

Franklin Avenue reconstruction  
**OPEN HOUSE**

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# About the project

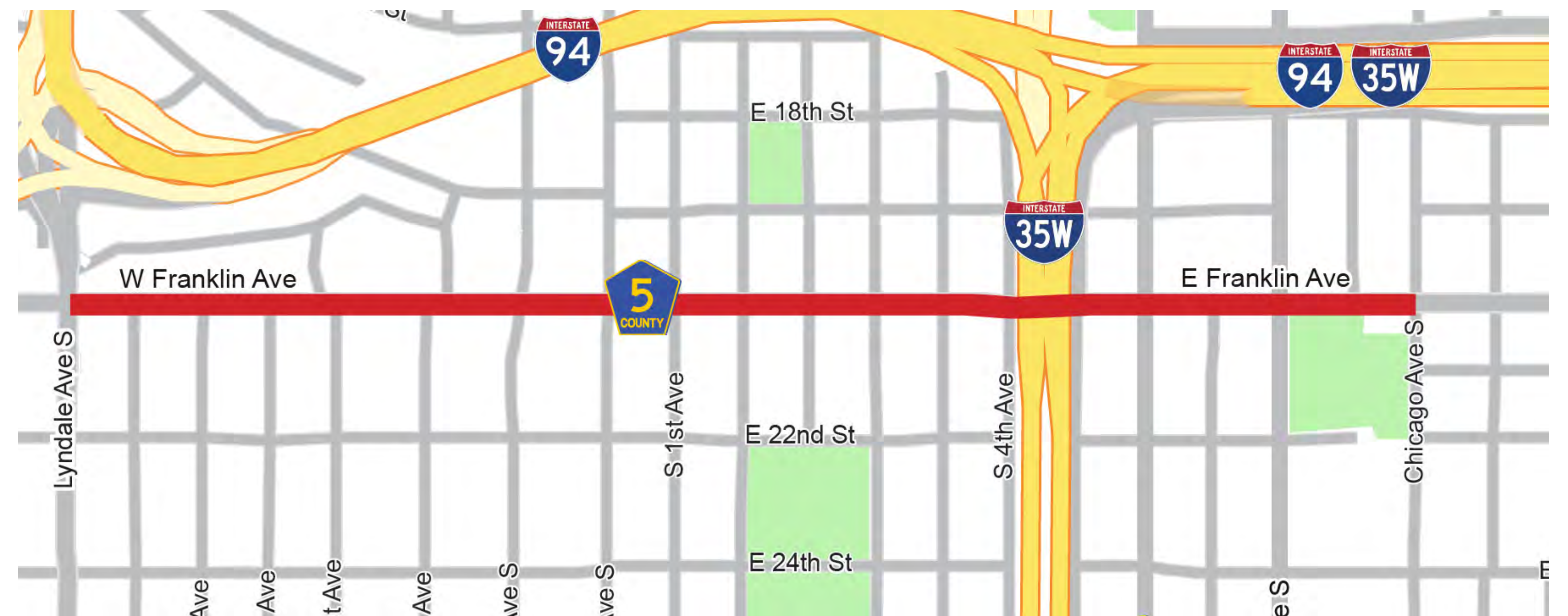
## Franklin Avenue (County Road 5) in Minneapolis

Hennepin County, in coordination with the City of Minneapolis, is evaluating ways to improve safety, accessibility and comfort for all road users along Franklin Avenue (County Road 5) between Lyndale (County Road 22) and Chicago avenues.

In its current form, this segment of Franklin Avenue includes a four-lane undivided roadway (meaning there is no median in most areas) with off-peak parking at certain locations, narrow and obstructed pedestrian facilities, and no dedicated facilities for people biking.

The project is currently in the planning phase. The reconstruction project is expected to be complete by 2026.

