



PENN AVENUE CORRIDOR STUDY

WELCOME

- CHECK OUT THE POSTER BOARDS AND TALK WITH PROJECT STAFF
- BE SURE TO LEAVE YOUR COMMENTS, EITHER ON A COMMENT FORM OR ON THE MAP

FOR MORE INFORMATION

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- VISIT THE WEBSITE:
WWW.RICHFIELDSWEETSTREETS.ORG/LEARN#PENN-AVENUE-REDESIGN-CORRIDOR-PLANNING-STUDY



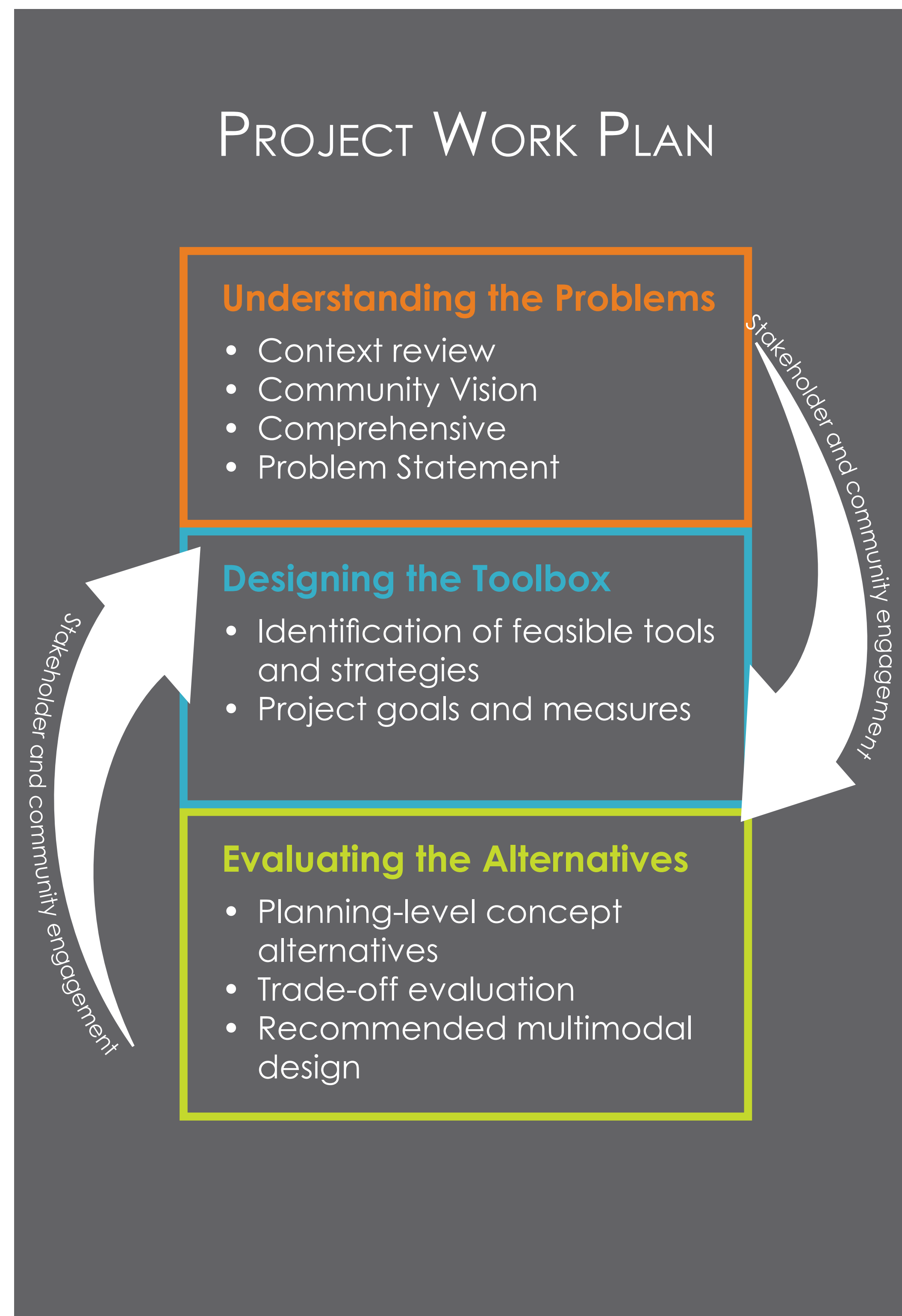
