

Welcome Bienvenido

Nicollet Avenue reconstruction

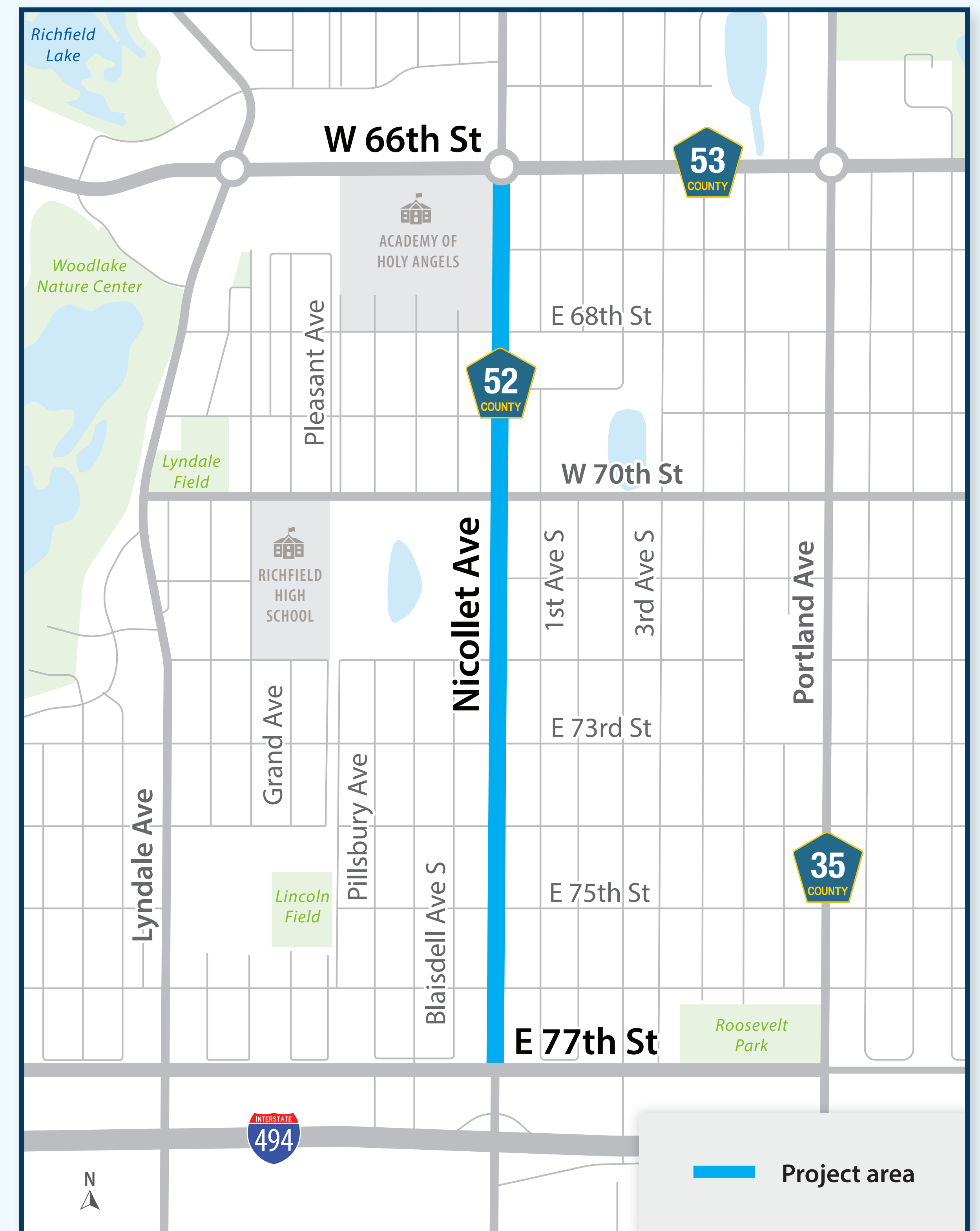
County Road 52 in Richfield



Review the material, talk with staff
and share your comments



Place a pin on the map to identify your primary residence, business or other affiliation to the corridor.



Tell us about you: Place your stickers

Age

Under 18
18-34
35-50
50-65
66 +

Do you have a disability?