## Project area map

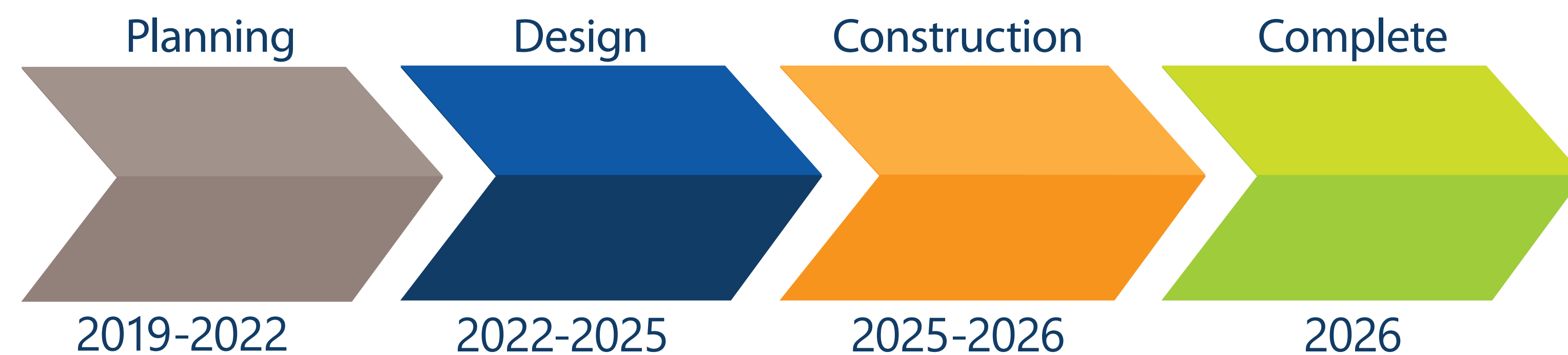


Community members at Open Streets Franklin Avenue 2022



Performance at Open Streets Franklin Avenue 2022

## Project schedule





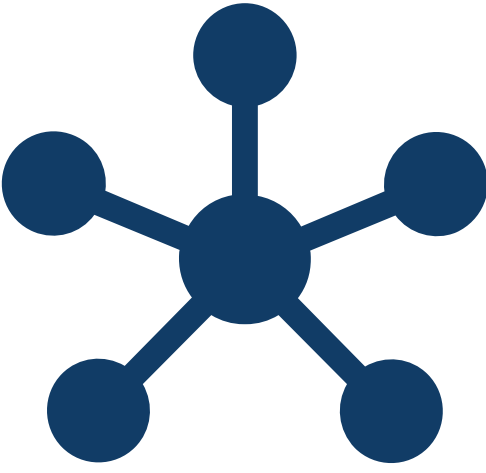
# Project goals



Safe  
pedestrian  
crossings



Space for  
all travel  
modes



Better  
community  
connections



Support  
businesses and  
institutions



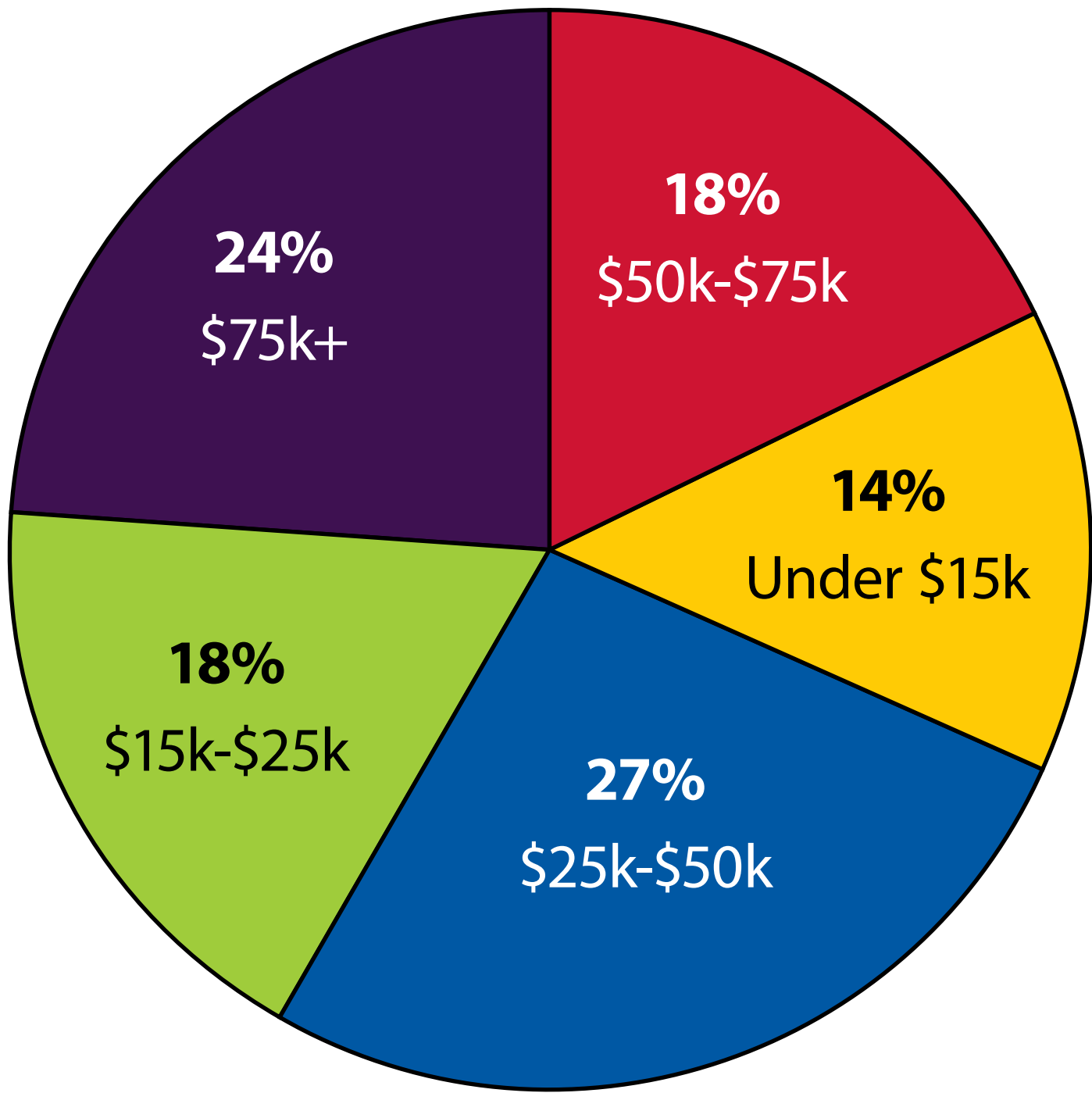
Enhance  
visual  
character



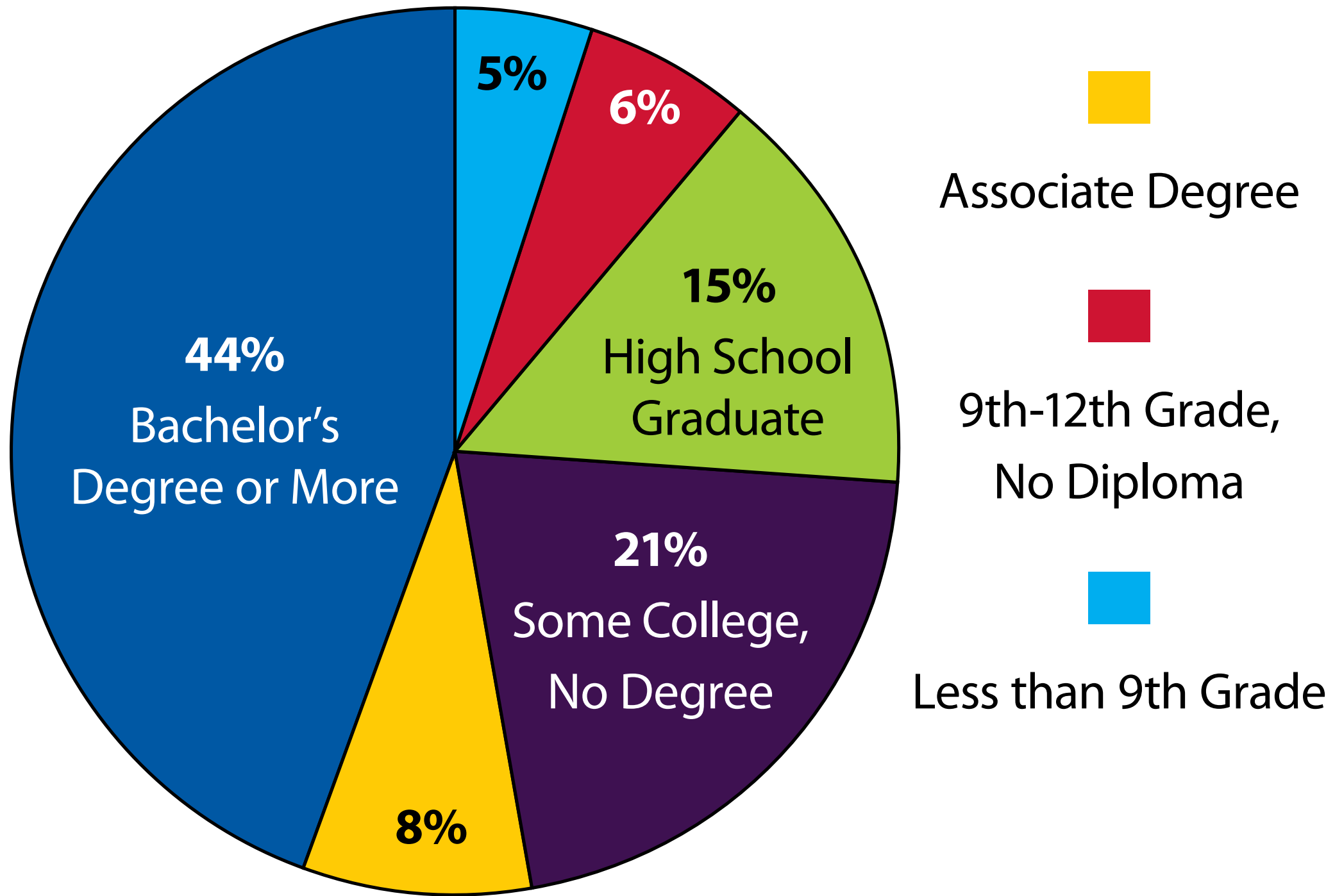
Minimize  
traffic  
delays

# Community demographics

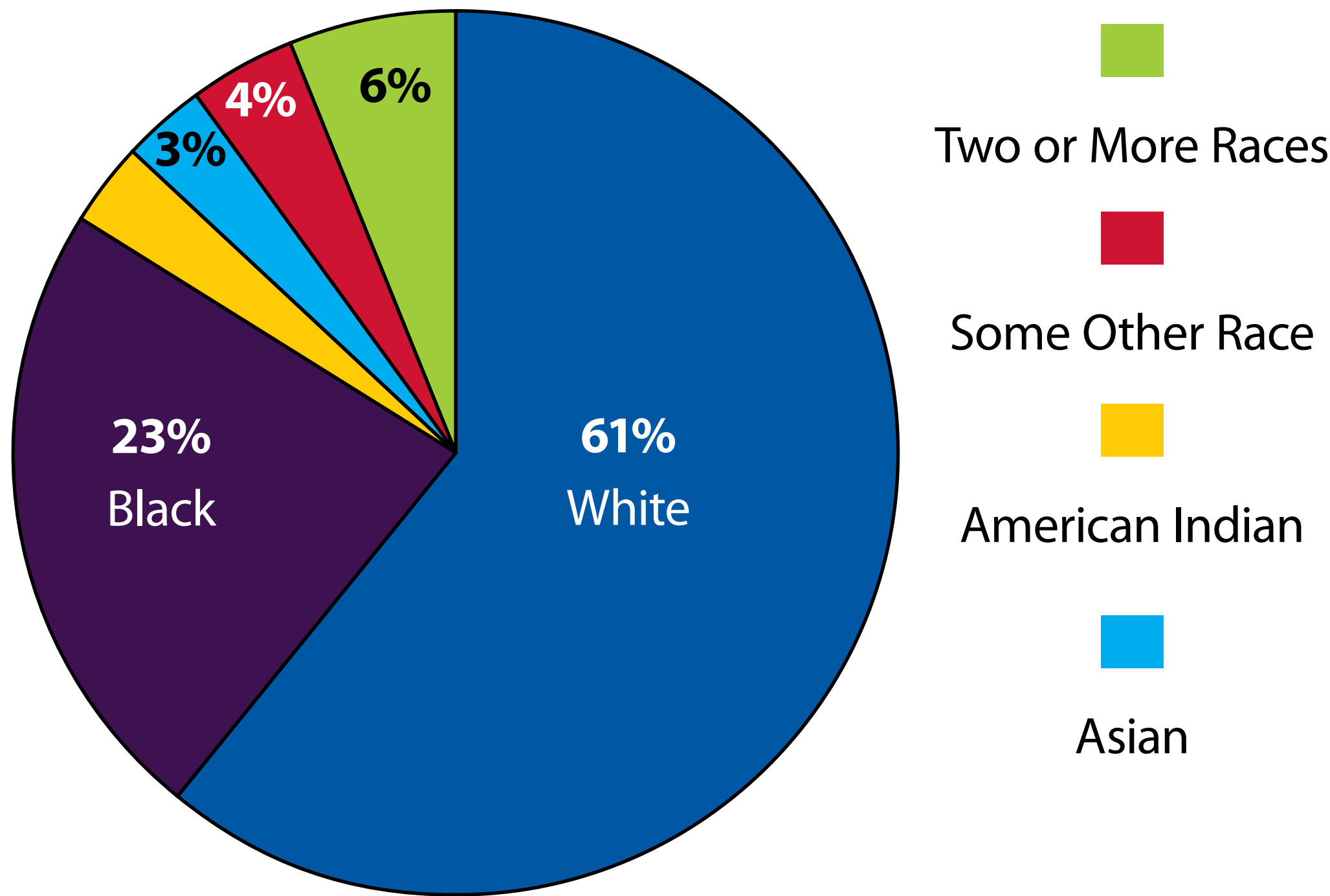
Household income



Population 25+ by educational attainment



Population by race



**Community quick facts**

**35,625** residents live within 0.5 miles of the project area

**45%** of residents are People of Color

**28%** of residents speak a language other than English at home

**21,105** units of housing are present within 0.5 miles of the project area

Source: 2015-2019 ACS Estimates in a 0.5-mile buffer of Franklin Avenue from Lyndale Avenue to Chicago Avenue

Density



18,832 people per square mile

Housing units



9,543





