



Open House 2 Summary

AUGUST 4, 2020 | DRAFT

Overview

As part of the Penn Avenue Corridor Study, the City of Richfield and Hennepin County held a virtual open house to evaluate potential improvements on Penn Avenue between Hwy 62 and 68th Street. The virtual open house followed a first open house where we heard about the problems on Penn Avenue. There will be a third open house this fall where we will gather feedback on alternative designs for Penn Avenue.



[The virtual open house](#) was open from July 6 to July 13, 2020 and included four short surveys and an interactive map. Below are the prompts and the number of unique comments for each survey and the interactive map.

Tool	Description	Count
What we've heard survey	Do the issues and opportunities listed provide a fair picture of Penn Avenue?	33 responses
Problem statement survey	Does the problem statement accurately reflect how you view Penn Avenue?	42 responses
Toolbox survey	Which improvements would you like to see used on Penn Avenue?	35 responses
Interactive map	Place potential tools on a map of Penn Avenue where they would like to see improvements	68 tool icons added 91 comments
Open ended survey	Do you have any other feedback?	11 responses



Promotion

The open house was promoted through multiple methods to reach a broad cross-section of the community. The following table shows the meeting promotions.

Promotion
Postcard to 2,700 properties from 70th Street to Hwy 62 and from Xerxes Avenue to I-35W
Social media posts by the City of Richfield (Facebook, Twitter, Sweet Streets website)
Postcard distributed to storefront business on Penn Avenue between Hwy 62 and 68th Avenue
Email to City of Richfield Council Members
Email to City of Richfield Sweet Streets Subscribers
Email to Hennepin County Transportation Subscribers
Shared link to open house with businesses/public groups
Post on city's message board at city hall
Sweet Streets lawn signs on Penn Avenue
Post on city's online calendar

Highlights

The following are the key findings from the virtual open house's online surveys and interactive map.



Many people want **safe pedestrian crossings**. Every Penn Avenue intersection in the study corridor was acknowledged as needing pedestrian crossing improvements.



Improved sidewalks and boulevards were a popular request for the entire Penn Avenue corridor. People said the existing facilities are in poor condition or are too close to the road.



Many people want **streetscape improvements** that improve the look of Penn Avenue and add more greenery. People said that the existing road is in poor condition and has too much pavement.



Many said that **bike lanes** are needed throughout the corridor, but there was disagreement on what type of bicycle facility would be best to use on Penn Avenue. Some people requested better bike crossings at problem intersection such as the trail crossing south of Hwy 62.





Many people said a **road diet** (decreasing the number of vehicle through lanes) would allow traffic to keep moving and make left turns easier to and from Penn Avenue.



Several people requested **on-street parking** on Penn Avenue to help access destinations such as the businesses south of 66th Street and the businesses near the intersection at 63rd Street.



There was disagreement about **roundabouts** on Penn Avenue with some people requesting them at problem intersections like 66th Street or 65th Street, while others were opposed to adding any roundabouts.



Most people agreed that the issues and opportunities listed on the virtual open house provide a fair picture of Penn Avenue and that the problem statement accurately reflects the state of Penn Avenue.

Summary

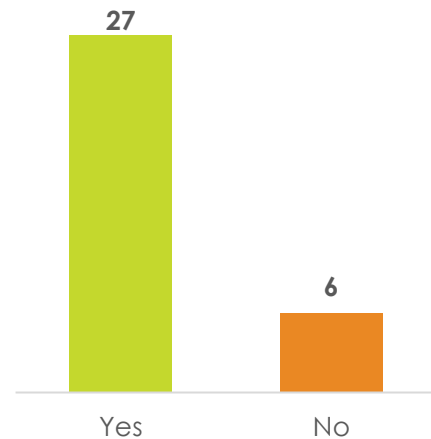
Below is a summary of the comments from open house participants submitted through the online surveys and interactive map. Additionally, a few people also submitted comments directly to project staff.

What We've Heard Survey

Twenty-seven out of 33 people (82%) who responded to the survey agree that the issues and opportunities on [the virtual open house](#) provide a fair picture of Penn Avenue. Several people who agreed echoed that the poor condition of the sidewalks and roadway makes for an unsafe and unattractive place for all road users or agreed that turning on and off Penn Avenue feels unsafe.

A couple of people who disagreed that the issues and opportunities provide a fair picture said that they would also add that the phone and power lines need to be less prominent or that there should be more emphasis on improving the look of the buildings along the road.

