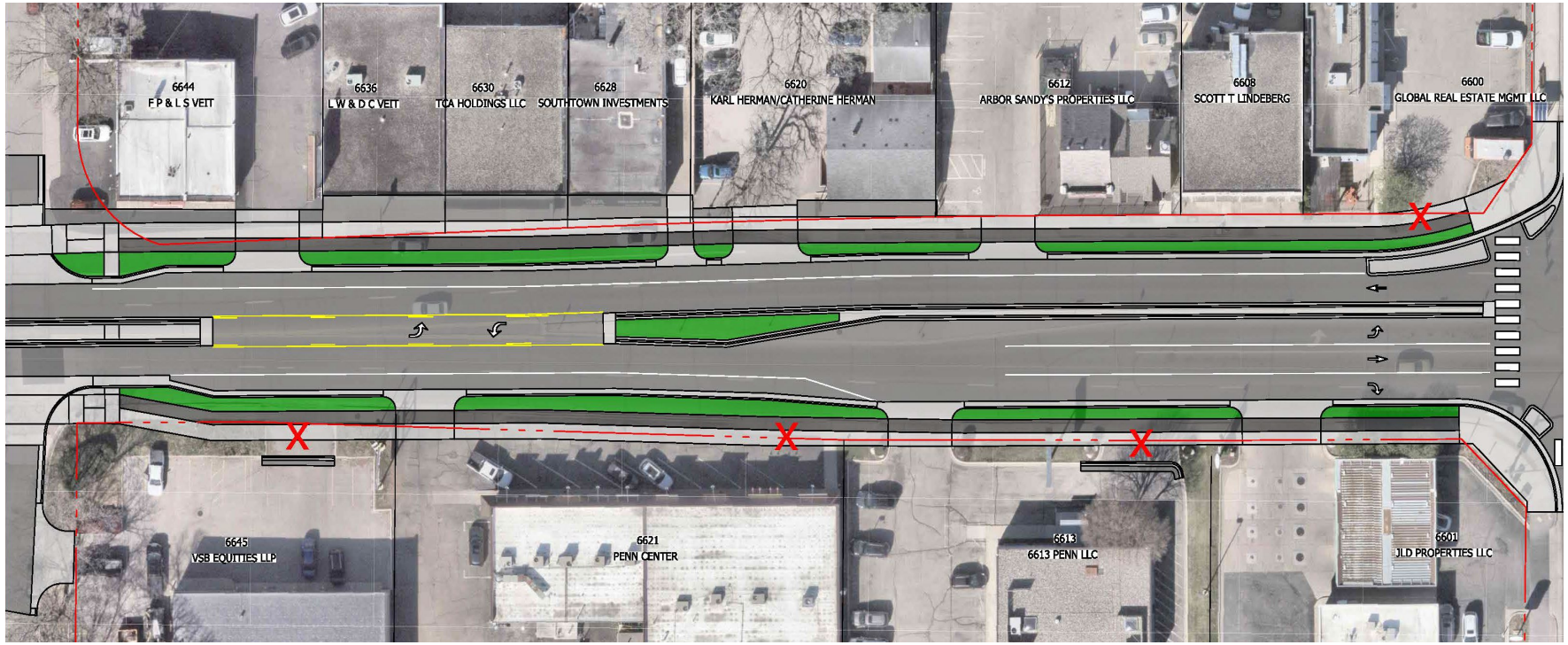
- Recommend no median refuges
- Significant impacts to private business parking



63rd Street Intersection

- Recommend no north median refuge
- Refuge provided on south side of intersection

Design features

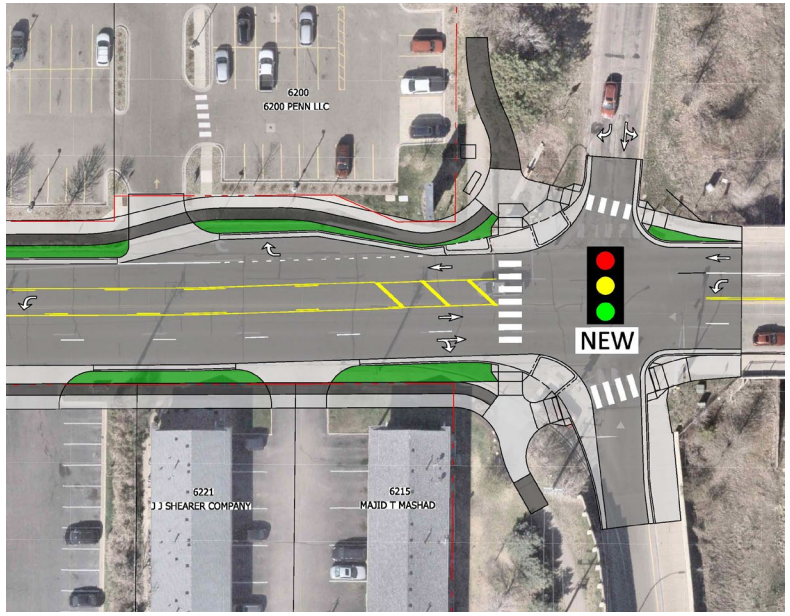


On-street parking (6600 block)

Design features

On-street parking (6500 block)

Design features



Lunds right turn lane

Design layout review

Slider Bar

Proposed Condition Assessment

South of 68th Street through 75th Street

Workshop board (main screen)

https://slider-bar-theta.vercel.app/p/penn-avenue-s

Participants (mobile device)

Slider Bar

Proposed Condition Assessment

Highway 62 through 68th Street

Workshop board (main screen)

https://slider-bar-theta.vercel.app/p/penn-avenue-n

Participants (mobile device)

