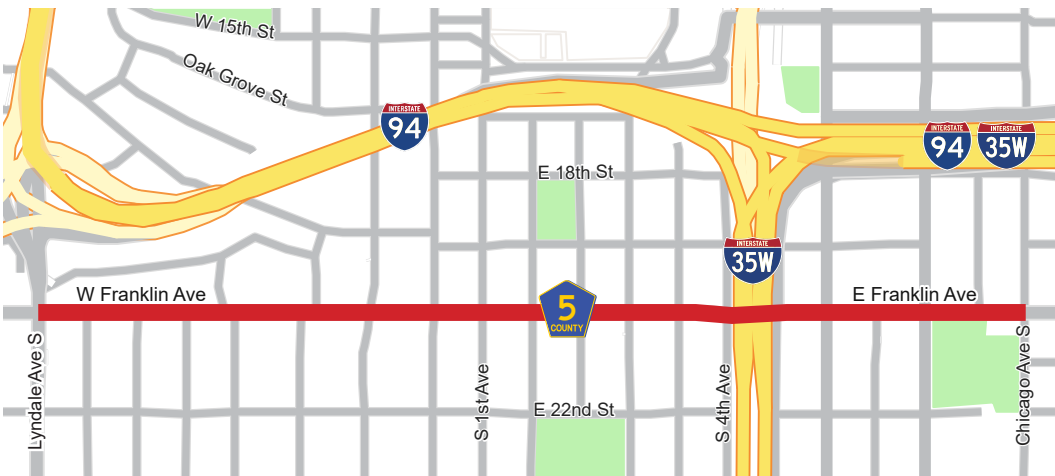


Phase 2 engagement summary

January to May 2023



Phase 2 overview

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.

From January to May 2023, we solicited feedback from the community through multiple pop up events, hosted an open house in spring of 2023, met with various stakeholder groups, and put out a survey in both English and Spanish that received a total of 207 responses.

Phase 2 engagement snapshot



Next steps

The project team will use the input gathered from the public to determine a preferred concept for the corridor.

Hennepin County

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June 2023


Minneapolis
City of Lakes



Open house summary

March 20, 2023 | Plymouth Congregational Church | 4-7 p.m. | ~60 participants

Meeting overview

This meeting was held to introduce draft concepts of the road and gather feedback on the designs. The event featured different roadway designs, as well as an activity that encouraged participants to share their priorities for Franklin Avenue.



People biking and rolling

- Support for making entire corridor more accessible
- Desire to add more marked crossings
- Questions about shared use paths, including safety for people walking and rolling
- Desire to add protected bikes lanes



Parking concerns

- Concern about removing parking and how it could impact businesses.
- Desire to keep parking in at least some segments along the corridor



Drive lanes and intersections

Supports

- Center turn lanes
- Add curb bump outs at intersections
- Raised medians, but not at every intersection
- Keep a consistent design throughout the corridor
- Narrow the roadway as much as possible
- Add dedicated bus lanes

Concerns

- Raised medians pose problems for snow plows
- Center median may cause turning issues
- Two lane design may disrupt bus flow



Evaluating Franklin: open house activity

For this activity, participants were given a voting sheet and asked to prioritize their needs for the Franklin Avenue reconstruction project. The sheet also featured an "other ideas" section to add additional features they would like to see on the project.

	High priority	Medium priority	Low priority
Safety for people biking and walking	77%	23%	0%
Safety for people bicycling	69%	23%	8%
Safety for people driving	46%	36%	18%
Access for people using transit	69%	31%	0%
Ease of access for for people driving	0%	42%	58%
Social, economic and environmental considerations	8%	62%	31%

Survey results summary

Approach

Phase 2 included gathering input on different design options for Franklin Avenue. The project team developed potential roadway concepts for segment 1, 2, and 4 of the corridor (see segment map below). Segment 3 was not included because it will include unique design concepts due to the interchange with 35W. After these concepts were in place, we asked for your feedback via a survey.