Do the issues and opportunities listed provide a fair picture of Penn Avenue?

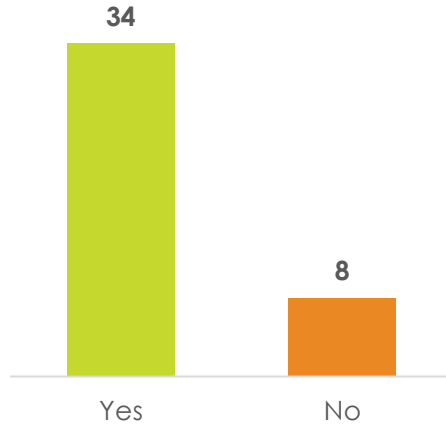


Problem Statement Survey

Thirty-four out of 42 people (81%) who responded to the survey agree that the problem statement on [the virtual open house](#) reflects how they view Penn Avenue. A few people said that that the problem statement does a good job of capturing the issues faced by drivers turning on and off Penn Avenue as well as the issues faced by walkers, bikers and transit users.

Of the people who disagreed, a few said they would like to see more emphasis on improving the properties surrounding Penn Avenue. A couple of people said the problem needs to be more centered on vehicle users by either adding more vehicle lanes or more parking.

Does the problem statement accurately reflect how you view Penn Avenue?

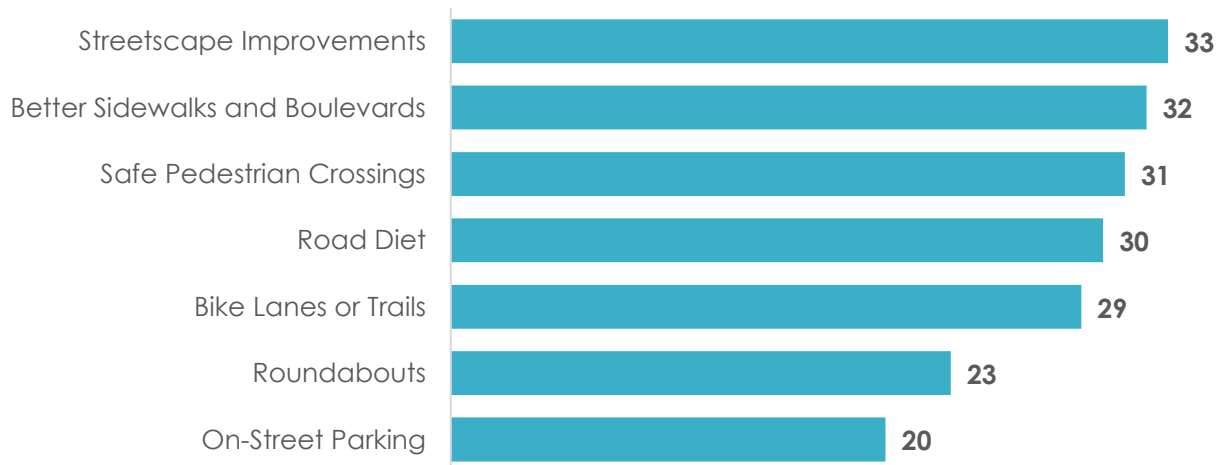


Toolbox Survey

Thirty-five people responded to the toolbox survey asking which improvements they would like to see used on Penn Avenue. Respondents could select any of the seven improvements listed in the figure below and were able to select more than one. Most people would like to see streetscape improvements (94%), better sidewalks and boulevards (91%), safe pedestrian crossings (89%), a road diet (86%) and bike lanes or trails (83%). Fewer respondents said they would like to see roundabouts (66%) or on-street parking (57%).

Some respondents provided feedback that supports more green space and the use of traffic calming measures. A couple of people said they dislike roundabouts or do not want to see a reduction in the number of vehicle lanes because it will slow traffic.

Which improvements would you like to see used on Penn Avenue?



Interactive Map

There were 68 tool icons added to the online interactive map. When people added icons, they were able to include a comment as well as comment on other existing icons. In total, there were 91 unique comments made on the online interactive map.



