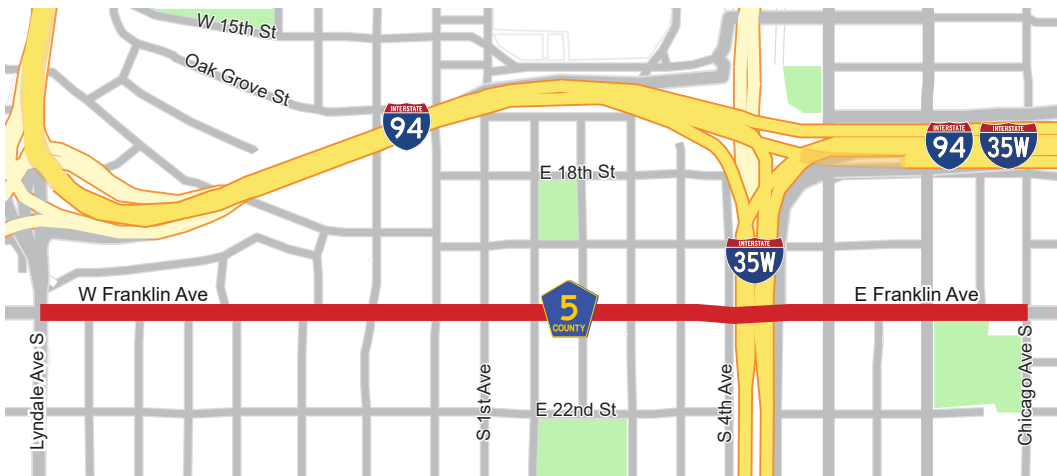


Phase 3 engagement summary

June to December 2023








Phase 3 overview

Hennepin County, in coordination with the City of Minneapolis, is planning to reconstruct the roadway 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 June to December 2023, we solicited feedback from the community on the recommended design. We did this through multiple pop up events, hosted an open house in fall 2023, met with various stakeholder groups, and hosted a survey in both English and Spanish that received a total of 218 responses.

Phase 3 engagement snapshot

 <p>November 1, 2023 Hope Community, Inc.</p>	 <p>Received 218 survey responses</p>	 <p>Attended 3 pop up events and connected with 7 local groups and businesses</p>	 <p>Attended 5 neighborhood association meetings</p>	 <p>Presented for Community Advisory Group, Pedestrian Advisory Committee, and Bicycle Advisory Committee</p>
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Website

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January 2024


Minneapolis
City of Lakes



Franklin Avenue open house #3 summary

Open house #3 - Recommended design

Hennepin County and the City of Minneapolis hosted a public open house on November 1, 2023. The purpose of the meeting was to introduce the preferred concept for the roadway project along with details about how that concept will be applied along the corridor. Attendees were given an opportunity to review and respond to the concept, as well as specific highlighted topics via comment cards, a survey, and interactive activity boards.



November 1, 2023



Hope Community, Inc.



4 - 6:30p.m.



~35 attendees



218 survey responses

What we heard

- **Trees and green spaces:** requests to maintain existing trees where possible as trees and self-sustaining green spaces are a top priority for the residents in the project area.
- **Maintenance and snow removal:** questions about who will be responsible for maintaining new medians, green spaces, and impact on snow removal.
- **Pedestrian and bicycle safety:** residents are excited for bike lanes and emphasize need for protected (more than paint and bollards) and continuous bike lanes.
- **Pedestrian crossings:** interest in protected pedestrian crossings, additional crossings (i.e. mid-block crossings in some locations) and pedestrian activated traffic control devices.
- **Parking:** there is a general consensus that removing parking and re-purposing the space is acceptable. However, some residents and business owners expressed concerns with removing/reducing parking including impact on businesses, emergency and service vehicle access, ADA accessibility, and residents without off-street parking. Consider loading/delivery parking zones and improved parking on side streets.
- **Emergency access:** learned that some of the project area includes transitional housing so considering emergency vehicle access is crucial
- **Left turn lanes:** heard that several locations in Segment 1 were identified as needing left turn lanes

Outreach methods

- ✓ Postcard
- ✓ Social media
- ✓ Website update
- ✓ Email blasts
- ✓ Neighborhood meetings
- ✓ Committee meetings
- ✓ Pop ups and focus groups

