

Franklin Avenue corridor study

Community engagement summary

Hennepin County, in coordination with the City of Minneapolis, is conducting a feasibility study to evaluate ways to improve safety, accessibility and comfort for all road users along Franklin Avenue (County Road 5) between Lyndale (County Road 22) and Bloomington avenues. Information was gathered between July 2019 and March 2020.

21 stakeholder
meetings



3 outreach
events



260+ survey
responses



What we heard from you

- Lack of safe crossings across the corridor
- Curb ramps and sidewalks are in poor condition
- Desire for dedicated bicycle facilities
- Support for reducing number of travel lanes from four to three
- On-street parking locations are not clear
- Weaving and speeding by people driving creates uncertainty for all users

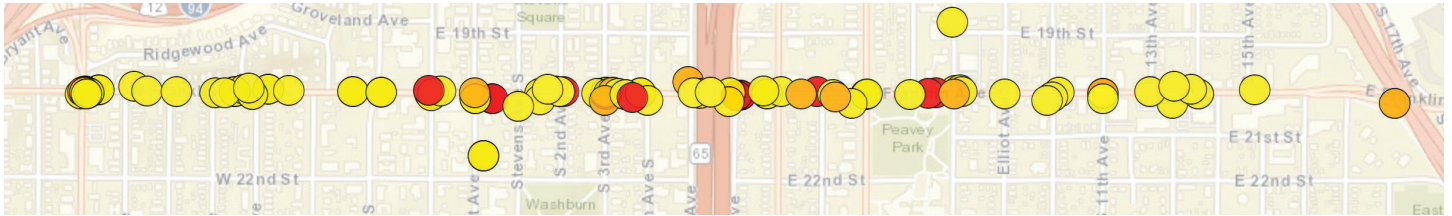
Possible solutions being considered

- Shorten crossing distances through curb extensions and median refuges
- Improve sidewalks and curb ramps (if reconstruction opportunity is available)
- Add dedicated bicycle facilities (e.g. buffered bike lanes, cycle track, etc.)
- Reduce the number of travel lanes to two travel lanes and a center left turn lane (where possible)
- Remove on-street parking along the majority of the corridor
- Create more consistency through lane realignment, spaces for people biking and other improvements

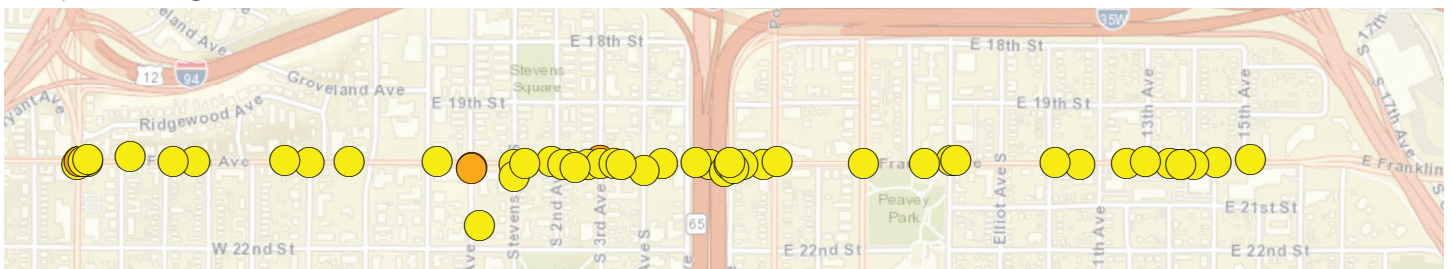
Interactive map survey results

The dots below represent the comments we received from our interactive map survey.