Yes

No

Pronouns

She/Her

He/Him

They/Them

Other

Languages

English

Spanish

Somali/
Oromo

Russian

Karen

Thai

Hmong

Mandarin/
Cantonese

Other

Race/Ethnicity

Alaskan Native or
American Indian

Asian

Black or
African American

Hispanic or Latino

Native Hawaiian/Pacific
Islander

White

More than
one race

Project overview

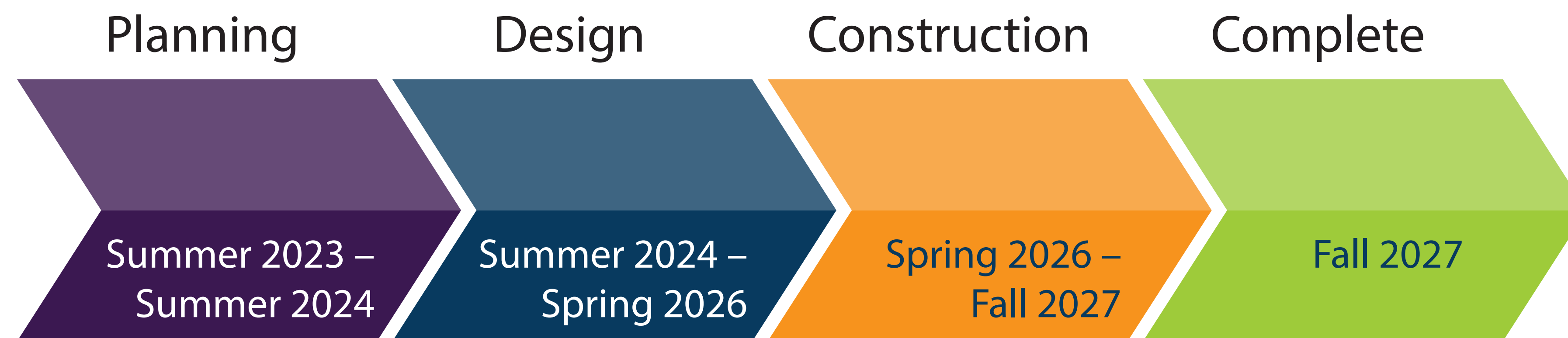
Hennepin County will reconstruct Nicollet Avenue (County Road 52) in 2026

The project will:

- ✓ Create safe, secure and comfortable places for everyone to travel, regardless of their age or ability.
- ✓ Provide safer facilities and crossing opportunities for people walking, rolling and biking.
- ✓ Improve bus travel by creating comfortable stops and reliable travel experiences.
- ✓ Provide quality experiences for all types of travel – driving, walking, rolling, biking and using transit.



Project timeline



Stay connected

For more information, visit:
hennepin.us/nicollet-richfield

Or contact:
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Nicollet Avenue reconstruction
County Road 52 in Richfield



Existing conditions

Traffic volumes

- North of 66th Street: 10,800 vehicles per day (2023)
- North of 76th Street: 12,000 vehicles per day (2023)

Vehicle speeds

- South of 69th Street: average speed 32 mph with 85% of all traffic under 34 mph
- South of 74th Street: average speed 35 mph with 85% of all traffic under 39 mph