PENN AVENUE CORRIDOR STUDY

PROJECT OVERVIEW

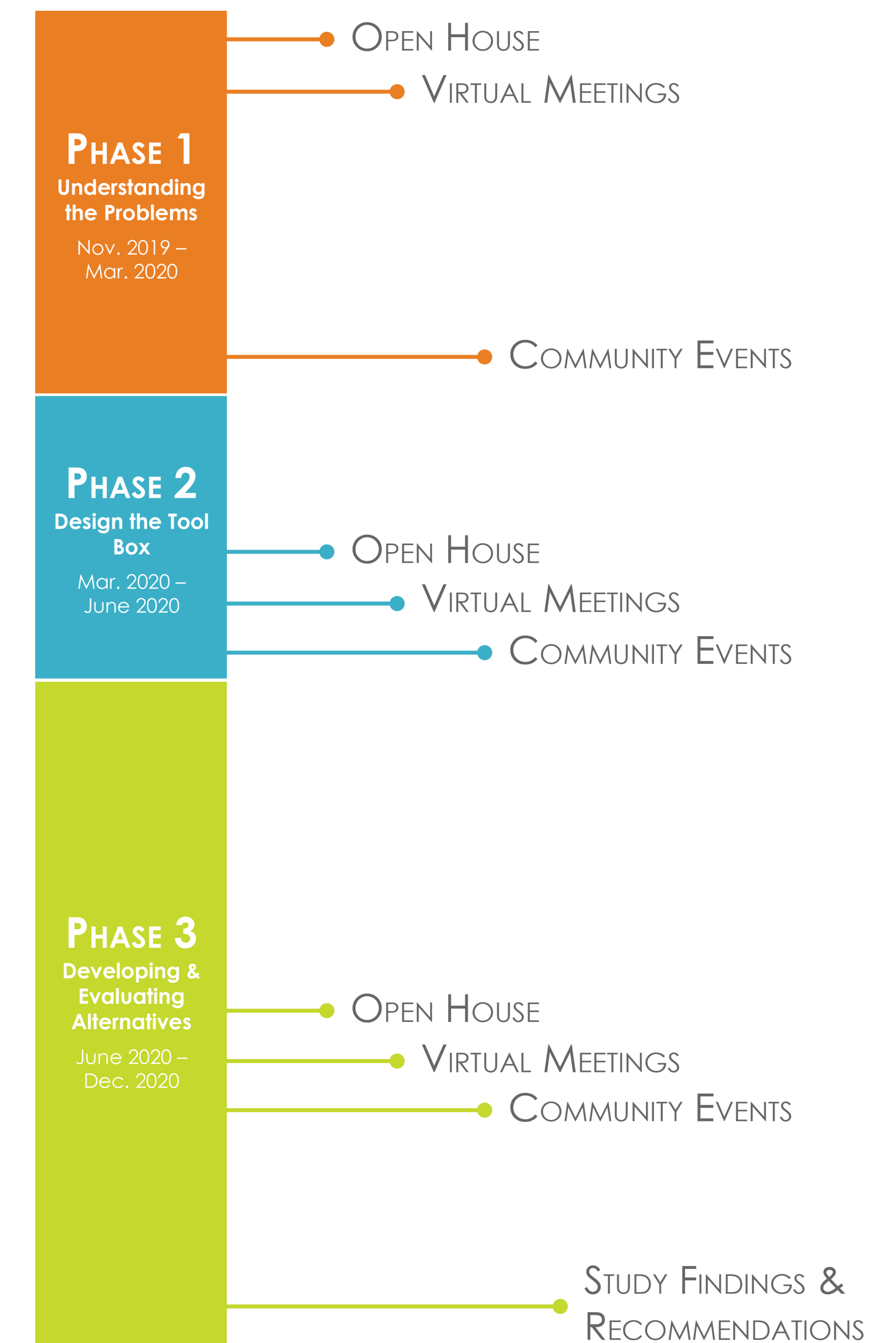
- i. Richfield and Hennepin County are undertaking a study along Penn Avenue from Highway 62 to 68th Street
- ii. The project will identify safe, effective and feasible transportation improvements for all users
- iii. The project will help the city and county secure funding for future construction

