

65th Street Reconstruction

Virtual Open House #5 Summary

Time/Date: Mon, June 1 – Mon, June 8, 2020

Meeting Format

Virtual open house #5 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 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). The event was advertised via the City’s Sweet Streets website, City of Richfield and Sweet Streets Facebook pages, lawn signs posted throughout the corridor, and through postcard mailers.

- **City of Richfield Facebook:** 4 unique posts
- **Sweet Streets – City of Richfield Facebook:** 4 unique posts
- **Postcard Mailers:** 2,479 English/Spanish OH postcard notifications mailed on 5/26
- **Lawn signs:** 8 English/Spanish lawn signs installed on corridor 5/29

Overall online interactions are summarized below:

- **Interactive map responses:** No new responses
- **Website comments:** 7 new comments
- **Email/Other comments:** 3

Meeting Purpose

- Share a summary of feedback received during virtual open house #4
- Share the updated layout that incorporates public feedback from previous open houses
- Solicit feedback on the proposed improvements

Comment Summary

1. Website Comment Form

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.

65th St/Pillsbury

- Unsupportive of turning 65th/Pillsbury into a two-way street
 - Unsafe – many children play near the end of the street
 - Will increase volume of traffic in neighborhood
 - Logical place for a two-way street is Pleasant

Traffic Control and Vehicle Operations

- Roundabout

- Need to inform Richfield police and fire departments cars need to continue to their exit in roundabout then stop. Police and fire trucks honk excessively in the roundabout at 66th St/Lyndale. Police cars go over the roundabout at 67th St/Lyndale all the time as they are responding to a call.
- Supportive of a roundabout
- Unsupportive of roundabout:
 - Elderly do not feel safe crossing the street with a roundabout
- 64th St/Lyndale intersection – a stop sign during high traffic volume times isn't going to handle the added traffic flow. Turning North on to Lyndale isn't that much of a problem unless one lives in the new apartment complex on the East side of the 64th and Lyndale intersection. Turning South will reverse the problem for the new units on 64th street. Either traffic lights providing timed stops will help the traffic flow problem or a traffic circle that provides controlled access will handle the traffic flow.
- What was used to determine that residents would mostly use public transportation for travel to work or shopping? Concern that there's an additional 82 units and that is going to add at least that many additional cars in the area.
- Why wasn't a study done to see what the traffic impact would be on Lyndale Ave and neighborhood feeder roads?

Construction Staging

- Supportive of decision to keep unobstructed access from 65th Street into Richfield Medical Group parking lot. Would like to know plans to maintain continuous access into their parking lot during their operating hours throughout the construction period.

Other

- The statement was made that the current residents in the existing apartment building were not being forced out, but has there been any studies made to see if they are in an income group that can afford a \$50.00 per month increase in rent?
- Resident of Lyndale Gardens Apartments – unsupportive of using its vacant parking spaces for the following reasons:
 - It is private parking for apartment residents not public parking.
 - The apartment complex has sticker parking, no sticker the car is towed and impounded and there is a fee to remove it from the impounding lot.
 - If a resident of the new unit has their visitor park there, that visitor's car will be impounded because it doesn't have a parking sticker.
 - During the winter, the apartment complex has a "remove all cars for snow removal by a certain time on the scheduled date" or the car is removed and impounded. Tenants are given a notice but it isn't going to be their responsibility to notify tenants of a separate apartment complex not affiliated with them to move their car.
 - There maybe a few parking spots available – but not that many because of the COVID 19 restrictions. The parking lot was virtually full and the cars parked had parking permit stickers so there really isn't that many parking spots available. It only appears that way because of shift work and/or required travel.
 - On the North end and South end of the parking lot, there are visitor parking spaces but that is for apartment resident visitors not general parking. As a resident, my rent should

allow me and other residents first choice on their use. Our visitors should have access before forced onto the street parking.

- The promotion of the area along 66th St as business and the promotion of the area along 77th street as business seems a little disjointed. A business district is a cohesive area, not separate unconnected areas. Planning should go into making one of them the dominant area and the other for residential only.

2. Interactive Feedback Map

Attendees could provide feedback on an interactive map of the project layout; no new feedback was received.

3. Other

Pedestrian Improvements

- Consider sidewalks on the south side of 65th St – often see people walking on this side of the street

Construction Staging

- Pleased about the decision to keep unobstructed access from 65th Street to the Richfield Medical Center parking lot, since it is the sole means of vehicle access. Interested to hear about plans to maintain continuous access into their parking lot during their operating hours throughout the construction period.

Engagement

- Participant lives at Village Shores and has no computer/iPhone to be able to participate in the virtual open house.

Woodlake Dr/65th St

- Although marked a “private drive” it’s used as a normal, unrestricted street
- Crosswalk at this intersection used by Village Shores, Woodlake Condos, City Bella, and Lakeshore residents; may make more sense to move the crosswalk more east away from the intersection and add pedestrian blinking lights on each side; doing so may require removing 1-2 parking stalls on 65th St
- Traffic going west and wanting to turn onto Woodlake Dr must make an exaggerated left-hand turn. A left turn directly on to Woodlake Dr would make more sense.
- Would be helpful to install warning signs on both sides of 65th St to alert motorists to Village Shores garage entrance/exit
- Eliminate 1-2 on-street parking spaces near the Village Shores garage exit to improve sightlines, hard to see oncoming traffic

65th St/Pillsbury

- Unsupportive of turning 65th St/Pillsbury into a two-way street:
 - Will pose dangers to locals
Maybe installing speed bumps on Pillsbury Avenue could be sufficient? Or make the intersection of 64th Street and Pillsbury Avenue a 4-way stop to avoid vehicles from driving at unnecessarily high speeds.