## Historic resources and community facilities

The neighborhoods along Franklin Avenue have a rich and prominent history. Within one block of the project area, there are two historic districts designated by the National Register of Historic Places: Stevens Square Historic District and Washburn-Fair Oaks Historic Districts. Additionally, there are five historic landmarks designated by the City of Minneapolis and, in some cases, the National Register of Historic Places, including: Edwin H. Hewitt House, Samuel J. Hewson Residence, Anne C. and Frank B. Semple House, George W. and Nancy B. Van Dusen Mansion, John P. and Nelle Snyder Mansion.



Edwin H. Hewitt House



Samuel J. Hewson Residence



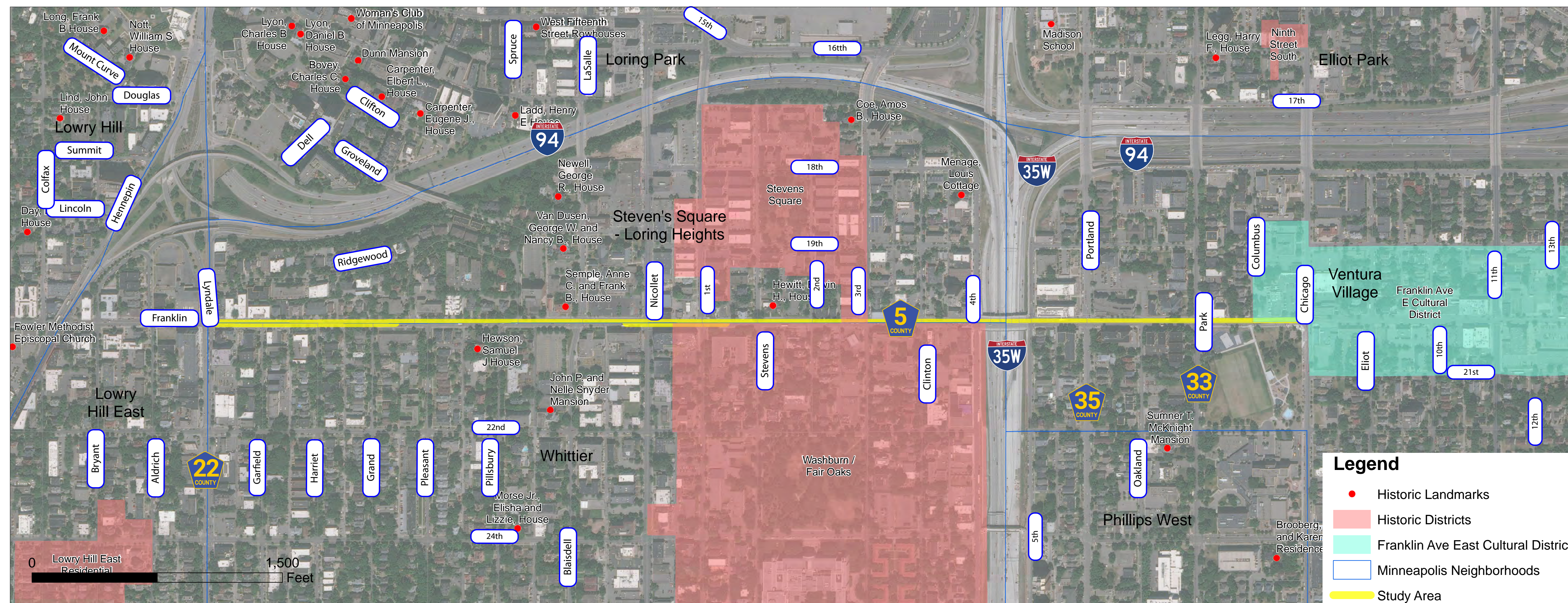
Anne C. and Frank B. Semple House



George W. and Nancy B. Van Dusen Mansion



John P. and Nelle Snyder Mansion





# Community context and sense of place: land use

The future land use map guides the types of uses allowed on a given parcel according to the categories described below. The map guides use only.



Source: City of Minneapolis

**Urban Neighborhood**  
Urban Neighborhood is a predominantly residential area with a range of allowed building types. May include small-scale institutional and semi-public uses (for example, schools, community centers, religious institutions, public safety facilities, etc.) scattered throughout. Commercial uses can continue serving their existing commercial function, but expansion into surround areas is not encouraged.

