

Franklin Avenue reconstruction
OPEN HOUSE

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About the project

Franklin Avenue (County Road 5) in Minneapolis

Project partners
Hennepin County
City of Minneapolis

Project location
Franklin Avenue (County Road 5) between Lyndale (County Road 22) and Chicago avenues.

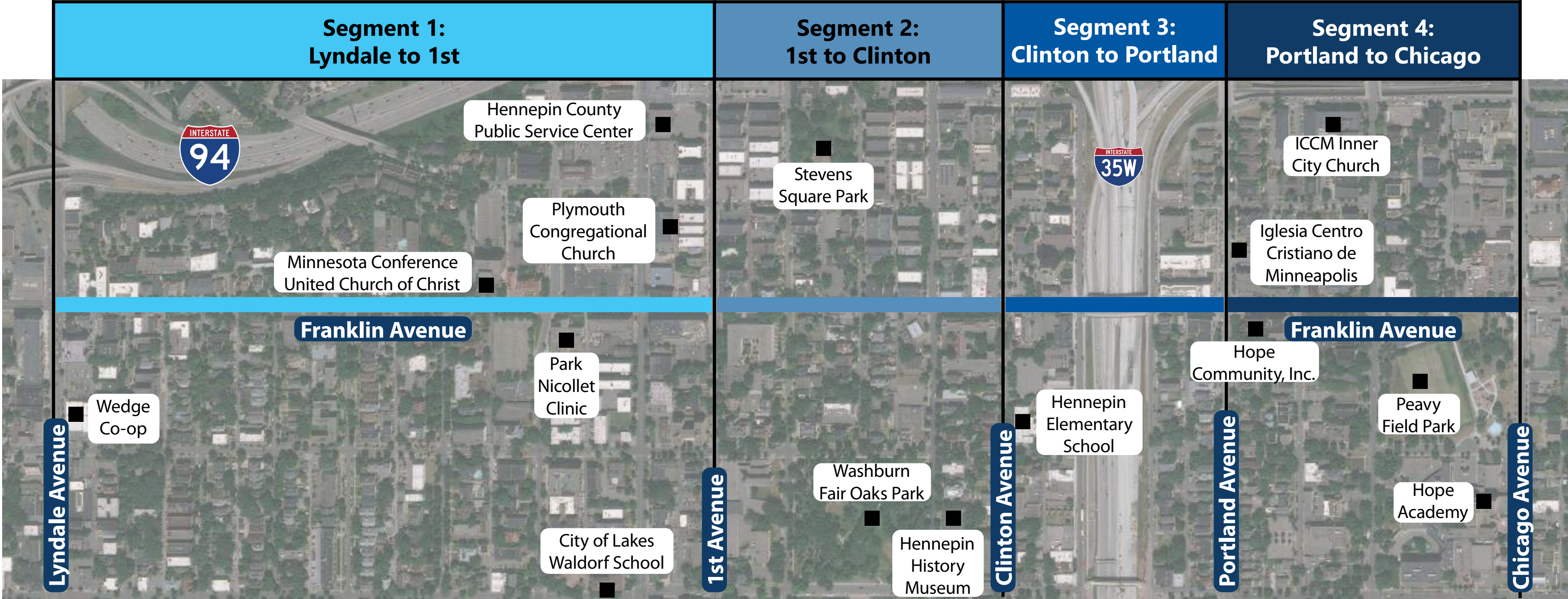
In its current form, this segment of Franklin Avenue includes a four-lane undivided roadway (meaning there is no median in most areas) with off-peak parking at certain locations, narrow and obstructed pedestrian facilities, and no dedicated facilities for people biking.

The project is currently in the early design phase. The reconstruction project is expected to begin in 2025 and be complete by 2026.