Event catering by Lu's Sandwiches



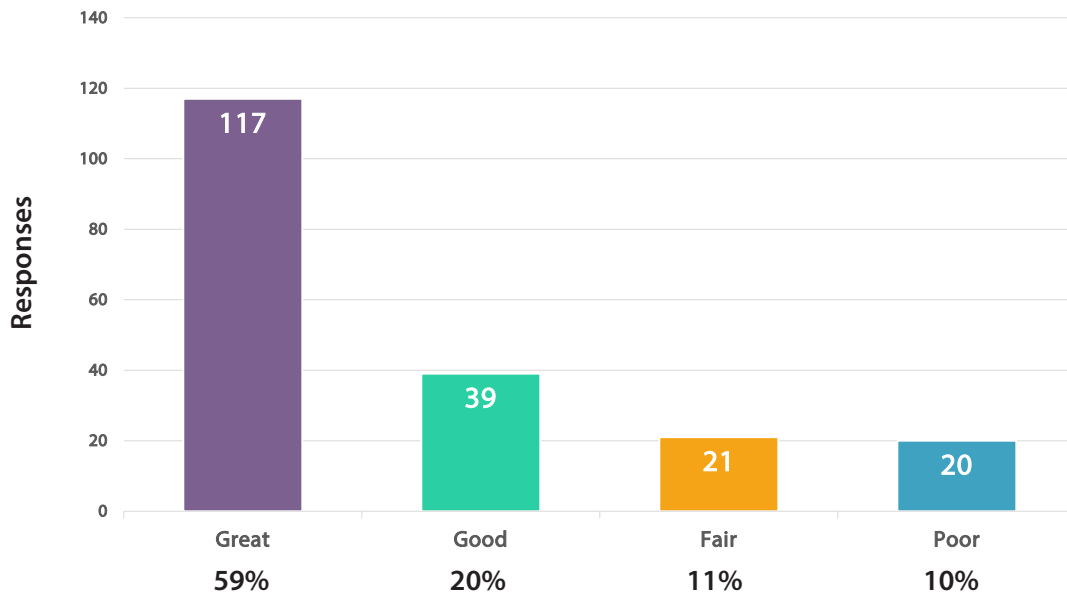
Survey results summary

Approach

This phase included gathering input on the recommended design for Franklin Avenue. This survey was distributed at the open house, via the website and email, and at targeted engagement events.

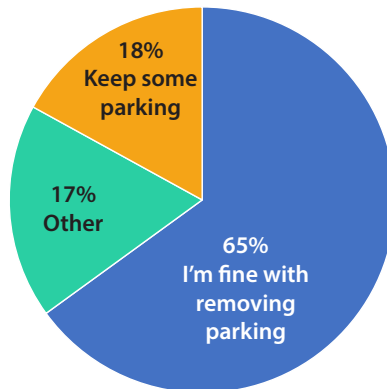
We received 218 survey responses from November 1 to December 15. Please note respondents were not required to answer every question.

1. What are your thoughts on the proposed design?



Of the 218 survey responses, 79%
rated the recommended design as
"good" or "great"

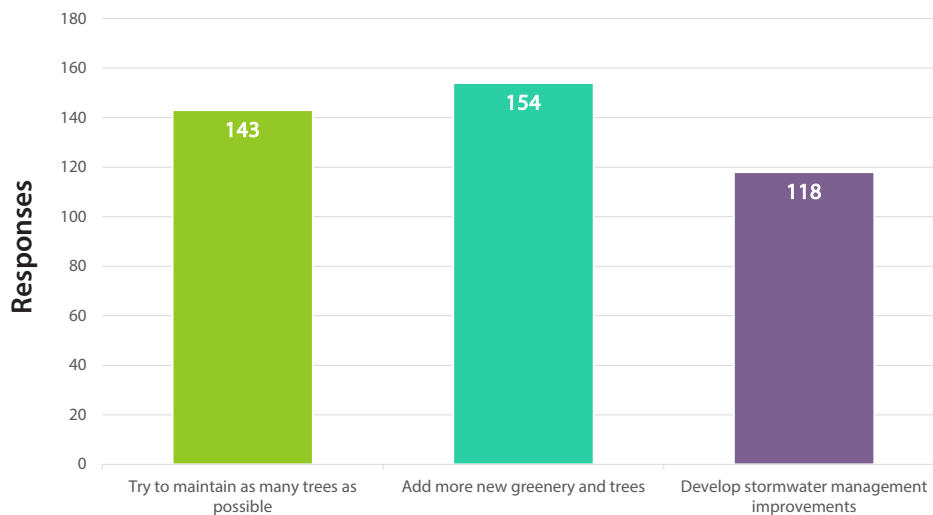
2. What are your thoughts on the removal of parking?



Comments on parking

- Segment 1 should have some parking as it is mostly residential. Need ability for maintenance and emergency vehicles to park for extended hours as needed.
- Hopefully parking will be available on side streets.
- Right-sizing Franklin will make a huge difference in how safe it feels.