Suggested tools placed by respondents on the [interactive map](#)

Walking and Streetscape Improvements

Many people want to see safe pedestrian crossings throughout the corridor. Every intersection on Penn Avenue between Hwy 62 and 68th Street was mentioned at least once on the interactive map as needing pedestrian crossing improvements. People said that current intersections have a low priority on safe crossings for people walking across and along Penn Avenue. Some examples of comments include:

- *Hwy 62* – Several people want to see the three-legged crossing for the east-west trail that runs along the noise wall for Hwy 62 shortened and made safer. People also want a safer connection from Penn Avenue to and from Minneapolis across the Hwy 62 bridge.
- *64th Street and 65th Street* – Several people said both of these intersections are dangerous due to poor visibility. A couple of people said that improvements could help students who walk to Sheridan Elementary and suggested using bump-outs or median sanctuaries to reduce the crossing distance.
- *63rd Street* – A couple of people said improved crossings at 63rd Street would help people access all of the businesses at that intersection including the grocery stores. They said it would be especially useful for bus riders.

Additionally, many people also want better sidewalks and streetscape improvements throughout the entire corridor. They said the poor condition of the sidewalk and road makes travelling Penn Avenue unsafe for all road users. Several people said they would like the attractiveness of Penn Avenue to improve and some said they would like to see more greenspace incorporated into the design.

Biking Improvements

Many people would like to see bike lanes incorporated into the design of Penn Avenue. They said that the lack of separation between bicyclists and vehicles coupled with the poor condition of the road make it unsafe to bike on Penn Avenue. There was disagreement on whether to use bike lanes or a trail. There was further division among people looking for a trail with some people preferring a joint pedestrian and bicycle trail while others preferred a separated trail like 66th Street.

Some particular problem spots for bicyclists that were mentioned included the connection to and from Penn Avenue across the Hwy 62 bridge and the crossing on Penn Avenue at the east-west trail that runs along the noise wall for Hwy 62.

Driving Improvements

With regards to vehicles, a few people commented in favor of a road diet on the interactive map but there was mixed support for using roundabouts. A few people who want roundabouts said locations at the intersections of 66th Street or 65th Street would help calm traffic and make driving safer. Several people are opposed to roundabouts because they back-up traffic or make it unsafe for pedestrians to cross.

Several people had specific locations where they would like to see on-street parking added to Penn Avenue including next the businesses around the 63rd Street intersection and next to the businesses on Penn Avenue south of 66th Street. A couple of people disagreed with parking being add on-street next to the businesses south of 66th Street. They said it might feel unsafe.





Open House 2 Appendix

Survey Comments

The following are comments submitted by participants through online surveys located on the virtual open house.

What We've Heard Survey

- Again less than 20% said they would bike or walk if improvements made. This section needs to be designed for cars and buses. People are not bringing home groceries on their bikes in January, especially families with children or the elderly. There are 2 grocery stores in this area. The problem doesn't center around bikes!
- As I stated above, nothing is said about the ugliness of sections of Penn. The ugliest are 1) the east side of Penn between 65th and 66th (down to Dunkin Donuts) and then the strip mall between 66th & 67th south of the gas station and the next building which have been updated.. Nothing has been done to improve those areas in 45 years.
- I do not want mixed use to include housing.
- I don't think that 2 lanes + a passing lane is enough. I drive Penn everyday at different times of the day and I think that 4 lanes + a turn lane would be way more beneficial. A green space is nice, but I have a friend who lived north on Penn and the street lights that were selected were way more expensive than need be. So let's not get crazy! It is fun to have it nice, but it seems that government doesn't always think of the dollar cost.
- OK with everything stated but there is no mention of the 2 ugliest sections: 1) East side of Pen from 65th street to Dunkin' Donuts and 2) The strip mall on the east side of Penn south of 66th street between gas station and former bank building and Firestone. Nothing has been done to improve those areas in 45 years.
- Parking a greater concern to me.
- Agree with everything but also, its not really safe for cars either which makes it even more unsafe for other forms of traffic
- Even with these changes, there are some aesthetic challenges around the Penn corridor. Care of existing buildings and facilities for many of the small business owners on Penn do NOT match the pride of ownership and investment that residents are making in the residential properties in this part of Richfield.
- I think this is a good summary of the major issues.
- I would just add that better ped and bike experiences should not be at the expense of auto drivers as the survey indicated people drive more than walk or bike. I wouldn't want to see so many medians that left turns become difficult like



around 66th and Penn (difficult to get to Subway corner and gas station corner). That said, I agree ped and bike safety needs to be addressed.