PROJECT GOALS

- i. Identify strategies to provide safe and efficient mobility for all users (i.e., walkers, bikers, bus riders, and drivers)
- ii. Further the “Urban Hometown” vision for Richfield
- iii. Strengthen and connect people and places
- iv. Support and enhance adjacent businesses and the neighborhood
- v. Identify improvements that support active living



PROJECT TIMELINE





PENN AVENUE CORRIDOR STUDY

GUIDING PRINCIPLES ADAPTED FROM CITY'S GUIDING PRINCIPLES FOR TRANSPORTATION

Guiding Principles represent the community vision for what we hope to achieve in the corridor:

I. Multimodal Design

Identify creative design solutions that are equitable for all users – walkers, bikers, bus riders, and drivers.

II. Connectivity & Public Realm

Make it easy for all users to travel to and from destinations. Provide opportunities for an enhanced public realm (e.g., plantings, trees, furnishings, sidewalk art, etc.).

III. Local Economy

Invest in infrastructure improvements that support local businesses.

IV. Design for People

Design transportation infrastructure (e.g., roads and sidewalks) considering ease of use and convenience for all users

V. Community Character & Identity

Recognize and respond to the unique features of the community with appropriate designs, wayfinding, and amenities (e.g., Penn Central branding).

VI. Sustainable Solutions

Recommend solutions that are adaptable, flexible, build to last, and consider implications of long-term maintenance.

VII. Health & Active Lifestyles

Incorporate elements that encourage comfortable corridors and places to walk and bike to, via safe and well-landscaped routes that connect the community.

VIII. Unique Location

Recommend improvements that support a well-designed and functional system which complements local land use and capitalizes on Richfield's unique location in the region.

What do you think?

Put a dot next to the project principles you think are most important for the Penn Avenue Corridor Study





PENN AVENUE CORRIDOR STUDY

Penn Avenue

Plans, policies, and practices that influence the corridor

I. 2040 Comprehensive Plan Update (2018)

Includes land use and transportation goals in support of developing identifiable nodes, corridors, and gateways; encouraging development where vehicle use is minimized; and improving mobility and access for all users. Identifies the study area as an “area of potential change” for land use. Envisions a future with mixed use along the corridor.

II. Pedestrian Master Plan (2018)

Identifies the study segment of Penn Avenue as having medium-high pedestrian demand due to close proximity to transit and activity centers. Calls for a design which includes pedestrian facilities on both sides of the street.

III. Bicycle Master Plan (2012)

Identifies Penn Avenue as a Planned Bicycle Route.

IV. Penn Avenue Revitalization Plan (2008)

Identifies potential redevelopment concepts for Penn Avenue, including buildings which front the street, planted boulevards, and enhanced crosswalks.

V. Complete Streets Policy

Encourages a transportation system that is safe and efficient for all users.