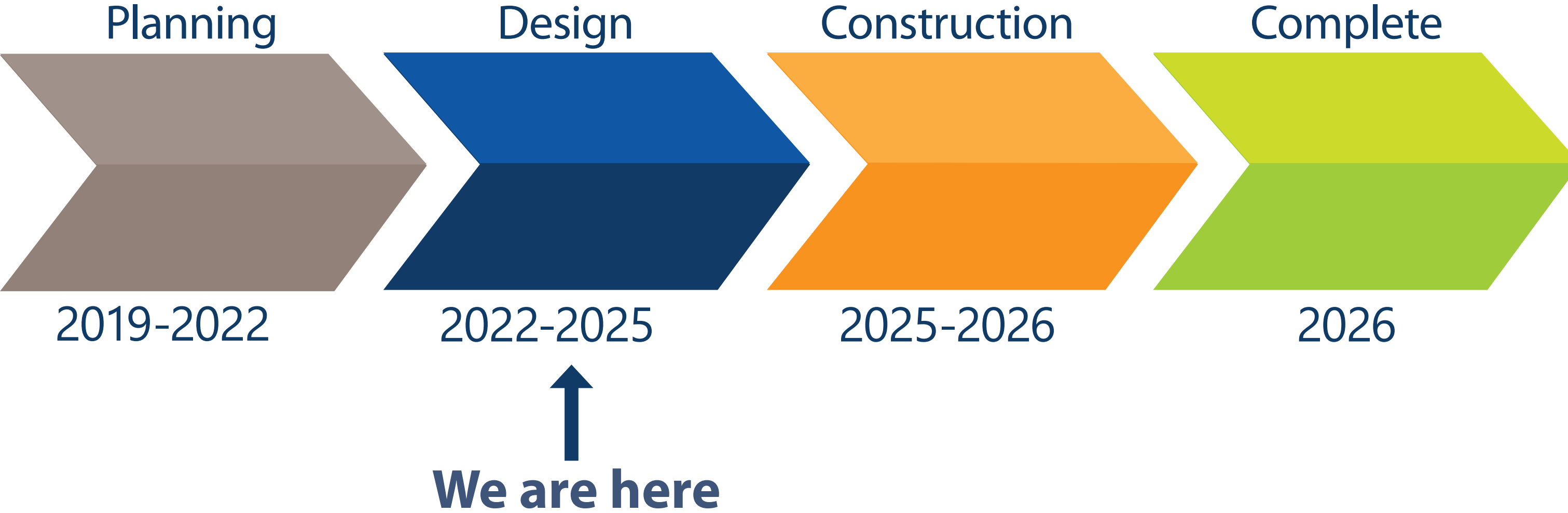
Project goals

- 
 Safe pedestrian crossings
- 
 Space for all travel modes
- 
 Better community connections
- 
 Support businesses and institutions
- 
 Enhance visual character
- 
 Minimize traffic delays

Project area map



Project schedule



Proposed design for Franklin Avenue

Please note this design will vary by segment.

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Features

- ✓ Three-lane design with center turn lane and possible medians
- ✓ Removal of on-street parking
- ✓ Sidewalk and bike lane or shared use path on both sides
- ✓ Boulevards with green space

Concrete Sidewalk

Bike Lane

Landscape Blvd

Thru Lane

Center Turn Lane

Thru Lane

Landscape Blvd

Bike Lane

Concrete Sidewalk

Removal of parking

After conversations with the community about priorities, studies of parking use and initial design work, we are proposing removing parking between Lyndale (County Road 22) and Chicago avenues.



Safer experience for all

The recommended concept, which requires the removal of parking, increases safety by reducing points of conflict between vehicles and people walking, biking, and rolling.



