

Meeting Summary

Public Open House 12/12/2018 – 4:00 to 7:00 PM

Richfield Municipal Center

65th Street Reconstruction Project- Phase 1

Meeting Purpose

The intent of this open house was to share the purpose of the 65th Street reconstruction project, its goals and objectives, and solicit public input. This open house was geared toward building a common understanding of current conditions and opportunities.

Meeting Notice

- Approximately 2800 invitations were mailed to the property owners in the Richfield area between 35W and Portland Avenue from Hwy 62 to 68th Street
- Posted on the City's website calendar
- Sweet Streets website updated with project information
- Open House "Facebook event" was created on the Sweet Streets page and shared on the City's main Facebook page
- Newspaper ad
- Lawn signs posted along 65th Street
- Invitations delivered to local businesses
- Displayed on the electronic message board outside of City Hall and the Ice Arena
- 1 week online virtual open house

Richfield Public Attendees

Approximately forty (40) residents attended the Open House.

Materials Presented

The material was displayed in a format that allowed attendees the opportunity to view and visit with project staff at their leisure. Materials included:

- Several boards with information on project overview, goals and objectives, related plans and policies, and community context
- Two large aerial maps of the corridor, with the opportunity to discuss and provide comments
- Surveys and comment cards to solicit input from participants

Public Response

Public input was collected through discussions with staff and through surveys and comment cards. Forty-six (46) comments were received. The following summarized the most frequently mentioned themes in the public comments collected:

- Safe and improved pedestrian and bicycle facilities (12 mentions)
- Improvement of the 65th and railroad tracks crossing (8 mentions)
- Shopping/beautification of the HUB property (7 mentions)
- Sidewalks on both sides of 65th Street (6 mentions)
- No or minimal private property impacts to adjacent properties (4 mentions)
- Access concerns during construction especially 65th and Grand Avenue (3 mentions)
- Access to 65th Street from the north neighborhood/reconnecting the grid (3 mentions)
- On-street parking (3 mentions)

OPEN HOUSE #1 COMMENTS:

Activities you engage in along 65th and current mode of travel:

- Shopping - Auto
- Access Hwy 62 - Auto
- Shop at Walgreens/HUB/Caribou Coffee/Von Hansens, etc. - Auto
- Travel to destinations along 65th Street (x6)
- Travel along 65th Street to get somewhere else (x5)
- I am a nearby resident (x5)
- I am a nearby property owner (x2)
- I am a nearby business owner, employee, or student
- Walk to park on east side of Nicollet: Walk - High, Bus - Low, Bike - Medium, Truck - Low
- Shop at former grocer in HUB: Walk - High, Bus - Low, Bike - Medium, Truck - Low
- Shop at Von Hansen: Walk - High, Bus - Low, Bike - Medium, Truck - Low
- Shop at Michaels- Walk or Bus
- Shop at Dollar Tree store- Walk or Bus
- Bank at 65th and Nicollet- Walk or Bus

Please list out your PREFERRED mode of travel for the activities you engage in along the corridor:

- Walking to each site is preferred, but I use the route daily to exit my neighborhood as well to get to work. I never use Nicollet to exit the neighborhood but use Pillsbury to 65th multiple times daily for vehicular transport and then when I am home I use it for walking to nearby shopping.
- Auto
- Access Hwy 62 - Auto
- Shop at Walgreens/HUB/Caribou Coffee/Von Hanson's, etc. - Auto

Think about the barriers or concerns you have that keep you from using any of the modes of transportation for your activities along 65th St. Please describe these barriers or concerns:

- Supporting high-quality Hub redevelopment
- Signal timing or location- trying to get across 65th and Nicollet (x2)
- Traffic safety/distracted driving/speeds/congestion (x7)
- Train crossing concerns
- Presence of parking on corridor
- Lane width (x2)
- Pavement condition (x3)
- Pedestrian safety and accessibility (x6)
- Bicycle safety and accessibility (x4)
- Corridor Appearance (x5)
- Impact on adjacent users (x2)

- I live quite close to this corridor and would love for it to be very walkable and stroller friendly. Currently, I only walk with my daughter when it is great weather and less busy time of day. If the sidewalks were improved and easy to navigate I would walk this direction often.
- I would love to see sidewalks on both sides of the street set back far enough from traffic.
- That the corridor seems to be a back entry at this point. Making sure the Hub keeps an open footprint is critical to your success.
- Sidewalks are a foot higher than the street, when you fall, you could go into the street. Will you keep the trees? Bikes on walking sidewalks, not enough room.
- Cul-de-sacs instead of streets to 65th Street.
- Sidewalks 1 foot above street
- I'm unsure where the conversations stand around potential revitalization of the HUB shopping center. If possible, it would be great if this road work could be discussed alongside that project to ensure a cohesive end result.
- The sidewalks are narrow, close to the street traffic and often not plowed. They are not pedestrian friendly in many areas, particularly from Pillsbury westward to Lyndale.
- Often, the stop sign at the train tracks is not heeded by vehicles and they often completely miss the intersection. The area also looks run down as the train tracks are not maintained. The land has very high grass in the summer, is strewn with trash, and has glass debris preventing me from walking the dog over the tracks without carrying.
- In the winter, when going south on Pillsbury onto 65th the roadway is often dangerously slippery. The slope of the road has caused several close calls of vehicles being unable to stop and potentially sliding onto the oncoming traffic of 65th.
- The City needs to enforce the train company to maintain the track area. It is a visual detractor on the area that gives a poor impression.
- I am concerned about access to the neighborhood to the north of 65th. There is already very limited access via Pleasant Ave and if the exit onto 65th from Pillsbury is removed the area will become very difficult to get in/out of.
- Lack of sidewalk on south side of 65th St is a major barrier. Not being able to walk or bike to the street grid to the north of 65th is also a barrier for pedestrians in those neighborhoods to reach the Hub.
- Other: the lack of on-street parking should be remedied. Provide on-street parking on both sides of Nicollet.
- Other: Providing on-street parking can be a boon to private redevelopment, as those future uses can be developed in a denser pattern without the need for (as much) underground parking, which is prohibitively costly.