**Public, Office, and Institutional**  
Corridor Mixed Use serves a larger market area than Neighborhood Mixed Use, and may have multiple competing uses of the same type. Commercial zoning is appropriate, mixed use multi story development is encouraged, and contiguous expansion of commercial zoning is allowed.

**Parks and Open Space**  
Corridor Mixed Use serves a larger market area than Neighborhood Mixed Use, and may have multiple competing uses of the same type. Commercial zoning is appropriate, mixed use multi story development is encouraged, and contiguous expansion of commercial zoning is allowed.

**Goods and Services Corridor**  
Goods and Services Corridors serve two purposes:  
1. To indicate where commercial uses should front in relation to properties guided for commercial future land uses.  
2. Goods and Services Corridors may also help identify where the establishment or expansion of commercial uses can be considered. Properties immediately adjacent to a Goods and Services Corridor may be considered for commercial activity.

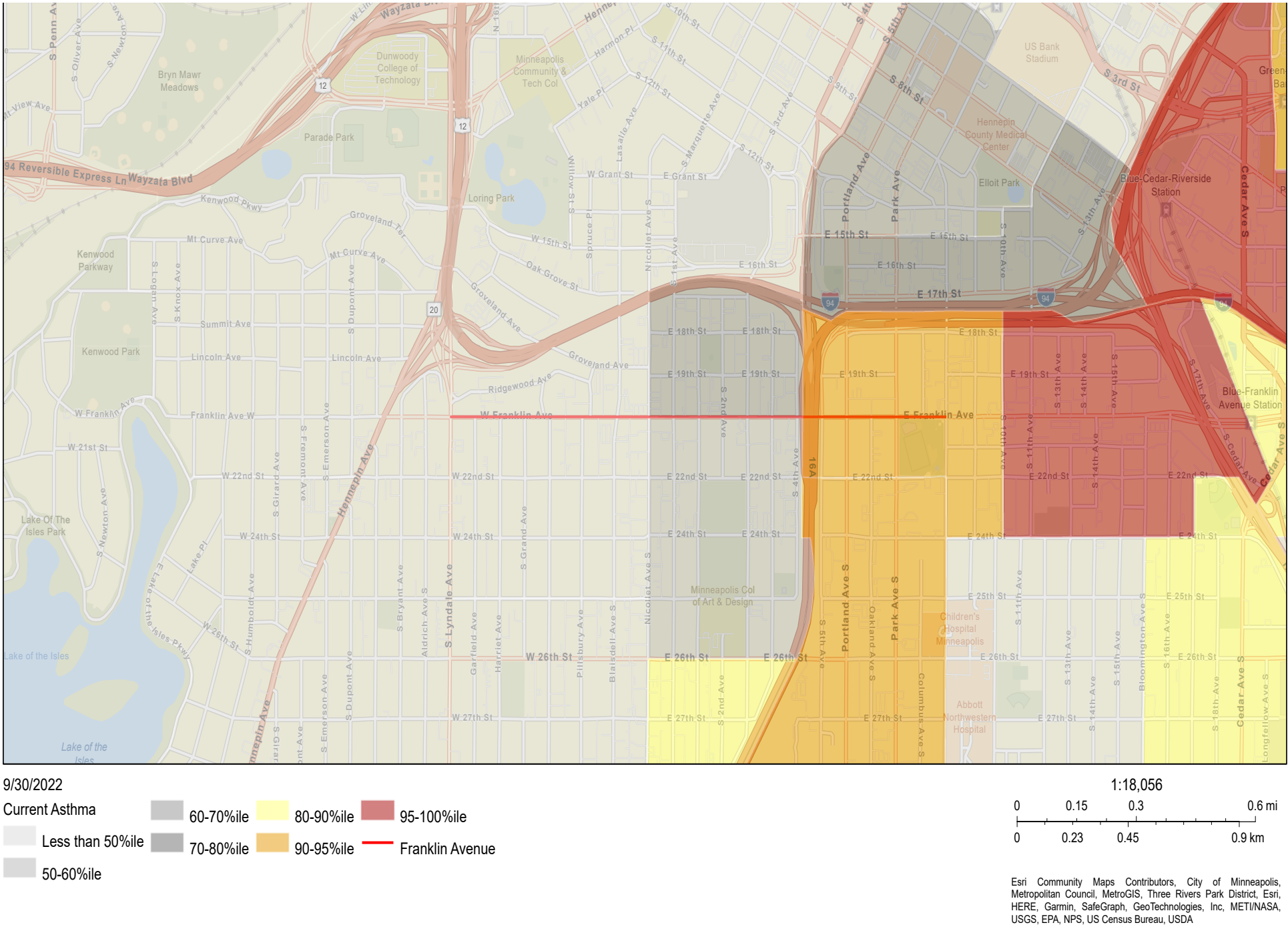
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# Community health and environment

The design of streets and public spaces can have a direct impact on human health. Furthermore, research has shown that historically disadvantaged populations are often disproportionately impacted. The measures below are examples of how conditions along Franklin Avenue impact health.



**Public health measure: asthma incidence**

High asthma incidence is often found in areas with high traffic volumes or traffic congestion, among other factors. This may contribute to respiratory health problems. (Source: EPA EJSCREEN)

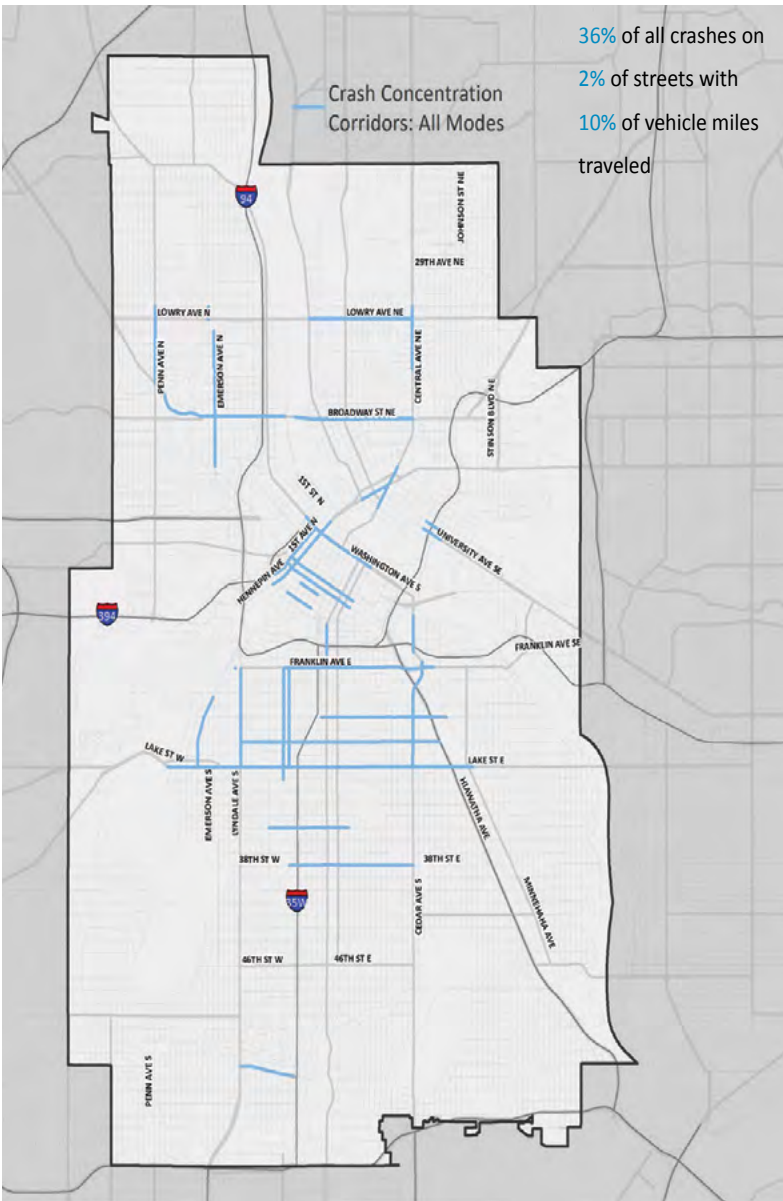


Figure 5-12. Combined Crash Concentration Corridors  
Source for Bicycle and Vehicle Crash Data: Vision Zero 10-Year Dataset  
Source for Pedestrian Crash Data: Pedestrian Crash Study 10-Year Dataset