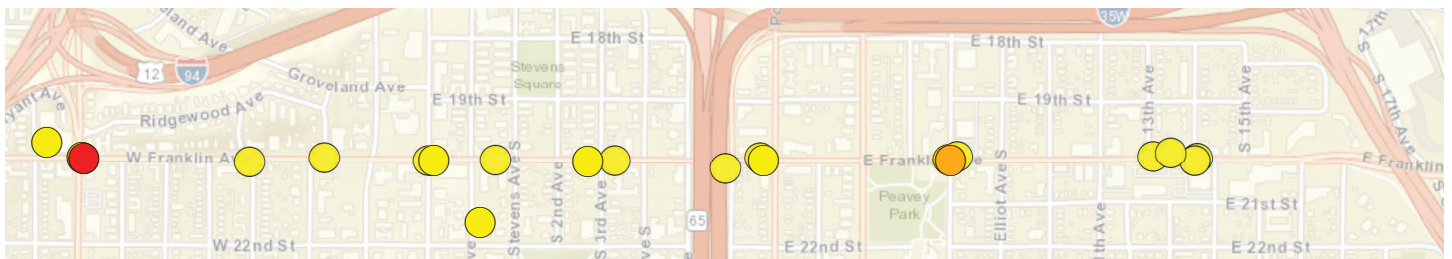
People walking



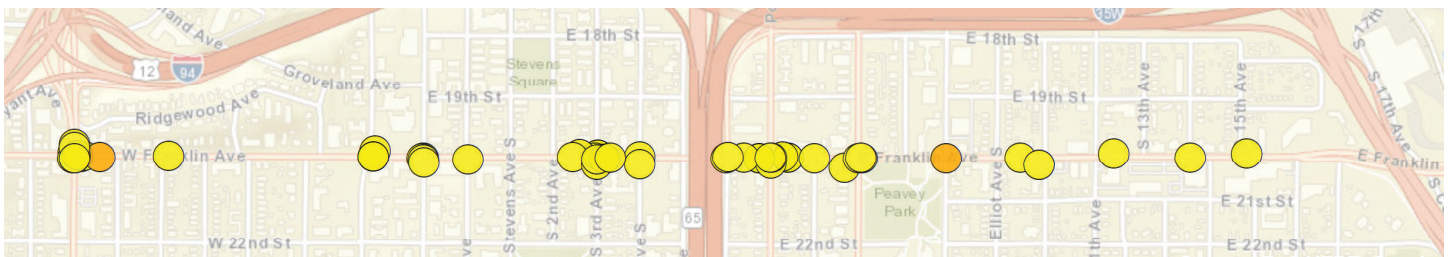
People biking






People using transit



People driving