Thank you

Matt Huggins, PE
Matt.huggins@hennepin.us
612-596-0326

https://beheardhennepin.org/penn-avenue

Hennepin

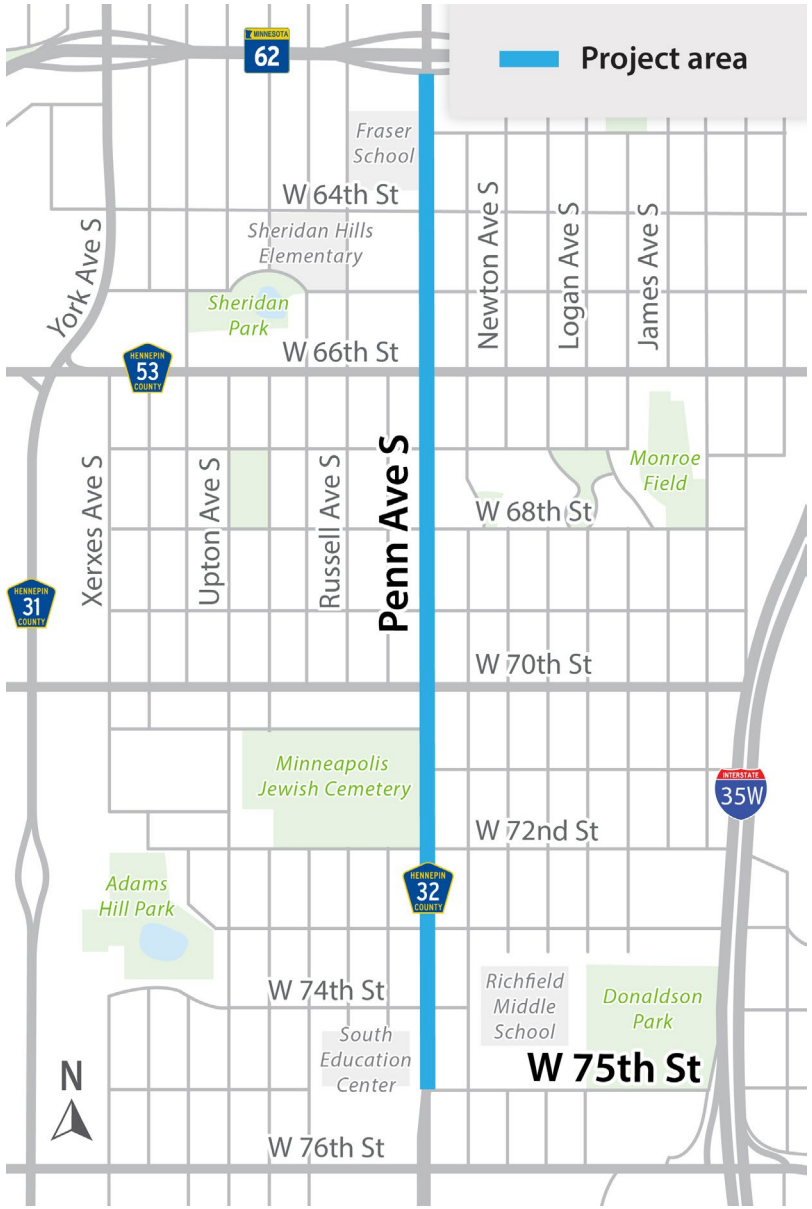
Appendices

Project scope

Reconstruction from 75th Street to Highway 62

INITIAL PROJECT GOALS

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



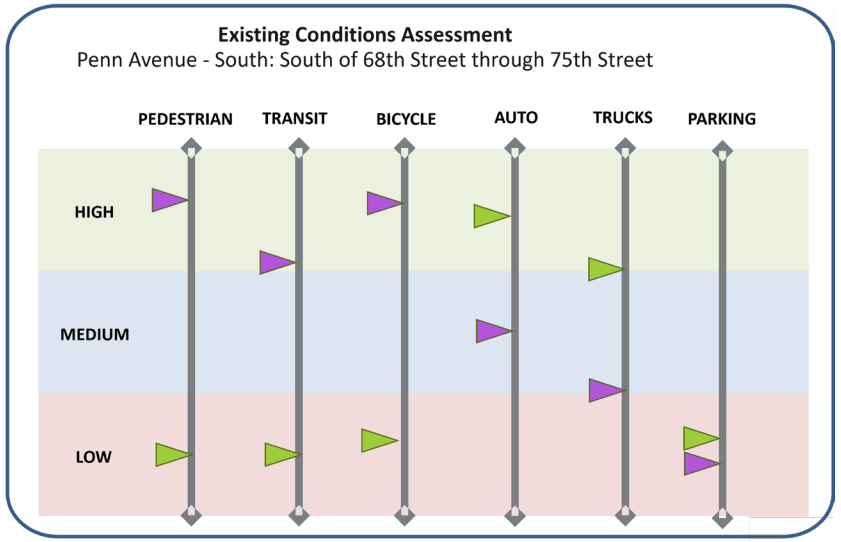
Transportation Commission Priorities

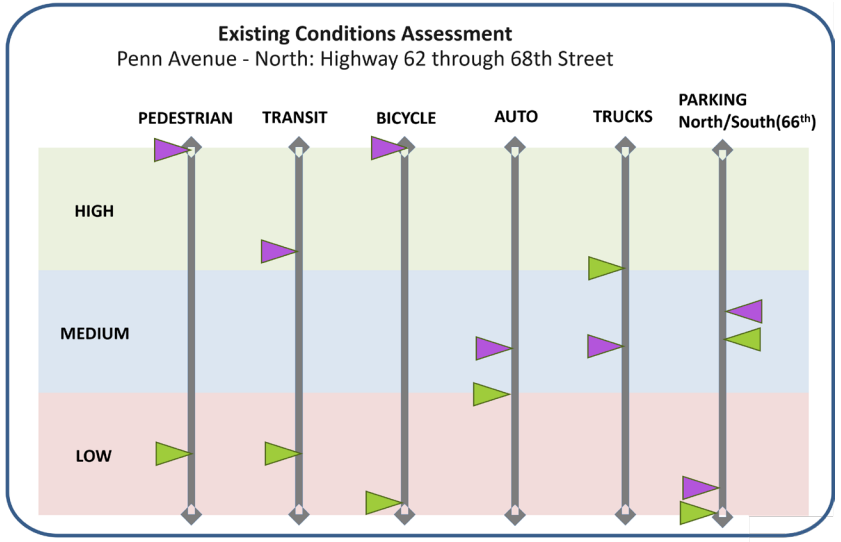
Transportation Commission assessment

- 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
- Desired conditions

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.

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

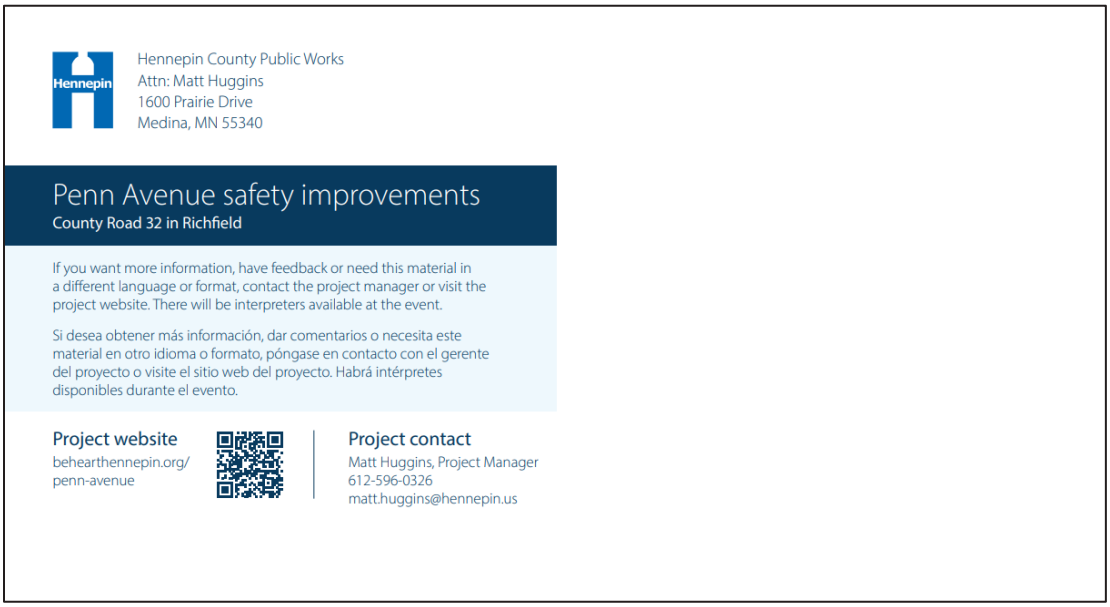


Figure 2: Mailer for public meeting #3, side 2

Engagement Activities

Parking boards

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

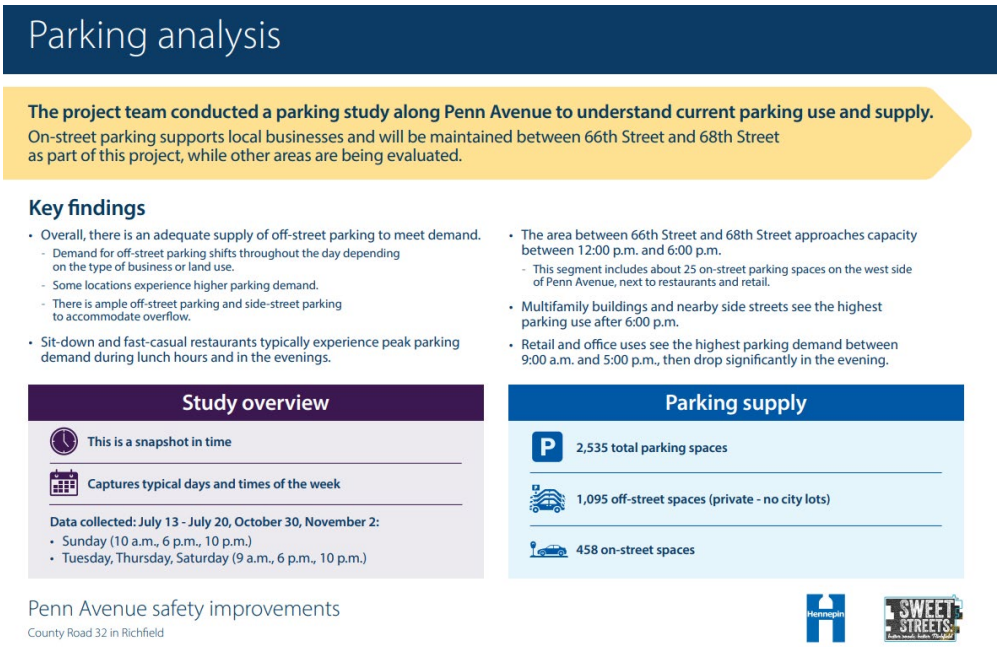


Figure 3: Parking analysis board 1

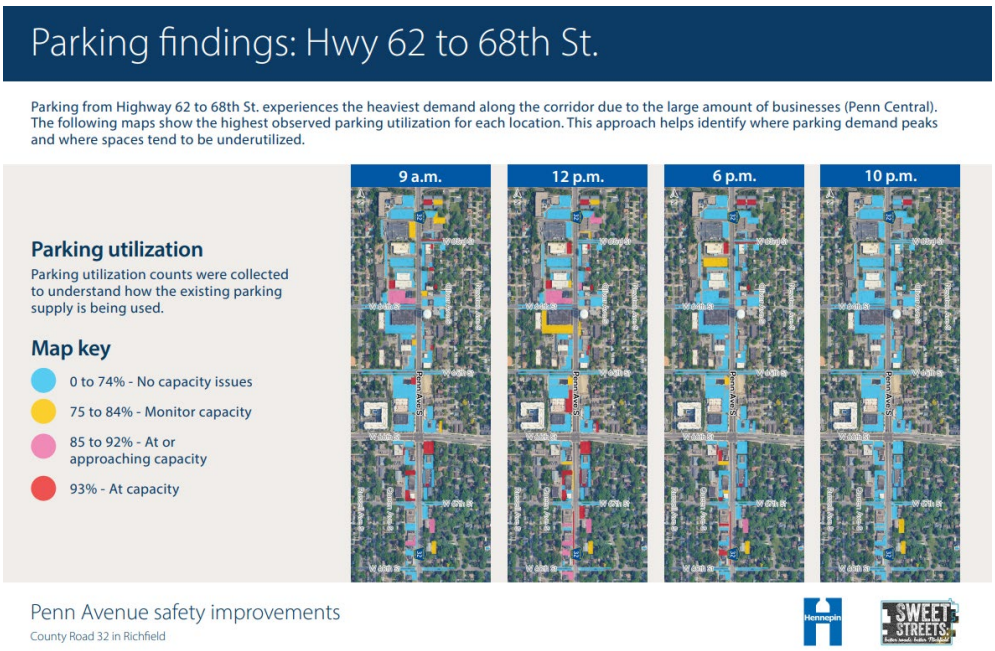


Figure 4: Parking analysis board 2

Design concepts board

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

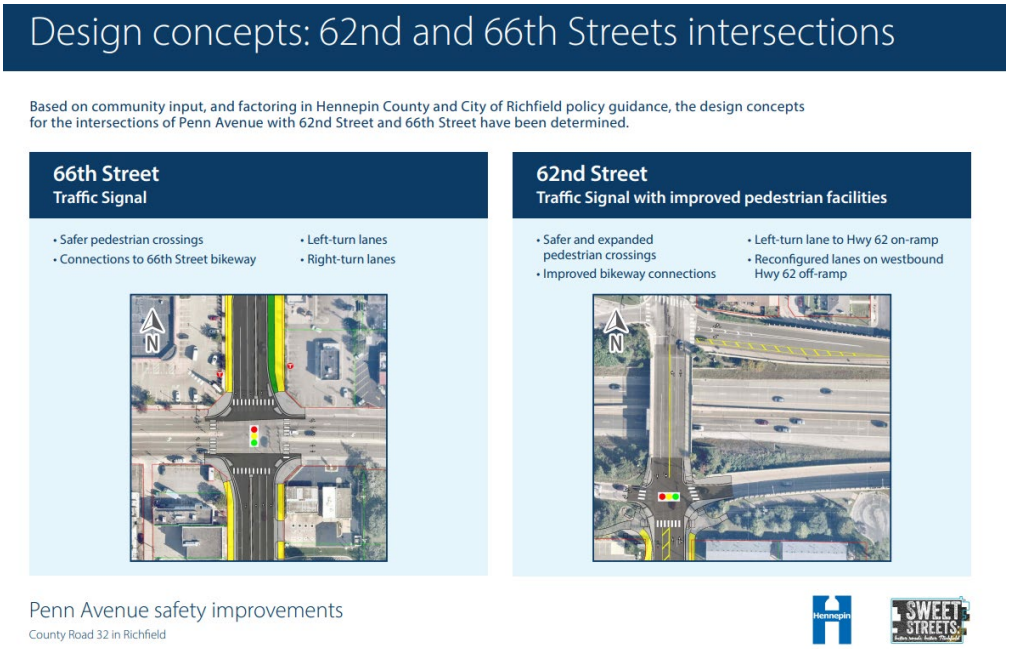


Figure 5: 66th Street and 62nd Street layouts

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.

