

65th Street Reconstruction

Virtual Open House #4 Summary

Time/Date: Mon, April 20 – Mon, April 27, 2020

Meeting Format

Virtual open house #4 included project information slides that meeting attendees could review on their own time and provide feedback by using the comment button feature on the site. The virtual meeting also included an online survey, an interactive feedback map of the layout, and a PDF version of the full preliminary engineering layout. The virtual open house was available through a standalone website (www.65streetreconstruction.com) and was advertised via the City's Sweet Streets website and Facebook page, an ad in *The Sun Current*, and postcard mailers. Individual calls were made to nearby senior living facilities, apartments, and condos to notify residents of the open house and identify if they preferred materials in another format. Overall online interactions are summarized below:

- **Attendees:** 177 unique website views
- **Survey responses:** 77
- **Interactive map responses:** 21
- **Website comments:** 17
- **Postcards sent to neighborhoods around the corridor:** 2,479
- **Sweet Streets signs with open house information posted along the corridor:** 8
- **Changeable message signs** at City Hall and Veterans Park that ran from April 17 – 27.
- **City of Richfield Facebook page:** 5 unique posts
- **Sweet Streets Facebook page:** 4 unique posts

Meeting Purpose

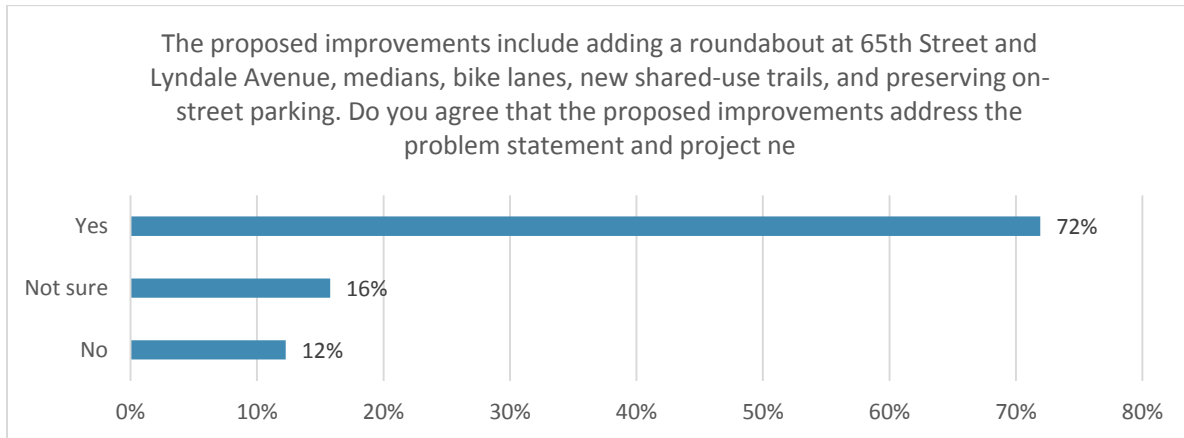
- Provide information about the project including the project overview, City's goals for the project, schedule, and ways to engage
- Share the proposed improvements and solicit feedback on the updated layout

Comment Summary

1. Online Survey

Below are the online survey questions and participant responses. Questions 2 and 3 were open-ended. Similar comments received are summarized together and items in **bold** were made the most frequently.

Question 1:



Question 2: Do you have any comments regarding the proposed improvements capturing the problem statement and project needs?

Multimodal Safety

- Need for a speed limit to be set heading west on 65th St toward the post office; drivers round the curve too fast; many people cross at the post office to go to and from the lake; address with a dedicated cross walk
- Despite the current stop sign at 65th and Pleasant, there is excessive speeding on 65th; with no stop between Lyndale and Nicollet in the current plan, what is going to prevent even faster traffic? Perhaps the new 65th and Pillsbury Ave intersection should be a 4-way stop.
- Need for better lighting and to make it safe.
- If traffic is required to STOP at pedestrian crosswalks, why is the light yellow instead of red? For many motorists, a blinking yellow light means “hurry up and get through before it turns red.” The result for pedestrians is that cars don’t slow down or stop, they speed through.