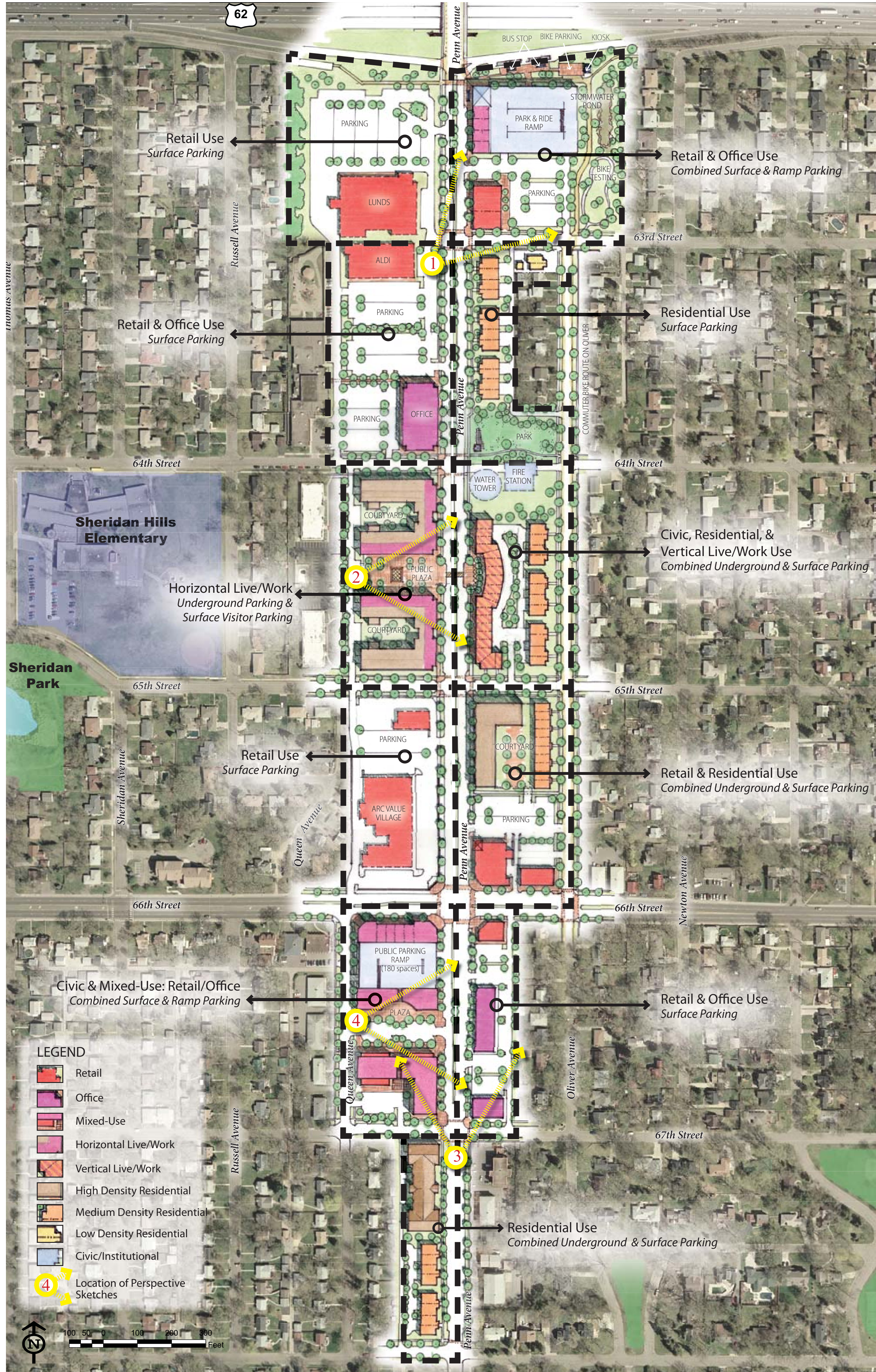
VI. Sweet Streets Initiative

A city-wide initiative to improve transportation infrastructure in Richfield for all users.



PENN AVENUE REVITALIZATION PLAN (2008)

In 2008, Richfield completed a revitalization plan for Penn Avenue. The plan looked at the way that buildings and yards should front on the street, focusing on the creation of a pedestrian zone, amenity zone, and parking zone as ways to improve the experience of patrons traveling through and within the corridor.



