



Franklin Ave SE

Proposed Street Reconfiguration

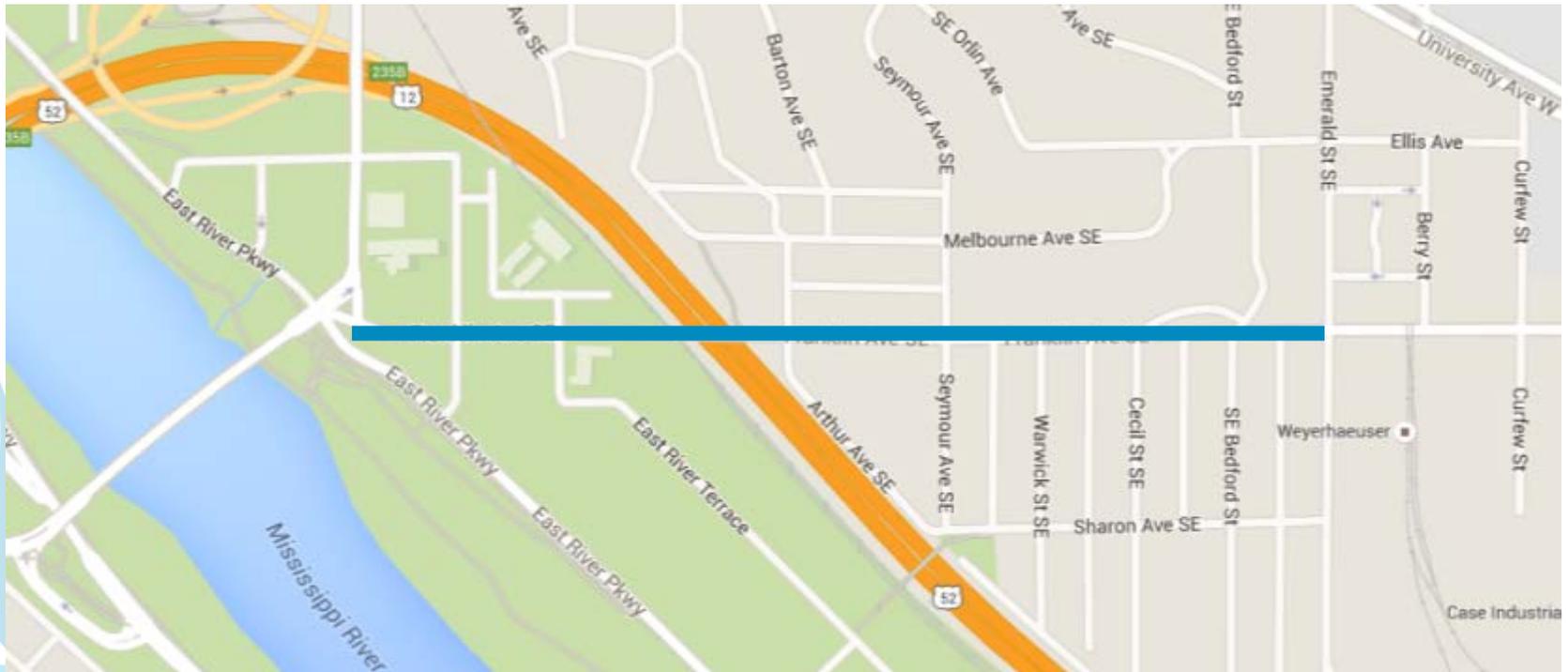
Tonight's Agenda

- Project background
- Existing conditions
- Planning guidance
- Proposed design
- Design details
- Next steps
- Questions?