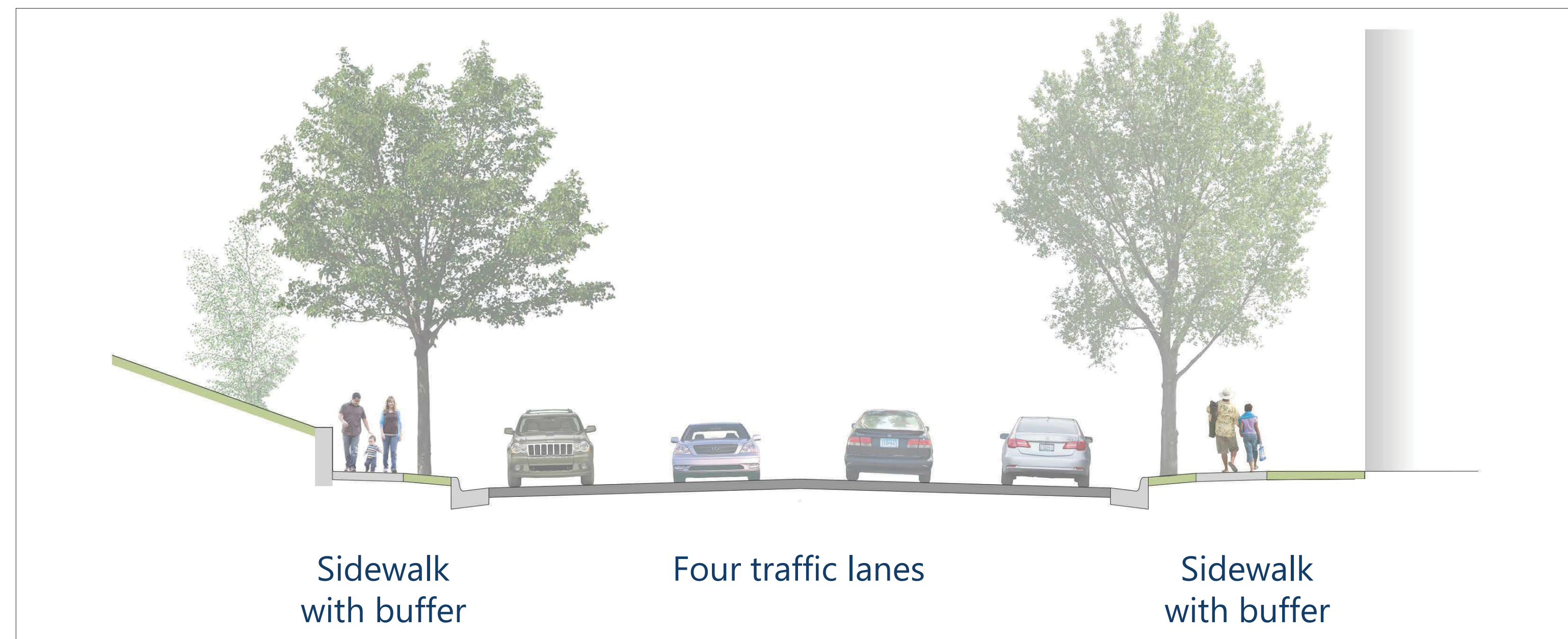


Legend

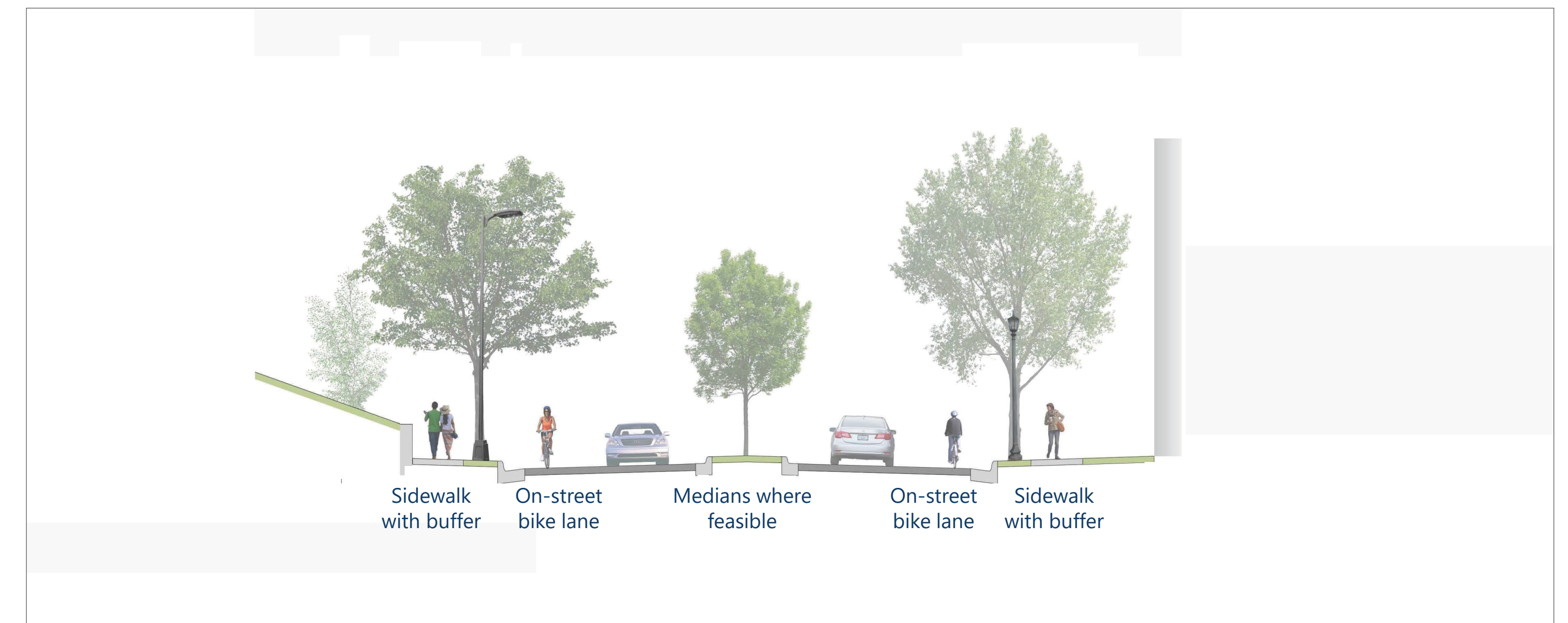
-  Concern
-  Elevated concern
-  Accessibility issue