Pedestrian and Bicycle Improvements

- **Buffer the bike lanes on the Lyndale portion like on 70th St; this gives young and new riders more space to safely cycle**
- **The proposed trail on 65th should be widened to 10’ or 12’; ensure the trail accommodates cyclists in both directions and pedestrians**
- In favor of sidewalk improvements
- In favor of a bike lane or shared trail like 66th Street
- Love the addition of a trail and Lyndale bike lanes

Greening

- Will trees be part of the landscaping on 65th?

Vehicle Storage

- In favor of increased vehicle parking

Traffic Control

- **In favor of a roundabout:**
 - o Add another roundabout; concerned about traffic back-ups during the morning and evening commutes on Lyndale
 - o Love the roundabout idea and connection to Richfield Lake
- **Not in favor of a roundabout:**
 - o Don't see enough traffic on 65th/Lyndale to warrant another roundabout
 - o Limit roundabouts; they are not good for pedestrians
 - o Heavy traffic on Lyndale and much lighter traffic on 65th means a round-about will make it very difficult to cross Lyndale. Aren't there other solutions than a round-about?
 - o Too many roundabouts on Lyndale already, and despite your claims, they are NOT pedestrian friendly.
 - o **Many, many seniors live in this area and roundabouts are difficult to navigate,** especially for those who are blind or disabled and use walkers. Feel there are too many roundabouts on Lyndale. Concern for seniors and how they will cross Lyndale Avenue to get to businesses or medical appointments.
 - o I do not think roundabouts are the answer. If one is put in on 65th and Lyndale that will make it 5 in a row. People are confused with the ones by Wood Lake. You can't make a left from the one by the VFW.
 - o I am a bit concerned about a roundabout at 65th and Lyndale. The roundabouts at larger intersections work well, 66th at Lyndale, Nicollet, Portland. The smaller roundabouts like 68th and Lyndale and 70th and Lyndale I think are very poor. They are too small for the space. Will 65th and Lyndale be large enough?
- The traffic flow from Hwy 62 is problematic. Currently a stoplight stops traffic, allowing east/westbound traffic and pedestrians to cross. High traffic volumes from the freeway system may cause safety issues.
- Need to examine rush hour traffic at existing roundabouts to understand how a roundabout at 65th St/Lyndale will operate regularly
- Concern about the entrances and exits near the roundabout from both Wendy's and the liquor store; ensure that they are safe for drivers and pedestrians

65th St/Pillsbury

- **In favor of keeping the cul-de-sacs north of 65th St:**
 - o Disagree with changing the intersection of 65th/Pillsbury to be two-way traffic with a direct connection from the HUB. this will create non-neighborhood traffic to flow into the neighborhood as a way around the light at Nicollet. I would look to add Speed bumps or some other means of slowing cars down.
 - o Would like Pillsbury Ave to remain one-way (southbound) only; don't see a reason to open up the neighborhood to traffic cutting through in an attempt to avoid busier commercial streets
 - o Do not feel that a through street at Pillsbury and 65th is needed. This will only increase apartment traffic flow through the neighborhood. Suggest that Pleasant becomes a two-way street.
 - o Need to pay more attention to the concerns listed about the 65th and Pillsbury intersection

- From the community input you listed it looks like the neighborhood is not in favor of connecting the cul-de-sacs north of the Hub. The plan indicates that there will be access. I think this is a mistake and would increase undesirable traffic on those side streets. Those neighborhoods are easily accessed by 64th for emergency vehicles. And limiting access has proven beneficial on such roads as 76th street.

Construction Staging

- How will people access Richfield Medical Group during the construction on 65th Street? The access from Lyndale was closed due to the addition of the day care center next door.