If you had to pick a top priority for what should be addressed as part of the project, what would it be?

- Walkability/Safety
- Better and increased pedestrian crossings. However, I would also stress the need to keep the residential neighborhood to the north connected by allowing some access to 65th.

- I would hope that provision will be made for bicycle traffic/pedestrian access throughout. My ideal would be a separated bike lane, as space allows, with 2 lanes for vehicle traffic. I don't think it would necessitate a turn lane (3 lane design ala Penn and Portland Avenue).
- I would like to see the street grid to the north of 65th St reconnected as much as possible. Separating and dead-ending these blocks was a huge mistake of the 70's/80's (?) and should be corrected. Dead-ends and cul-de-sacs are not in keeping with Richfield's urban street grid and historic character. These streets are formerly connected with 65th St before it was widened/rerouted around the Hub expansion. At a minimum, Pillsbury Ave should be reconnected for two-way traffic since it isn't fully disconnected today. Wentworth and Blaisdell Avenues should be reconnected as well.
- Add sidewalk on the south side of 65th Street.
- Add as much on-street parking as possible. On Nicollet, any curbside space that is not used as a bus stop should be converted to on-street parking on both sides of the street. On 65th Street, any on-street parking would be very helpful to the Richfield Clinic and future Partnership Academy School.
- I would rank pedestrians, transit, and on-street parking (in that order) above bike lanes for this section of 65th Street. I am very pro-bike lanes, but we just added high quality bicycle path to 66th Street- it does not make sense to add this duplicative route spaced so closely to 66th. 64th Street would make much more sense as a secondary bicycle route in this area of Richfield. I cannot think of places even Minneapolis that have two 2-way bicycle lanes/trails on streets that are just 300 feet apart.
- Creating a truly urban street that supports growth of our downtown. Check out Park Commons Drive in St. Louis Park. Excellent precedent street, one block off Excelsior
- Beautification- put in money so the Hub does likewise.
- Put in another grocery store

POST-IT NOTE COMMENTS ON AERIAL MAP:

- Remove stop signs at 65th and RR Tracks, in favor of flashing lights like 66th
- In winter, sidewalk by Lifetime is always shaded and therefore icy or lumpy. Could sand (not salt) be thrown down or...have heating under this block of sidewalk?
- Add bike crossover at 64th and RR tracks, Make 64th a bikeway over to Veteran's Park
- Minimizing Grand/65th closure as 64th/Lyndale access is difficult
- Move EB stop sign on 65th west of pleasant to the west side of the intersection w/ a yield sign for tracks like you have for the WB traffic.
- On-street parking for apartments between Pleasant and Grand
- No on-street parking for apartments between Pleasant and Grand
- Add the rapid flash lights to the crosswalk at 65th and E. Pleasant
- Consider 2-way traffic for access during construction (On East Pleasant from 65th to 64th Street)
- Flashing lights for ped crossing by RR tracks
- (*) comment to agree with flashing lights for ped crossing by RR tracks

- Whatever is done, don't take out homes
- Sidewalks on both sides
- I concur with sidewalks on both sides
- Larger walkways and open spaces on Hub side for better view/welcome to shopping center
- On-street parking please, especially south side (at HUB along 65th)
- Re-connect these streets, right in, right out at least (Blaisdell and Wentworth Avenues to 65th Street)
- I like the interest of having the curved street
- I agree to having the curved street
- More obvious pedestrian crossing (at 65th and RR tracks)
- Improved access across 65th would encourage apartment dwellers on the north side of 65th to walk to the shopping center on the south side
- Will 65th have periodic closures?
- Limiting closures of 65th street is important since the neighborhood already has limited "entry & exit points"
- Curb cut-out for wheelchair on Nicollet by Park
- Keep 65th Street 4 lanes, don't narrow roadway
- Sidewalks on both sides
- Will you save the trees? 😊
- Concern of CP Energy meters in basements (could this be addressed with neighborhood work?)
- Will homes be lost? What areas will have restricted access? Will this result in additional limited access corridors? (See University Ave as an example)
- This stop sign gets ignored a lot going west bound by the rail road tracks.
- Bikes and use of sidewalks
- Street sidewalks are 1 foot above streets
- Ped crossings at RR tracks? Kids use to get to busses
- No restriction for turning from Grand to 65th
- Prior to projects 1) What is the current profit margin for business? 2) What is projected change in profit margins? 3) To what degree will business rebound?