View 1: Northeast view at Penn Ave. and 63rd St.



View 2: View looking east at the Public Plaza



View 3: View looking north at Penn Ave. and 67th St.

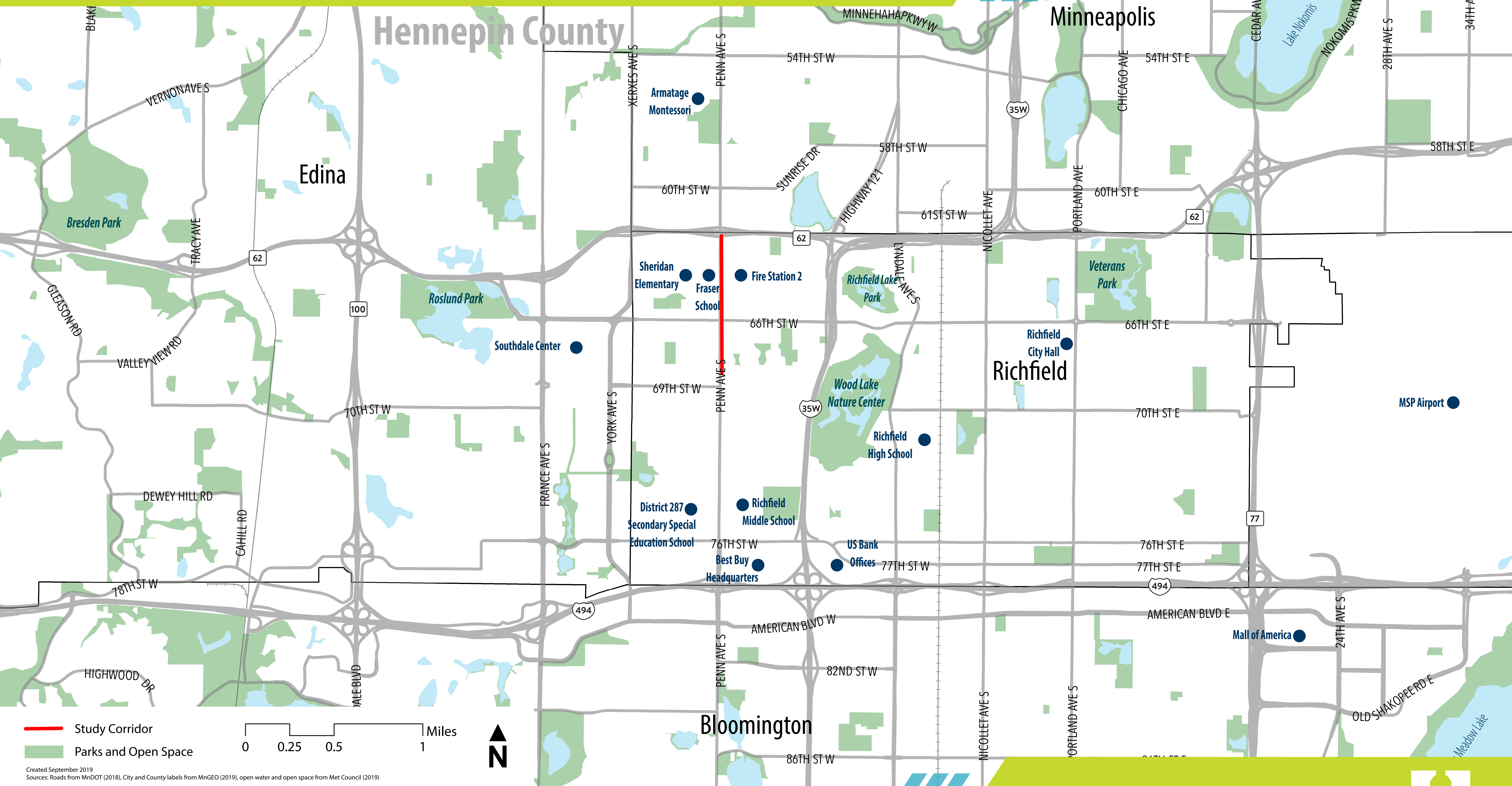


View 4: Street view at the Pocket Plaza