Few people use parking

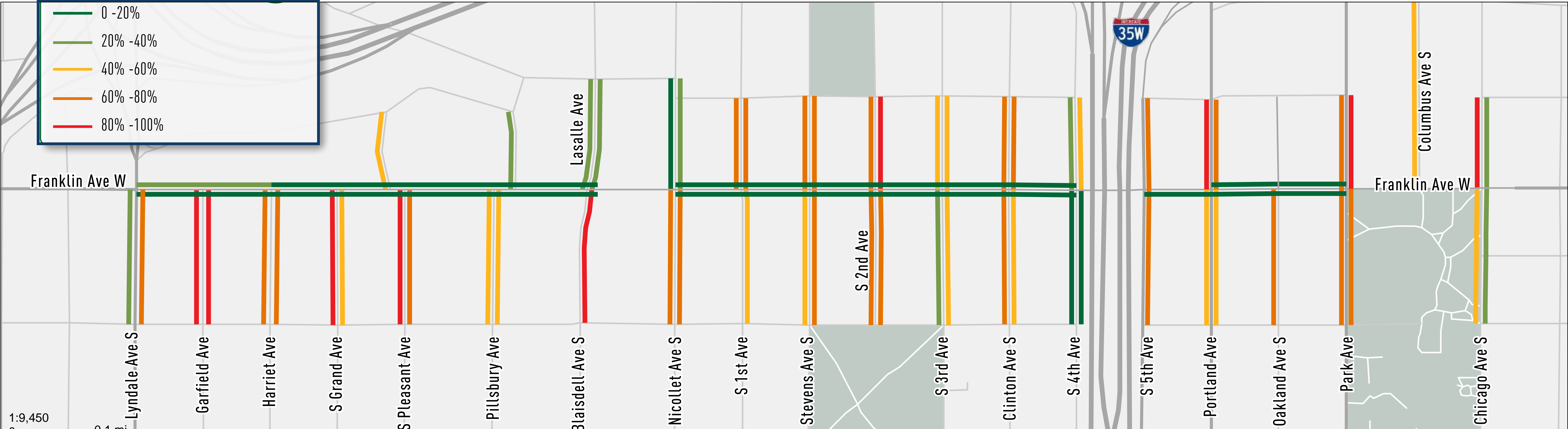
A parking study conducted in 2022 showed that less than 20% of parking was used along Franklin Avenue on a regular basis.



Prioritizing community needs

Franklin Avenue only has so much space to fit design features. There is not enough space to address all community priorities and include parking.

Average daily utilization



1:9,450

Green space and trees: what do you want to see?

Boulevard trees along Franklin Avenue will be impacted by the roadway construction. Options are currently being explored to preserve existing boulevard trees where feasible or replace with other boulevard treatments (**options shown below**).

Place a sticker by your favorite option

Preservation of existing boulevard trees where possible



Stormwater management with new trees



Grass boulevard with new trees



Medians

The center turn lane design provides opportunities for medians to be placed at certain locations along the corridor. At what locations on Franklin do you think medians are most important? **Share your thoughts on the road layout.**