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.

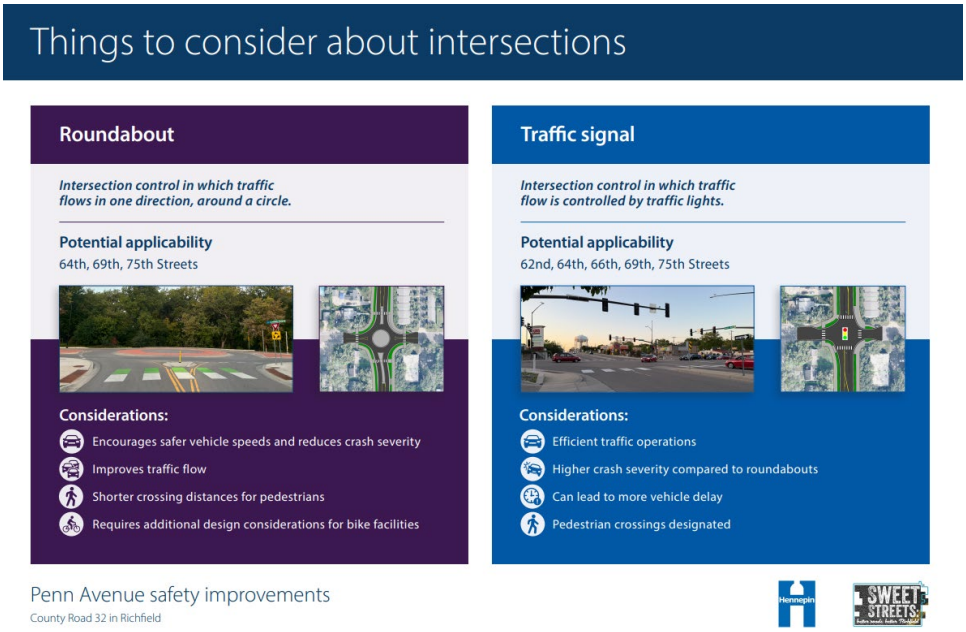


Figure 9: Intersection design considerations board 1

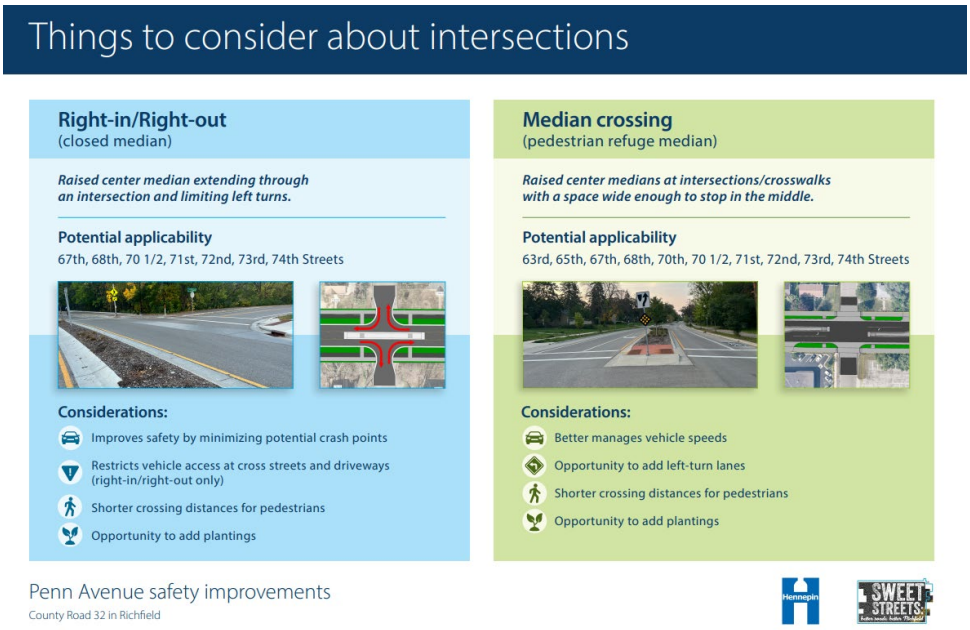
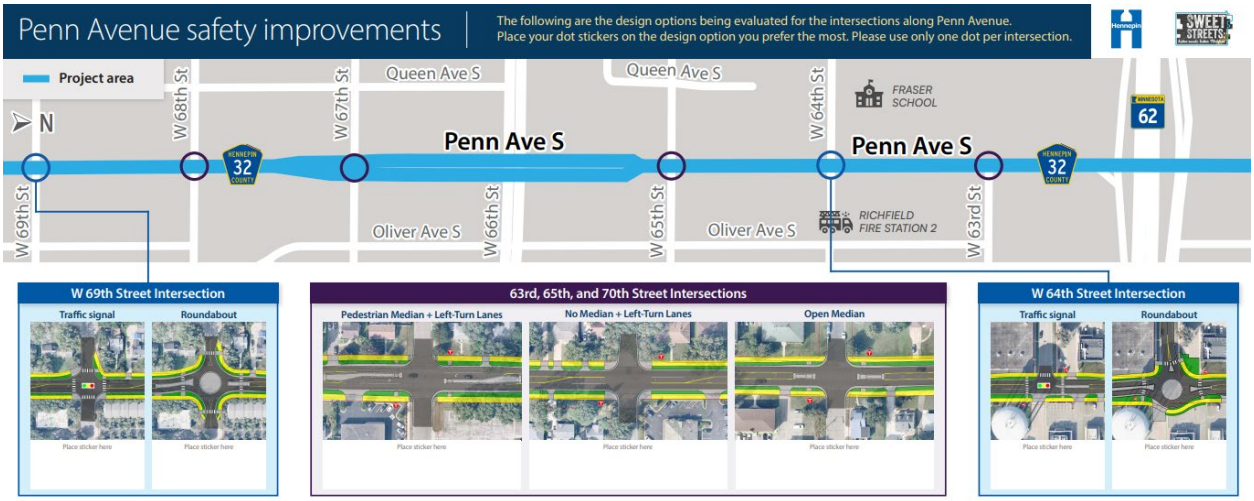
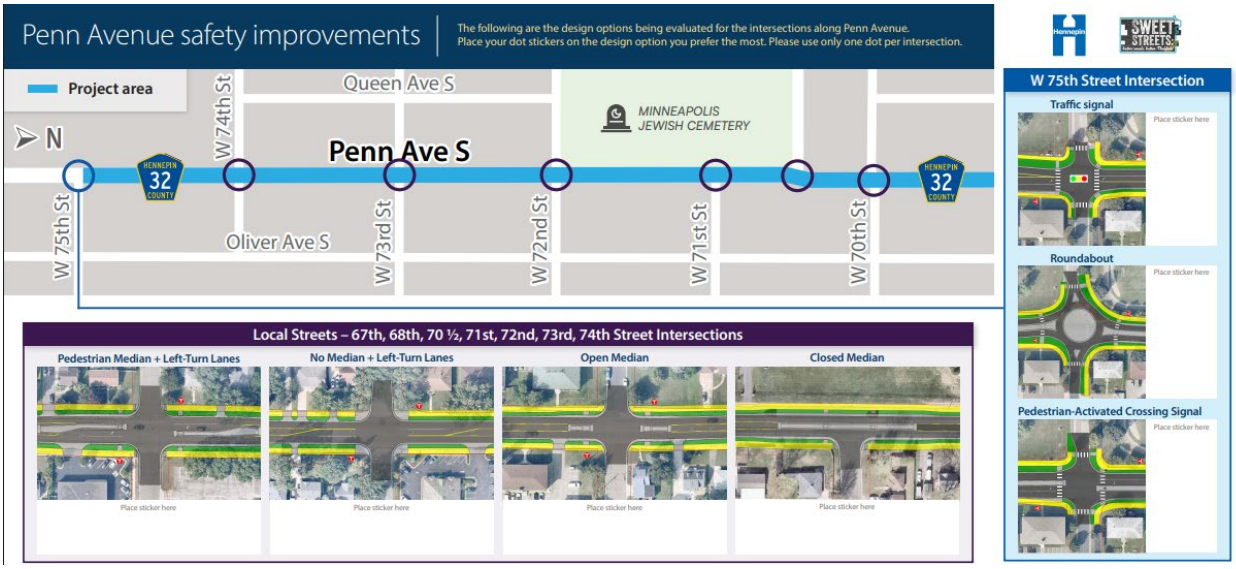