Questions 3: Anything else you'd like the project team to know?

- **In favor of the proposed improvements:**
 - This appears to be a well-thought out and integrated solution to address the needs of this community
 - 65th Street has needed these improvements for a long time. Over all the plan is excellent.
 - This appears to align nicely with recent reconstruction updates, including similar upgrades and priority sets used on both Lyndale and 66th Street. In addition to the stated project needs, this should yield the added benefit of improving continuity and consistency of appearance throughout the greater corridor.
- Don't see a need for this project; the sidewalks are fine, and the roads are in okay shape
- I'm concerned that the improvements will be made before the redevelopment of The Hub is finalized and then it will be discovered that they aren't right or adequate for what's planned for the Hub.

Question 3: Anything else you'd like the project team to know?

Multimodal Safety

- Dangerous to cross 66th at Lyndale; even with the yellow flashing lights, the rate of cars stopping is inconsistent; the lights were more dependable
- Concern around reckless drivers speeding through the neighborhood. Consider making Pleasant a two-way street to divert flow of traffic. More young families/children are in the area. Consider this as a major safety concern.

Traffic Control

- **In favor of a roundabout:**
 - Roundabouts on Lyndale Ave and 66th Street have slowed traffic and met the needs of those of us who live in the area.
 - In favor of the roundabout at 65th/Lyndale; the light makes it my least favorite intersection in town (especially traveling east/west as the angle provides for people wandering over the lines in while waiting to turn constantly).
- Leave Woodlake Dr as a two-way street
- Don't see a final decision on whether the cul-de-sacs at 65th and Wentworth and 65th and Blaisdell will be opened to 65th Street.
- Need to eliminate the stop sign at 65th and the railroad tracks

- There is still disagreement about whether to reconnect the neighborhoods north of the HUB - not sure if the summary from previous sessions was unclear or if there are just conflicting opinions from the public but that will need to get resolved

65th St/Pillsbury

- **In favor of keeping the cul-de-sacs north of 65th St:**
 - o Do not open Pillsbury Ave to two-way traffic north of 65th St

Construction Staging

- Lynwood Flats only has one entrance to the parking lot and it is located on 65th Street between the post office and Lyndale. Will this be taken into consideration and is there a plan in place to make sure the people living in this apartment complex will have a route to get into the parking lot?
- Provide residents on Rae Dr with ample access during construction
- Concern about parking on Rae Dr; the apartment buildings do not have sufficient parking for tenant needs, forcing at least 15 tenants to park on the street. Parking by the former laundromat site might be a solution.
- How will the construction on 65th Street impact EMT access to Village Shores and Woodlake Point Condominiums, via Woodlake Drive?

Pedestrian and Bicycle Improvements

- Make the Lyndale Avenue lanes buffered, like the Lyndale lanes from 68th-61st and from 67th-70th. This will be safer for people biking.
- Need for consistency of sidewalks from Nicollet to Lyndale
- Consider widening boulevards on the north side of 65th to give a greater buffer between the residential apartments and traffic
- Supportive of the crossing over 65th by the villages to Richfield Lake
- It's hard to tell from the pictures and diagrams what the bike lane will be. Will it extend all the way to 66th street to connect with the bike lane there? Will it be a dual bike lane/walking path like on 66th or on the road like on Lyndale north of 65th? There really aren't any diagrams that include a key to show you what all the colored lines mean. That would be helpful.
- Is Lyndale going to get bike lanes and places to park? Experience issues crossing intersection of Lyndale and 63rd.

Transit Operations

- There's no mention of bus stops and how they might be enhanced. Prior to COVID-19, many people used the bus and it was often difficult, especially in the winter.

Greening and Stormwater Management

- How will 65th and Lyndale and 65th and Nicollet look? Will there be any landscaping with trees such as was done on 66th? It greatly enhances the appearance and air quality if there are trees.
- Is the new larger storm sewer pipe in a different location than the path from 65th St to Richfield Lake? Or, will that pathway change or be interrupted during construction?
- After adding the new larger storm sewer pipe, will you be replanting new trees?