The next several pages share the concept designs and more detailed feedback we received for the following concepts shared in the survey:

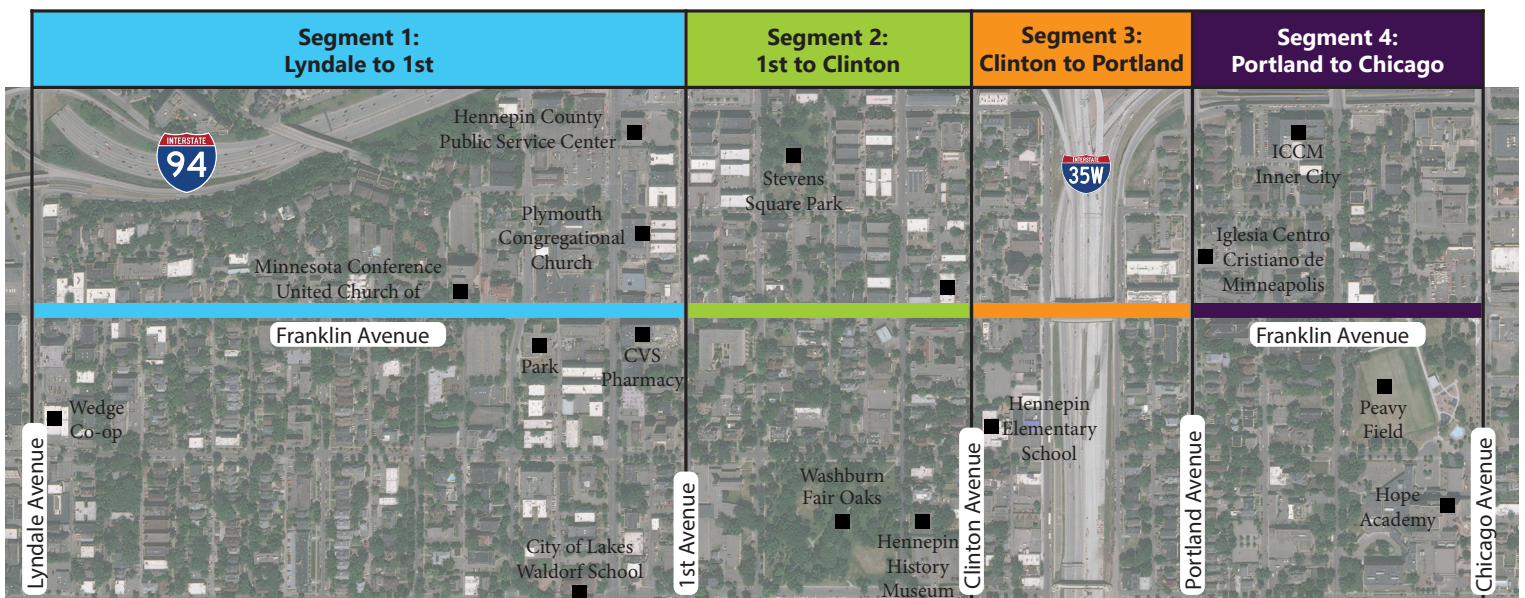
Segments 1 and 4

- Concept 1 (center median)
- Concept 2 (center turn lane)
- Concept 3 (two lane)

Segment 2

- Concept 1 (center median)
- Concept 2 (center turn lane)
- Concept 3 (dedicated bike lane)
- Concept 4 (two lane)

Segment map



Segment 1: Lyndale to 1st | Segment 2: 1st to Clinton | Segment 3: Clinton to Portland | Segment 4: Portland to Chicago

Segments 1 and 4 survey results

Segments 1 and 4 featured three different design options: a center median, center turn lane, and a two-lane road. In this section of the survey, respondents were asked to review the concepts and let share how they felt about each one. This included a rating from Good to Poor, as well as a place to share additional comments. See the segment map below for more details.



Concept 1: Center median



What people liked

- Safety improvements for pedestrians and bikers
- Greenery on both sides of the boulevard
- Separate bike and pedestrian facilities

What people had questions about

- Only two lanes for traffic
- Raised median may block emergency vehicle access
- Raised median may slow bus traffic

Concept 2: Center turn lane



What people liked

- Center turn lane, especially along dense intersections on the corridor
- Greenery on both sides of the corridor
- Separate bike and pedestrian facilities
- Will not hinder bus movements
- Consider adding or keeping some parking along these segments

What people had questions about

- Center turn lane may be less safe for people walking, biking, and rolling
- Three lanes may encourage cars to speed

Concept 3: Two lane road



What people liked

- Greenery on both sides of the boulevard
- Separate bike and pedestrian facilities
- Some support for narrowing the roadway as much as possible
- Consider adding or keeping parking along these segments

What people had questions about

- Only two lanes for traffic
- Two lanes may block the flow of traffic, especially left turning movements
- Bus traffic may be slowed
- Landscaped boulevard blocking biker visibility

Segments 2 survey results

Segment 2 featured four different design options: a center median, center turn lane, dedicated bike lane, and a two-lane road. In this section of the survey, respondents were asked to review the concepts and let share how they felt about each one. This included a rating from Good to Poor, as well as a place to share additional comments. See the segment map below for more details.