PENN AVENUE CORRIDOR STUDY

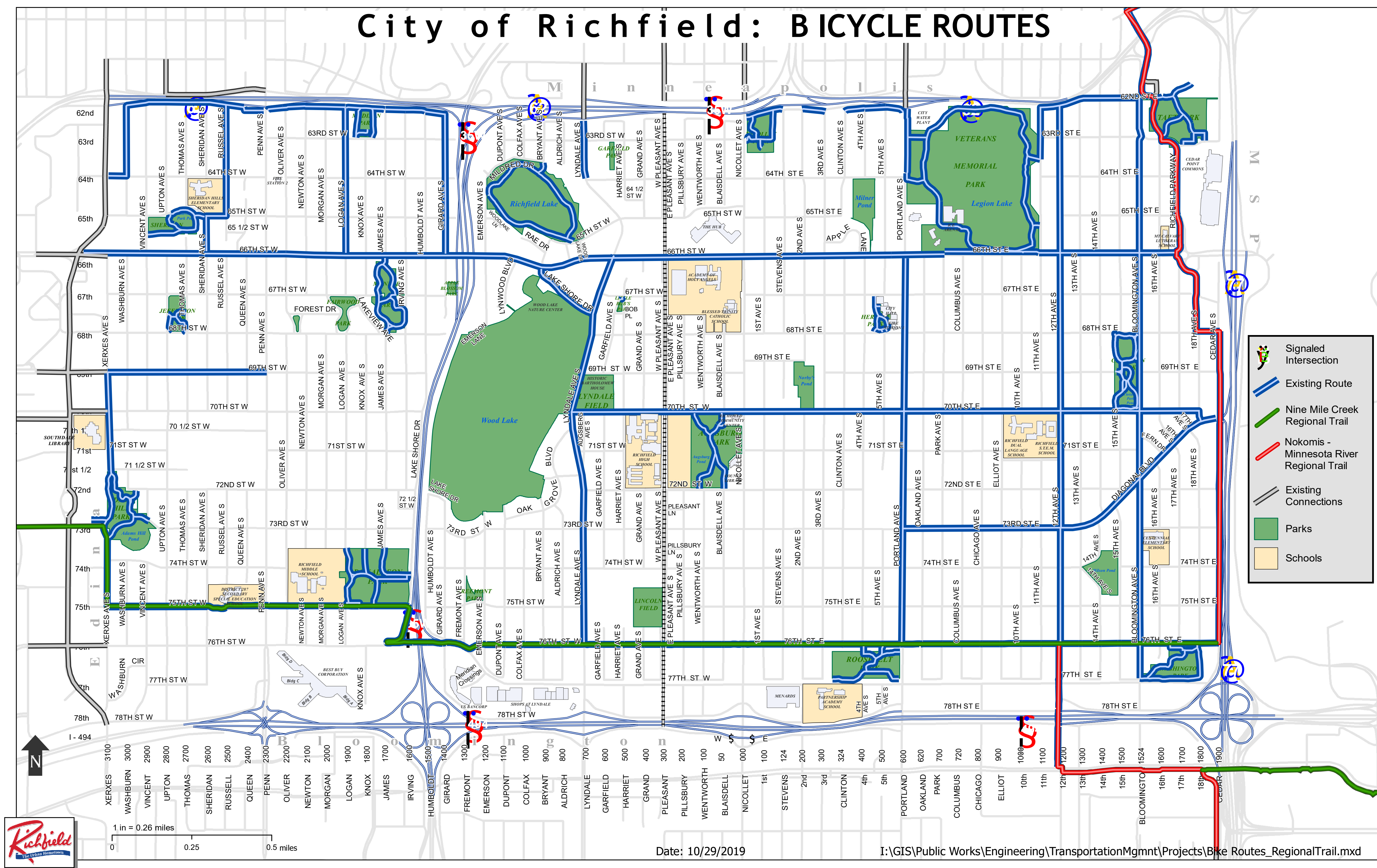


Created September 2019
Sources: Roads from MnDOT (2018), City and County labels from MnGEO (2019), open water and open space from Met Council (2019)