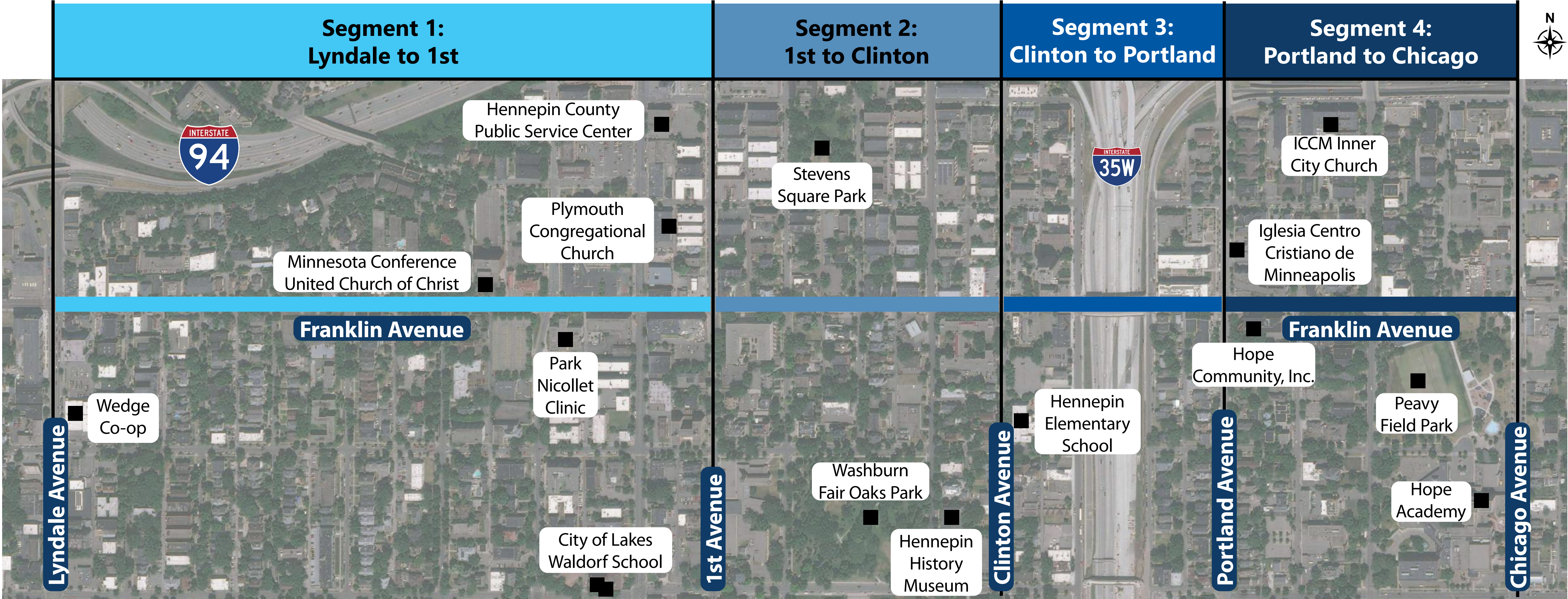
The concept rendering above (looking east near Portland Avenue) shows how a potential mid-block median that could be used in place of a center turn lane.

Medians...

- 1 Promote traffic calming and safety by:**
 - controlling access
 - moderating speeds
 - creating separation
- 2 Improve safety and crossing comfort for people walking, biking, and rolling by:**
 - providing refuge
 - shortening crossing distances
- 3 Can be placed at:**
 - intersection crosswalks
 - mid-block locations
 - intersections with restricted access

Corridor segments

Since Franklin Avenue right-of-way varies in width and character, corridor segments are being designed to adapt to the available space, with Segment 2 being the narrowest and Segments 1 and 4 being the widest.