Vehicle speeds

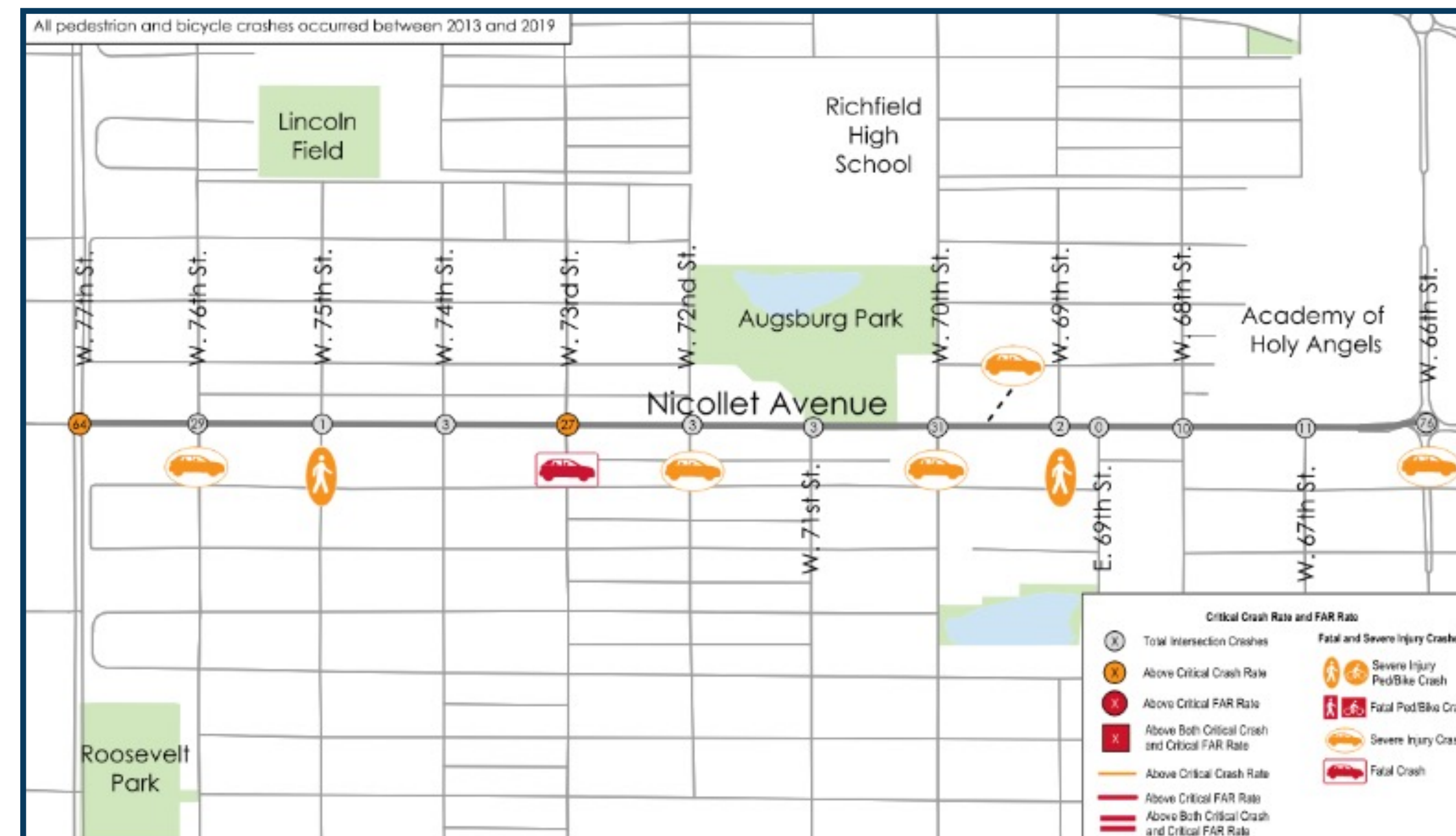
- South of 69th Street: average speed 32 mph with 85% of all traffic under 34 mph
- South of 74th Street: average speed 35 mph with 85% of all traffic under 39 mph

Vehicle traffic operations

Simulation modeling to understand vehicle traffic operations today (2023) and in the future (2045).

- All intersections operate adequately/have acceptable levels of vehicle delay
- The 66th Street roundabout approaches experience a moderate level of vehicle delay during the peak periods

Crash history



Over the past 10 years (2013 – 2023):

- 292 total crashes, 260 at intersections
- 6 pedestrian and 4 bicycle crashes
- 1 fatal crash at 73rd Street (2018)
- 6 high severity crashes: 66th Street, 69th Street, 70th Street, 72nd Street, 75th Street, 76th Street
- Nicollet Avenue at 73rd Street identified as having a significant crash rate

Public engagement process

Multiple opportunities to get involved from August 2023 – August 2024



4 open houses



4 virtual open houses



Listening sessions



Community pop-up events

Phase 1: Experiences

Summer 2023

- Share background and set expectations
- Share operational analysis
- Collect input on user experience

Phase 2: Vision and tools

Fall 2023

- Confirm phase 1 results
- Share draft vision and goals
- Collect input on potential tools

Phase 3: Concept alternatives

Fall - Winter 2023

- Confirm phase 2 results
- Share design alternatives
- Collect input on community design preferences
- Collect input on user experience

Phase 4: Recommendations

Spring 2024

- Confirm phase 3 results
- Share the alternatives evaluation results
- Present recommended design
- Collect input on the final design

We want to hear from you

Help shape the future of Nicollet Avenue. Talk with project staff at the meeting, complete the comment form, or scan the QR code to use an interactive map and complete a survey.