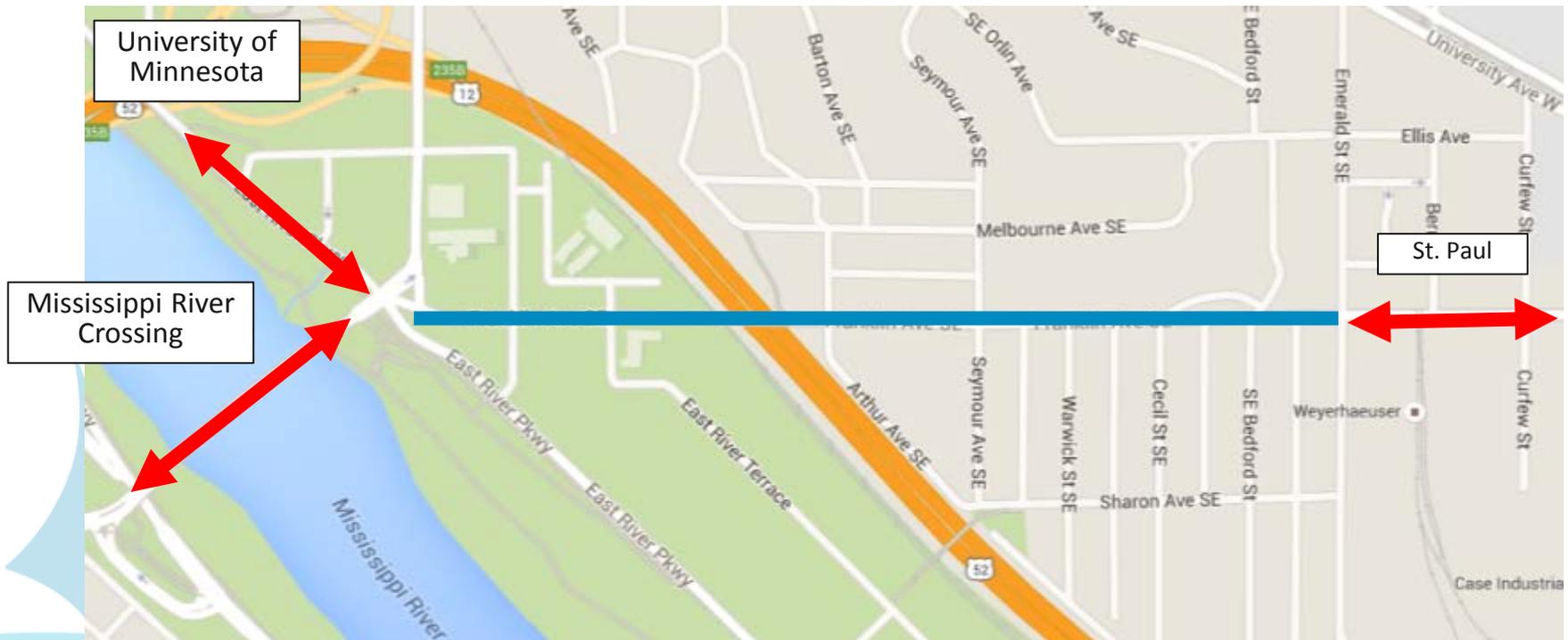
Project background

- Franklin Ave SE will be resurfaced in 2016
- Operational changes are being proposed to improve safety and operations for all people using the street



Project background

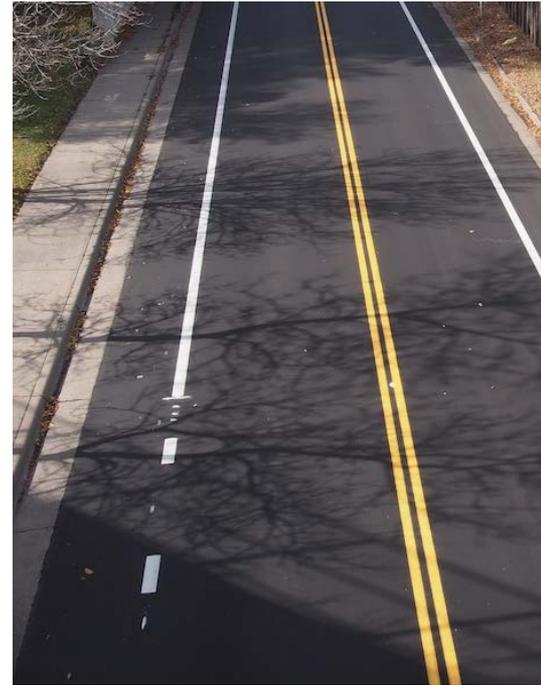
- 8 block corridor (0.3 miles)
- Primary east-west corridor through Prospect Park
- Connections across Mississippi River, to the University of Minnesota, and to St. Paul



Project Components



Resurfacing



Reconfiguration

Project Components

Resurfacing



Mill and overlay of street, some ADA ped ramp improvements

Project Manager: Chris Trembath, Public Works - Transportation Maintenance & Repair (612-919-1196 or Chris.Trembath@minneapolismn.gov)

Abutting properties will receive assessment information and notice of a pre-public hearing scheduled for:

March 8, 2016 6:30 PM Luxton Rec Center, 112 Williams Av SE

Reconfiguration



Tonight's Discussion



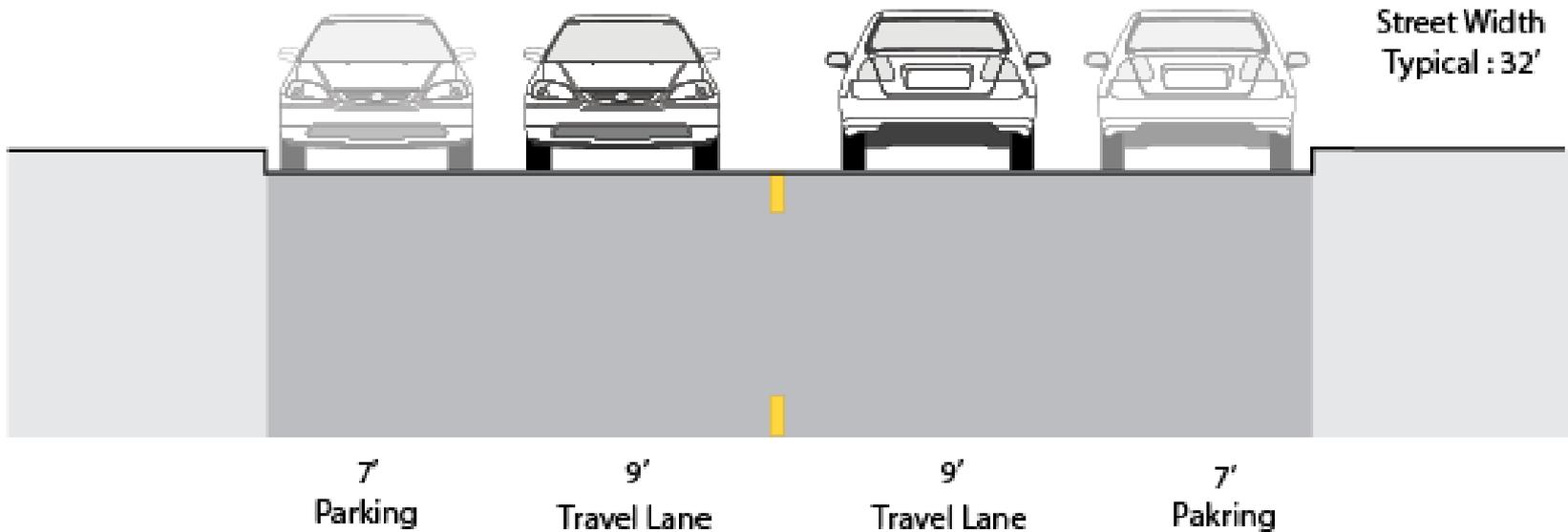
Signing and striping project, no curb work

Resurfacing provides an opportunity to reconfigure the street and change the existing striping.

Low-cost, operational project, no direct assessments

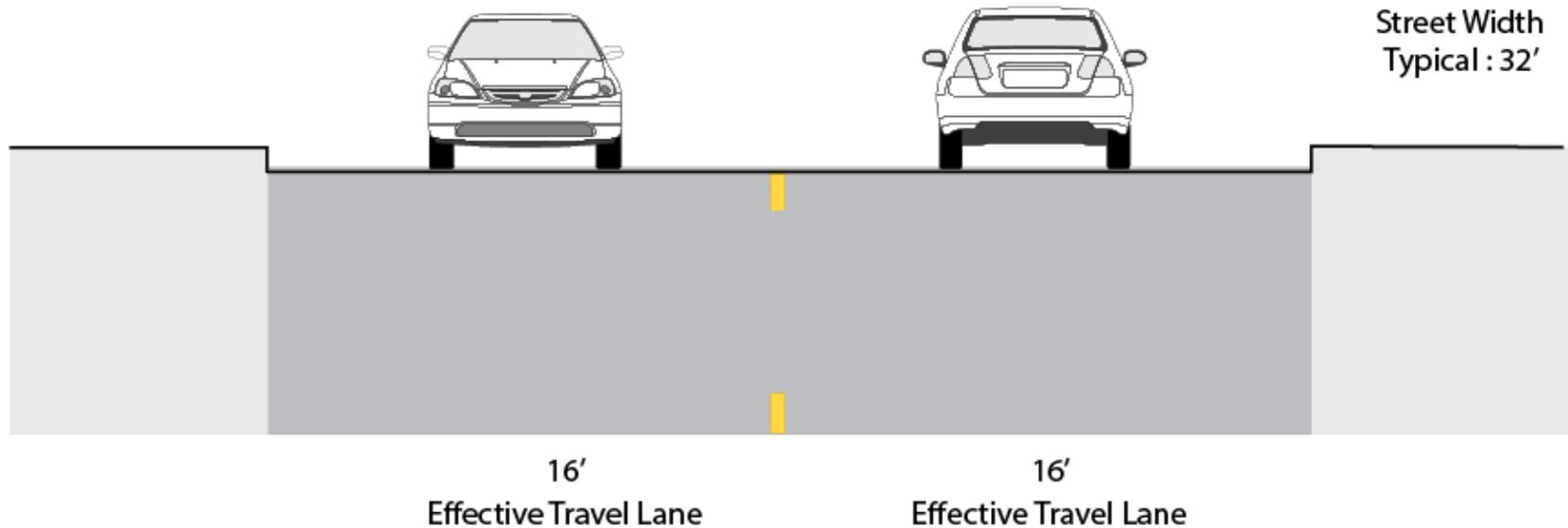
Existing design

What a driver sees
when parked vehicles are present



Existing design

What a driver typically sees
when no parked vehicles are present



Current users

Franklin Ave SE Daily Traffic

Mode	Daily Traffic
Pedestrians	240
Bicyclists	400
Transit	100 trips
Motor Vehicles	6,100