**Community measure: high injury network**

High crash rates, as highlighted in the Minneapolis High Injury Network, reflect both roadway conditions and traveling patterns. These may contribute to higher injury and death rates. (Source: Minneapolis Vision Zero)

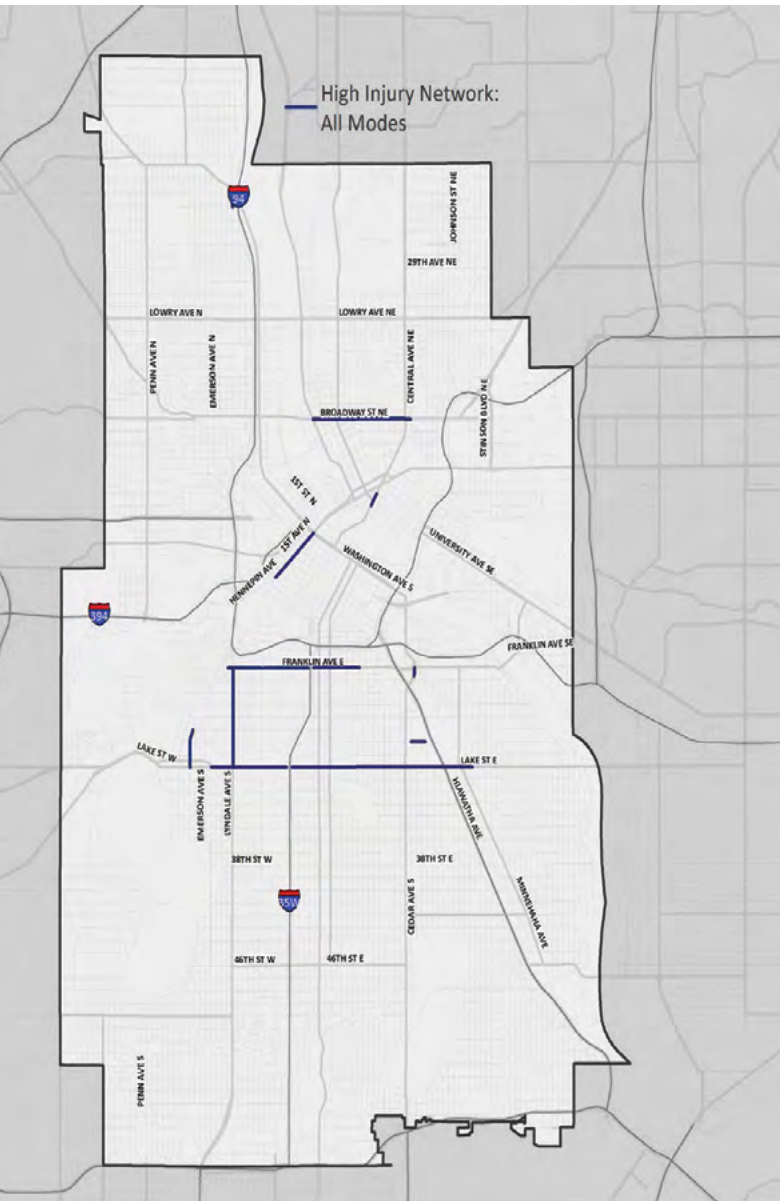
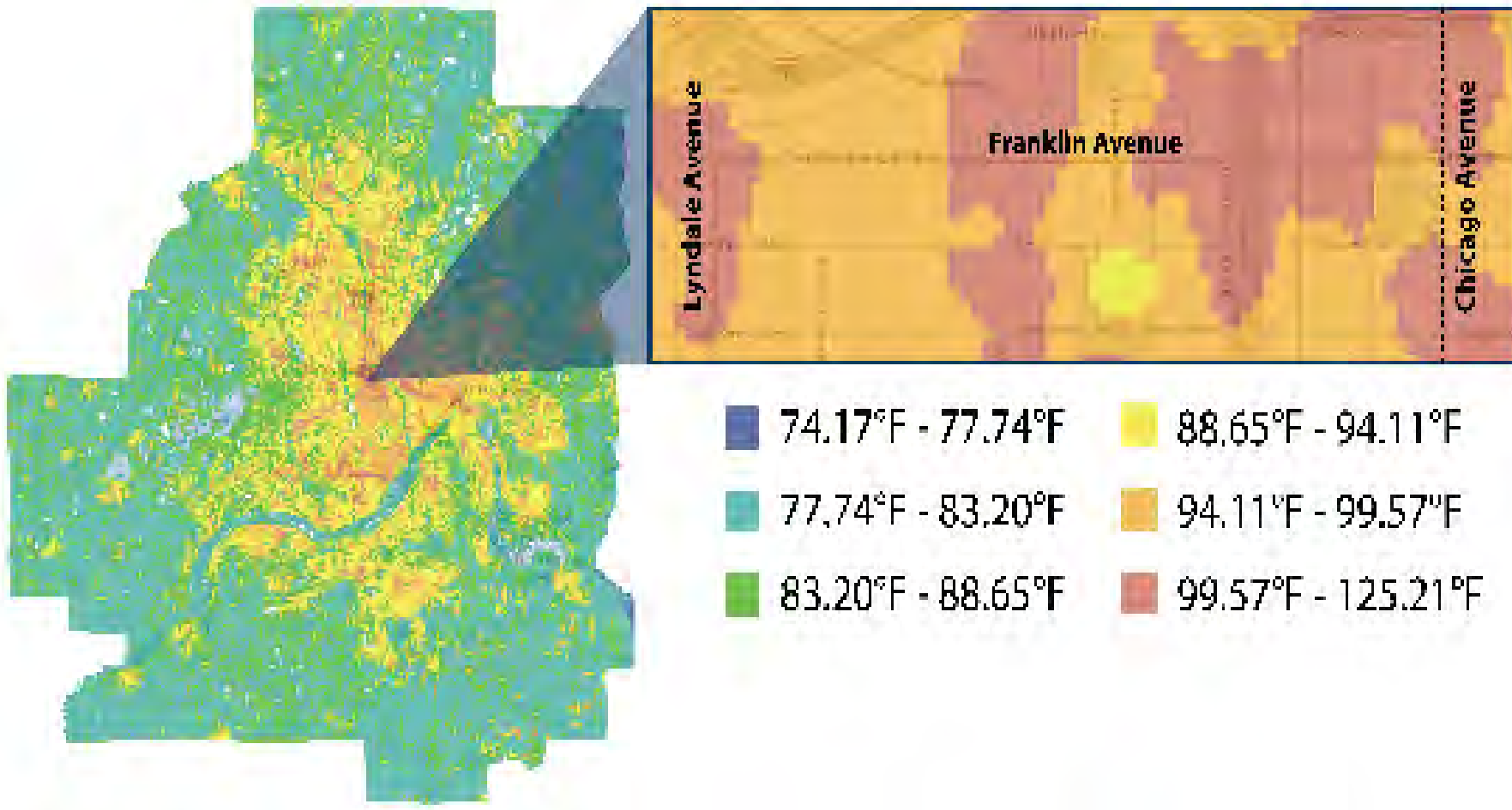


Figure 5-13. Combined High Injury Network



The map represents a snapshot of the metro area land surface temperature on July 22, 2016 at 12 PM, on the third day of a regional heat wave. There was over a 51°F difference between the hottest and coolest surface areas on the same day.