Nicollet Avenue reconstruction
County Road 52 in Richfield



Phase 1, experiences: events and input

Summer 2023

<p>Richfield Transportation Commission</p> <p> 3 Meetings</p>	<p>Richfield Farmers Market (active aging day)</p> <p> ~100 Conversations</p>
<p>Penn fest</p> <p> ~200 Conversations</p>	<p>Open house</p> <p> 70 Participants</p>
<p>Community organizations</p> <p> Initial contacts with: ~15 5 Meetings complete</p>	<p>Online and in-person surveys/comments</p> <p> ~200 Responses</p>



Key themes:

- 

Walking and biking safety

 - Walking and biking feels unsafe/uncomfortable
 - Poor sidewalks, no dedicated bike path, difficulty crossing
 - Common locations: Augsburg Park, 66th Street, 73rd Street, 76th Street, and 77th Street
- 

Traffic safety at intersections

 - Intersections along the corridor feel unsafe
 - Difficult to cross or turn in a vehicle (particularly peak periods)
 - Concern over design of existing pedestrian crossing medians (visibility, hard to drive around while going fast, etc.)
 - Common locations: 73rd Street, 76th Street, and 66th Street
- 

Vehicle speeds

 - Excessive vehicle speeds and reckless driving on Nicollet Avenue are a safety problem
 - Common locations: 72nd and 73rd Street

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Phase 2, vision and tools: activities and input

Fall 2023

Richfield Transportation Commission

 **2**
Meetings

Richfield High School Conferences

 **~10**
Conversations

Business conversations

 **~5**
Conversations

Open house

 **40**
Participants

Community organizations

 Contacts with: **~15**
2 Meetings complete

Online and in-person surveys/comments

 **~60**
Responses

Key themes:



Problem statement and goals

- The majority of open house participants (75%) and online survey respondents (51%) agreed that the problem statement and goals captured the overall concerns of the community.
- Most open house participants (64%) and online survey respondents (62%) also agreed that the themes from phase 1 engagement were accurately captured.



Street layout configurations

- The **three-lane roadway** (two-way with center turn lane) was the most popular street configuration for open house attendees (75%). This was also the most popular option for online survey respondents (76%).



Pedestrian, bicycle and boulevard configurations

- The one-way cycle track was the most popular option at the open house (50%) and for the online survey (47%).
- The two-way cycle track was the second most popular option with 23% and 47% from the open house and online survey, respectively.
- The train and side path configuration also received moderate support with 23% and 42% from the open house and online survey, respectively.



Intersection treatments

- **Pedestrian activated lights** were the most popular option at the open house (30%) and from the online survey (78%).
- **Traffic signal improvements** were also a high priority for survey respondents (62%).

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Phase 3, concept alternatives: events and input

Winter 2023/Spring 2024

Richfield Transportation
Commission



2

Meetings

Community
organizations



~15

Contacts

Open house



100

Participants

Online and in-person
surveys/comments



~85

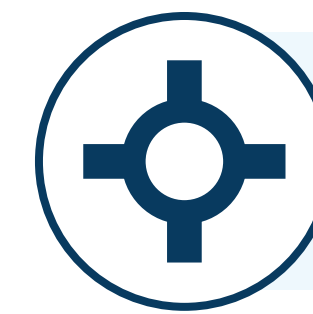
Responses

Key themes:



Agreement on desired bike facility configuration

- Sidewalk level bike lanes on both sides of the street
- Resolution of Support from the Hennepin County Active Transportation Committee and Richfield Transportation Commission



Support for roundabouts

- General support for the proposed roundabout locations throughout the corridor
- Support from the Richfield Transportation Commission



Desire for enhanced pedestrian crossings

- Consistent support for making it safer and easier for people to walk across the street



Desire for planted boulevards

- Interest in improving the aesthetics of the corridor and making it more green



Sensitivity of right-of-way impacts

- Desire for the right improvements for the corridor but do not want to see significant right-of-way impacts if they can be avoided

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Addressing the problems

Community problem statement:

There is a need to improve safety and comfort for people who travel along and across Nicollet Avenue, including people walking, rolling, riding bicycles, taking the bus, and driving a personal vehicle. The dated corridor doesn't address all modes equitably and needs modernization to serve the needs of the community for the next 50+ years. The corridor is uninviting, lacking in aesthetics, environmental sustainability, green space, vegetation, and street lighting. Finally, the pavement quality and Americans with Disabilities Act (ADA) facilities do not meet Hennepin County or City of Richfield standards.



Goals:

The following are specific goals for the project which have been developed to address the community problem statement. These goals will be used to evaluate alternative improvement options along the corridor.

Provide safer facilities and crossing opportunities for people walking, rolling and biking.

- **Safe spaces:** Create places for people to walk and bike with adequate separation from motor vehicle traffic in accordance with the Hennepin County Mobility 2040 Plan and the City of Richfield Active Transportation Plan.
- **Safe crossings:** Provide enhanced opportunities for people walking and biking to cross the street at convenient locations.
- **Human-scale elements:** Include features to support walking and biking, such as pedestrian level lighting, shade trees, trash cans, and places to sit.

