

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 +

Five horizontal yellow bars for age selection.

Languages

Language selection circles: English, Spanish, Somali/Oromo, Russian, Karen, Thai, Hmong, Mandarin/Cantonese, Other.

Do you have a disability?

Yes

No

Two yellow buttons for 'Yes' and 'No'.

Pronouns

She/Her

He/Him

They/Them

Other

Four yellow buttons for pronoun selection.

Race/Ethnicity

Alaskan Native or American Indian
Asian
Black or African American
Hispanic or Latino
Native Hawaiian/Pacific Islander
White
More than one race

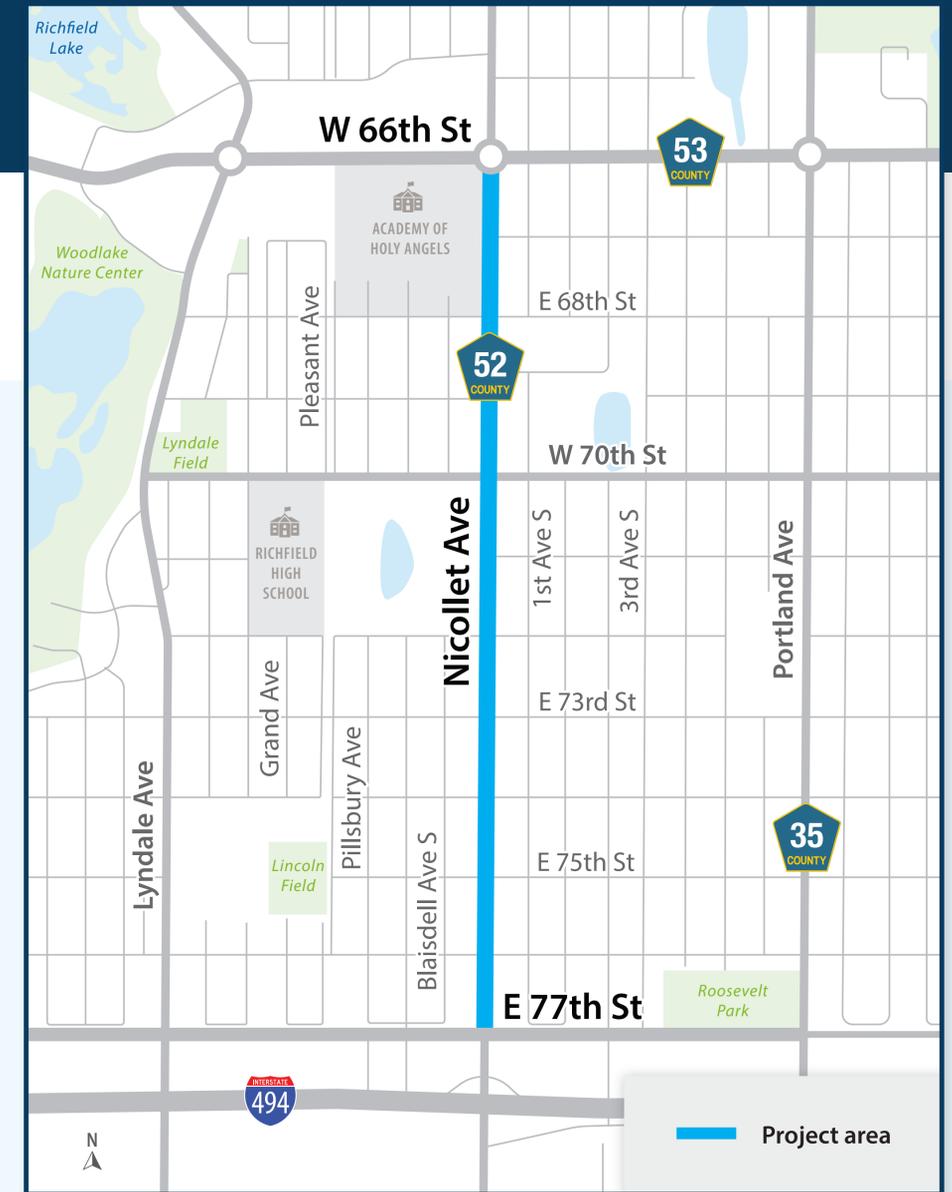
Seven horizontal orange bars for race/ethnicity selection.