Design concepts being considered near Grand Avenue

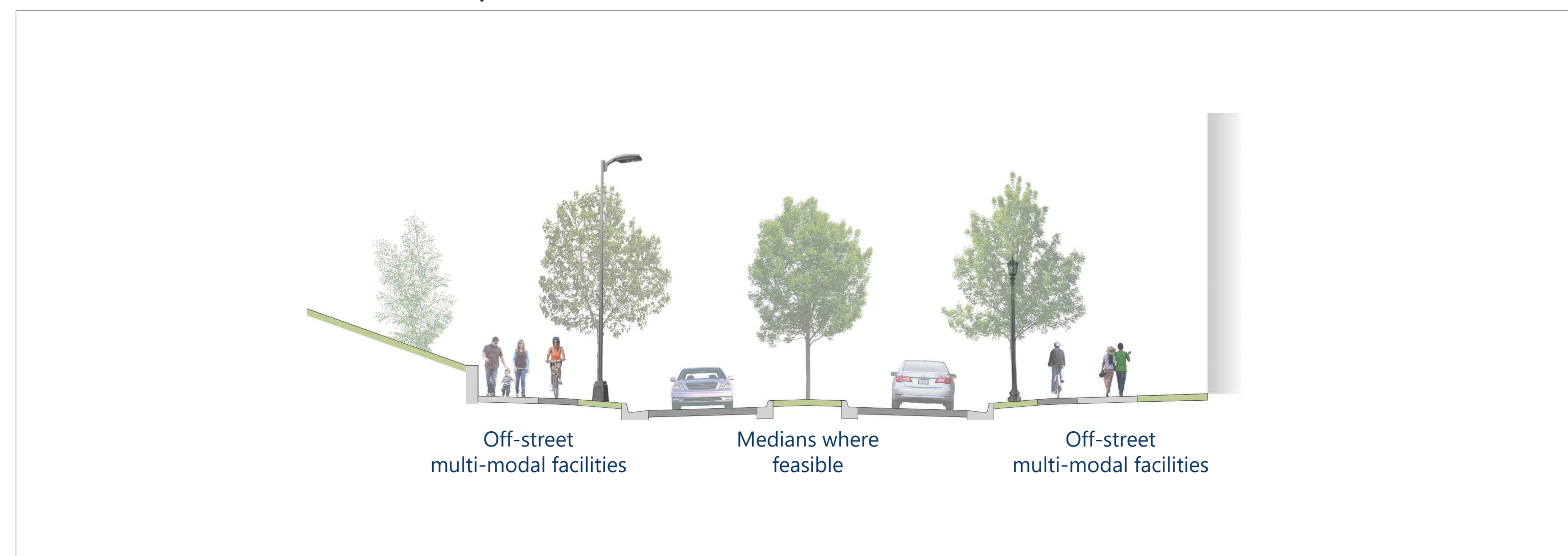
4 lanes - existing conditions



3 lanes - on street bike lanes

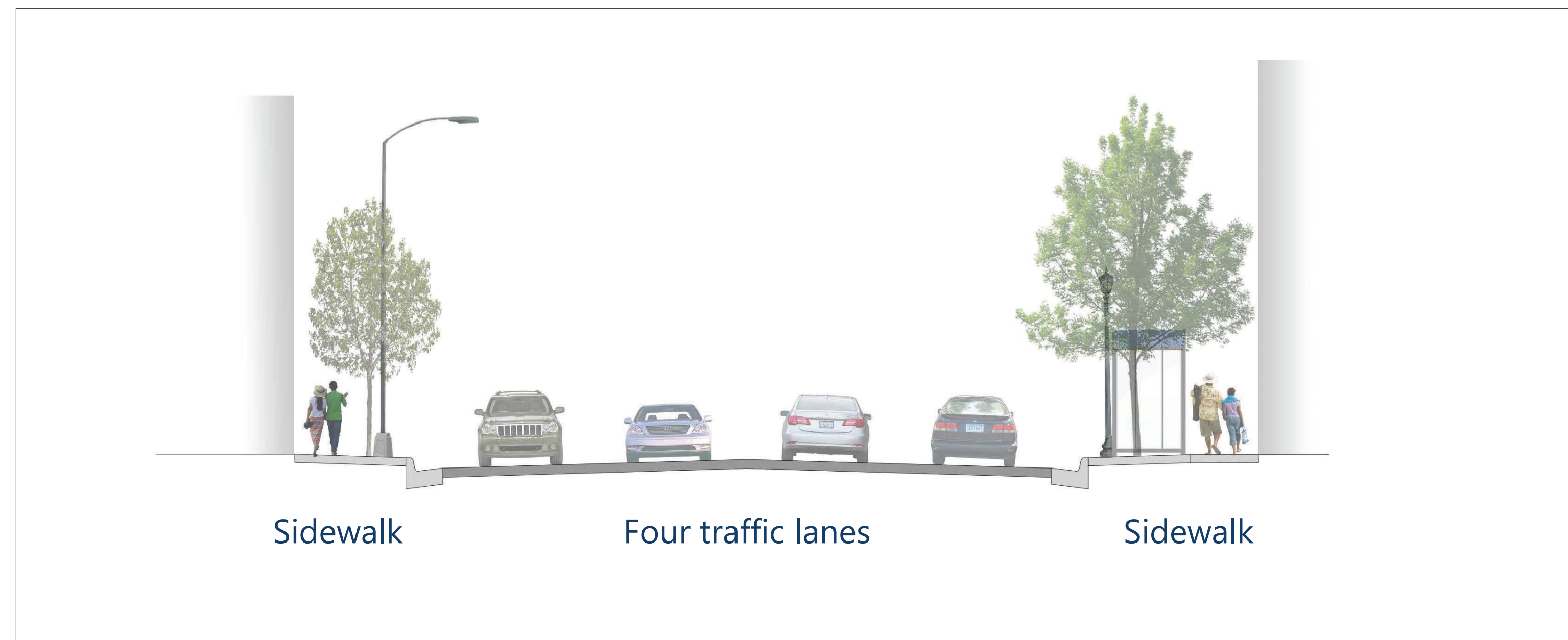


