

Franklin Avenue reconstruction  
**OPEN HOUSE**

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# About the project

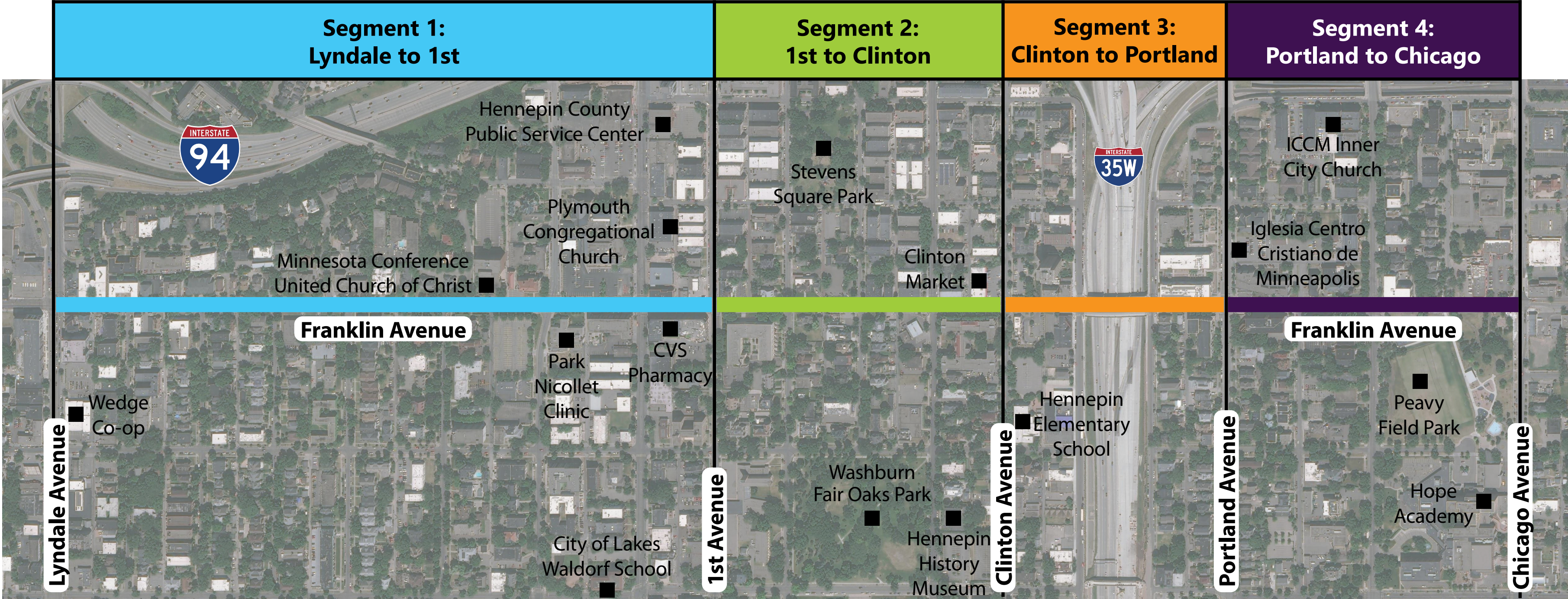
## Franklin Avenue (County Road 5) in Minneapolis

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 early design phase. The reconstruction project is expected to be complete by 2026.