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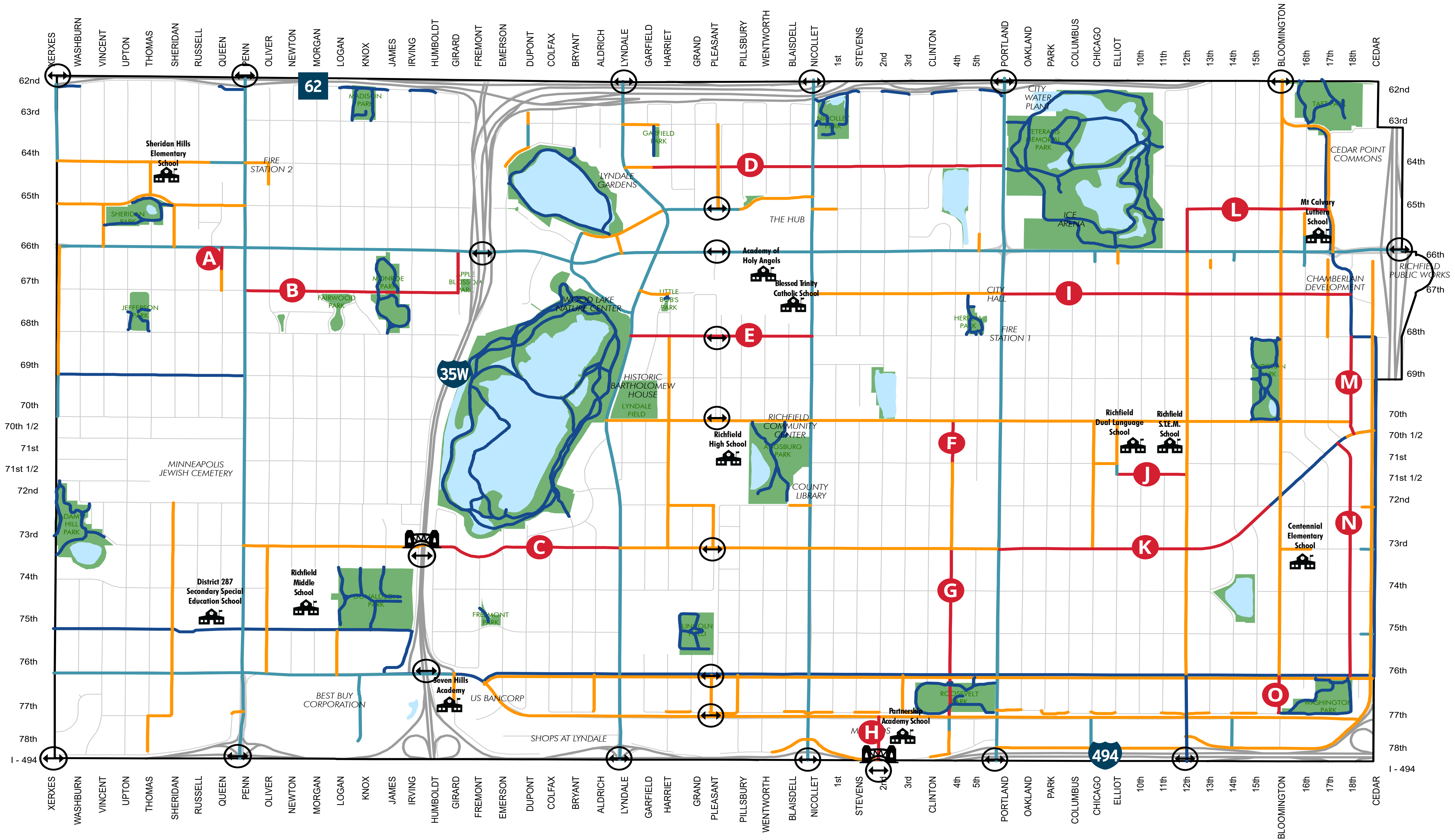
BICYCLE ROUTE MAP