3 lanes - separated bike lanes

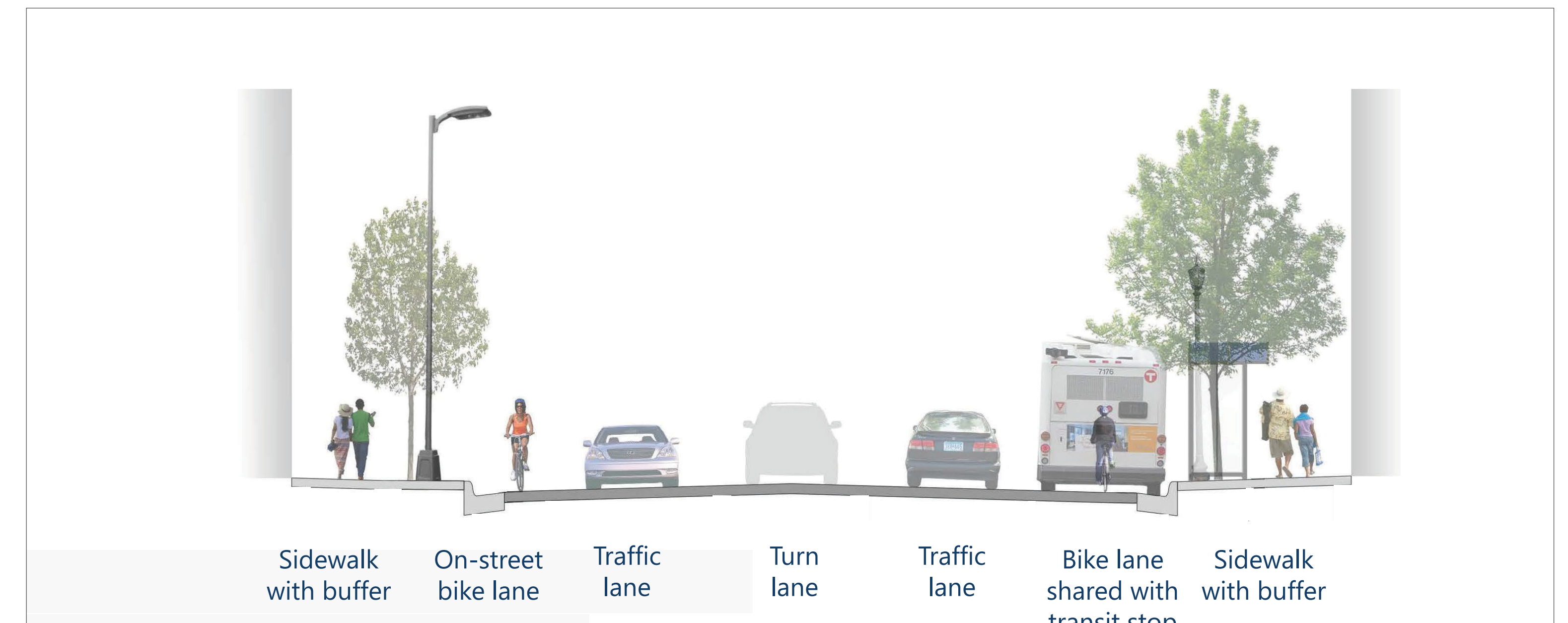


Design concepts being considered near Nicollet Avenue

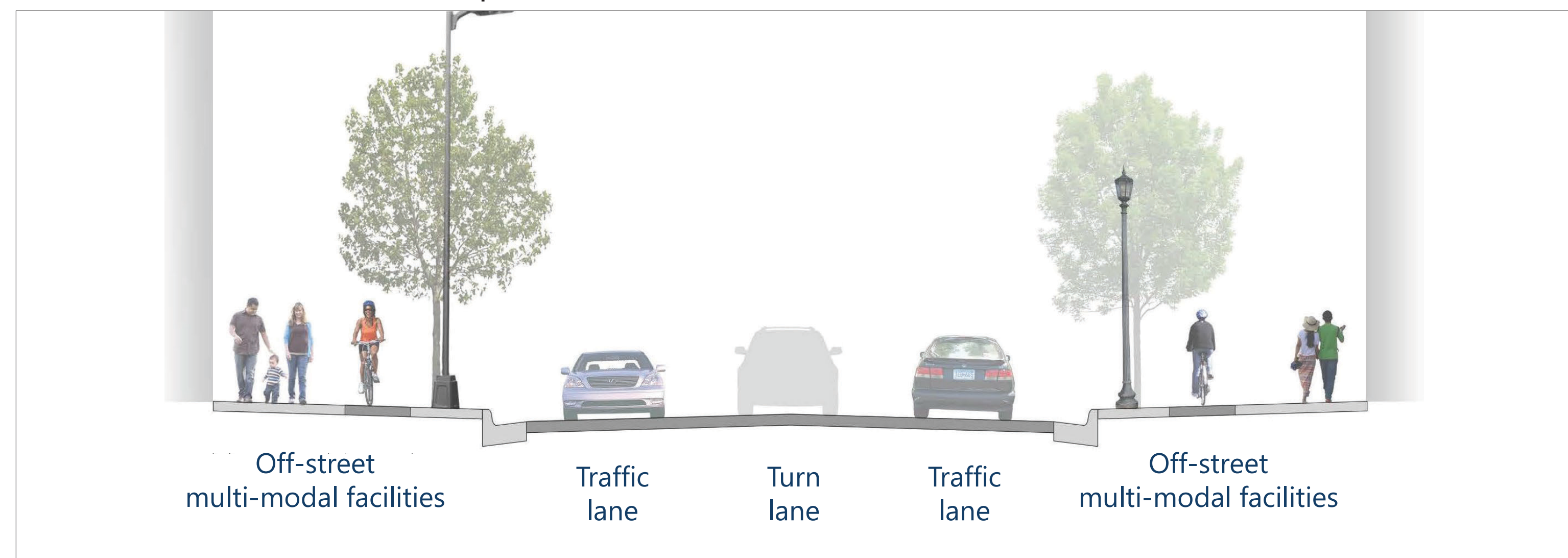
4 lanes - existing conditions