Segment 1 design concept

Looking east near Lyndale Avenue

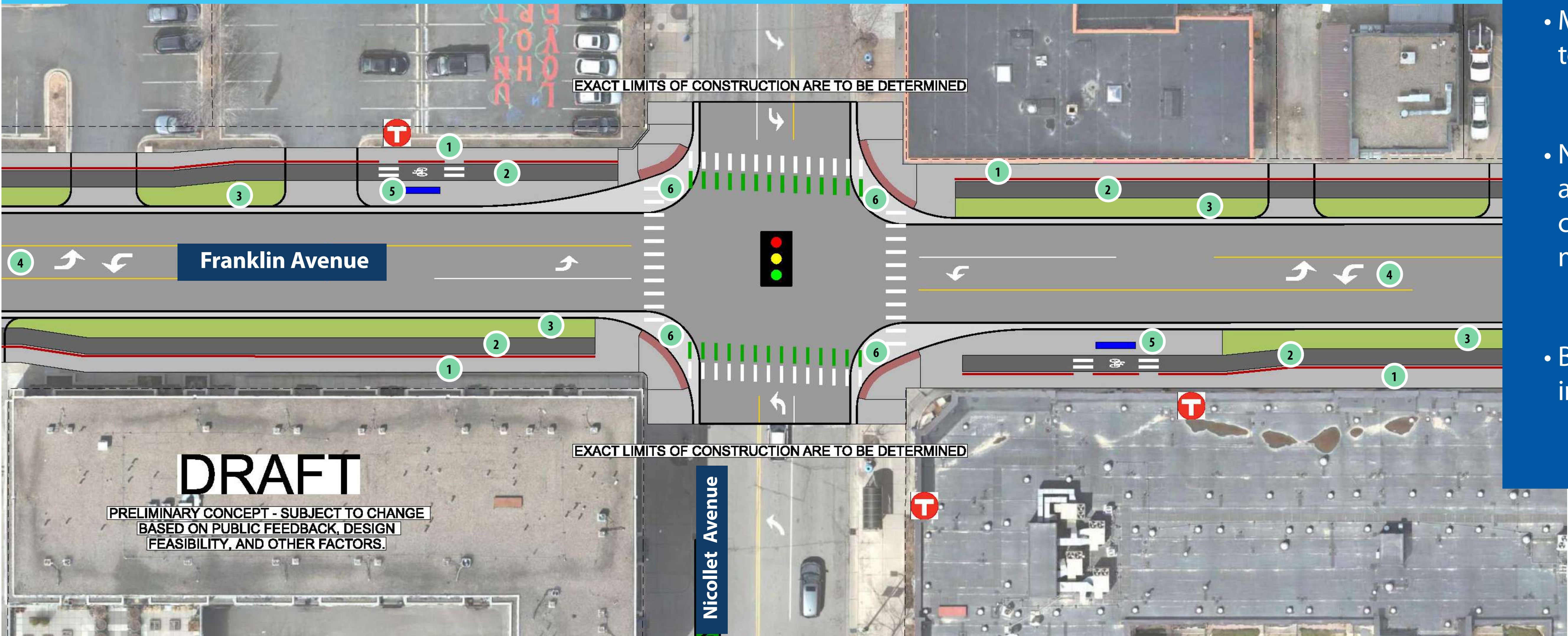
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- 1 Sidewalk
- 2 Bike lane
- 3 Boulevard/green space
- 4 Center turn lane