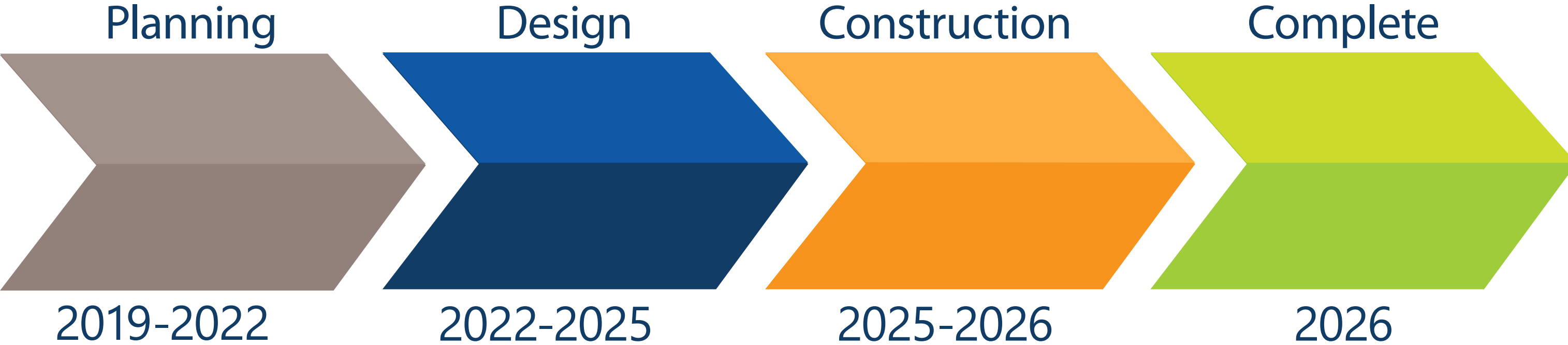
## Project area map



## Project goals

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

## Project schedule





# Segments 1 and 4: center median concept

**Concept 1**

**Segments**

**Features**

- Two thru lanes with a raised median
- Landscape boulevard on both sides
- Bike lane and sidewalk on both sides

**Opportunities**

- Wider pedestrian and bike space
- Space for landscaping
- Median for safety in crossing

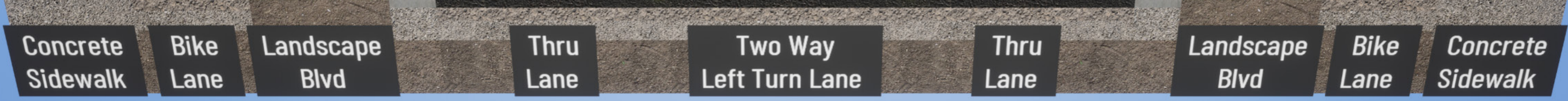
**Challenges**

- Traffic impacts
- Restrictions on left turns
- Potential access restrictions



# Segments 1 and 4: center turn lane concept

## Concept 2



### Segments



### Features

- Two thru lanes with a center turn lane
- Landscape boulevard on both sides
- Bike lane and sidewalks on both sides

### Opportunities

- Moderate pedestrian and bike space
- Space for landscaping
- Center turn lane for turning and maneuvering

### Challenges

- Potential turn conflicts in center lane
- May need pedestrian crossing treatments



# Segments 1 and 4: two lane concept

## Concept 3



Concrete Sidewalk    Bike Lane    Landscape Blvd    Thru Lane    Thru Lane    Landscape Blvd    Bike Lane    Concrete Sidewalk

### Segments



### Features

- Two thru lanes
- Landscape boulevard on both sides
- Bike lane and sidewalk on both sides

### Opportunities

- Wider pedestrian and bike space
- Widest space for landscaping
- Shortest roadway crossing distance

### Challenges

- Traffic impacts
- No center refuge space
- Need for turn lanes at intersections eliminates extra width benefits



# Segment 2: center median concept

## Concept 1A



Shared Use Path

Landscape Blvd

Thru Lane

Raised Median

Thru Lane

Paved Blvd

Shared Use Path

### Segment



### Features

- Two thru lanes with a raised median
- Landscape boulevard on one side
- Shared use path on both sides