3 lanes - on street bike lanes at bus stop

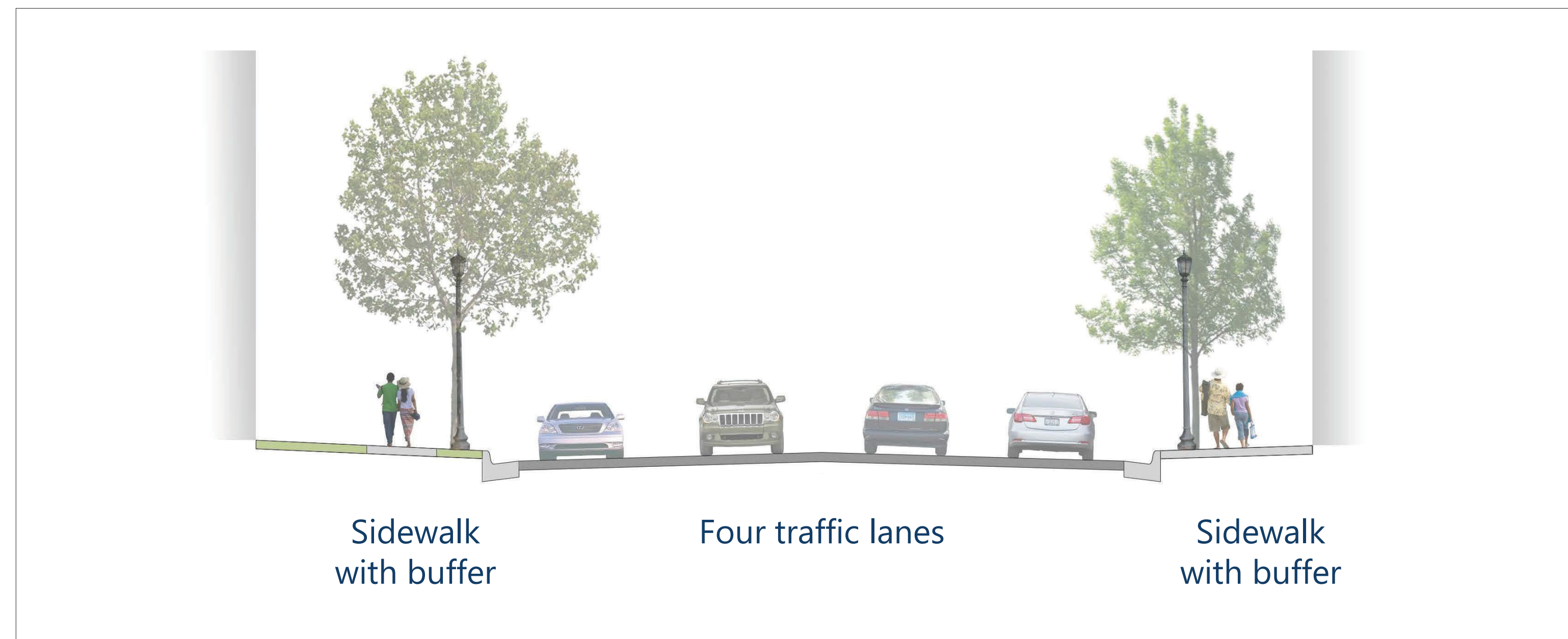


3 lanes - separated bike lanes

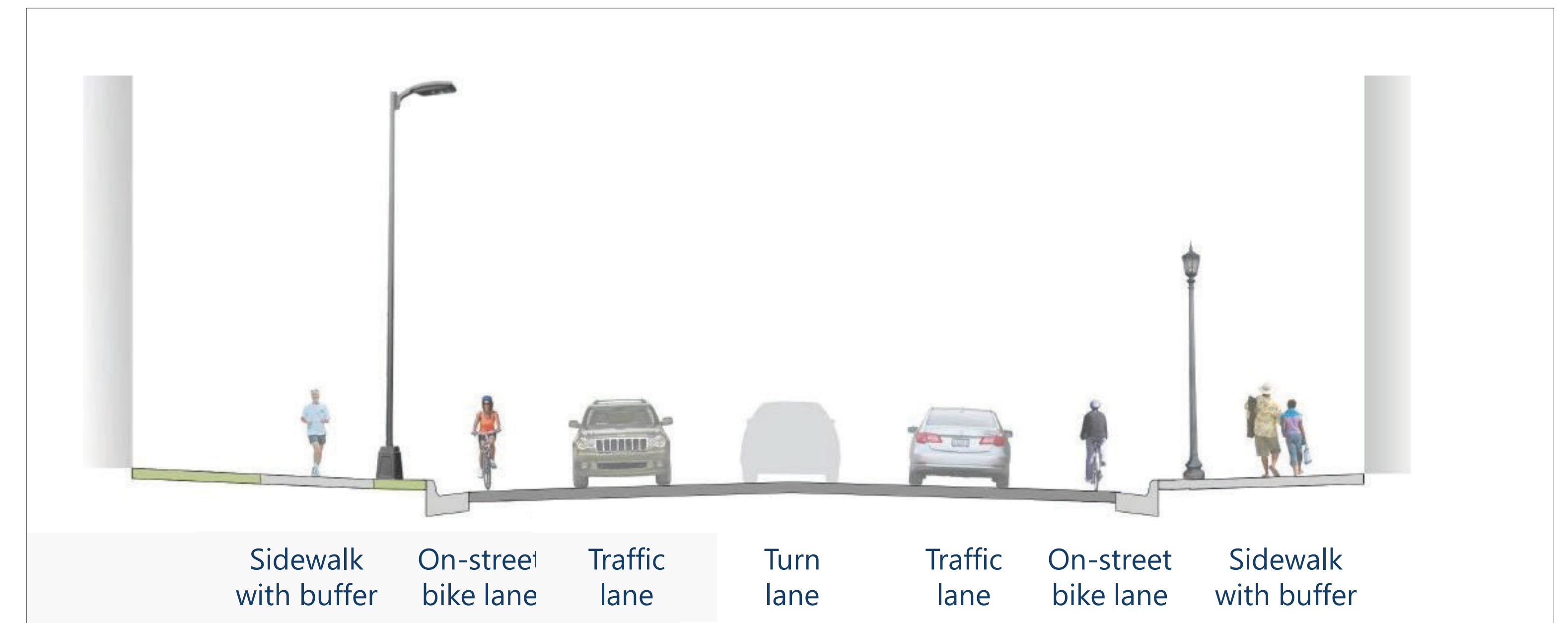


Design concepts being considered near Oakland Avenue