Sources:

Pedestrian and bicyclist traffic estimate based on count taken east of 27th Ave SE on 9/15/09 from 4-6pm extrapolated to 24 hrs

Total eastbound and westbound transit trips by Metro Transit Route 67

Motor vehicle traffic is the annual average daily traffic base on count taken over I-94 on 10/29/13 and 10/30/13

On-street parking

- Weekday demand is very low – average demand at **3%** of capacity.
- Weekday demand is highest between Seymour and Warwick, but available capacity exists on all across streets and *most* properties have access to off-street parking
- Weekend demand is very high by St. Francis Cabrini Church during church services – average demand at **96%** capacity between East River Terrace and I-94

Franklin Ave SE Parking Study

Block	From	To	Available Parking Stalls	% Capacity		
				Weekdays	Church Service	All Periods
1300	27th Ave SE	Thornton St SE	4	0%	0%	0%
1400	Thornton St SE	East River Terrace	22	0%	42%	11%
1500	East River Terrace	I-94	15	11%	96%	29%
1700	I-94	Malcolm Ave SE	2	0%	0%	0%
1800	Malcolm Ave SE	Seymour Ave SE	25	0%	0%	1%
1900	Seymour Ave SE	Warwick St SE	9	19%	52%	26%
2000	Warwick St SE	Cecil St SE	11	0%	6%	2%
2100	Cecil St SE	Beford St SE	10	0%	0%	0%
2200	Beford St SE	Emerald St SE	12	0%	3%	1%
Total	27th Ave SE	Emerald St SE	110	3%	27%	9%

Source:

Parking study based on 11 observations conducted in May of 2014 and September-November of 2015.

On-street parking

Typical weekday

Low demand for most of the corridor



At Warwick St SE looking east

Typical Sunday morning

High demand by St. Francis Cabrini Church



At I-94 looking west

Operational issues

- Low parking demand on Franklin Ave SE creates wide effective travel lanes and very likely contributes to speeding
- Inconsistent pinch points where parked vehicles are present
- Lane widths not compliant with Minnesota State Aid street design rules



Speed and Behavior

Many factors influence a driver's behavior and every street has different characteristics.

However, many studies and local project evaluation have found a general relationship between narrower lane widths and:

- Better lane keeping
- Lower speeds
- Lower crash rates
- Less severe injuries

Local evaluation based on 3-year before/after studies from:

- 1st Ave S (Franklin Ave E to 40th St E)
- 15th St W (Hennepin Ave to Nicollet Ave S)
- Como Ave SE (10th Ave SE to 15th Ave SE)
- Fremont Ave N (Lowry Ave N to Plymouth Ave N)

Other Sources:

- FARS and GES, 1994-1996
- Martens, Marieke et al, "The Effects of Road Design on Speed Behaviour: A Literature Review," European Commission under the Transport RTD Programme, September 1997.



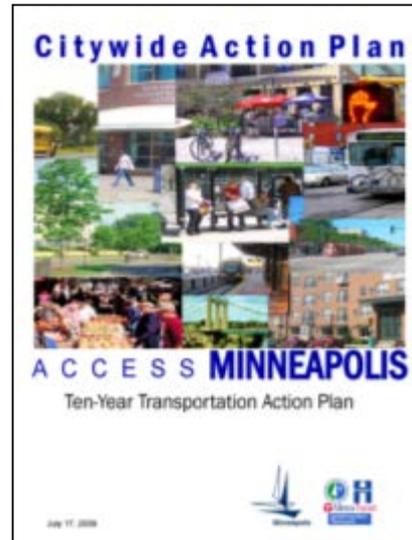
Design guidance

Bridging the Gap (2009)



Bikeway and street design recommendations to connect St. Anthony Park and Prospect Park

Access Minneapolis (2009)



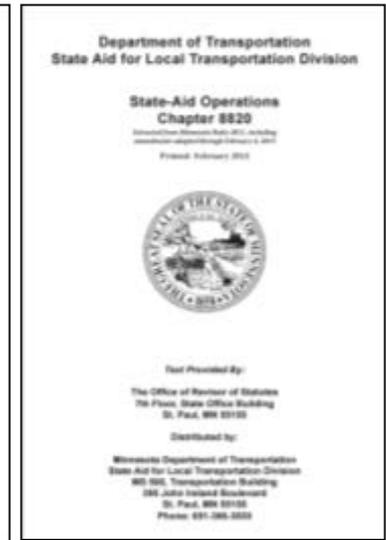
Identifies goals for speed management on local and arterial streets