Segment 1 intersection design concept

Nicollet Avenue intersection



Key considerations

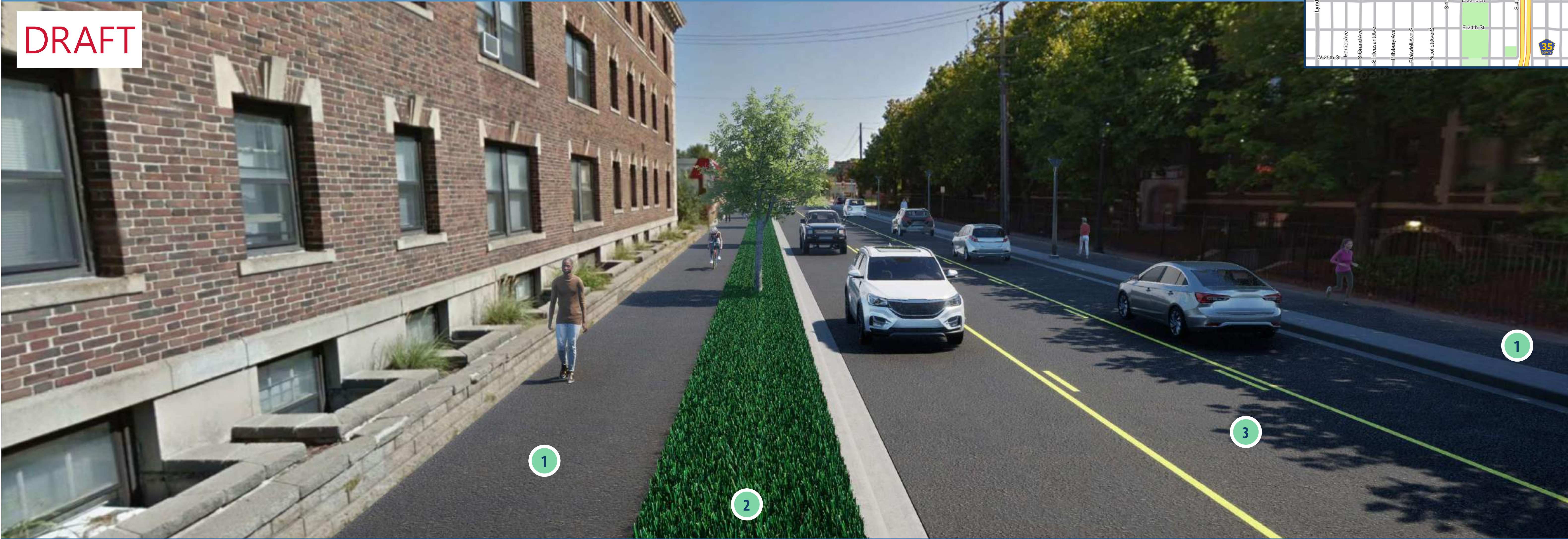
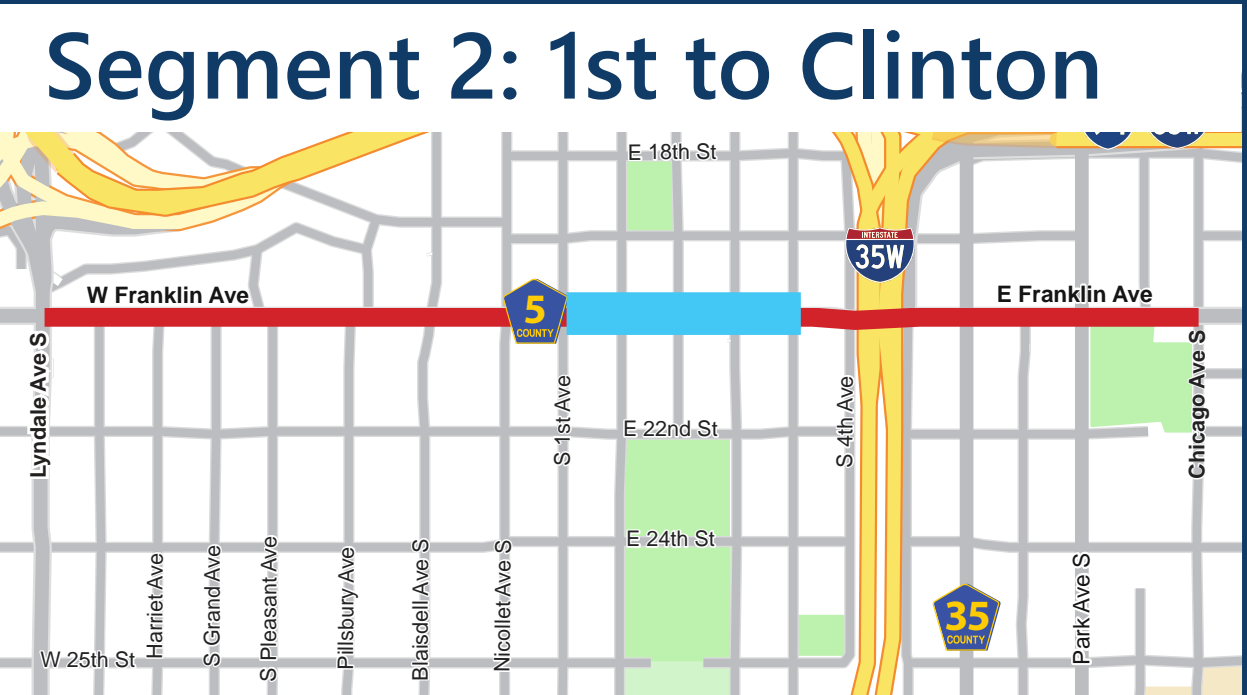
- Many crashes here today
- Nicollet Avenue is an important truck connection route to major corridors
- Bus stop locations are important consideration

- 1 Sidewalk
- 2 Bike lane
- 3 Boulevard/green space
- 4 Center turn lane
- 5 Bus stop
- 6 Gutter pan extension