3. What is your vision for green space and trees along Franklin? Please select all that apply.



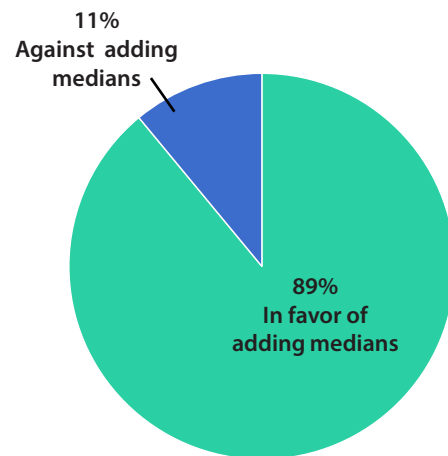
Comments on green space and trees

- Segment 1 needs more shade, it gets very hot to walk in the summer.
- Green space should be self-sustaining or kept up by the city/county, not residents.
- Stormwater management especially by Franklin & Lyndale
- Keep historic trees but ideally all! Why undo recent planting and replanting?

4. Are there any locations where you think medians are most important?

Most mentioned locations:

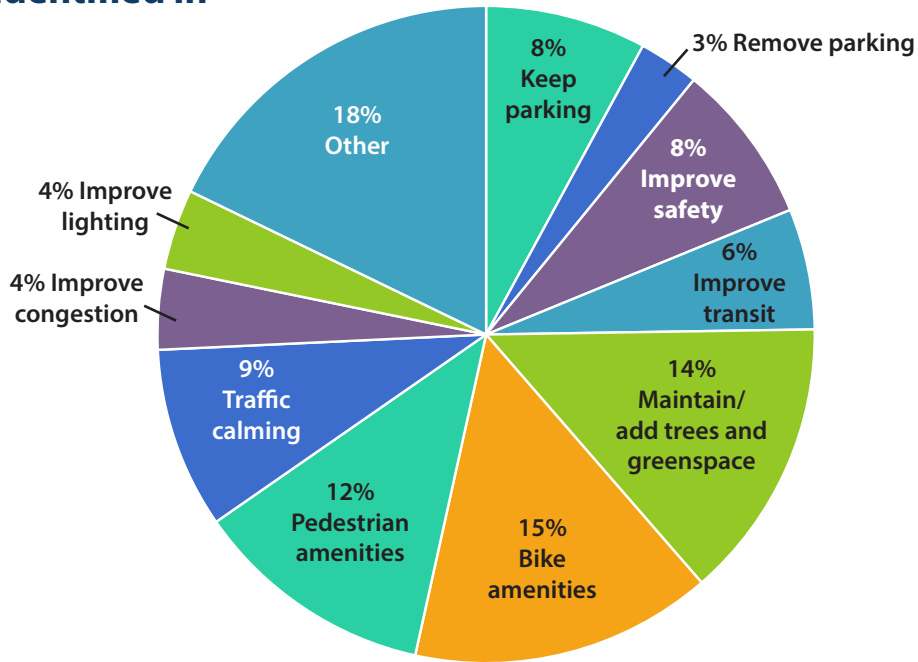
- #1** Franklin & Chicago avenues
- #2** Franklin & Lyndale avenues
- #3** Franklin & Blaisdell avenues,
Franklin & Nicollet avenues



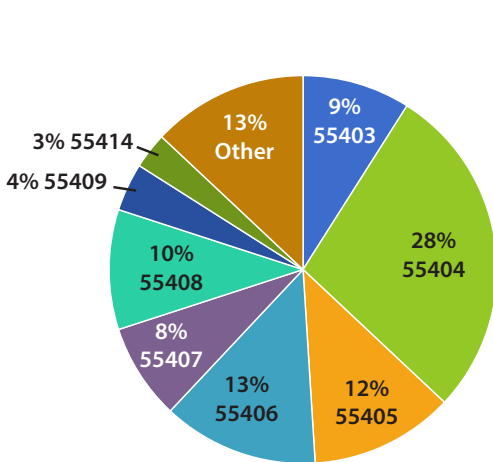
Comments on medians

- At intersections where there are bus stops but no traffic lights.
- Franklin is not a wide street. We don't need medians. If people actually use the crosswalks there is no issue with pedestrians having enough time to cross.
- Medians should be considered along most of the roadway. When there isn't a median, drivers have a wider road and are more likely to speed, or use the center lane as a passing lane for reckless driving.
- Perhaps at major intersections. We don't want to make winter plowing any more difficult than it already is.
- Wherever they are likely to enhance safety for pedestrians and cyclists.
- All pedestrian crossings. If you have an ADA ramp you need a fully safe crossing all the way across.
- Additional locations that were identified: Garfield Avenue, Harriet Avenue, Grand Avenue, Pleasant Avenue, Pillsbury Avenue, 1st Avenue, 3rd Avenue, Clinton Avenue, I35W, Portland Avenue, and Park Avenue.