- There are times when the pathway around Richfield Lake is completely covered with storm water and I can't walk on it.
- Current heavy water erosion in places on the Richfield Lake path.

General Feedback

- Thank you for the design work you have done for improving 65th Street. It makes this forgotten street more attractive, habitable and safer.
- I do not live in Richfield but commute to/from work from Minneapolis. This connection would greatly improve my trip, because I normally need to cross from Nicollet to Lyndale. It is currently a less than ideal part of my journey and I often feel unsafe.
- Are there redevelopment plans for The Hub that can be made public? Would like to know if a grocery store will replace Rainbow.

2. Online Feedback Map

Attendees could provide feedback on an interactive map of the project layout. Comments received are summarized by the type of pin associated with the comment (e.g. Business/Property Owner, Commuter, Resident, or Other Feedback). Items in **bold** were made the most frequently.

Business/Property Owner

- Having the Wendy's driveway inside the roundabout seems dangerous. Possible to work with Wendy's to get access via their other two driveways?
- Are two driveways into the liquor store on 65th needed? Won't the additional driveway reduce available parking and, with the driveway so close to the roundabout, cause some confusion?

Commuter

- **Supportive of the plan to add a sidewalk on the south side here. It's dicey walking to Pizza Luce.**
- Ensure paths/sidewalks around roundabout are 10' or more; bicyclists using Lyndale Avenue lanes will need to share them with people walking.
- Why does Lyndale expand out to 4 lanes when it goes back to 3 lanes on the other side of the interchange? Is it busier than Xerxes Ave or Penn Ave or Portland Avenue, all of which have or will soon have one through lane? Keep it three lanes all the way through.
- Need for a crosswalk across the north leg of Nicollet and 65th as well as the south leg. Right now, people in the apartment building would have to cross the street three times just to cross to the trail.
- This is the only access to the Lynwood Flats parking lot. Is there a plan in place to add another entrance to this lot while the street is torn up?
- Nicollet Ave is going to be repaved and striped by Hennepin County soon, correct? Can you ensure that connections to turn on/off of Nicollet are smooth and safe for bicyclists?
- Is there a reason the trail doesn't continue over Rae drive with a crosswalk, etc?

Resident

- **Not in favor of opening Pillsbury Avenue to northbound traffic.** Many residents park on (both sides of) the street, which doesn't leave enough room for 2-way traffic unless residential parking is reduced or banned. Since there are no sidewalks, all pedestrian traffic is on the street as well.

Residents do not want traffic cutting through our quiet neighborhood. Years ago, northbound access to Pillsbury from 65th was switched off at the request of residents, and the improvement has been tremendous. Please do not implement this poorly thought out idea.

- Need for a designated turn lane on northbound Lyndale Ave for accessing Lyndale Station to help facilitate traffic flow.
- With 7 different street and parking lot turn-ins between Grand Ave and E Pleasant, why is there no middle turn lane in the plans here?
 - Do not add more left turn lanes; it's OK if cars slow down momentarily -- it will make the street safer. Through traffic has 66th a few hundred feet away.
- The majority of traffic coming from 65th towards 66th turns right onto 66th. It would facilitate traffic flow if there were a designated right turn only lane striped in here, so traffic doesn't back up behind vehicles waiting at the light to go straight.
- Supportive of restoring Pillsbury to the way it used to be: two-way access to 65th. But don't want to have speeding cars cut through. Add bumpouts, speed tables, etc to make sure any through cars are slow and respectful.
 - See no added benefit to opening Pillsbury to two-way traffic at 65th St; do see a big negative. Concern that it will bring extra traffic through the neighborhood as people try to avoid the light ahead at Nicollet.
- **Concern that there is no change to this intersection in the plans. There are 4 entry and exit roads coming into Lyndale all at the same point (e.g. Vet/Liquor store, Lakewinds, Lyn 65/Strip Mall, Lyndale Plaza)** Its dangerous; I have been almost clipped and hit by other turners often and no one knows who has the right of way because this is such a novel intersection. Concern that with more constant traffic in a roundabout (no created pauses in traffic) that it will be much harder to cross Lyndale from one of these inlets, especially since you cannot go north on Lyndale from Lakewinds' north traffic entrance.