Improve bus travel by creating comfortable stops and reliable travel experiences.

- **Waiting areas:** Create safe and comfortable places for people to wait for the bus.
- **Reliable travel time:** Provide reliable travel times along the corridor for all vehicles.

Create safe, secure and comfortable places for everyone to travel, regardless of their age or ability.

- **Speed:** Design the street to promote safe vehicle travel speeds.
- **Crashes:** Reduce crash severity.
- **Traffic:** Provide for an acceptable level of traffic delay and traffic queuing.
- **Pavement quality:** Create an adequate travel surface for all users.

Improve the look and feel of the corridor and foster environmental sustainability.

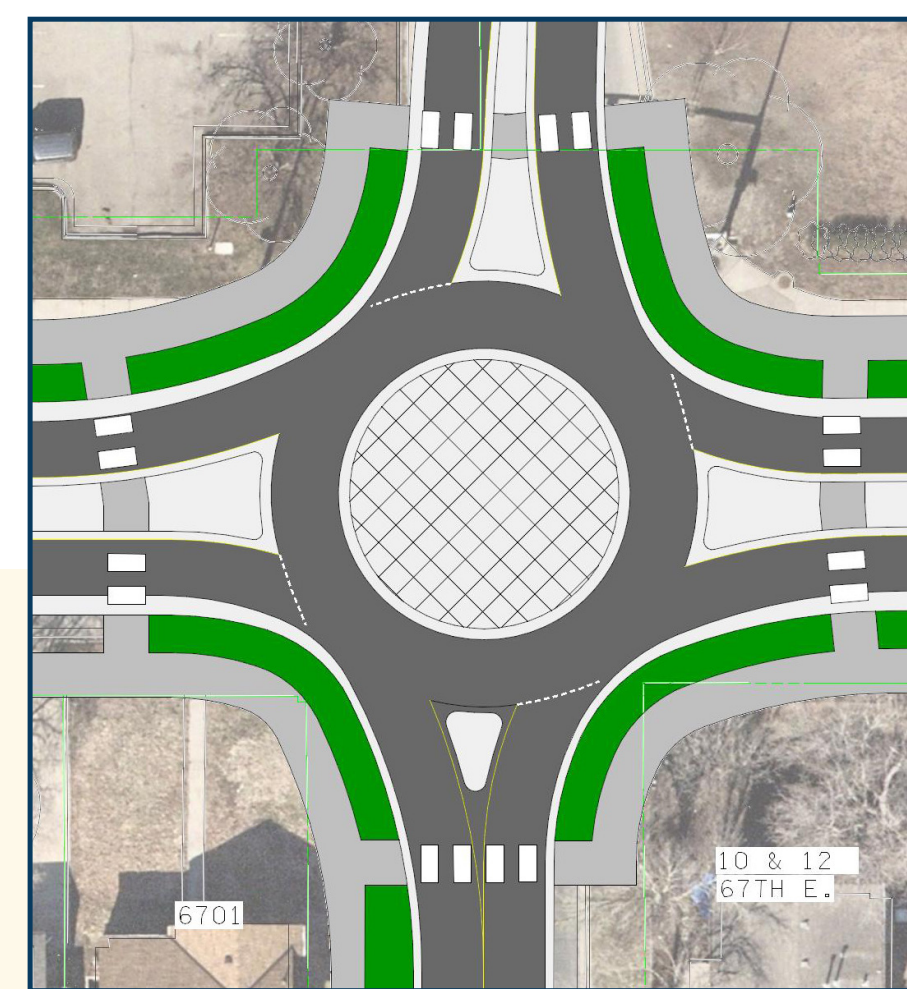
- **Green space:** Provide space for more trees, larger boulevards and plantings along the corridor.
- **Sustainability:** Create opportunities to improve water quality with green stormwater infrastructure where feasible (i.e., rain gardens, tree trenches, sustainable plantings, etc.) and promote environmental resiliency in accordance with Hennepin County's Climate Action Plan.
- **Public art:** Explore possibilities for public art and wayfinding.

Roundabout

Intersection control in which traffic flows in one direction, around a circle.