Figure 10: Intersection design considerations board 2



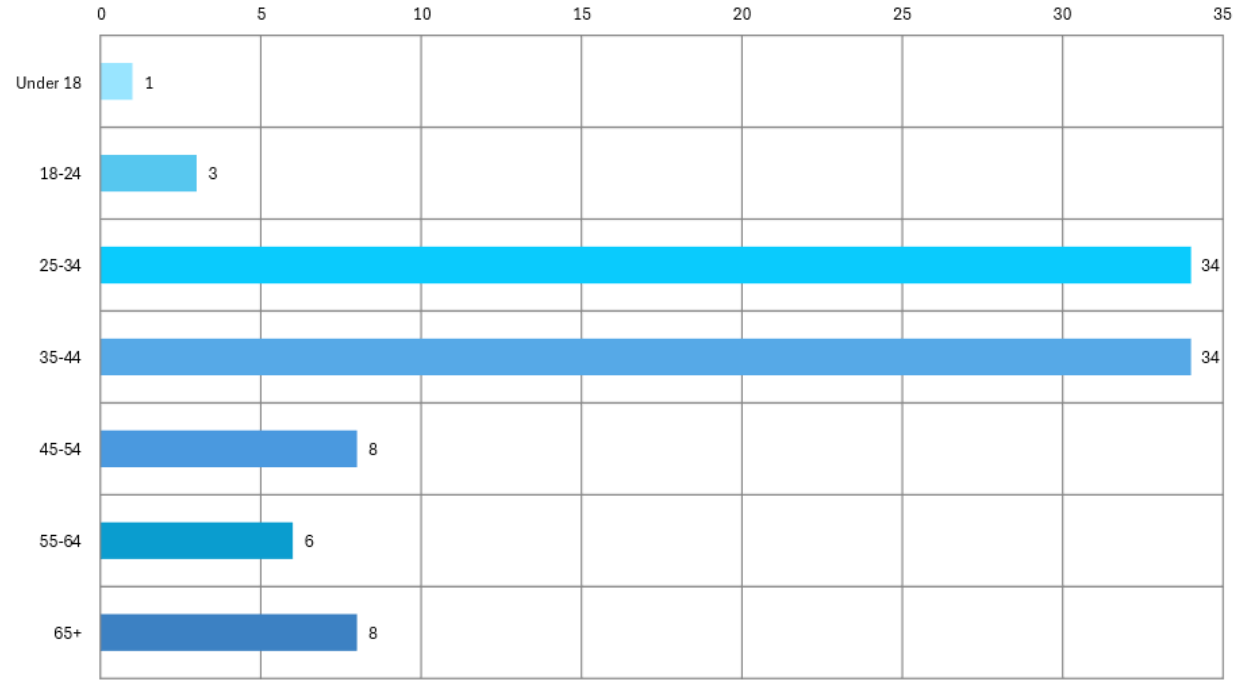


Figures 11-12: Intersection design alternatives roll plot activity

Appendix B: Data from BeHeard Online Survey #3

Demographics:

Age



35-44: 24

45-54: 20

25-34: 18

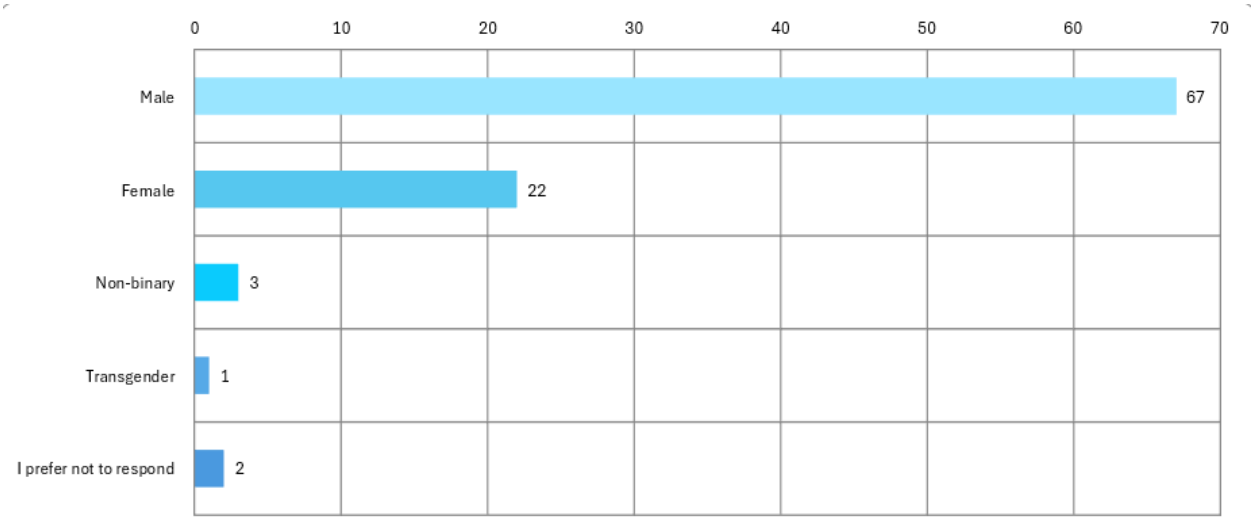
55-64: 11

65+: 10

18-24: 4

Prefer not to answer: 8

Gender



Male: 67

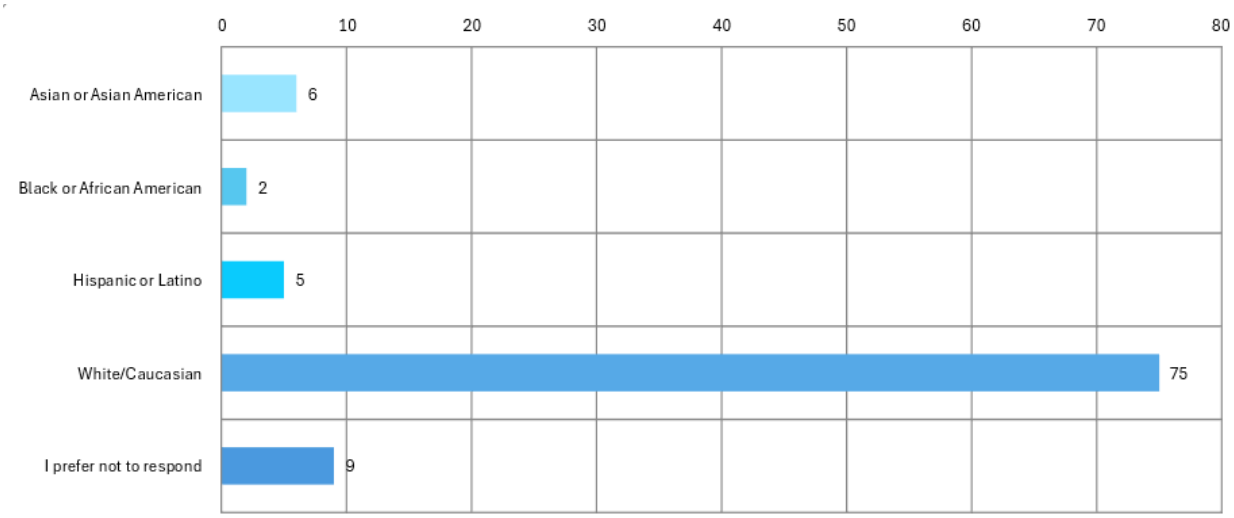
Female: 22

Nonbinary: 3

Transgender: 1

Prefer not to answer: 2

Race/Ethnicity



White/Caucasian: 75

Asian or Asian American: 6

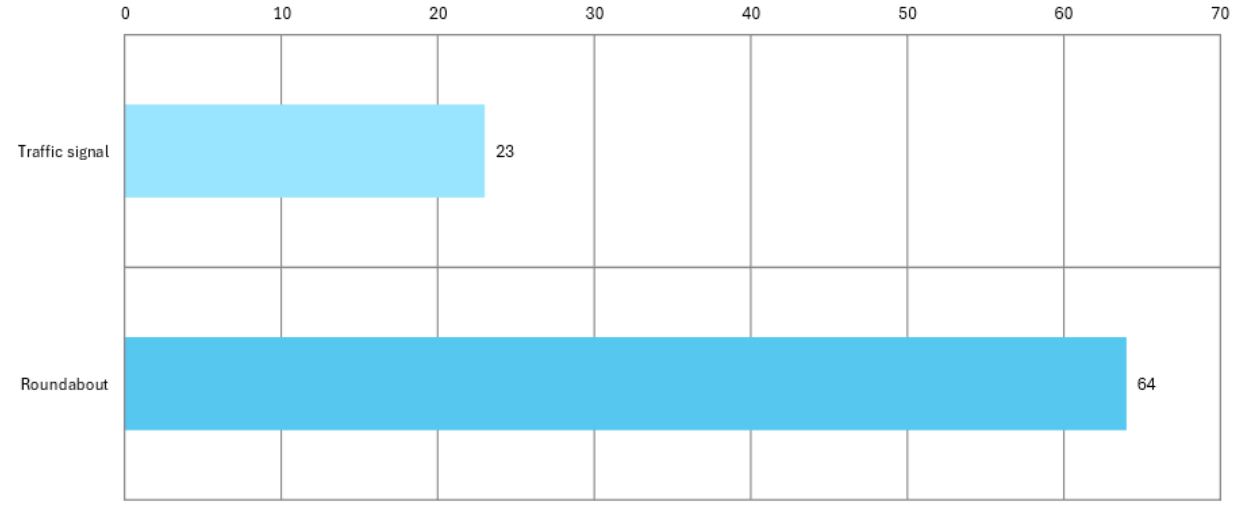
Hispanic or Latino: 5

Black or African American: 2

I prefer not to respond: 9

Intersection concept alternatives:

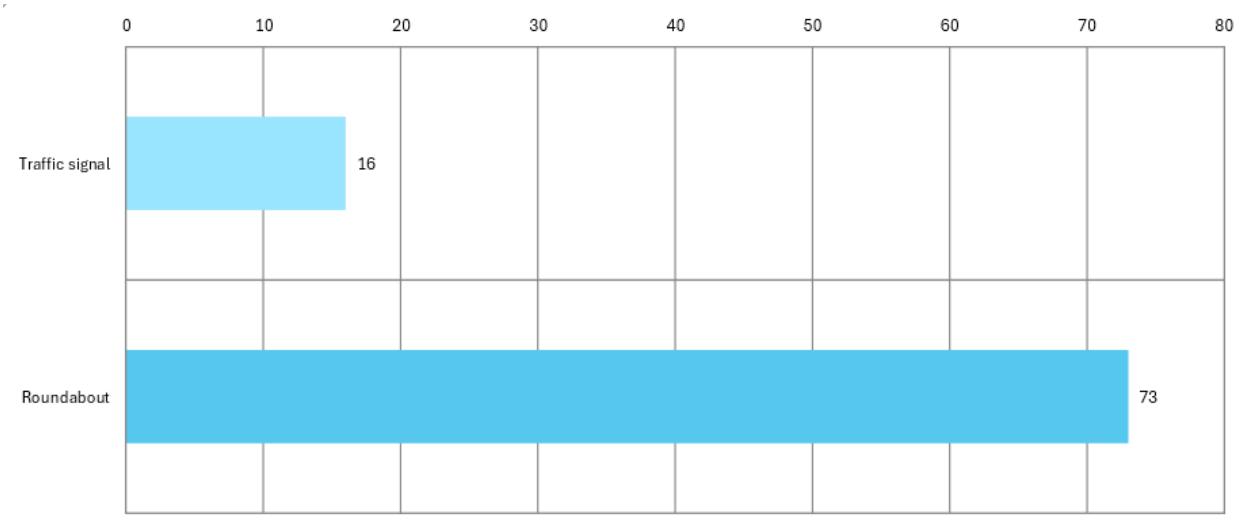
What option would you like to see at 64th Street and Penn Avenue?