Segment 2 design concept

Looking east near 3rd Avenue intersection

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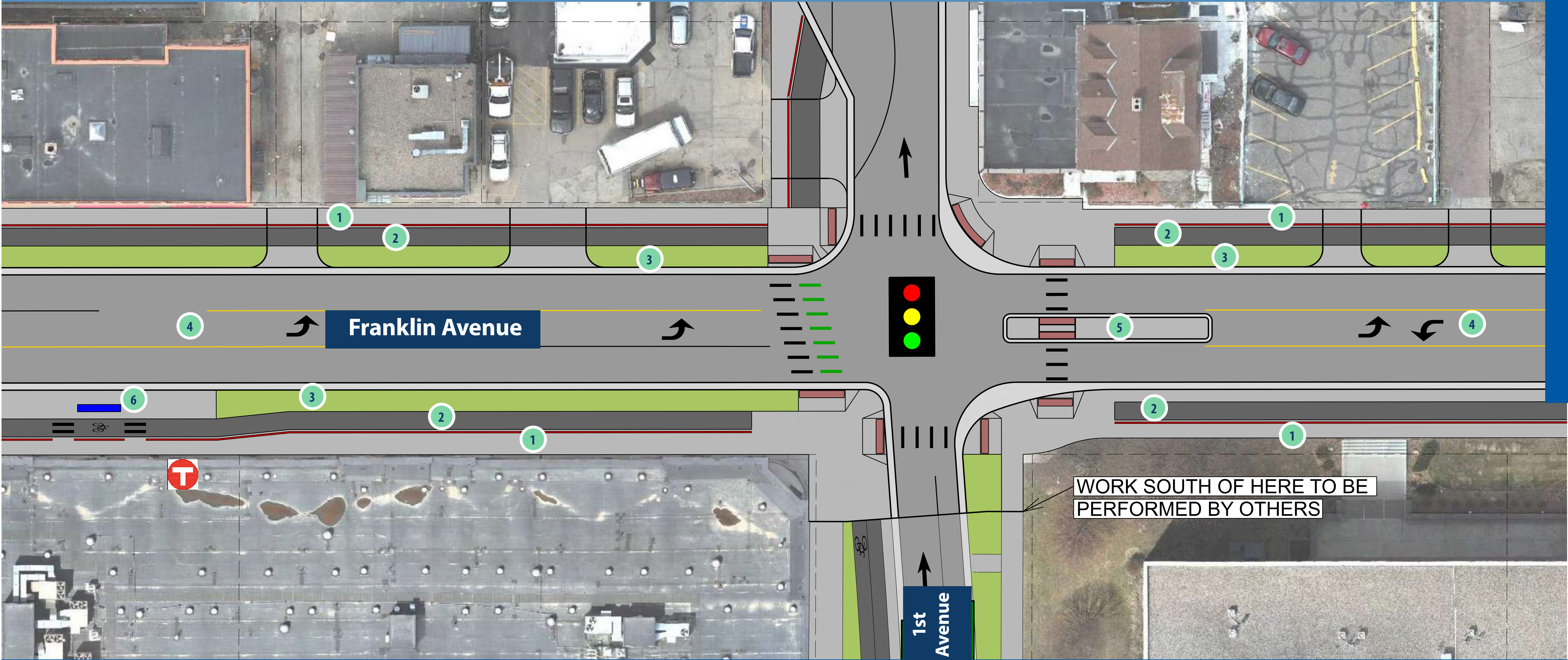
1 Shared use path

2 Boulevard with green space on north side only

3 Center turn lane

Segment 2 intersection design concept

1st Avenue intersection



Key considerations

- Available space becomes narrower east of 1st Avenue
- City bikeway project planned on 1st Avenue
- No left turn to southbound 1st Ave provides median opportunity

- 1 Sidewalk
- 2 Bike lane
- 3 Boulevard/ green space
- 4 Center turn lane
- 5 Median
- 6 Bus stop

Segment 3 design concept

Looking east at bridge over 35W

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1

Existing raised sidewalk

2

Bike lane at bridge deck level

3

Painted buffer or raised barrier between vehicle lanes and bike lane*

4

Dedicated turn lane

*We are reviewing protection methods and striping for the bike lanes