Bicycle Master Plan (2011)



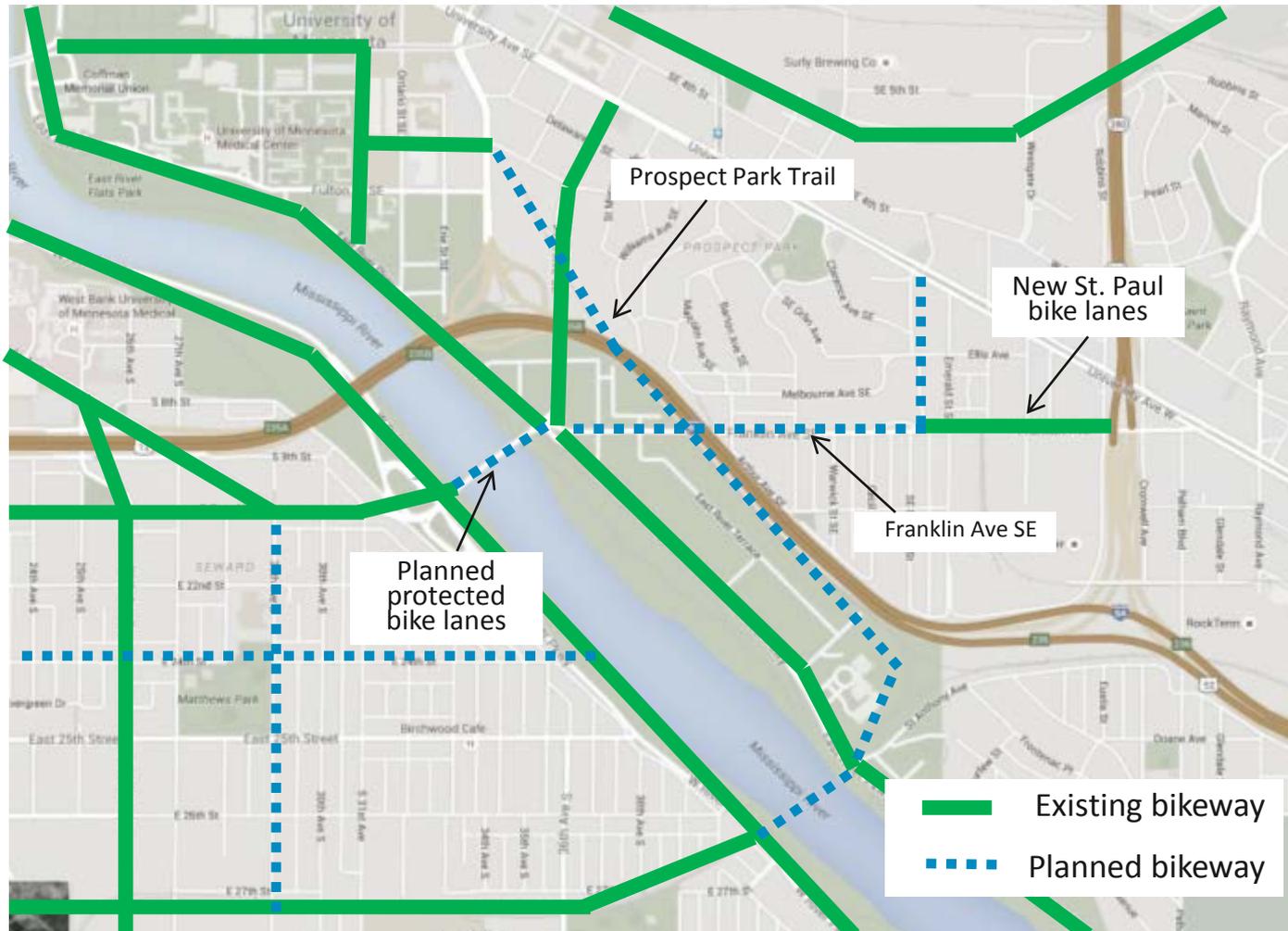
Identifies a bikeway on Franklin Ave SE

Minnesota State Aid Rules



Requirements for street design and lane widths

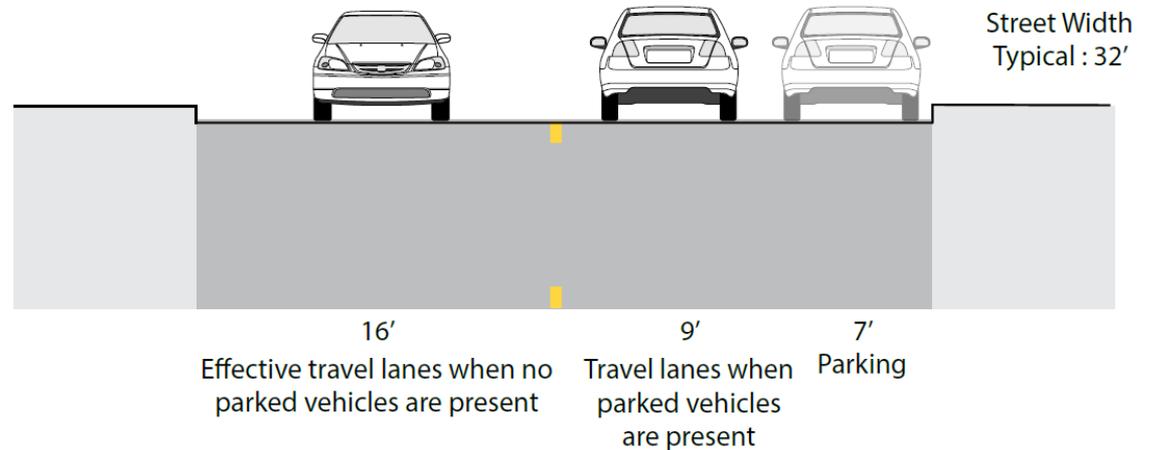
Existing and Planned Bikeway Connections



Existing and Proposed Design

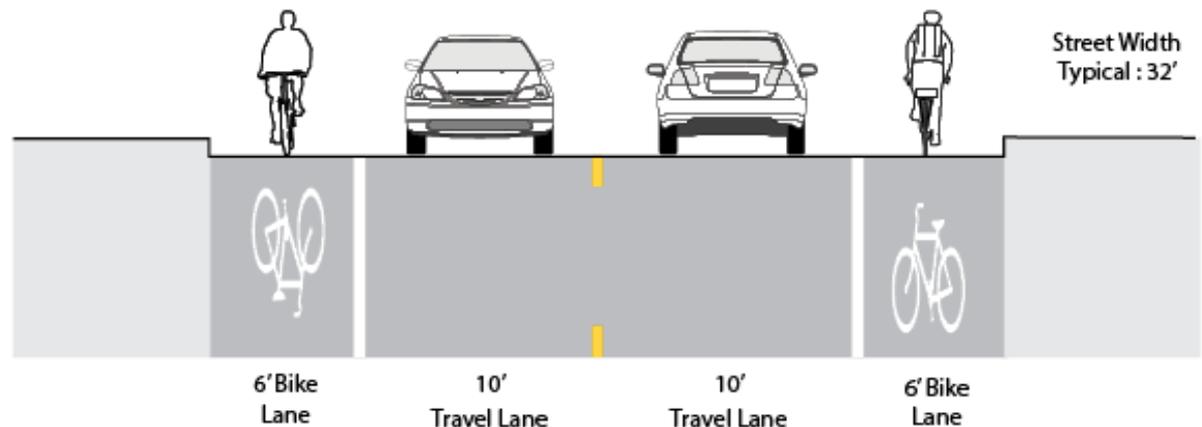
Existing

- Parking on both sides of street
- No bike lanes
- Substandard lane widths when parked vehicles are present
- Wide effective lane width when parked vehicles not present



Proposed

- No on-street parking
- Bike lanes in both directions
- Consistent 10' lanes
- Modified design between Thornton and I-94 to accommodate high-demand parking