Roundabout: 64

Traffic Signal: 23

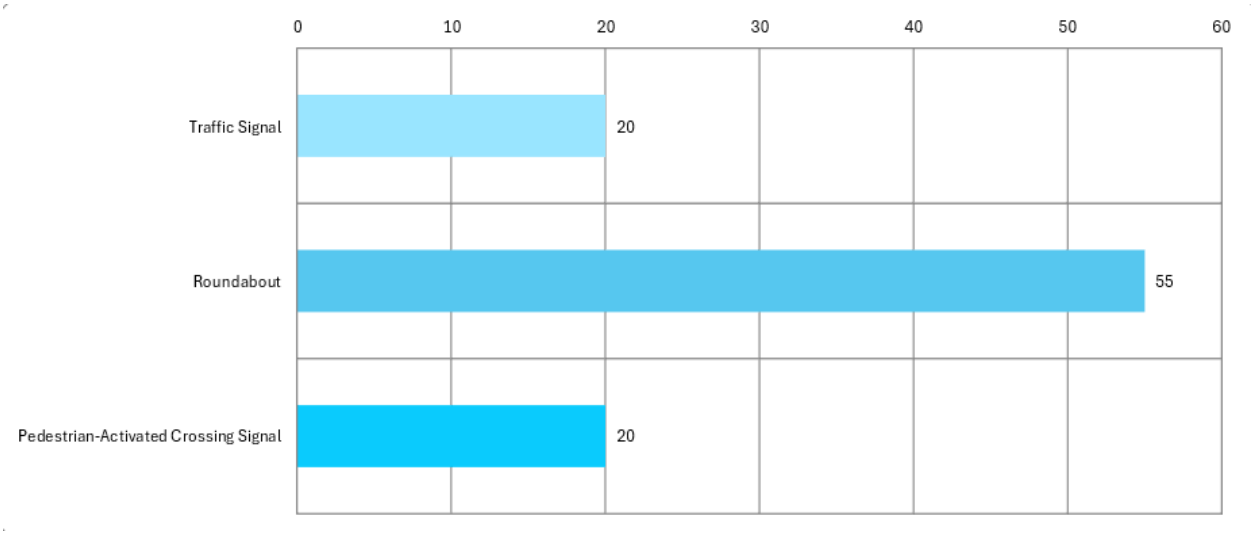
What option would you like to see at 69th Street and Penn Avenue?



Roundabout: 73

Traffic Signal: 16

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

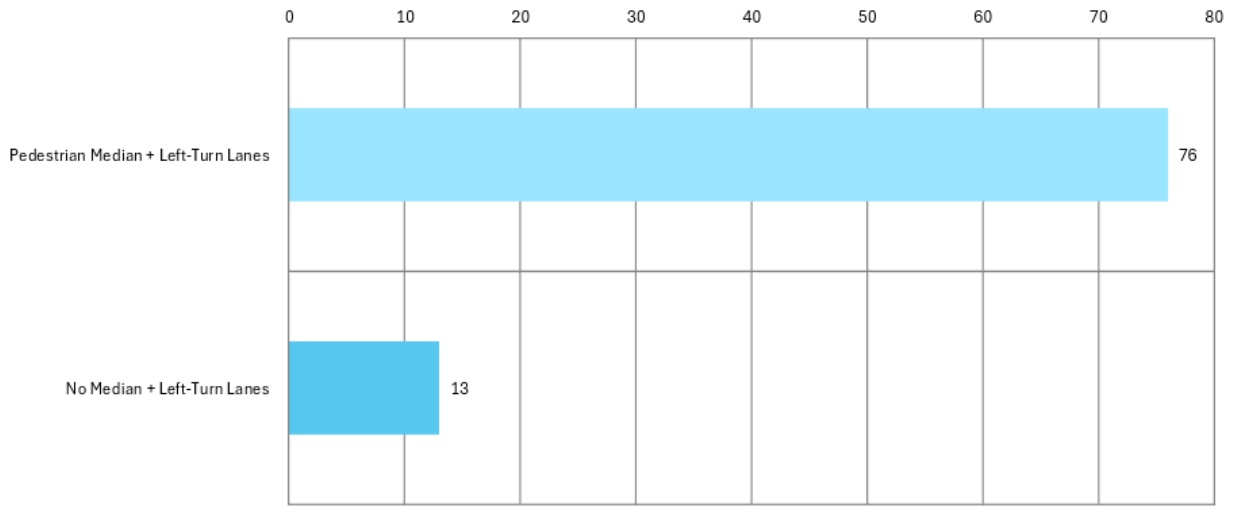


Roundabout: 55

Traffic Signal: 20

Pedestrian-Activated Crossing Signal: 20

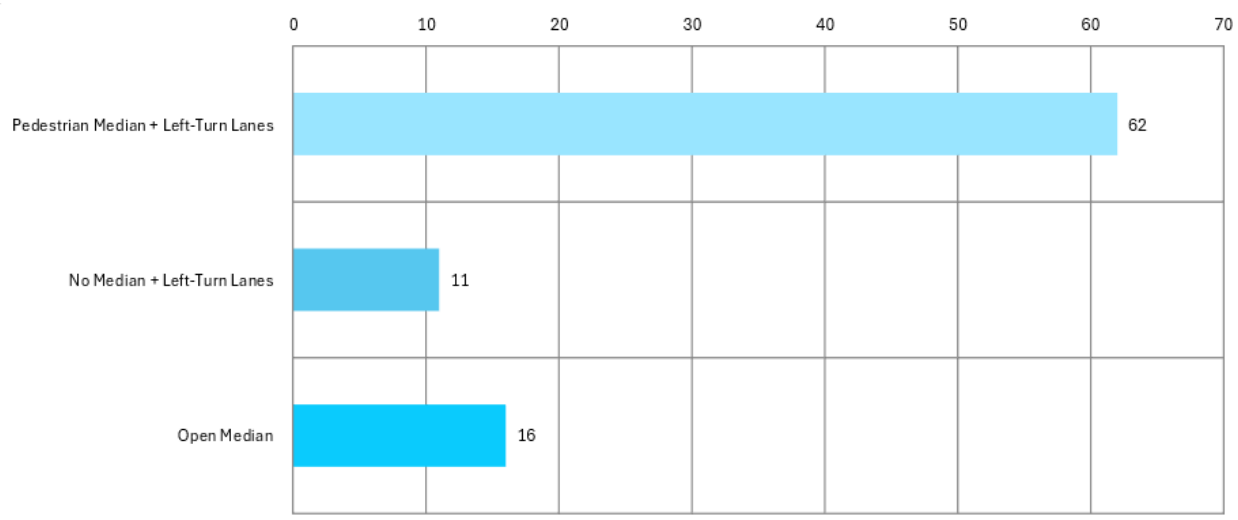
What option would you like to see at 63rd Street and Penn Avenue?



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?