### Opportunities

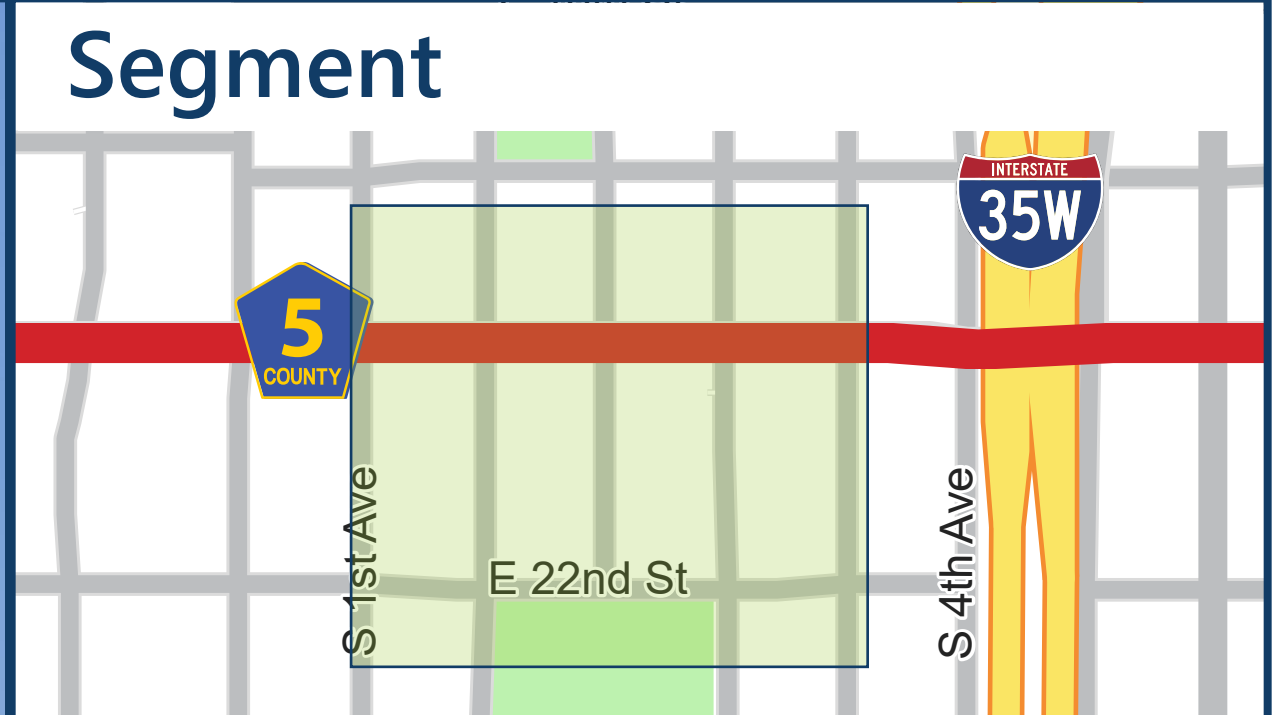
- Wider pedestrian and bike space
- Some space for landscaping
- Median for safety in crossing

### Challenges

- Traffic impacts
- Restrictions on left turns and access
- Pedestrian and bike conflict potential