Local examples

32' wide streets with bike lanes



Dowling Ave N

- Thomas Ave N to Xerxes Ave N
- Installed in 2014



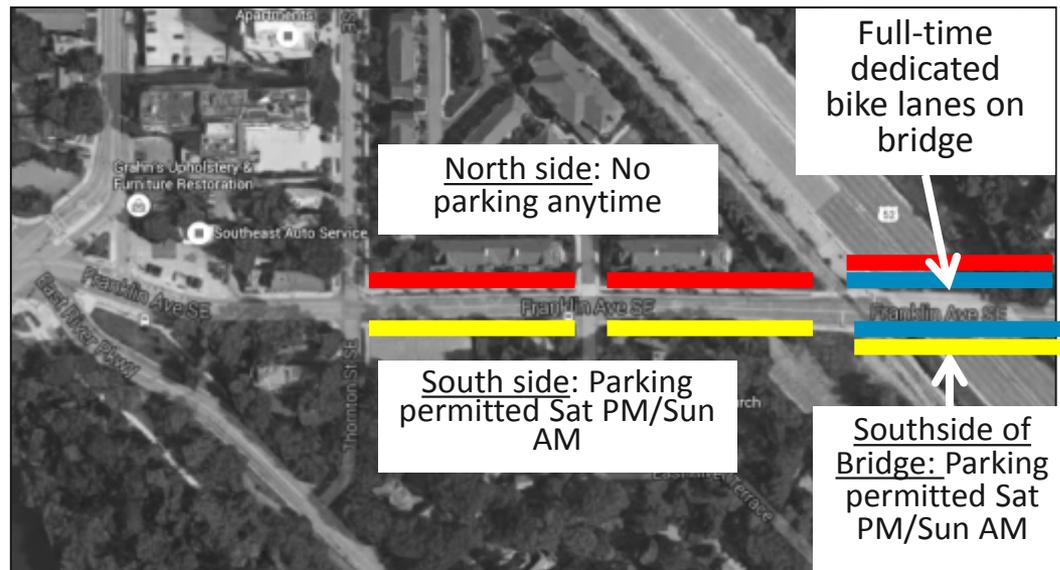
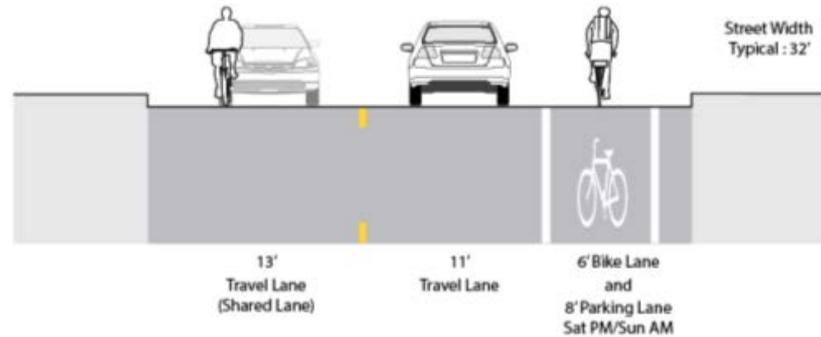
South Wayzata Blvd