Potential applicability

76th Street, 73rd Street, 70th Street, 67th Street



Considerations

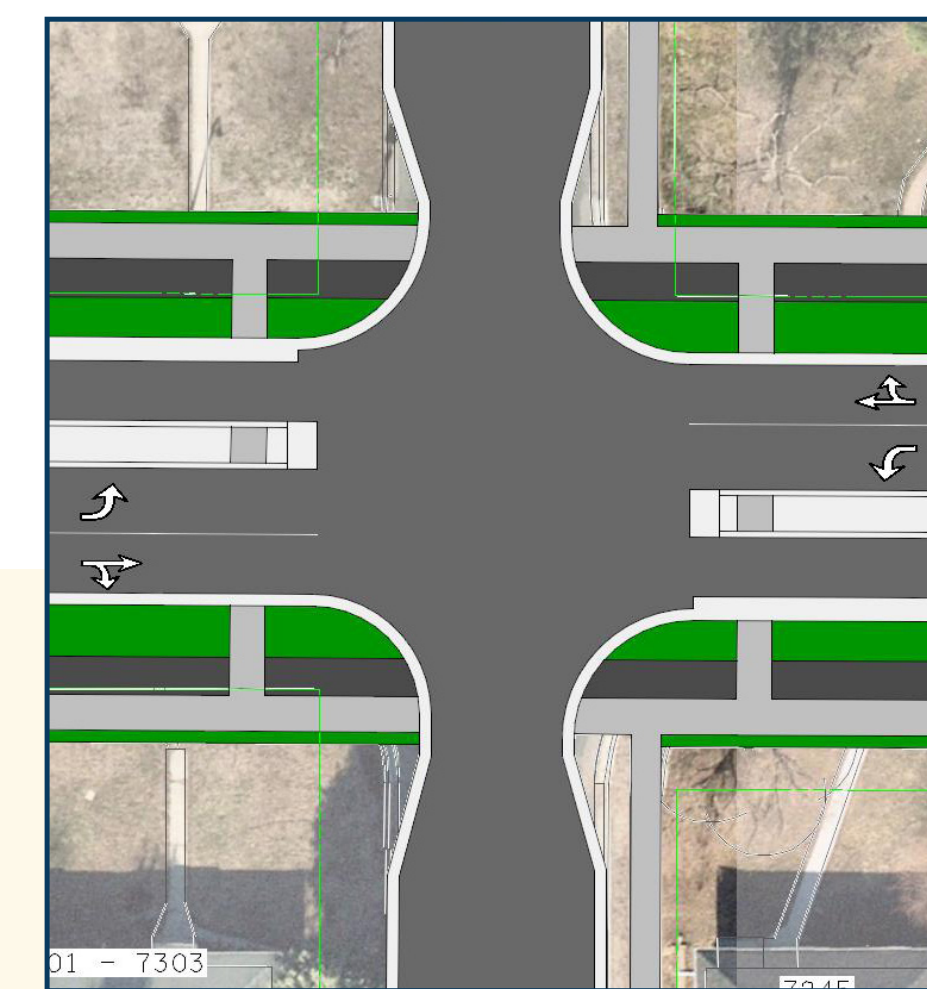
- Shorter crossing distances for pedestrians
- Encourages safer vehicle speeds
- Reduces crash severity
- Minimizes vehicle delay
- Requires additional design considerations for bike facilities
- Can be difficult to navigate for larger vehicles
- Larger footprint/right-of-way impacts when compared to a traffic signal

Median crossing (pedestrian refuge median)

Raised center medians at intersections/crosswalks with a space wide enough to stop in the middle.