- Nailed it. Cars lining up at Dunkin' Donuts on both 66th and Penn is a challenge.
- The buildings could be refreshed as well. There isn't a cohesive look to it.
- The problem statement feels spot on to me. Thank you for being so direct about the lack of walk and bike amenities. These will also have great benefits for Richfield's seniors as well as those who'd benefit from ADA improvements along the corridor.
- Add affordable housing and housing for seniors

Problem Statement Survey

- Commercial property owners are not doing enough to maintain their buildings and signage. The buildings on the west side of Penn at 68th and on the east side at 65th are an eyesore.
- I like many of the road ideas such as having boulevard type medians with trees/plants. Repairing uneven sidewalks and adding green space and TREES! Bury the phone lines. But how do you get property owners to invest in maintaining their properties? If property owners took the time to just pull the weeds and take care of their buildings we could have Penn looking so much better now!
- I'm disappointed that you did not report the percentages for the various responses. Instead you used vague terms of "some or many". I want to see exactly how "many" want Penn Ave be a 4 lane and how "many" want it to be a 3 lane. And I thought it was important to note that less than 20% of the people said they would bike or walk if improvements made. Clearly this section needs to be designed for cars and buses.
- OK with everything stated but there is no mention of the 2 ugliest sections: 1) East side of Penn from 65th street to Dunkin' Donuts and 2) The strip mall on the east side of Penn south of 66th street between gas station and former bank building and Firestone. Nothing has been done to improve those areas in 45 years.
- Penn ave has a distinctly more residential feel South of 66th St. then North of it. The map points out good driving and walking considerations but in the overall planning of what should land where, perhaps consider more low rise residential stuff South of 66th, and put the bigger more commercial stuff North of 66th (like the proposed development in lunds parking lot). Anyways, thats my 2 cents.
Andrew Forsmark
- The businesses on Penn Avenue for the most part are useless. 90 percent of them should be knocked down. Unless new buildings are coming it doesn't matter what improvements you make.
- Your driving all my neighbors away from the homes they have lived in and loved for many years. I have lived on Russell for many years. The Lunds project impeads the rights of all of our properties. Private back yards to enjoy with our families and



friends will be a thing of the past. A 6 story building in our back yard to set us all on display like fishbowl is not quality living. In spite of being near the crosstown, we enjoy the quiet private neighborhood we all bought into and now I am loosing neighbors left and right. Without a significant buffer zone, we lose our rights to get the enjoyment of our homes. Maybe Eminent domain should have been thought about so the city bought out the odd side residents on Russell. I am not a happy resident. Please rethink the disaster of a plan.

- 1) Dangerous left turns 66th to the 62. 2) Road condition around Davanis is poor. 3) Increased density would be great if demand exists 4) Restaurants should be allowed to build permanent patios with awnings given covid.
- I agree with everything above but one thing you missed was that cars coming out of dunkin donuts and taking a right hand turn to go north on Penn can be very dangerous. Cars already head north swtich lanes too fast to avoid the cars coming out of the list, or they brake too fast to make room for the cars making the turn. Its real dangerous....
- I agree! Green space and plantings would significantly improve the aesthetics. Roads with potholes and cracking narrow sidewalks are in need of repair. Thank you!
- I like most of the statements you listed above. It makes it clear that it is hard to turn left ONTO Penn and this is true. However, the vehicles turning left OFF of Penn into any business creates the vehicles behind them to break and weave suddenly. A boulevard turn lane could eliminate both problems. Designated turn lanes (like 66th) to avoid sudden weaving AND force turns cars turning out of business to the right and crated U turn areas (perhps a round about at 66th and Penn.) The 66th and Penn intersection seems new so I doubt that is in the scope but legal U turns during a green arrow could work to get back north. The fire station may also create problems to my boulevard dream. I also don't know where the folks trying to travel south would be able to do a safe legal U Turn. Side note, long lines from Dunkin Donuts require cars to line up on Penn and 66th. This might be more of a private lot problem.
- I live 1 block off Penn, and I prefer to walk or bike to Penn Ave businesses because they are so close. I certainly agree that the sidewalks are in disrepair, unsafe, and not pleasant for walking. The lack of shade trees and greenery also makes the whole corridor quite ugly and makes walking and biking hot and uncomfortable in the warmer months.
- Looks like a good plan. Roundabouts, side walks and marked pedestrian crossing areas would make the area feel safer, similar to how 66th was updated. Added green space and making it easier to make left turns would also be beneficial.
- One of the things that contributes to the "junky" feeling of PennAC is something that doesn't get mentioned, well... ever as far as I've seen: utilities. Just look at the header photo for this page. Most people see the road, but look up. The



power/phone/etc. lines crisscrossing Penn contribute to the chaotic lines of the photo (randomness of lines, crooked poles), unsafe sidewalks (utility poles right on streets edge further reduce useable sidewalk). In addition to other suggestions above, I hope you'll work with the utilities to reduce the arial pollution of the corridor.