Other Feedback

- How about bike access to 65th? (shown at 65th/Grand)
- **How about bike access to 65th? (shown at 65th/Wentworth)**
- **How about bike access to 65th? (shown at 65th/Blaisdell)**
- **The trail should continue down this short block to connect to 66th, and to help people who want to walk between Richfield Lake and Wood Lake (shown at 65th/Rae Dr)**
- Love this mid-block crossing! (shown near 65th/Wentworth)

3. Website

Virtual meeting attendees had the ability to provide feedback on any of the slides by using the comment button feature. Comments received are summarized by topic below and items in **bold** were made most frequently.

Traffic Control

- I strongly agree with removing the stop sign at the 65th St. railroad crossing. This is a pinch point that slows traffic and causes extra noise as people zoom away. I hope 65th St will be one lane in each direction with a left turn lane instead of the current two lanes in each direction. Please, no parking on 65th between Nicollet and Lyndale. Thanks for the bike lanes.

- In favor of a roundabout
 - o I think a roundabout at the corner of 65th and Lyndale would be a great decision. That intersection has been a huge bottleneck to my commute. I find myself stopped at that intersection about every time I approach it.
- Not in favor of a roundabout
- There's a need to reduce the amount of horn honking at roundabouts. I've observed that drivers are honking their horns not to promote safety, but to admonish other drivers whom they believe are not driving quickly enough through a roundabout. I believe such horn honking violates a Minnesota's statute. Perhaps, the City could educate drivers about the appropriate time to honk.

Pedestrian and Bicycle Improvements

- **Make the trail along 65th Street at least 10 feet wide**, rather than the proposed 8 feet. Bicyclists will need to share this space. This is unlike 76th Street or Portland Avenue where there is also an on-street option, and the trail is supplemental.
- **Make the bike lanes on Lyndale Avenue buffered bike lanes** like those on 70th Street to give kids and other vulnerable users some safe breathing room when riding bikes

Stormwater Management

- Concern around how the larger storm pipes for run-off will affect the level of Richfield Lake where there is also danger of flooding the trails which, even now, are under water.

Neighborhood Access

The comments about the intersection of 65th and Pillsbury are not clear. Reconnecting the grid doesn't clearly describe the type of intersection. Could you clarify this for me?

Other Feedback

- Please consider those who are blind and/or deaf in any of your designs as well as those who use wheel chairs. In my Richfield senior community, there are many who have disabilities and must find save ways to navigate the streets and sidewalks.
- The graphic on the Plans and Policies page indicates that a Richfield Hub Redevelopment plans may be found on the Sweet Streets page. Unfortunately, I could not find any information on the Sweet Streets page regarding plans related to the Richfield Hub Redevelopment. Can you provide information about the Hub redevelopment?
- I just reviewed the two options for HUB redevelopment. My vote is for OPTION A. This area of Richfield needs a nice retail and restaurant location for people already living in the area to walk, bike, or drive to and enjoy. Opportunity to upgrade from fast food and takeouts -- Richfield DOES NOT need to add to the residential population in this area with OPTION B which will also bring increased traffic -- which again is NOT NEEDED!!
- I reviewed the plans for the Hub redevelopment project and I prefer option A. The reasons for my vote is that we don't want Richfield to turn into a big city feel. The reason I moved to Richfield was that it's close to the city but feels like a suburb with green space and not a lot of traffic. By keeping the development more retail, restaurants and walk and bike friendly for the locals. Too many housing developments turns us into a city feel instead.