Potential applicability

All intersections



Considerations

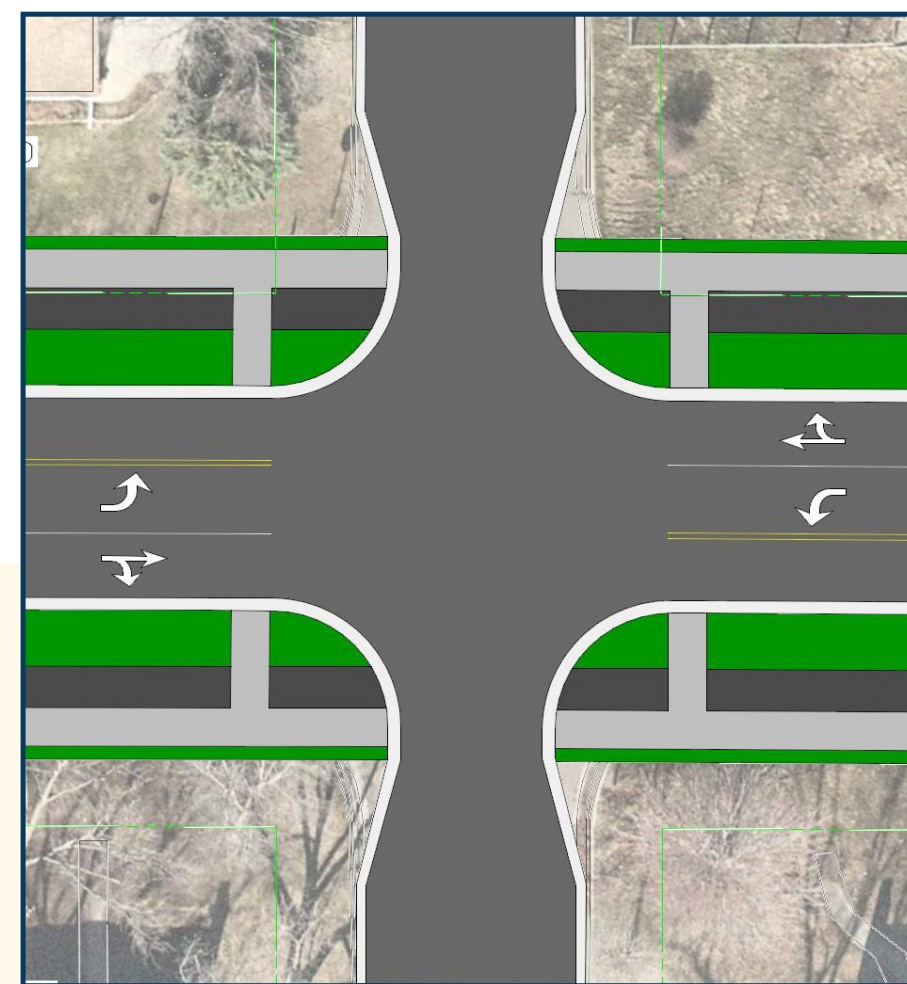
- Shorter crossing distances for pedestrians
- Better manages vehicle speeds
- Opportunity to add left turn lanes
- Opportunity to add plantings
- Maintenance/snow clearance considerations

Bumpouts

Extension of the pedestrian zone into the street at intersections.

Potential applicability

All intersections



Considerations

- Shortened crossings distances for pedestrians
- Better manages vehicle speeds
- Can restrict vehicle turning movements
- Opportunities for plantings
- Maintenance/snow clearance considerations

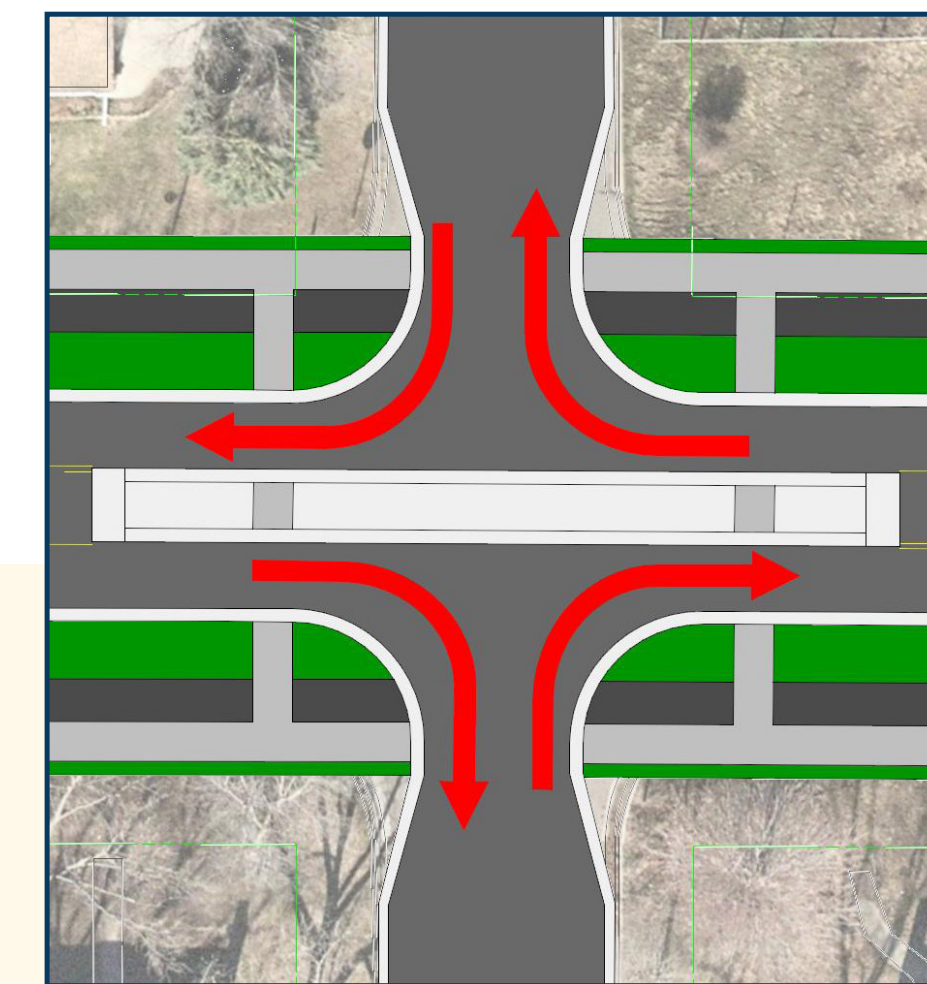
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Right-in/Right-out (closed median)