SWEET STREETS: *better roads, better Richfield*





PENN AVENUE CORRIDOR STUDY



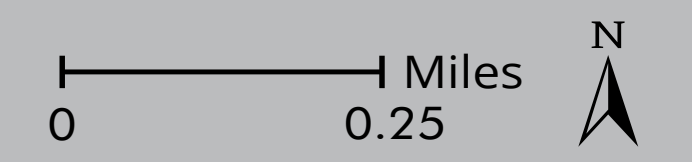
Priority Pedestrian Routes

Priority Pedestrian Routes

- A** Queen Ave from 66th St to the existing sidewalk ~300' to the south
- B** 67th St from Penn Ave to Girard Ave and Girard Ave from 67th St to 66th St
- C** 73rd St from the I-35W Ped Bridge to Lyndale Ave
- D** 64th St from Lyndale Ave to Portland Ave
- E** 68th St from Lyndale Ave to Nicollet Ave
- F** 4th Ave from 70th St to 71st St
- G** 4th Ave from 73rd St to 76th St
- H** 2nd Ave from 77th St to 78th St
- I** 67th St from Portland Ave to Richfield Pkwy
- J** 71st St from Elliot Ave to 12th Ave
- K** 73rd St Diagonal Blvd from Portland Ave to Cedar Ave
- L** 12th Ave from 66th St to 65th St and 65th St from 12th Ave to Richfield Pkwy
- M** Richfield Pkwy, from 68th St to 70th St
- N** Richfield Pkwy, from Diagonal Blvd to 76th St
- O** Bloomington between 76th St and 77th St

Pedestrian Infrastructure

- Sidewalk on One Side
- Sidewalk on Both Sides
- Two-way Trail
- Pedestrian Bridges
- Barrier Crossing



Metropolitan Council (2018) and City of Richfield
 Created by Zan Associates October 2018

PRIORITY PEDESTRIAN ROUTES

SWEET STREETS: *better roads, better Richfield*





PENN AVENUE CORRIDOR CONTEXT

Destinations

- Mix of neighborhood commercial (restaurants, shops, grocery stores and other local businesses), multi-unit residential, and a school
- Proposed developments:
 - ▶ In the Lunds parking lot
 - ▶ At Penn Avenue and 65th Street
 - ▶ At 66th Street and Queen Avenue

Pedestrians

- Sidewalks along both sides
- Striped crosswalks at most intersections
- High pedestrian demand intersections at Penn Avenue and 66th Street and at Penn Avenue and Highway 62 according to the City's Pedestrian Master Plan (2018)

Transit Users

- Transit routes on and across Penn Avenue include:
 - ▶ Route 4
 - ▶ Route 515
 - ▶ Route 558

Bicyclists

- No dedicated bicycle facilities along the corridor
- Penn Avenue is a future planned bicycle route according to the city's Bicycle Master Plan (2012)
- Bicycle routes in the area include:
 - ▶ Trail at the north end of the study corridor along the Highway 62 noise wall
 - ▶ Trail on 66th Street
 - ▶ Nine Mile Creek Regional Trail runs along 75th Street

Drivers

- Carries nearly 13,000 vehicles per day through Richfield, including freight
- Posted speed limit is 30 mph
- Most businesses offer off-street parking; there is on-street parking on Penn Avenue south of 66th Street
- Signalized intersections on Penn Avenue at the intersections of:
 - ▶ Highway 62
 - ▶ 64th Street
 - ▶ 66th Street

Cross-section

- The typical road widths for Penn Avenue include 5-foot sidewalks on both sides and four, 12-foot vehicle lanes.