- The crosswalk at 64th and Penn, crossing Penn do not align very well.
- The issue around safely crossing 62 from Richfield to Mpls cannot be emphasized enough. This bridge connects Hennepin County residents and deserves some serious work and consideration. My children have friends, Mpls park activities, etc. which require them to cross Hwy 62. usually by bike. Since the improving 66th street, I'm always amazed by how sad and un-loved the Penn corridor looks in comparison.
- This seems like an accurate list of issues and opportunities. I would like to underscore one in particular. You note that "People in neighborhoods east of Penn want to walk to destinations on the west, but drive because it feels unsafe." One major destination that should be considered here is Sheridan Hills Elementary. Currently, Richfield Public Schools identifies Penn Avenue (as well as 66th) as a hazard boundary. A pedestrian oriented redevelopment of the corridor could create conditions that are safe for Sheridan students on the east side of Penn to walk or bike to/from school.
- Walking on Penn (66th to 67th St) in winter is a nightmare (east & west sides). Many times I've had to walk on the street.
- Yes for the most part. No mention made how ugly the strip mall on the east side of Penn between 66th and 67th. That mall looks the same as it did 465 years ago and it is ugly.

Toolbox Survey

- Encourage redevelopment of ugly commercial properties.
- Hate roundabouts!
- I can't tell how many roundabouts, but controlling speed is huge (more rather than less!)
- I would support on street parking in select locations. Similar to parking like 50th and France.
- I would take a roundabout without complaint but it wouldn't be my first choice by any means
- It would be nice to have some green spaces where some of the vacant or otherwise unkempt buildings currently are
- On-street parking only where necessary. Having bike paths on the sidewalk-side of the boulevards, similar to 66th Street, instead of adjacent to the traffic lanes.
- Sidewalks and safe driving set up are of greatest importance to me.



- The fact that 90% of people said they use cars even with improvements less than 20% would bike or walk. There are 2 grocery stores in this area. You missed the fact that in January people use cars/buses to get their groceries
- There's only so much space, unfortunately! Prioritize the space for people to walk and bike safely and squeeze in as much green as you can.
- Traffic calming measures, pedestrian crossing flashing lights with central switch if there is an island,
- Whomever made streets into single lanes with a turning lane in the middle must have failed every college planning course. People drive too slow and hold up traffic and you can't pass them. People have NO idea how to use the left turn lane. Just stop. Leave roads with two lanes as God intended them to be.

Open Ended Survey

- I feel like there needs to be some boulevard in the center of the road and not just a 3rd lane all the way from 66th to HWY 62. I feel strongly there should be fewer points where you can turn left out of businesses.
- Many businesses are run down or no longer in business. Many people wouldn't think to shop on along Penn in its current status.
- I agree with most of what has been identified. I also wonder if parking can be reoriented behind businesses. It feels more like a walkable if the storefronts are along the street and healthy sidewalks/patio areas and not parking lots. I also wouldn't mind if the height of businesses along Penn Avenue were allowed to be 2 stories, or higher in elevation than the surrounding neighborhood to define it as retail spaces vs residential. I approve of higher density as long as it's done beautifully and integrated into a neighborhood feel.
- Please design this accordingly to the 90% who use vehicles in this commercial area.
- My main concern is the six story apartment building going up in my back yard! Lund's parking lot borders my backyard and no doubt quite a few people and their families have left my neighborhood because of this project! What is being done about how this massive building project will affect those of us who have to look at it when we want to enjoy the privacy of our backyards which we are paying taxes on? This is in the forefront of my mind not any of these projects on how to improve Penn Ave!
- No more roundabouts! Lyndale ave is ridiculous. 66th and Penn needs to be a light.
- I think a lot of people view Penn Ave as a highway and thus, whiz thru. We need some traffic calming and green spaces, trees to make it a good place to visit. No more fast food places. Restaurants that are destination places. I'm concerned how all the new apartment buildings will affect the Penn Ave use. Even more vital to have traffic calming with turn lanes for them. Good job on



66th street! Please no roundabouts - at least no 2-lane roundabouts. And, no crosswalks anywhere near the roundabouts.