# Segment 2: center turn lane concept




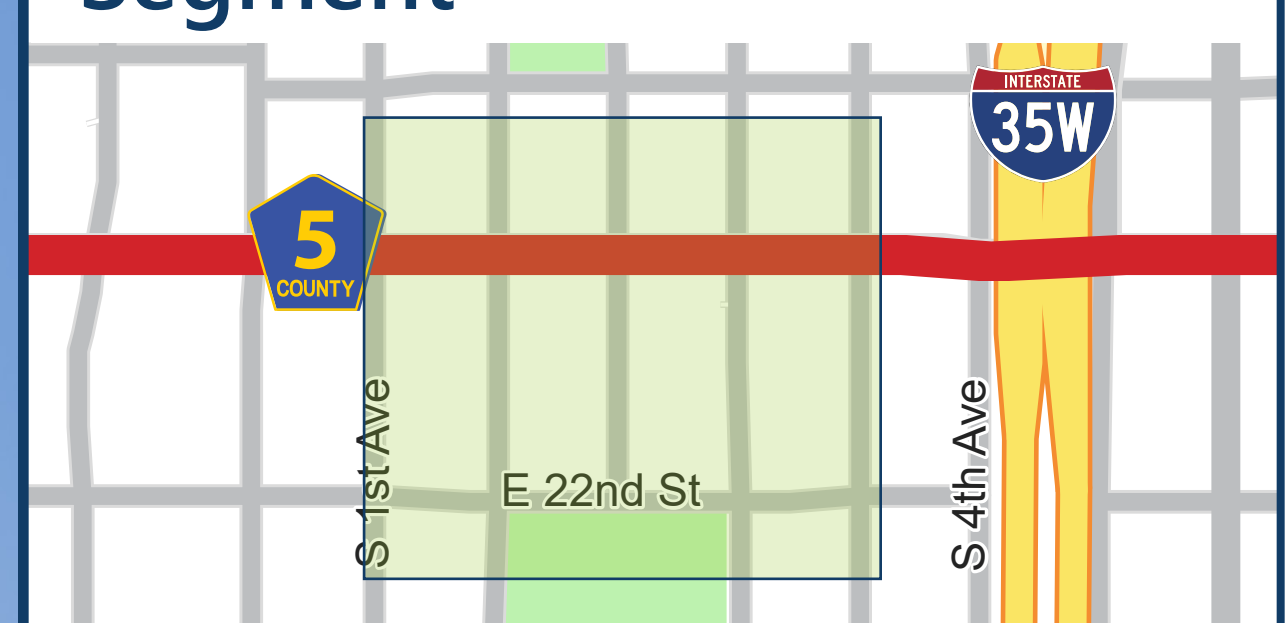
- Features**
- Two thru lanes with a center turn lane
  - Landscape boulevard on one side
  - Shared use path on both sides

- Opportunities**
- Moderate pedestrian and bike space
  - Some space for landscaping
  - Center lane for turning and maneuvering

- Challenges**
- Potential turn conflicts
  - May need pedestrian crossing treatments
  - Ped and bike conflicts



# Segment 2: dedicated bike lane concept

<b>Concept 3A</b>	 <p>Concrete Sidewalk   Bike Lane   Thru Lane   Two Way Left Turn Lane   Thru Lane   Bike Lane   Concrete Sidewalk</p>	<b>Segment</b> 
<b>Features</b> <ul style="list-style-type: none"><li>• Two thru lanes with a center turn lane</li><li>• Street-level bike lane on both sides</li><li>• Sidewalk on both sides</li></ul>		
<b>Opportunities</b> <ul style="list-style-type: none"><li>• Separate pedestrian and bicycle facilities</li><li>• Center turn lane for turning and maneuvering</li></ul>		
<b>Challenges</b> <ul style="list-style-type: none"><li>• No landscaping or buffer area</li><li>• Potential turn conflicts</li><li>• May need pedestrian crossing treatments</li></ul>		



# Segment 2: two lane concept

<p><b>Concept 4A</b></p>		<p><b>Segment</b></p>
		<p><b>Features</b></p> <ul style="list-style-type: none"> <li>• Two thru lanes</li> <li>• Landscape boulevard on both sides</li> <li>• Shared use path on both sides</li> </ul>
		<p><b>Opportunities</b></p> <ul style="list-style-type: none"> <li>• Wider pedestrian and bike space</li> <li>• Widest space for landscaping</li> <li>• Shortest roadway crossing distance</li> </ul>
		<p><b>Challenges</b></p> <ul style="list-style-type: none"> <li>• Traffic impacts</li> <li>• No center refuge space</li> <li>• Pedestrian and bike conflict potential</li> <li>• Need for turn lanes at intersections eliminates extra width benefits</li> </ul>

Shared Use Path

Landscape Blvd

Thru Lane

Thru Lane

Landscape Blvd

Shared Use Path



# Space challenges

Franklin Ave, between Lyndale Ave and Nicollet Ave (looking east)



Franklin Ave, between 1st Ave and 3rd Ave (looking east)