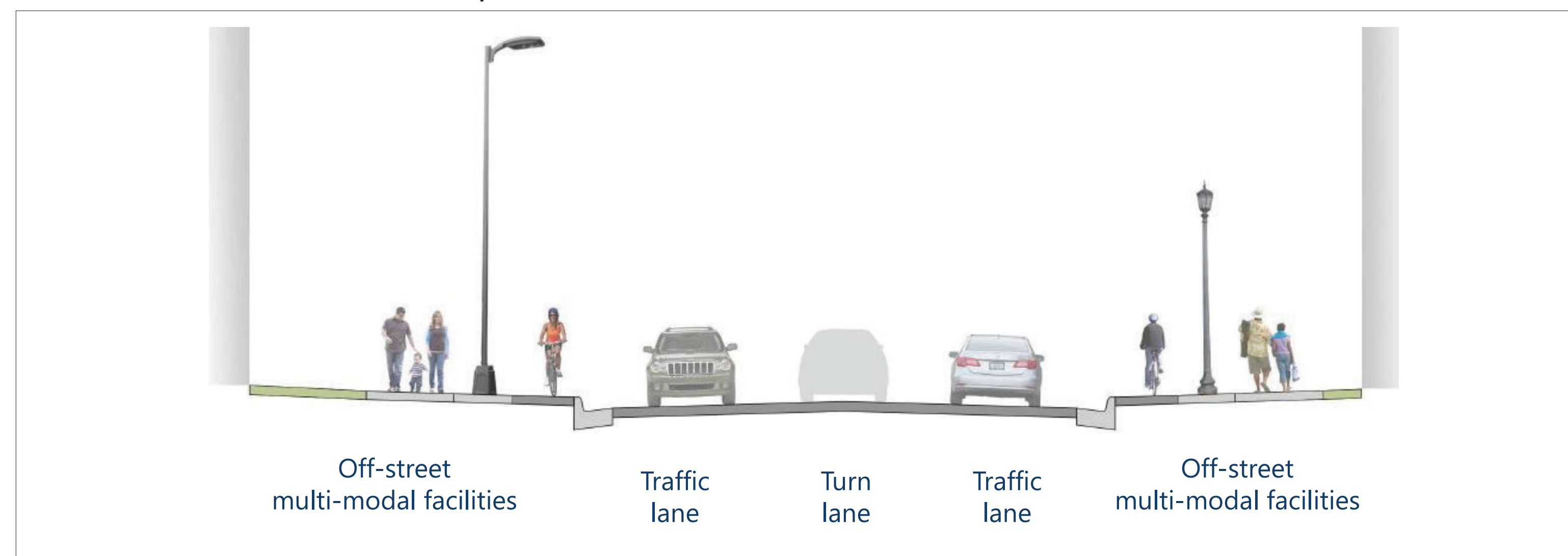
4 lanes - existing conditions



3 lanes - on street bike lanes

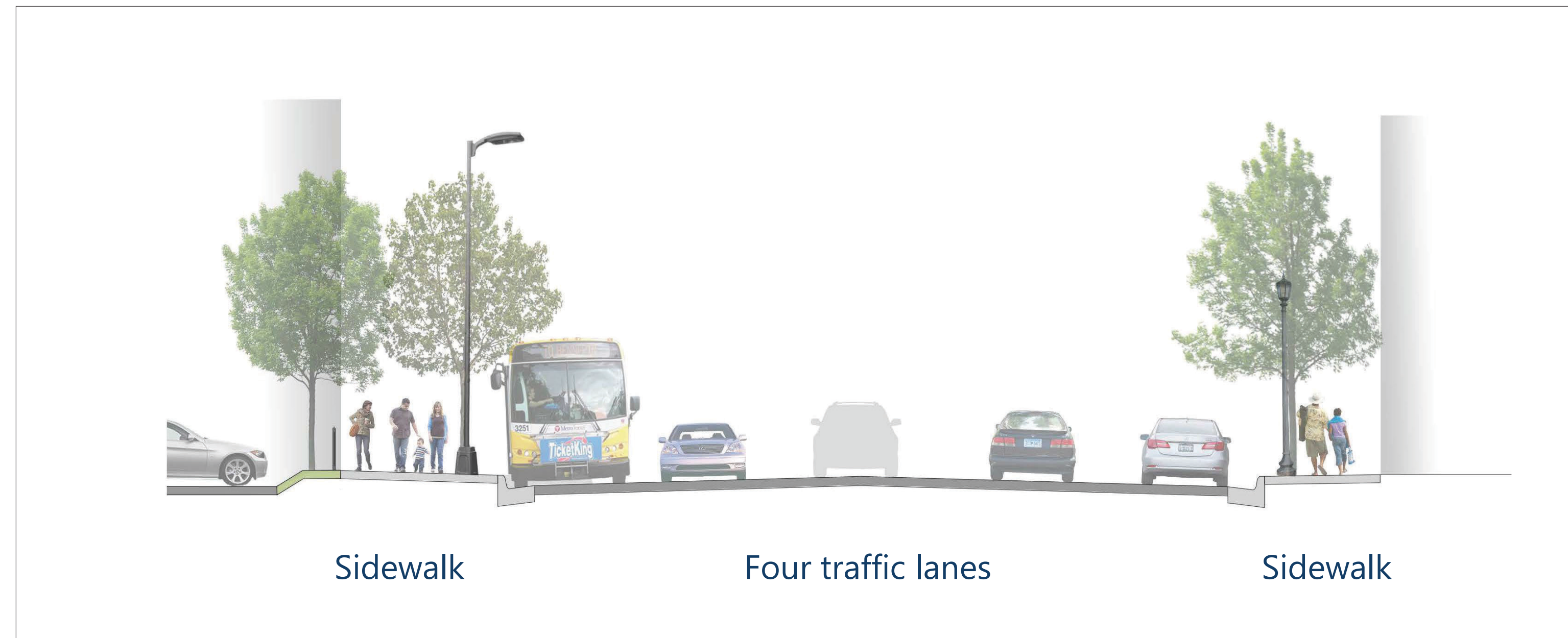


3 lanes - separated bike lanes