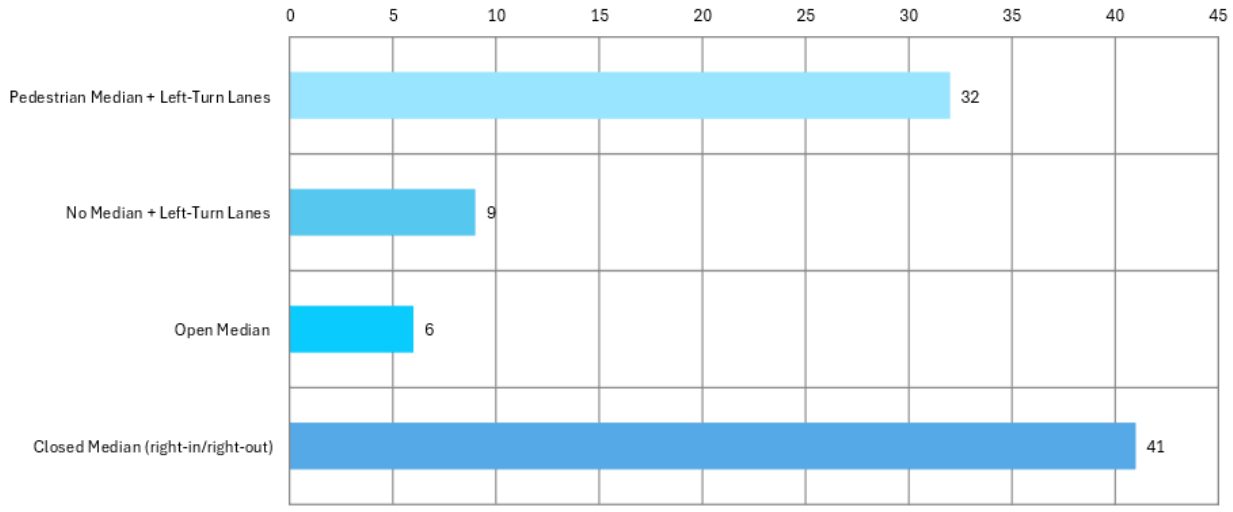


Pedestrian Median + Left-Turn Lanes: 62

No Median + Left-Turn Lanes: 11

Open Median: 16

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



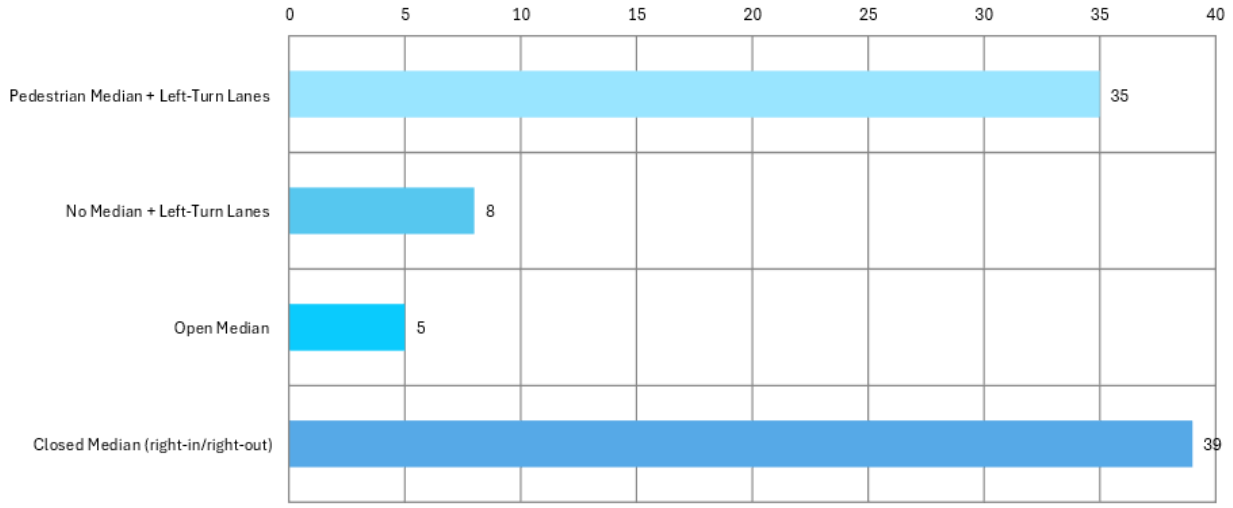
Closed Median: 41

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?



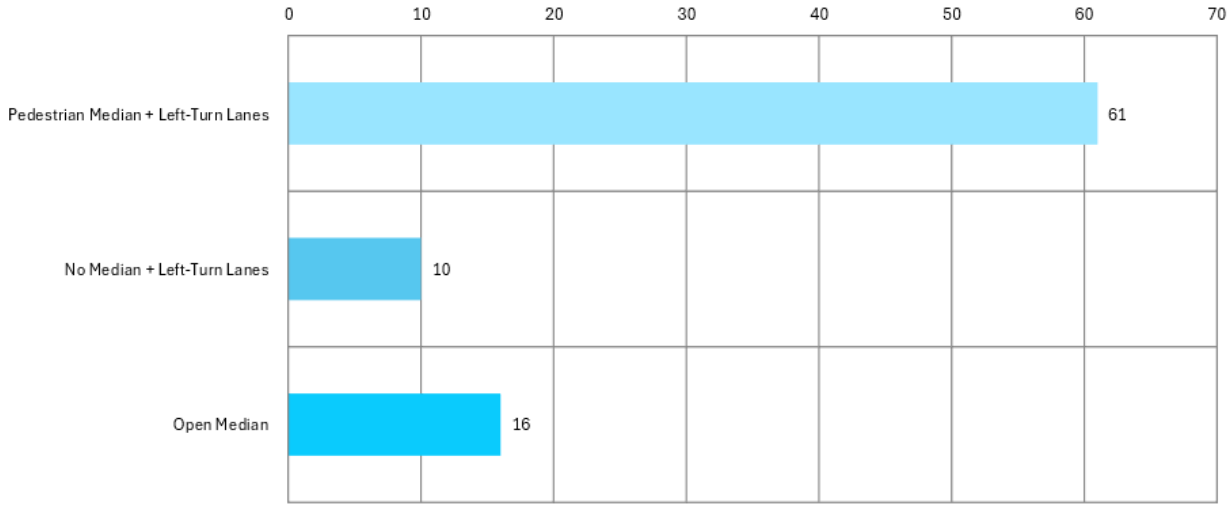
Closed Median: 39

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?

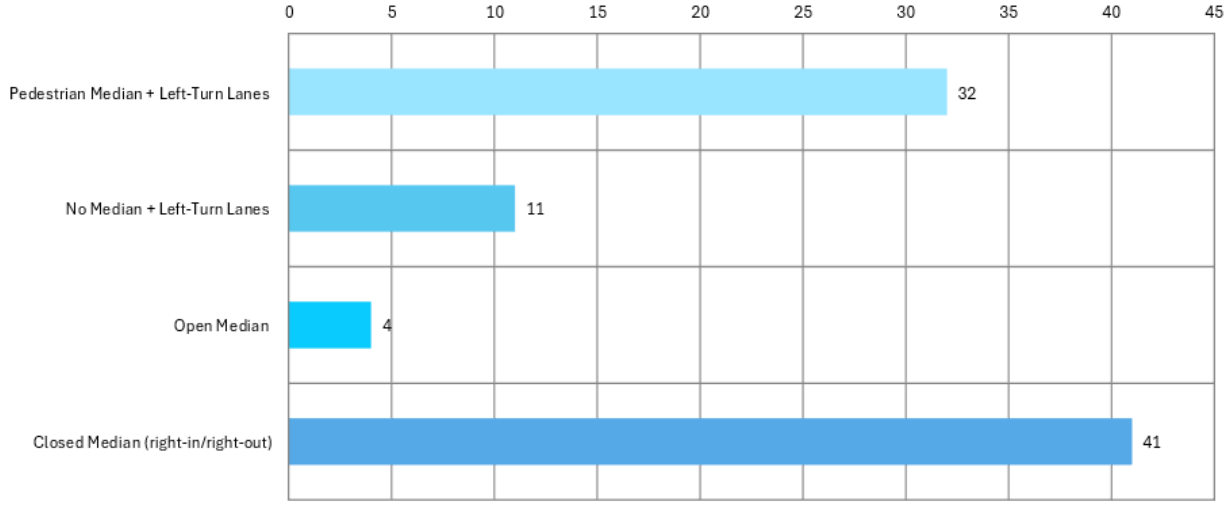


Pedestrian Median + Left-Turn Lanes: 61

Open Median: 16

No Median + Left-Turn Lanes: 10

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



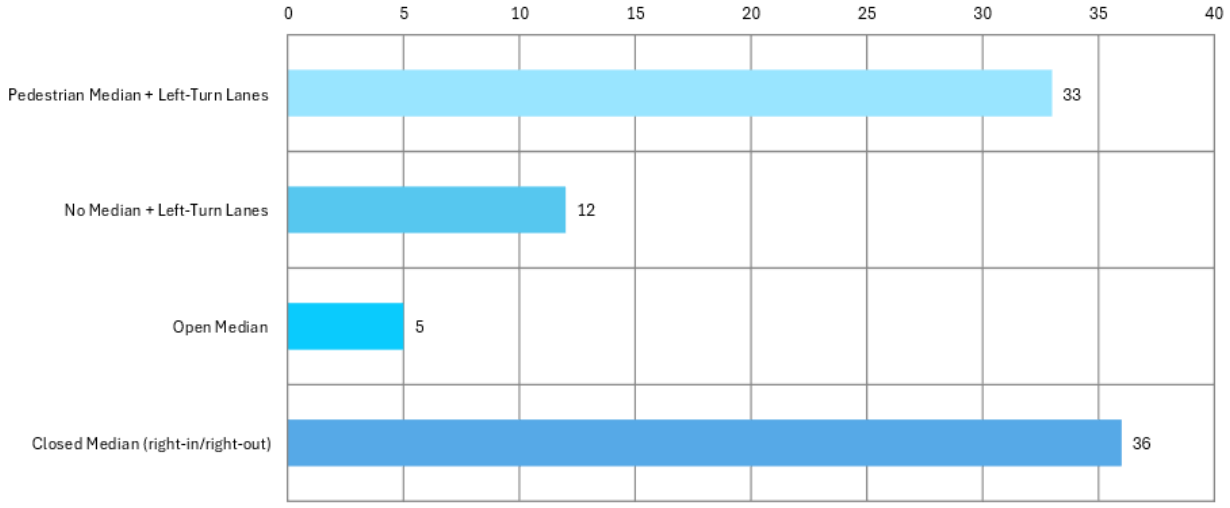
Closed Median: 41

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?



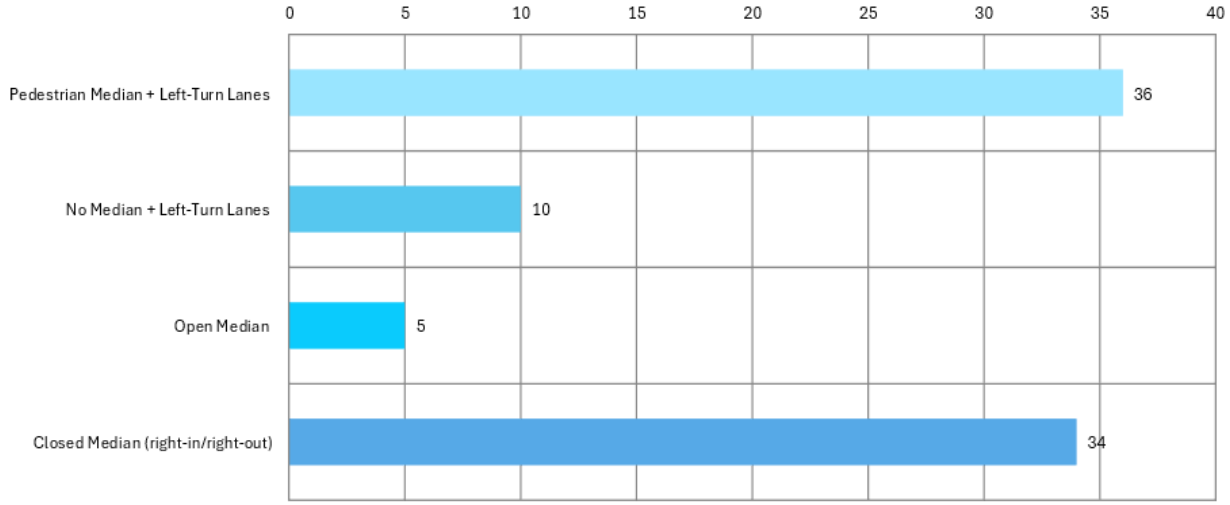
Closed Median: 36

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?