Concept 1: Center median



What people liked

- Add bike lanes to both sides of the road
- Some support for the raised median
- More greenery
- Mixed support for shared use paths
- Consider combining lighting and green space
- Separate bike and pedestrian facilities

What people had questions about

- Only two lanes for traffic
- Perception that raised median may block emergency vehicle access
- Bus traffic may be slowed with only two lanes
- Two lanes would affect turning movements

Concept 2: Center turn lane



What people liked

- Add bike lanes to both sides of the roadway
- Consider combining the lighting and green space
- Center lane, especially at dense intersections
- Three lanes, as it will improve bus traffic flow
- Use markings to separate bikers and walkers
- Consider combining the lighting and green space

What people had questions about

- Center turn lanes may be less safe for bikers and people walking
- Safety of a shared use path
- Three lanes of traffic would encourage cars to speed

Concept 3: Dedicated bike lane



What people liked

- Center turn lanes
- Consider adding green space along sidewalk, like hanging planters
- Some support for the dedicated bike lanes

What people had questions about

- Lack of green space
- Perceived lack of safety of an on-street bike lane
- Design does not reduce traffic speed and puts bikers in danger
- Snow piling up during the winter

Concept 4: Two-lane road



What people liked

- Desire for dedicated pedestrian and bike features
- Some support for the two lanes as it will slow traffic speeds
- Greenery

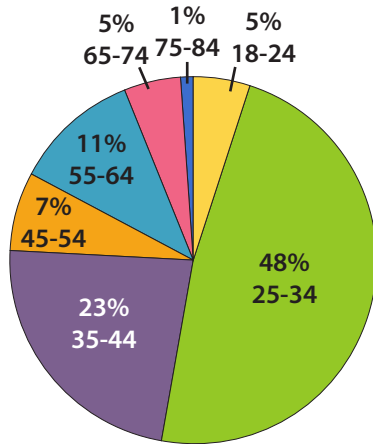
What people had questions about

- May cause traffic back ups
- May impact bus movements
- How this design would work near freeway entrances?
- May slow emergency vehicles
- May encourage reckless driving and passing maneuvers

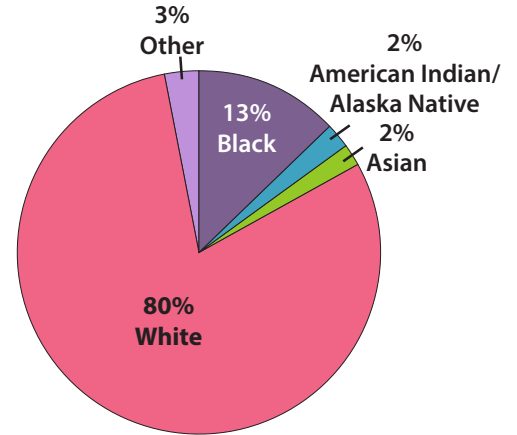
Survey results: demographics

Please note that some participants did not choose to answer the demographic questions.

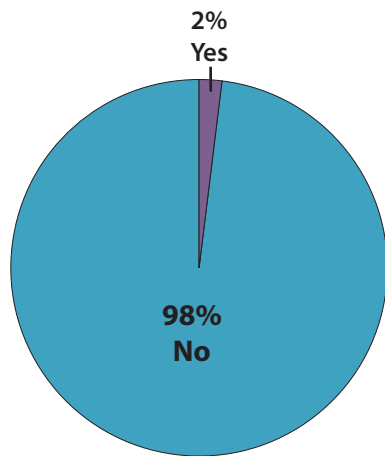
What is your age?



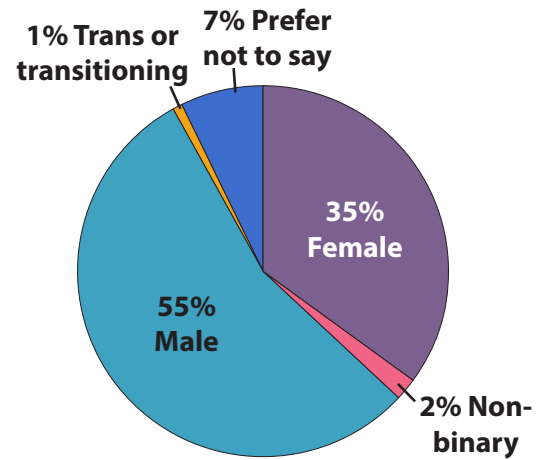
What is your racial identity?



Do you identify as Hispanic or Latino/a/x?



What is your gender identity?



**Besides yourself, who else lives in your primary place of residence?
Check all that apply.**