**Environmental measure: heat island effect**

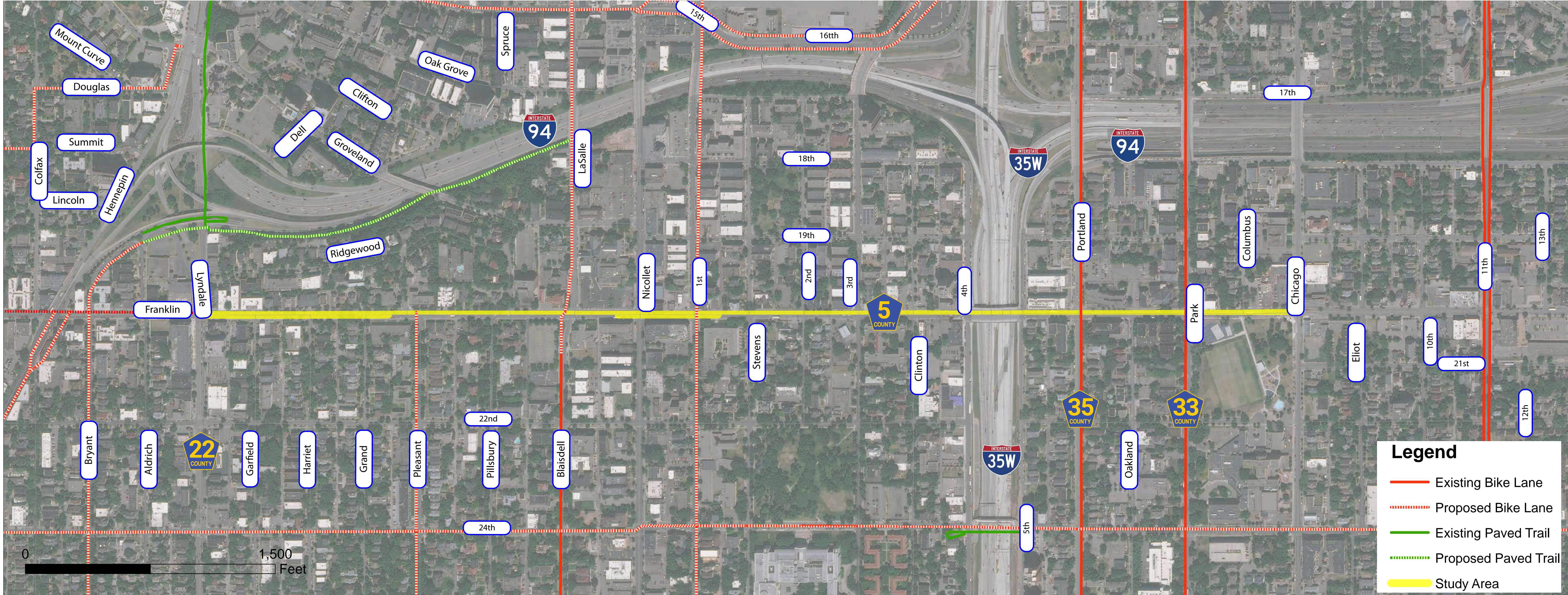
Heat islands are often found in areas with extensive paved surfaces and lack of tree cover. These may contribute to heat-related health problems, especially during hot weather. (Source: State of Minnesota)





# Multimodal connections: bikeways

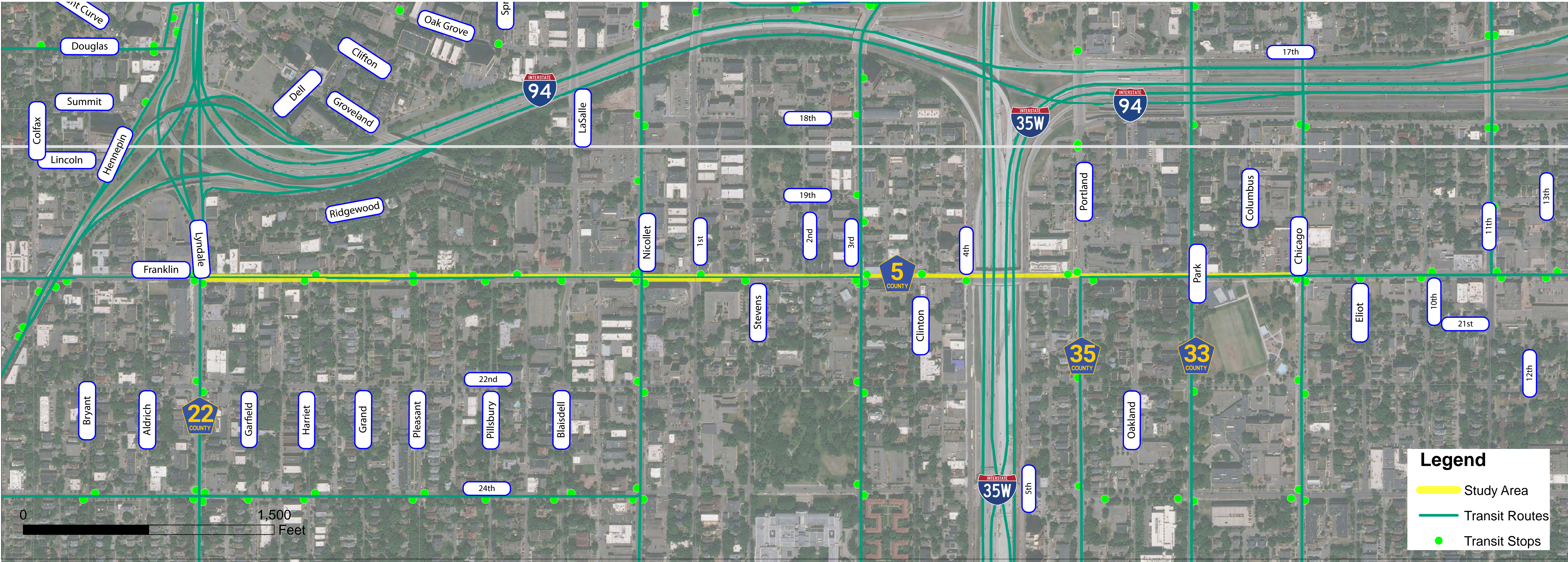
Currently, this segment of Franklin Avenue does not include a dedicated bike facility. However, Franklin Avenue has been identified in both city and county plans as a future separated bikeway. The segment of Franklin to the west of Lyndale is being constructed with bike facilities.





# Multimodal connections: transit

On this segment of Franklin Avenue, high-frequency transit provides a bus at least every 15 minutes at each stop. The corridor has not been identified for a future Bus Rapid Transit (BRT) route. The future reconstruction will support transit service and provide sufficient space for transit users.