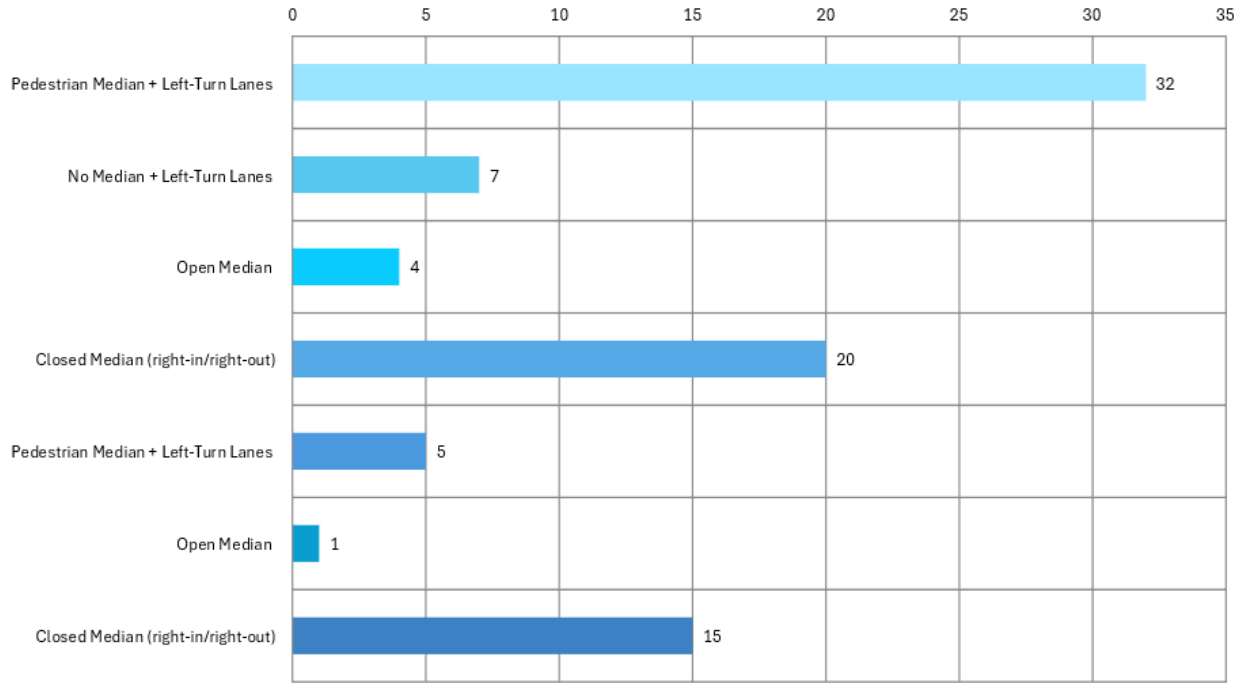
Pedestrian Median + Left-Turn Lanes: 36

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

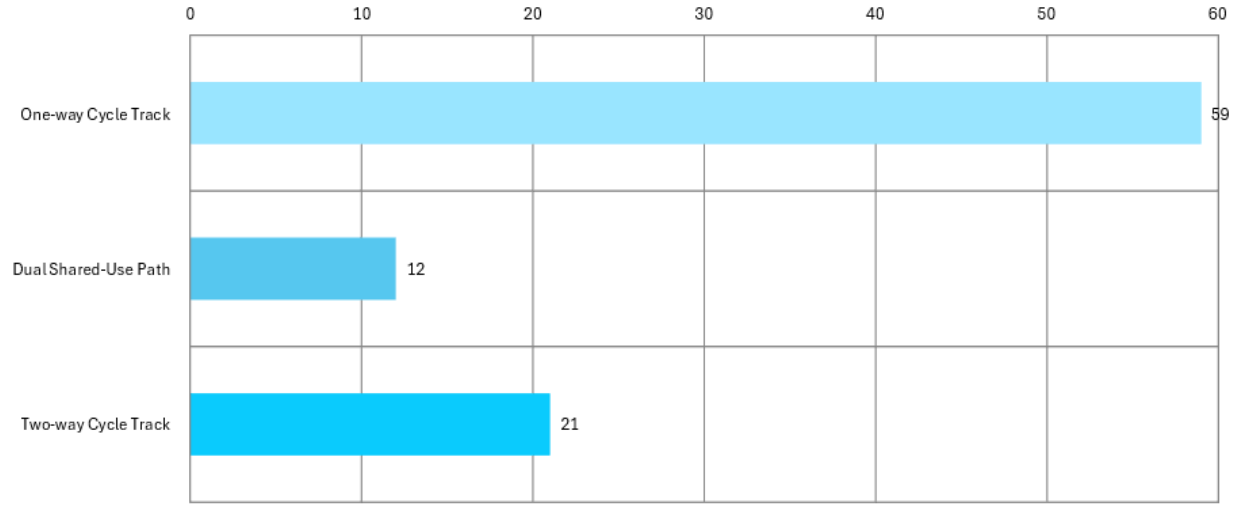
Closed Median: 35

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)?