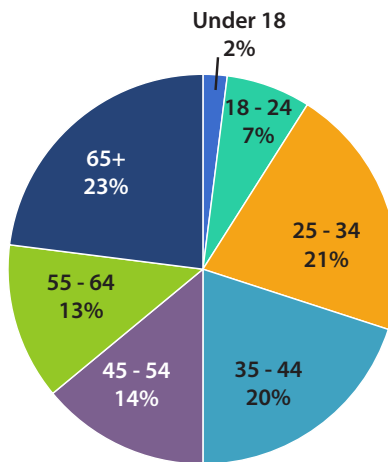
Key topics identified in comments



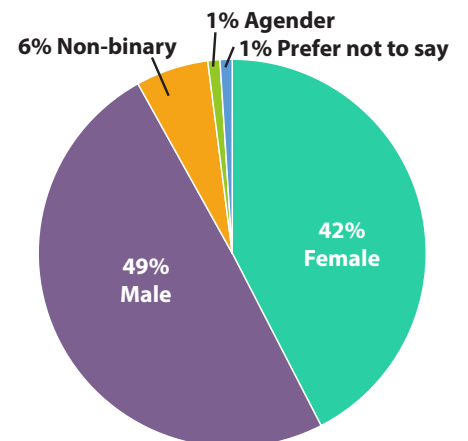
Survey demographics



What is your zip code?

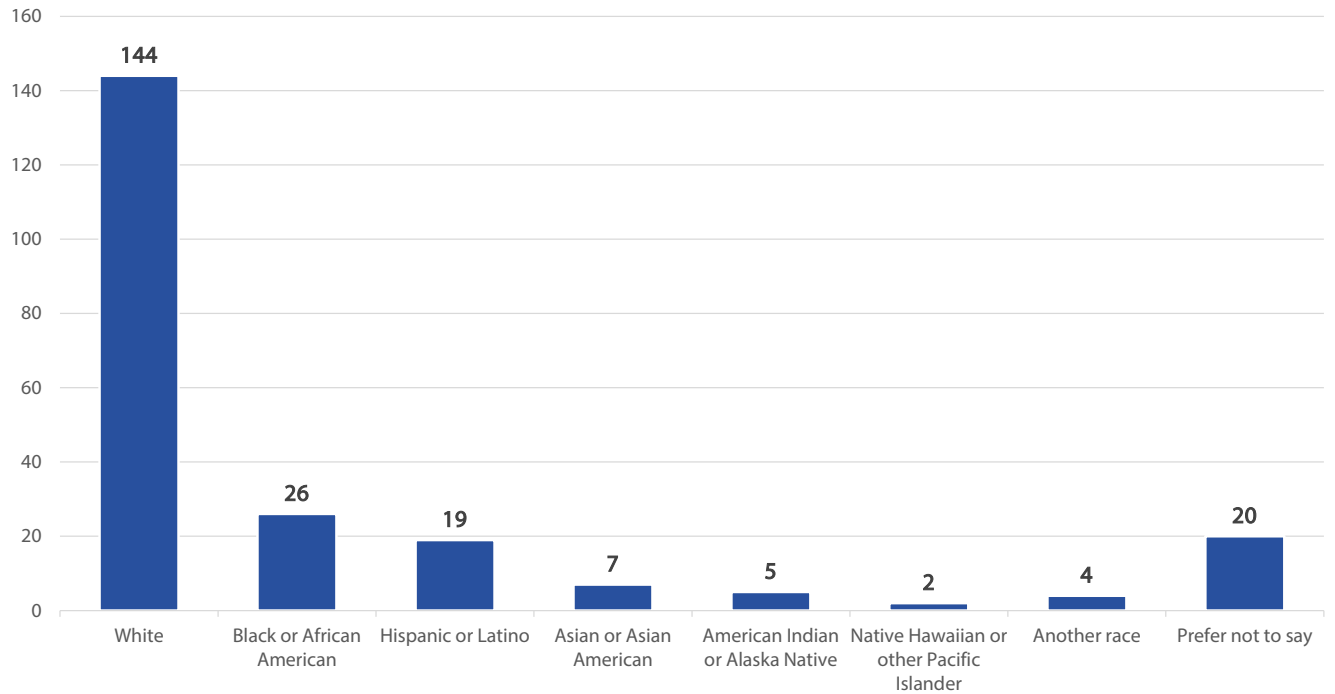


What is your age?



What is your gender identity?

What is your racial identity? Please select all that apply.



Who, if anyone, currently lives with you in your household? Please include permanent residents only.