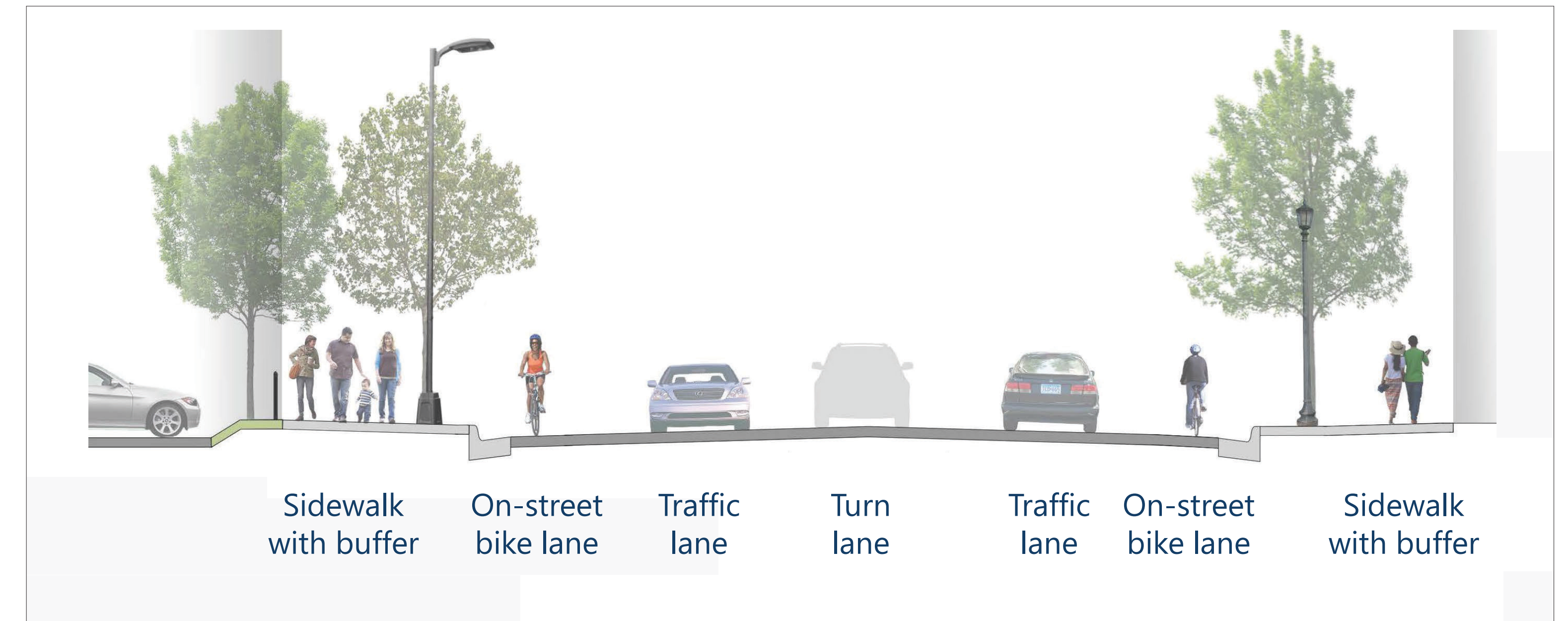


Design concepts being considered near 11th Avenue

4 lanes - existing conditions



3 lanes - on street bike lanes beyond bus stop



3 lanes - separated bike lanes