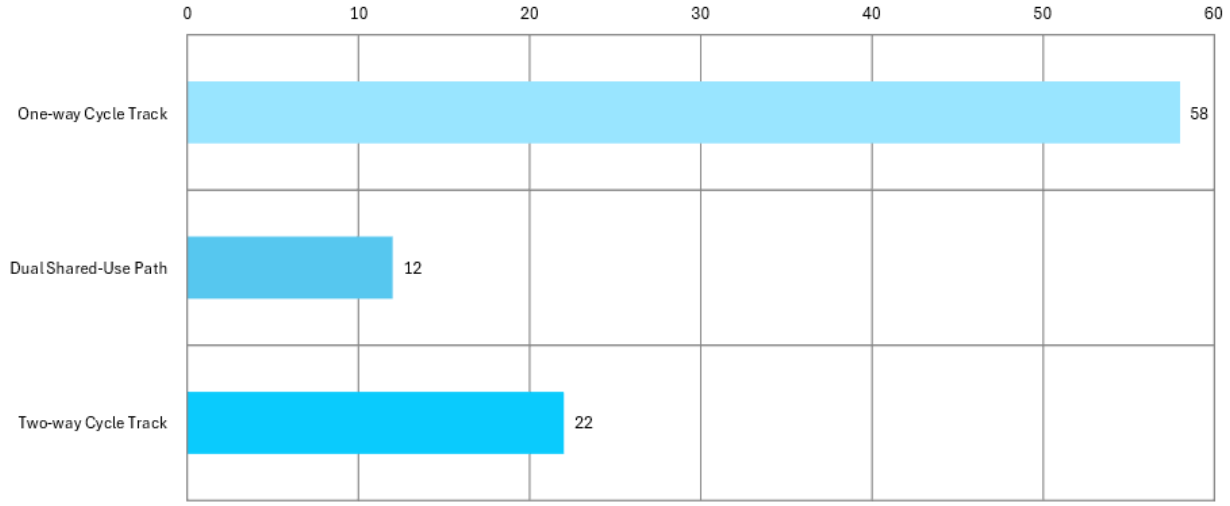


One-way Cycle Track: 59

Two-way Cycle Track: 21

Dual Shared-Use Path: 12

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

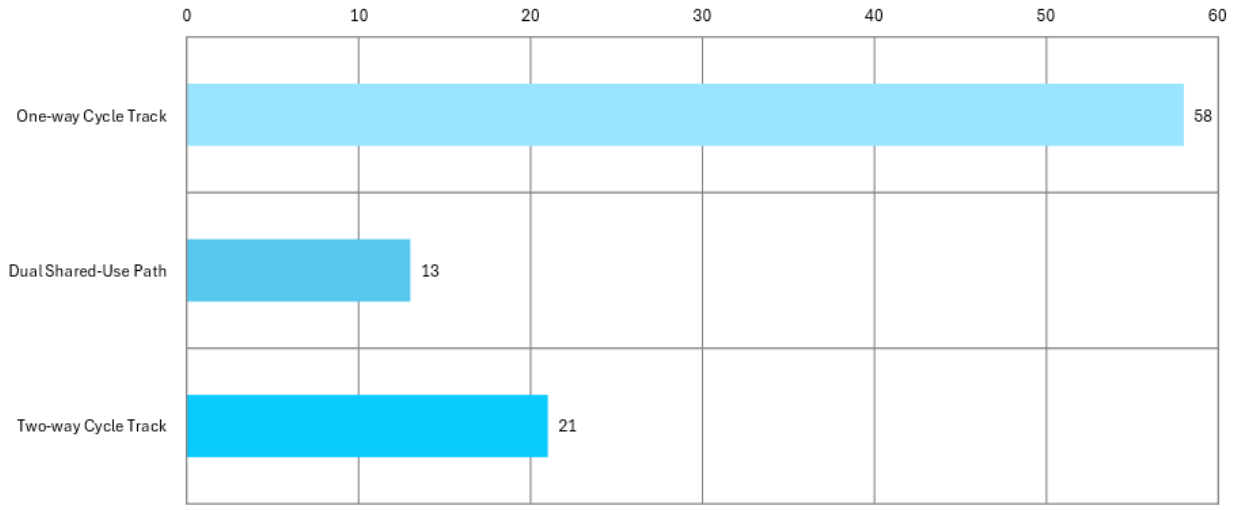


One-way Cycle Track: 58

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

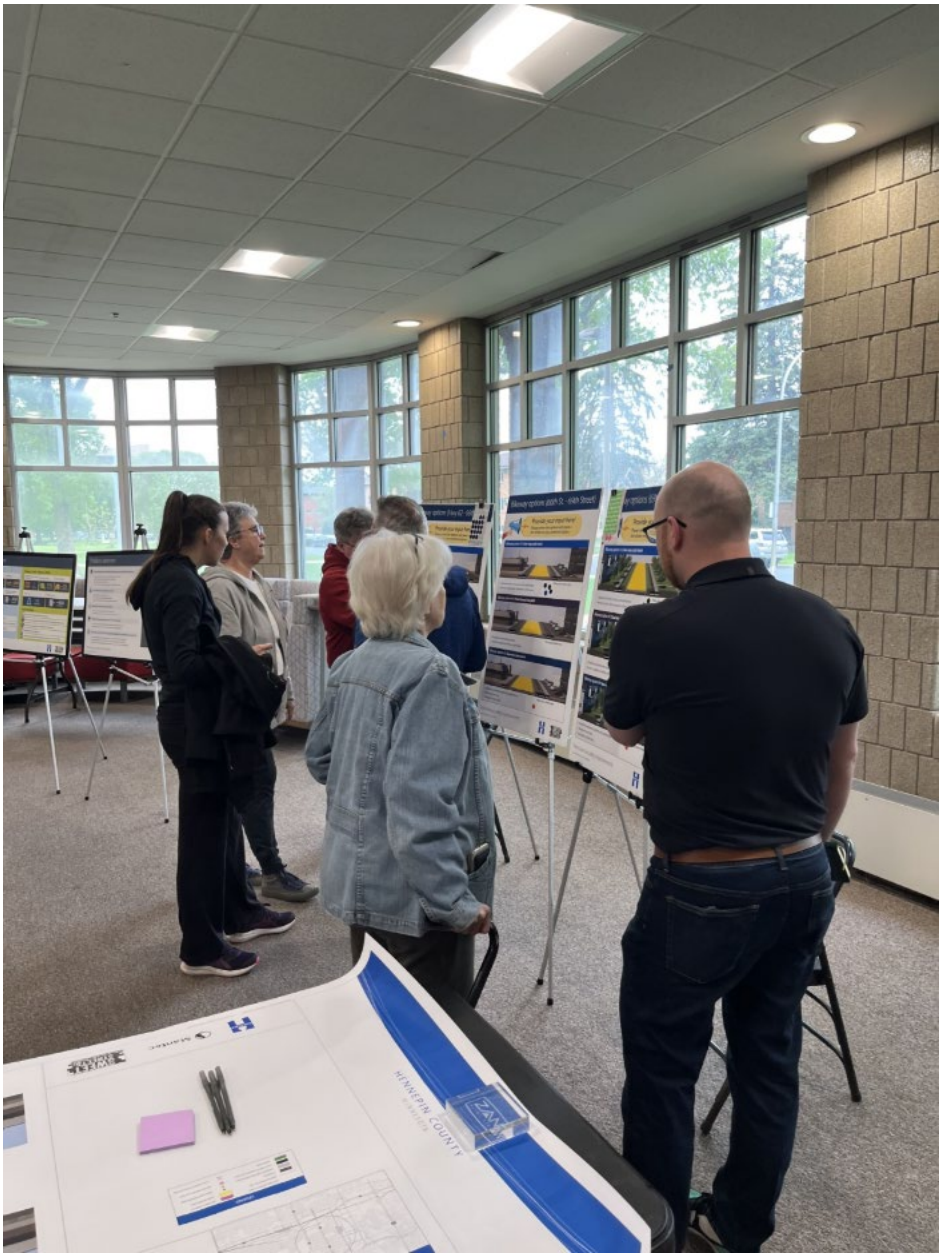
Attendees were invited to leave open-ended feedback on a roll plot of initial parking and bikeway layout between 65th and 69th and on project comment cards. The following are comments submitted at the event:

- 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.

Bikeway options	
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

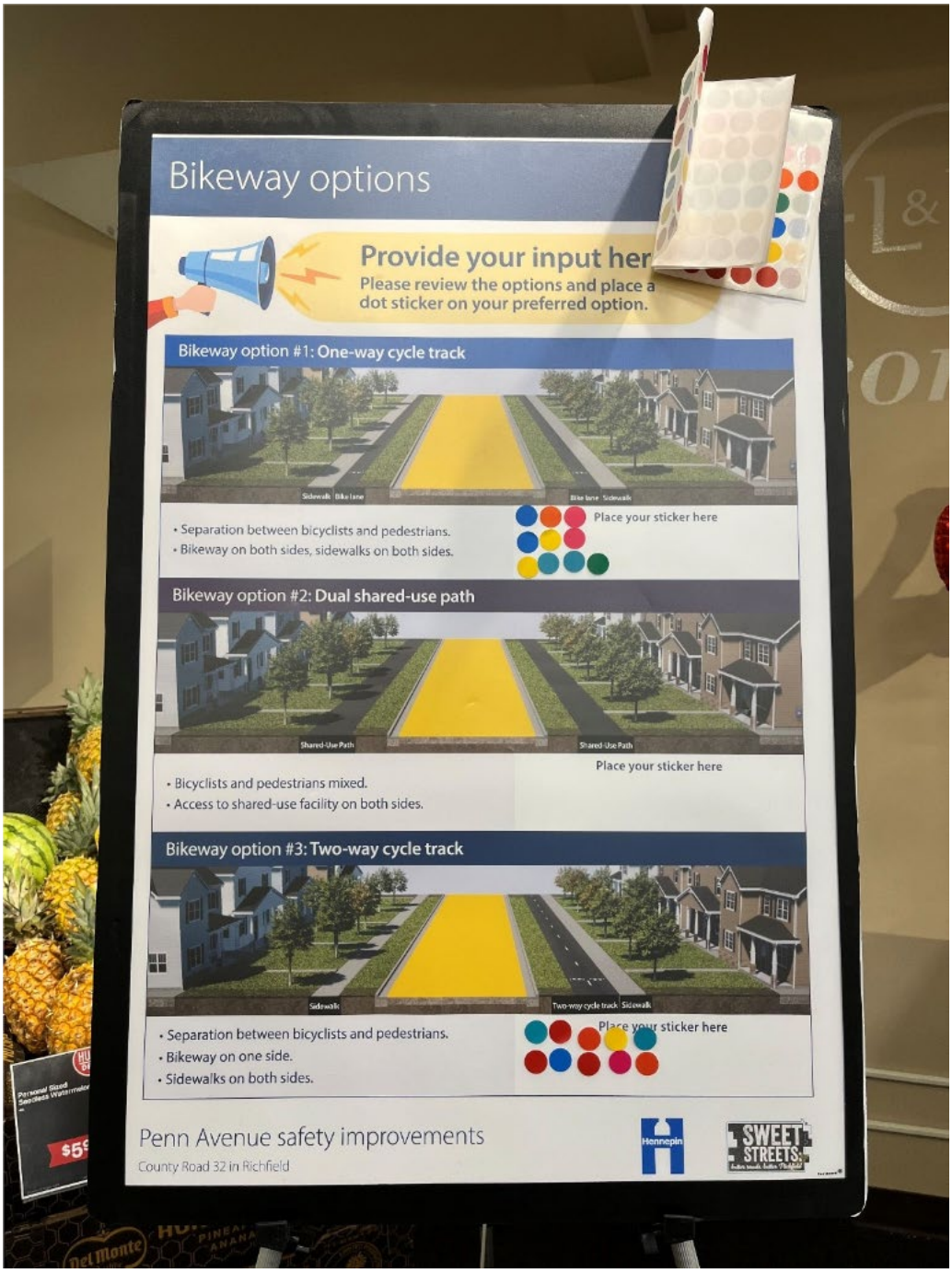
Comments

- 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.

HENNEPIN COUNTY

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CSAH 32 - PENN AVENUE SAFETY IMPROVEMENTS

HENNEPIN COUNTY PROJECT 2120700
CITY OF ROGERS, HENNEPIN COUNTY, MINNESOTA
PRELIMINARY DRAFT

PREFERRED ALTERNATIVE

PRELIMINARY
NOT FOR CONSTRUCTION
AUGUST 2, 2021

VICINITY MAP

W 139TH ST
W 137TH ST
W 135TH ST
W 133RD ST
W 131ST ST
W 129TH ST
W 127TH ST
W 125TH ST
W 123RD ST
W 121ST ST
W 119TH ST
W 117TH ST
W 115TH ST
W 113TH ST
W 111TH ST
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W 5TH ST
W 3RD ST
W 1ST

Transportation Commission Meeting 8/5/2026
Agenda Section: Regular Business
Agenda Item: 5.c.

Report Prepared By:
Matt Hardegger, Transportation Engineer

Department Director:

Item for Consideration:
Comprehensive Plan Steering Committee Member Appointment

EXECUTIVE SUMMARY
At the July 1 meeting, two commissioners expressed interest in the steering committee role (Commissioners Straub and Kubista). Commissioners will select one individual to represent the Commission on the steering committee.

RECOMMENDED ACTION
Select a Commission member to serve on a Comprehensive Plan Steering Committee for the Richfield 2050 Plan.

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
None

Transportation Commission Meeting 8/5/2026
Agenda Section: Other Business
Agenda Item: 9.a.

Report Prepared By:
Matt Hardegger, Transportation Engineer

Department Director:

Item for Consideration:
Reschedule Bike Tour

EXECUTIVE SUMMARY
The bike tour scheduled for July 29th was cancelled due to weather. The September 2nd regular meeting could be converted to a bike tour, otherwise a different Wednesday in late August or September could be used either in lieu of the regular meeting or in addition to it.

RECOMMENDED ACTION

HISTORICAL CONTEXT

EQUITABLE OR STRATEGIC CONSIDERATIONS OR IMPACTS

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

CRITICAL TIMING ISSUES

FINANCIAL IMPACT

LEGAL CONSIDERATIONS

ALTERNATIVE RECOMMENDATION(S)

ATTACHMENTS
None