- I find most drawings to be dreams and give people a false impression of what the area will look like. I've NEVER seen a place resemble a drawing with big trees, people walking, perfect weather in my life. Stop giving people a false sense of what it might look like. The final project will look nothing like it.
- We were over at Woof Central after a long absence. Penn Ave is in terrible shape, there is little parking and the area generally looks old and decrepit. There was little that made me feel I would want to come over to Penn to frequent any of the businesses. We love the look of Portland and Lyndale, are sad that Nicollet didn't get the sidewalk improvements and feel that Penn will benefit greatly from having similar upgrades.
- Any plans to increase public parking spaces must include plans for EV charging stations.

Interactive Map Comments

Below are comments from participants on submitted through the interactive map. The map is available for viewing at: <https://wikimapping.com/Penn-Avenue.html>

Better sidewalks and boulevard

- Lunds-Hub Hobby is particularly unsafe to walk. The sidewalks is too close to busy street. (6 Likes)
- Like the old Lyndale, this stretch of Penn has sidewalks too close to street traffic. (4 Likes)
- Consistent sidewalks and boulevards are needed corridor wide, but here in particular.
- Create a pedestrian connection between Penn & Oliver near 64th Street. The current conditions require walking through a Davanni's parking lot or through the grass under the water tower. An improvement like this will open up access to the (hopefully) improved pedestrian corridor along Penn.
- The entire corridor needs better sidewalks that are safe and enjoyable for walking/rolling.
- This whole stretch of Penn, at certain points on both east and west side, are TERRIBLE for walkers and bikers. One mis-step or spill on a bike and you fall into 30 mph (minimum) traffic.

Bike lanes or trails

- Bike lanes necessary. Scary being a driver when bikes are on the road, can't believe how the bikers feel.
 - Bike lane needs to be in the street. There is too much pedestrian traffic for a joint pedestrian/bike path.
 - It is very scary being a biker on Penn



- This section of Penn and crossing 62 are always the scariest parts of my bike rides into south Minneapolis.
- Yes. Take the bikes off the street and add a wide pedestrian/bicycle walkway. Keep everyone safe.
- Connect the exiting trail on the west side of Penn Ave with a trail on the east side.
 - Next to the freeway interchange, this will always be a busy place, even if traffic is significantly slowed down. Think big here! let's put an ADA-compliant bike and pedestrian bridge over Penn! The nearest East-West bike facility is 66th Street, this would be convenient connection for those who live in this part of town.
- definitely need some kind of bike crossing to minneapolis biking routes [over the Hwy 62 bridge]
- Find a safer way to bike across 62 to get to Mpls. People like to cross to get over to Minnehaha Pkwy bike trails.
 - I agree
- I'm a huge advocate of adding biking lanes, like the ones on 66th Street (on-level with the sidewalks). I do not like planning that creates a car/bike share lane, or plans that give up an entire lane of road traffic for bikers. The fact is, in the winter (which is at least a third of our year) even avid bikers, don't or can't bike (if you're elderly or have children), because it's just not practical. Blaisdell Ave is a perfect example. In the winter, drivers sit much longer than they need to to move through intersections at 35th, 36th and 38th, while an entire lane of traffic (dedicated to bikes) sits empty.
- The roads are dangerous for bicyclists on street, there are several deep manhole covers that could cause a bicyclist to get hurt if one is hit. Consider striping bike lanes and making these covers flush with the street.
 - I agree
- This is a horrible spot! The merge onto 62E from Penn (with that tiny island) is super dangerous for peds and bikers. This must get fixed. Honestly, I'm not sure how you make this better without a separate, dedicated bridge. Edina has one over Hwy 100...

On-street parking

- On street parking feels unsafe here. There is an alley behind buildings with parking but its unclear how to get to it. Clearer parking would be nice.
 - I agree with the comment above. It would be nicer to have a set back of the building so that the parking could be in front rather than behind.
 - I agree with these comments - I don't think on-street parking is the right solution here, but better design/access for off-street parking.
- Parking in this area please
 - Any chance we could build a small parking garage or ramp?