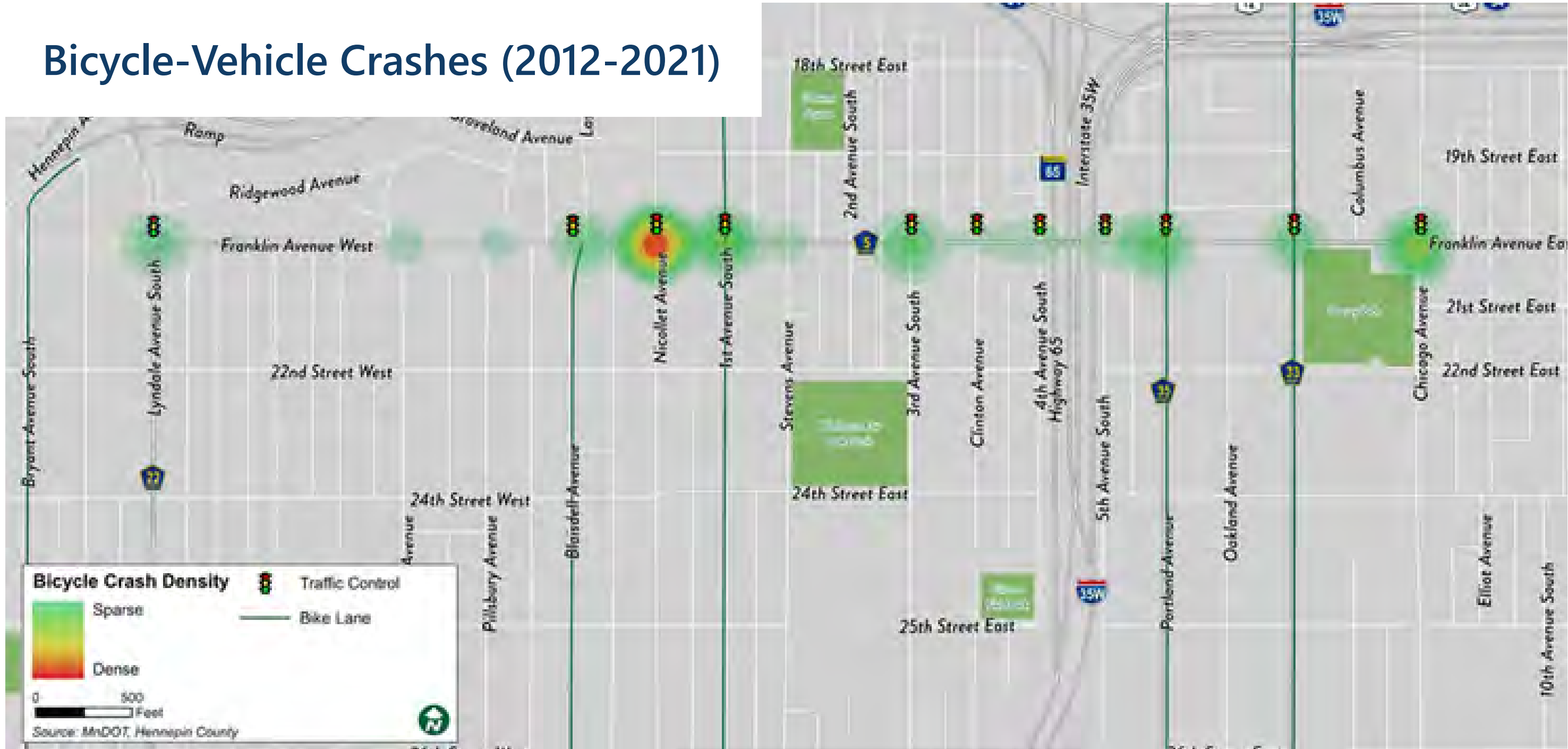




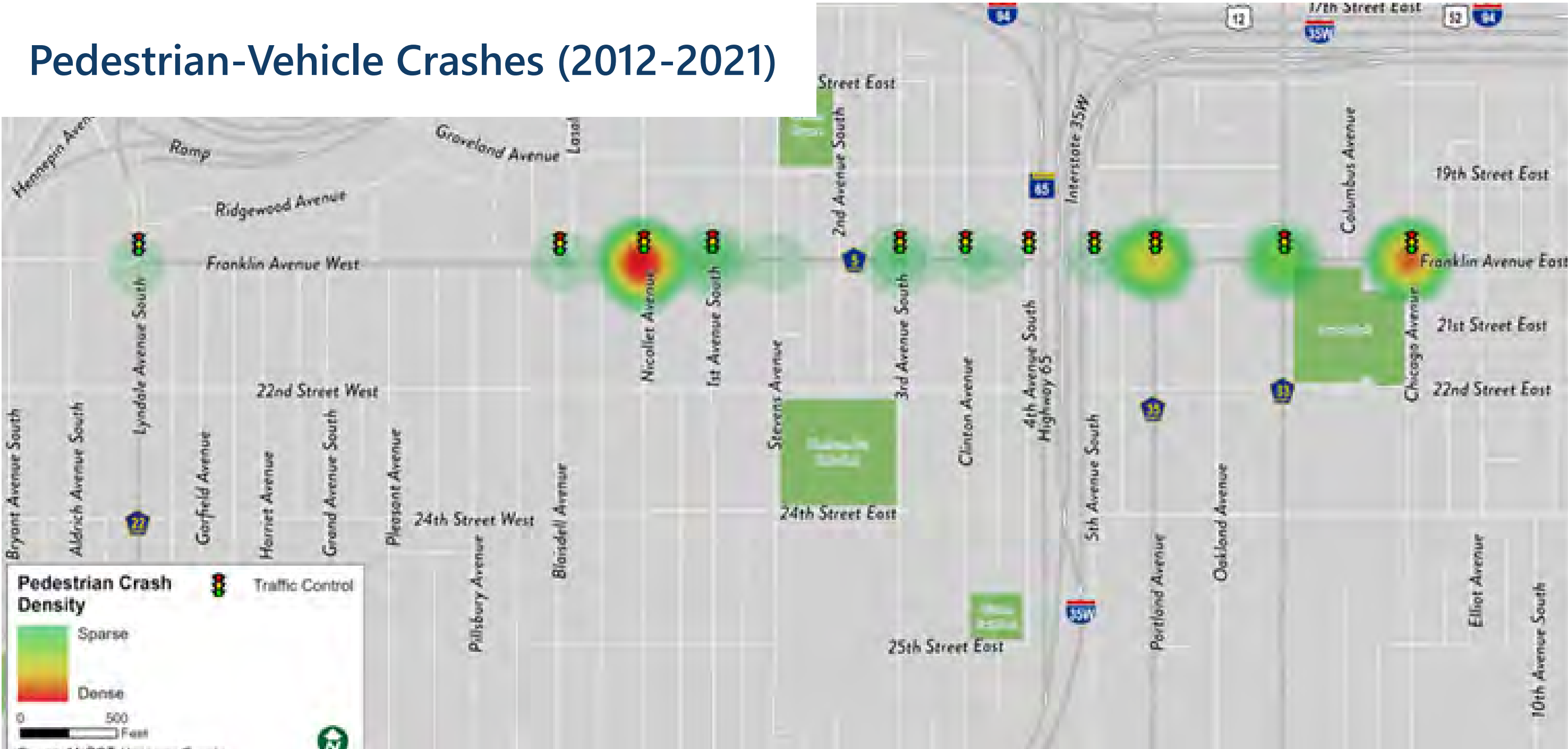
# Traffic and safety operations

Looking at a corridor wide level, a crash analysis was completed for reported crashes in the past 10 years (2012-2021). The maps below show the hot spots of the following crash types along the corridor:

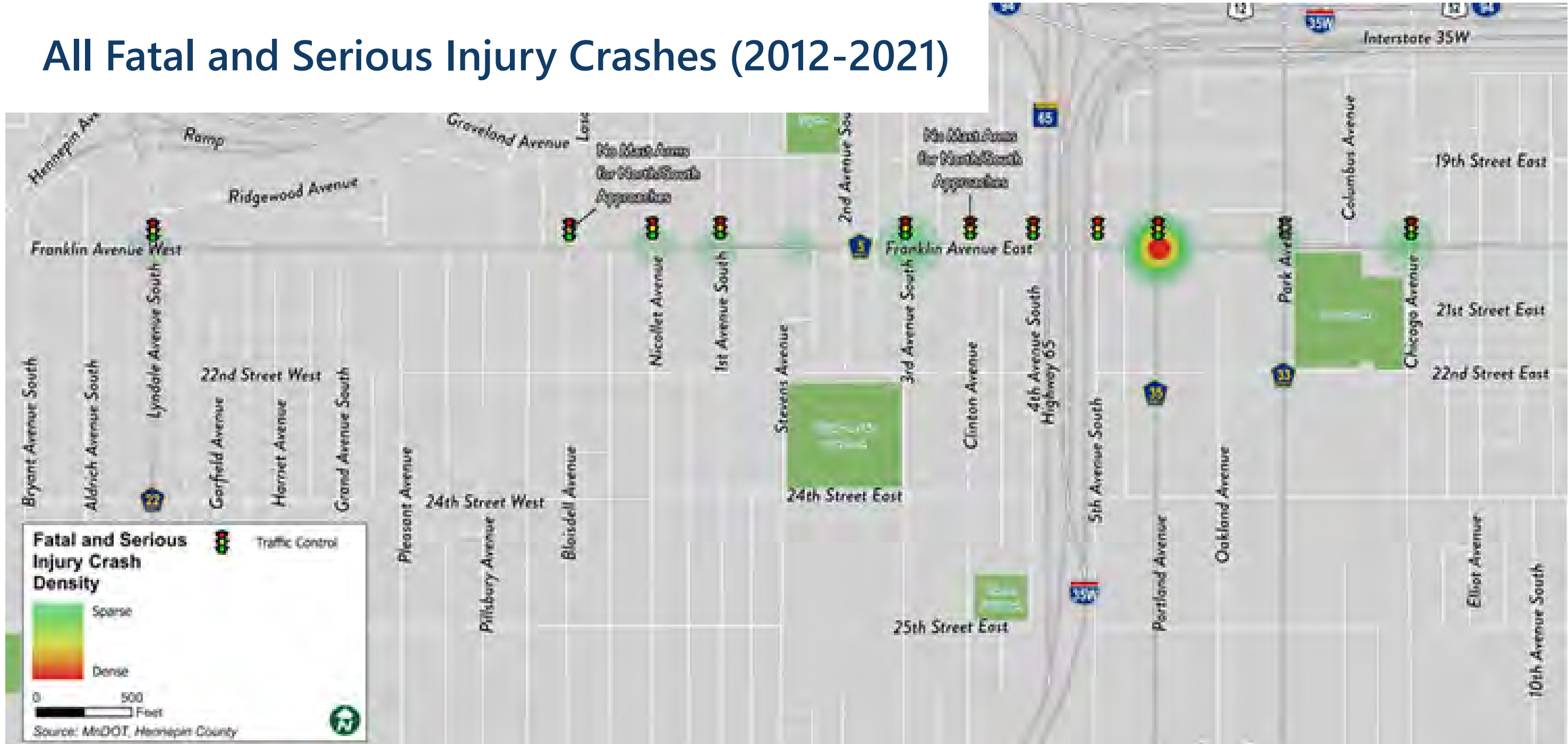
Bicycle-Vehicle Crashes (2012-2021)



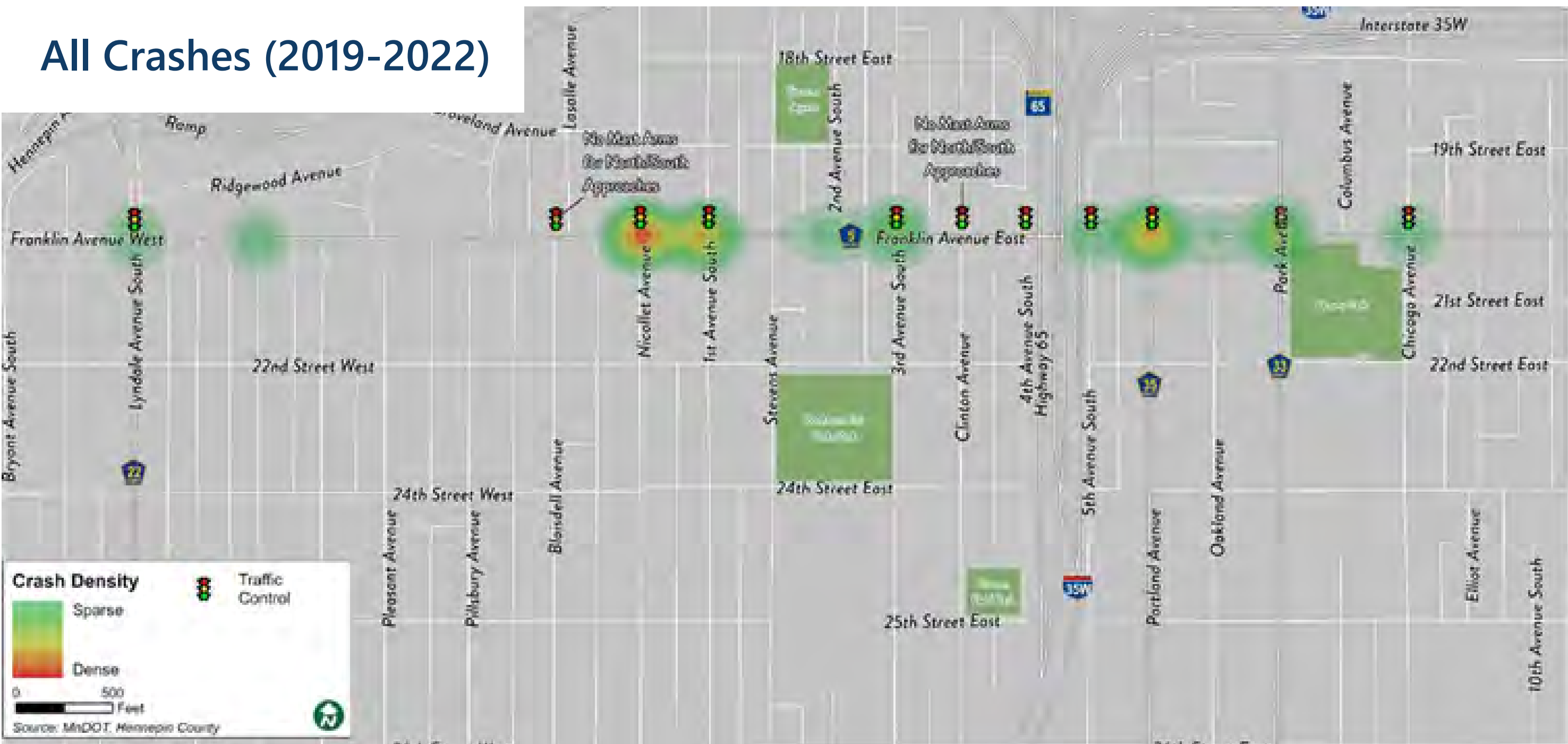
Pedestrian-Vehicle Crashes (2012-2021)



All Fatal and Serious Injury Crashes (2012-2021)



All Crashes (2019-2022)





# Current parking utilization

Updated 2022 parking utilization data was collected through the project area. The results are shown below. This rate of utilization is consistent with what was collected during the 2019 study.