Project overview

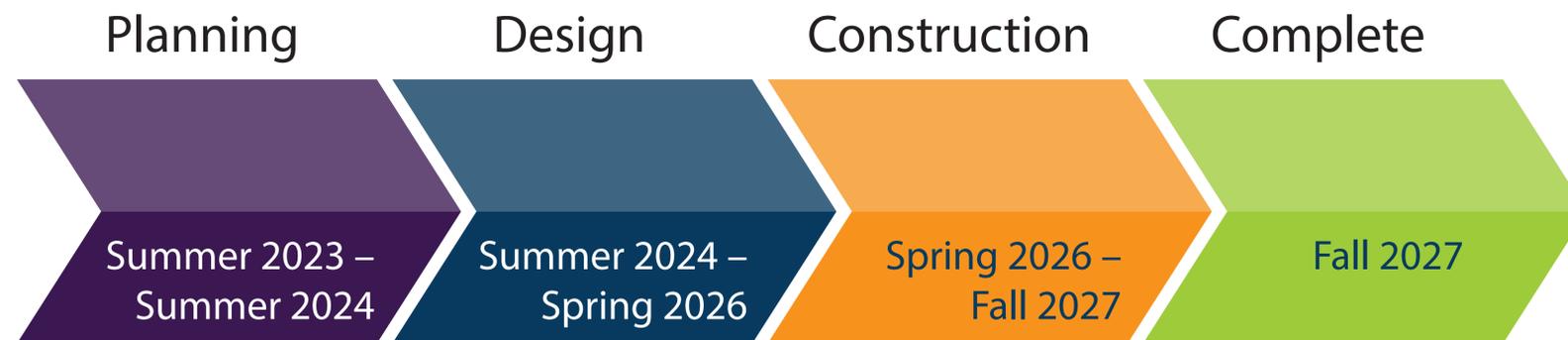
Hennepin County will reconstruct Nicollet Avenue (County Road 52) in 2026

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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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

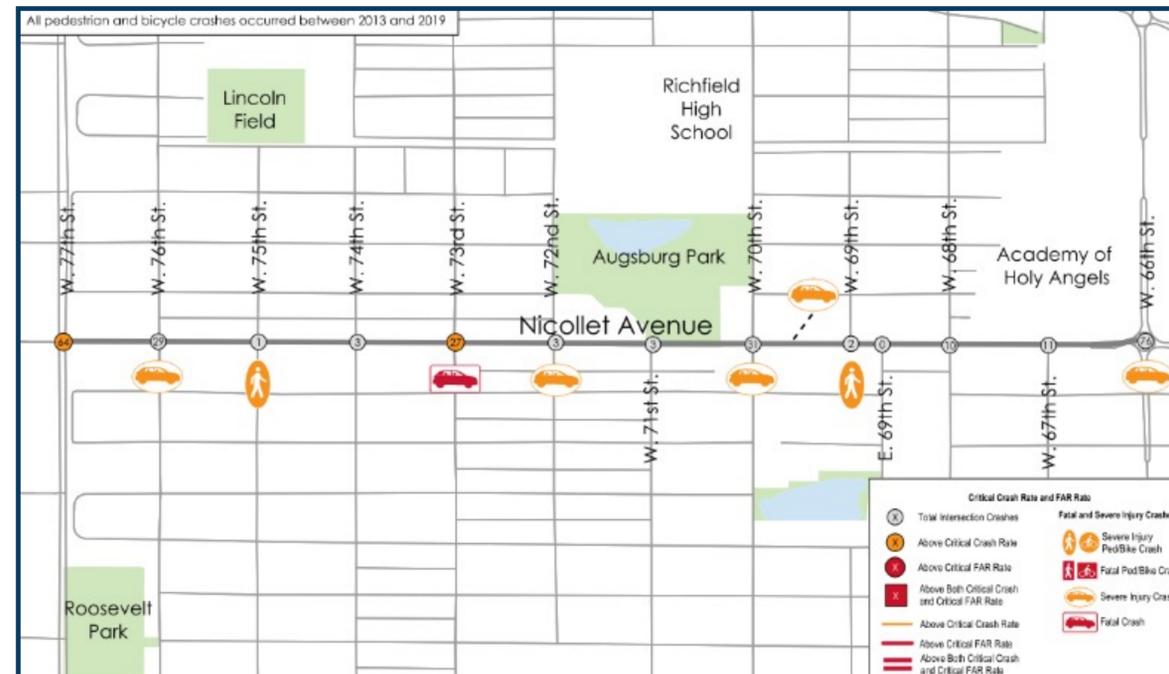
- **South of 69th Street:** average speed 32 mph with 85% of all traffic under 34 mph
- **South of 74th Street:** average speed 35 mph with 85% of all traffic under 39 mph

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.



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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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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.

Recommended roadway configuration: 3-lane section

The 3-lane section is the recommended roadway design to carry forward into the design process. This means the primary configuration will be the 3-lane design, but there are still opportunities for variation in specific locations, based on context. In addition, design features such as medians, enhanced pedestrian crossings, and other intersection treatment options will be evaluated.

Enhanced improvements

- ✓ Provides vehicle safety and operational benefits when compared to other configurations considered
- ✓ Matches existing roadway configuration
- ✓ Preferred configuration for open house and online survey participants

Computer model of a 3-lane section