- I think on street parking is great but also additional parking near the businesses in a lot
 - Needed for businesses
- The area on 63rd outside of Mother Duck is such a safety issue, especially at pick up time in the evening. They should be required to have families use their parking lot and cross the alley as opposed to having children walking around such a busy intersection.
- This area requires better parking for Scandia Furniture and Mother Duck. During pick up and drop off at Mother Duck, it is total chaos. Can we convert some of the curb/sidewalk area to parking? If not, can we ban parking on W 63rd from Penn to Oliver Ave S? It is very dangerous to pedestrians and drivers currently.

Road Diet

- This has worked well on Penn south of 67th and should be extended to hwy 62. It would help keep traffic moving when drivers are turning left into businesses.
- We need a better method for accessing and entering Lunds & Byerlys when approaching from the south.
 - Agree getting in and out of L&B is risky.
 - I agree
- Reduce the lanes. North of 62 is not 4 lanes. Pinch it down to 2 lanes and a turn lane. This works perfectly well on Lyndale.

Roundabouts

- Any chance of a roundabout to get into Lunds? I think that would really help traffic there.
 - I prefer a dedicated turn lane (when approaching from the south) rather than a roundabout.
 - I think this would be difficult to do because of close proximity to Hwy 62
 - No round about!!!!
 - Please don't add a roundabout here, it is too high of traffic making it unsafe for bikers/ pedestrians. People coming off of Hwy62 tend to accelerate fast in this area.
- I would prefer to see a roundabout here rather than at 65th. It would keep the traffic moving on both 66th and Penn - during busy times traffic backs up in all directions waiting for a long light cycle. It would be important to make clear and safe pedestrian and bike crossings so that biking and walking would not be hindered.
 - Great intersection for a roundabout, especially if paired with appropriate pedestrian and bicycle crossing signals and protections.
 - Roundabout makes more sense here at 66th than it does at 65th.
- make 66th st consistent thru-out Richfield
- Round About to slow traffic



- A roundabout at this location would back up traffic, especially in winter. Keep the traffic lights as is.
- Disagree. The street light works well and keeps traffic flowing. No issues that I've seen here in 22 years.
- Hate these
- I disagree with this one. This would end up taking up too much space and slow penn rather than help keep it moving like roundabouts are supposed to.
- I disagree. Roundabout takes up too much space. Lights aren't a problem now
- I worry that a roundabout at this intersection would not be an appropriate treatment for Sheridan Hills Elementary students who would like to walk or bike to school.
- I'm good with roundabouts, but not at this location.

Safe pedestrian crossing

- A significant pedestrian crossing enhancement (or multiple) at 64th Street would help encourage students who walk to school. A one lane bumpout or median sanctuary would reduce the distance across the intersection and increase safety significantly.
- A significant pedestrian crossing enhancement (or multiple) at 65th Street would help encourage students who walk to school. A one lane bumpout or median sanctuary would reduce the distance across the intersection and increase safety significantly.
- Fix the 3-legged crosswalk here.
- Make crossing safer including better lighting. Have nearly been run over crossing on a green, in cross walk, but driver could not see me in dusky hours. (1 Like)
- Pedestrians seem to be a very low priority at the 66th & Penn signalized intersection. Takes forever to get a pedestrian walk signal when pushing the button.
- Perhaps crosswalk lights for people coming from the east side of Penn to cross safely to Lunds and bus stop. (3 likes)
- please no roundabout at 66th & Penn. I don't believe roundabouts provide safe ped Xing (1 Like, 2 Dislikes)
- the whole street and all intersections need to be pedestrian friendly.
- To connect the trail (2 Likes)
- Would be nice to have safe crosswalk with lights for kids to walk to school on 65th. (3 Likes)



Streetscape improvements

- Can we assume that Penn Ave will be completely repaved? The street is in dire need of a complete overhaul.
- It would be nice if the boulevard wasn't just low-level plantings but could include trees! That would help with noise and improve the scenery.
 - Agree!
- More shade trees and greenery are needed. There's too much impermeable surface on the whole corridor.
 - Agree. Penn Ave is not bike or pedestrian friendly. This could be a beautiful park-like area for Richfield instead of a pass-through corridor for speeding traffic.
- More trees and green space!
 - Agree with comments.
 - Yes! Consider making this a boulevard with more trees and green space, plus left turn lanes.
- the whole street needs a major drastic re-do.
- It's an eyesore, Lyndale and Nicollet have improved, but not our western gateway to Richfield.
- This intersection is a total eye-sore. Particularly the south-side
- Why are we stopping at W 68th St? Penn Ave needs improvements beyond 68th to connect to the improved roadway south of here.