- France Ave S to Penn Ave S
- Installed in 2015

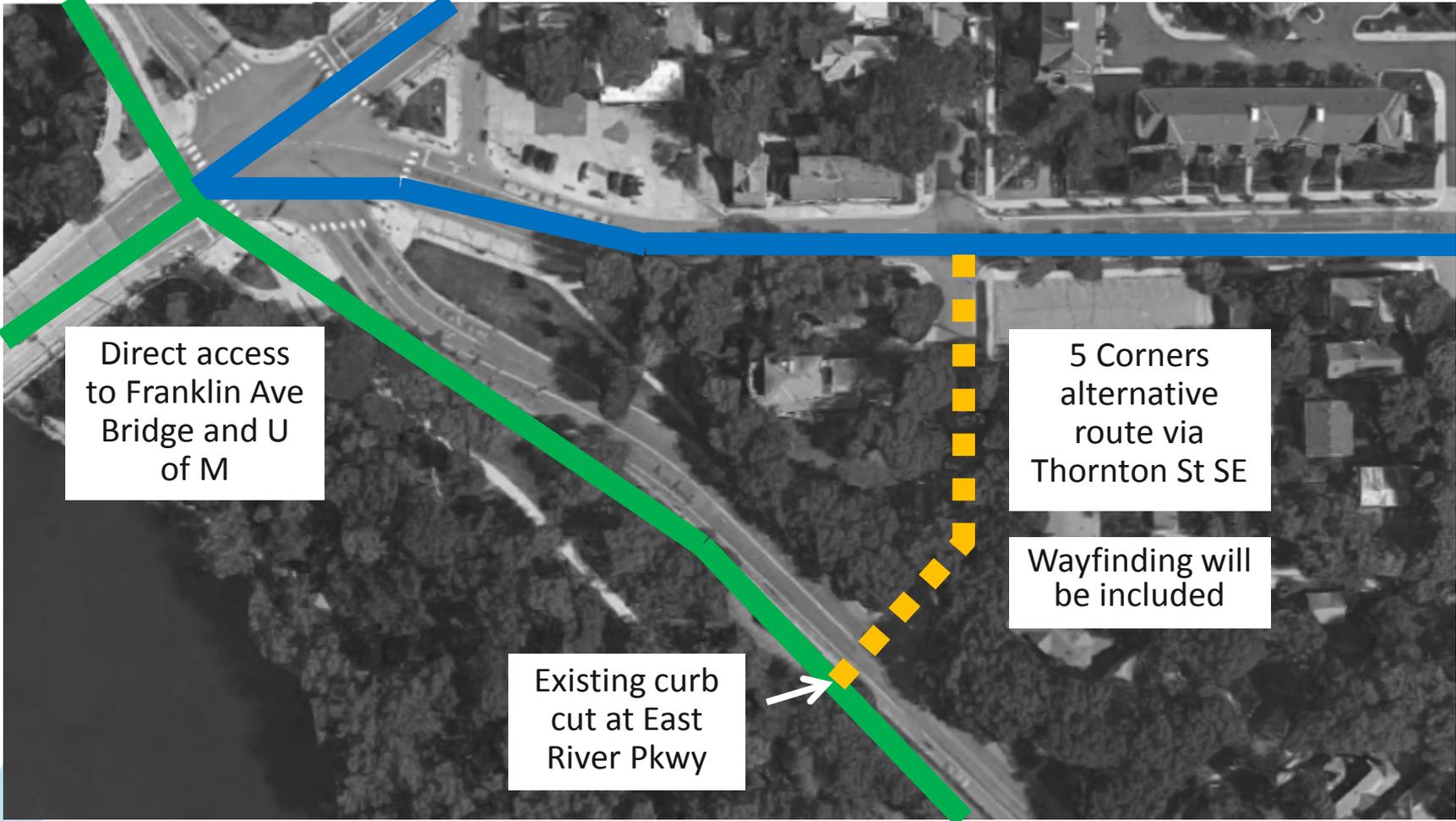
Alternative Design

Between Thornton St SE and I-94

- Demonstrated high parking demand during church services
- Alternative design allows for temporary parking on the south side of street
- Allows for an EB dedicated bike lane during all other times
- WB lane would be shared
- Shared parking/bike lanes are not typically acceptable and will be monitored for safety and operations



Connecting Franklin Ave SE to the west



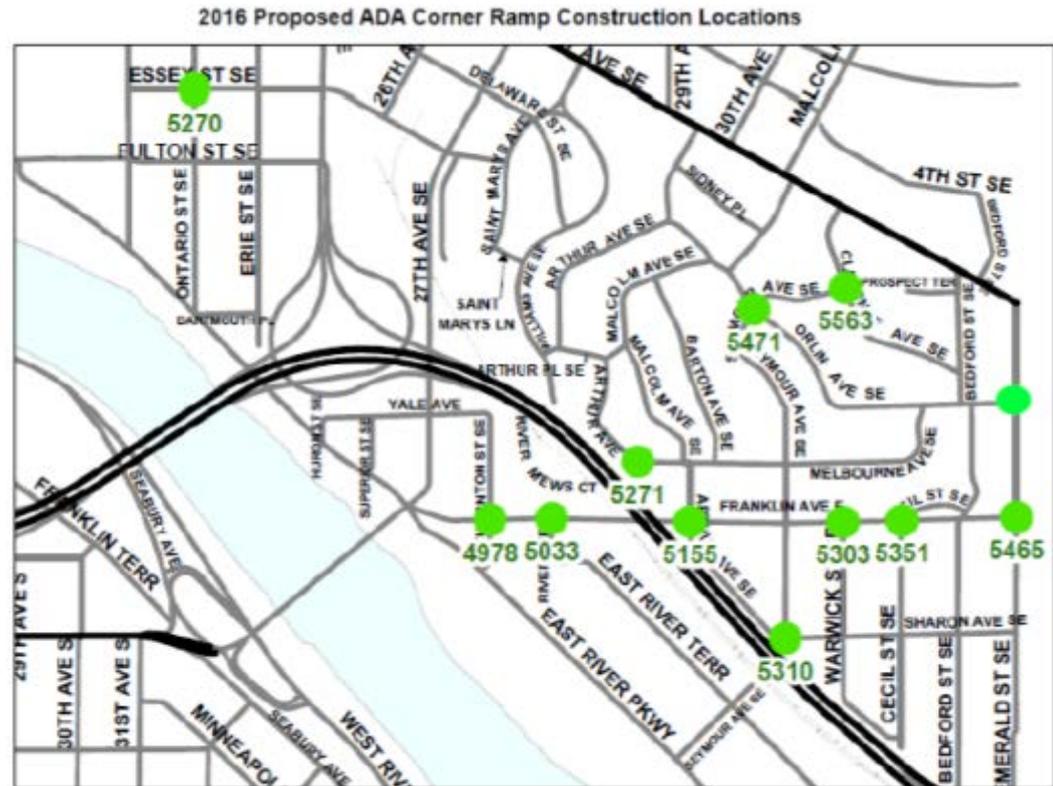
Direct access to Franklin Ave Bridge and U of M

5 Corners alternative route via Thornton St SE

Wayfinding will be included

Existing curb cut at East River Pkwy

Pedestrian Improvements



Legend

One or more corners at these intersections is proposed for 2016 construction.

- ADA Corner Ramp Replacement at 6 intersections along Franklin Ave SE and other locations in Prospect Park
- Durable crosswalk markings at Seymour Ave SE Bedford St SE intersection is undergoing further evaluation

Next steps

2016	What
January	Community meeting
February	Seek approval from Ward 2 Council Office for final design
Late February	Submit final design to State Aid office
Late summer/fall	Franklin Ave SE is resurfaced
	Install new design/bike lanes

Please submit feedback to:

Simon Blenski, Transportation Planner

Minneapolis Department of Public Works

simon.blenski@minneapolismn.gov

612-673-5012

Project website:

www.minneapolismn.gov/bicycles/projects