Raised center median extending through an intersection and limiting left turns. Need to be evaluated for traffic impacts.

Potential applicability

74th Street, 71st Street, 69th Street



Considerations

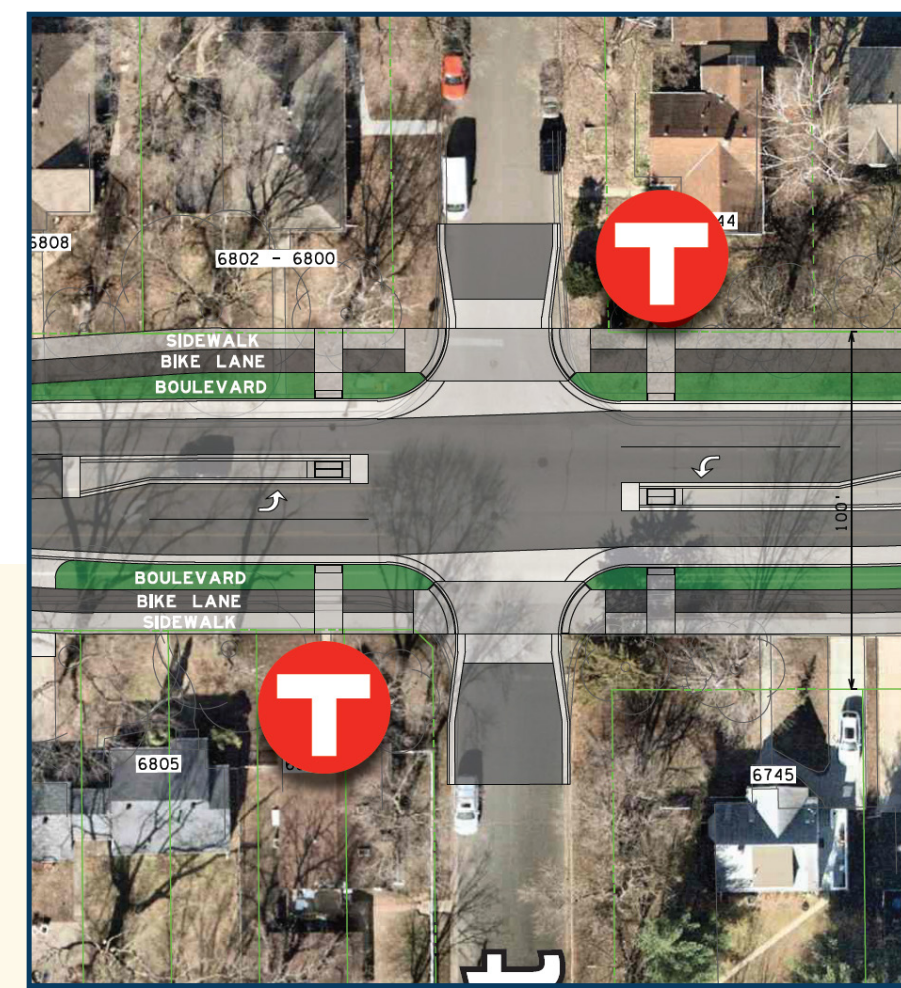
- Shorter crossing distances for pedestrians
- Improves safety by minimizing vehicle conflicts and controlling access
- Restricts vehicle access at cross streets and driveways (right-in/right-out only)
- Opportunity to add plantings

Raised crosswalk

Crossing area raised to the level of the sidewalks and extending through the intersection.

Potential applicability

All local street approaches, excluding roundabouts



Considerations

- Improved visibility for pedestrians
- Better manages vehicles speeds
- Improved comfort for bicyclists
- Maintenance/snow clearance considerations