Minneapolis
City of Lakes

City of Minneapolis
Department of Public Works
Franklin Ave E Protected Bikeway
(29th Ave S to Seabury Ave)
Capital Project Rationale and Overview
3/21/16

Contents Page

Introduction and Background 3
Project Overview and Scope 5
General Information 6
Recommended Design 8
Relevant Plans, Guidelines, and Standards 10
Appendix 11

Approvals – Project Status: 0%

Jenifer Hager — 3.21.16
Jenifer Hager — Date
Transportation Planning and Programming

Steve Mosing — 4/11/16
Steve Mosing — Date
Traffic and Parking Services

Jeff Handeland — 4.5.16
Jeff Handeland — Date
Transportation Engineering and Design

Approvals – Project Status: 30%

Core Team Member	5/5/16 *Date*
Core Team Member	5/9/16 *Date*
Allan Klugman *Core Team Member*	5/11/16 *Date*

Approvals – Project Status: 60%

Core Team Member	*Date*
Core Team Member	*Date*
Core Team Member	*Date*

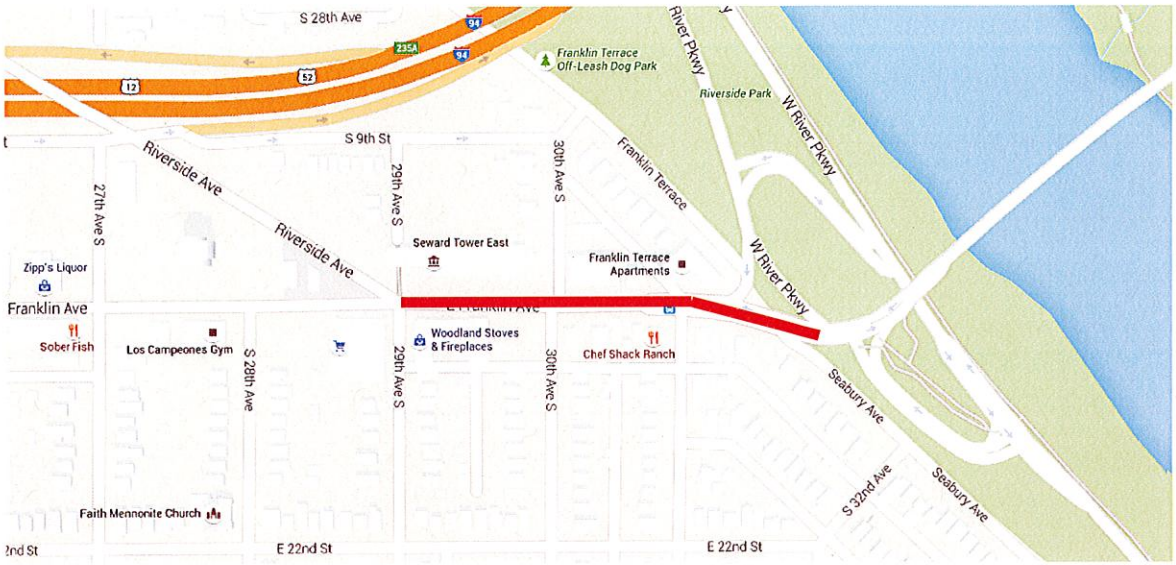
Approvals – Project Status: 90%

Core Team Member	*Date*
Core Team Member	*Date*
Core Team Member	*Date*

Note: Send or deliver final signed copies of the PRO to the Project Sponsor, Customers and Division Director.

Introduction and Background:

Project Location	Franklin Ave E
Project Limits	From 29th Ave S to Seabury
Project Length	0.3 Miles
MSA Designation	CSAH
ADTs	9,400 (Franklin Ave Bridge over Mississippi River, 2012)
Year Built	1953-1954
PCI	Unknown (CSAH managed, overlay in 2011)
ROW	75 feet
Street Typology	Commerce Street



Franklin Ave E Project Limits

Franklin Ave E facing east at Seabury Ave

Franklin Ave E facing west at 31st Ave S

Project Overview and Scope:

Project Objective

The objective of the project is to provide a protected bikeway connection on Franklin Ave E between 29th Ave S/Riverside Ave S and Seabury Ave.

Scope

The scope of the project includes the activities listed below.

- Evaluation of different protected bikeway alternatives
- Identification of a preferred protected bikeway alternative
- Seek stakeholder input on preferred alternative
- Signing, striping, pavement marking

Key Issues:

- Management of traffic and turning volumes
- Bicycle facility intersection design
- Connections to existing bikeways

The scope of the project does not include (exceptions):

- Moving curb lines
- Realignment of intersections
- Purchasing right-of-way

The following areas of scope are uncertain or have not been fully defined.

- Need for sealcoat or fog seal to establish a "blank slate" for new markings
- Alternative means of vertical protection other than a painted buffer and flexible delineators
- Routine mainteance responsibilities after the project is constructed

Project Justification

The Franklin Ave E project is recommended in the 2015 Protected Bikeways Update to the Bicycle Master Plan. This segment of Franklin Ave E is a high-demand corridor for bicycling, carrying over 1,990 bicyclists per day over the Mississippi River. A protected bikeway creates a more comfortable space for bicyclists to ride that is physically separated from motor vehicle traffic. A separated facility can attract a wider demographic of riders and can help the City achieve its goal of increasing bicycling in Minneapolis.

General Information:

- **Project Team**
  - Project Lead: Simon Blenski
  - The Project's core team includes: Simon Blenski (TPP), Bev Warmka (TED), Allan Klugman (TPS), Steve Collin (TMR)
  - The Project team includes: Simon Blenski (TPP), Bev Warmka (TED), Allan Klugman (TPS), Steve Collin (TMR), Mitchell Sawh (SSW), Bob Byers (Hennepin County Public Works)
  - The major stakeholders include: The City of Minneapolis, Ward 2, Ward 6, Seward and Prospect Park neighborhoods, Bicycle Advisory Committee, and adjacent residents

- **Schedule**
  - December 2015-January 2016 - Preliminary Design Process
  - February-March 2016 - Stakeholder Meetings
  - April-May 2016 - Final Design
  - TBD 2016 – Construction (dependant on coordination with Franklin Ave Bridge project)

- **Funding and Budget**

Funding Sources	2015	Total
Net Debt Bonds (BIK28)	$180,000	$180,000
Total	**$180,000**	**$180,000**

- **Right-of-Way & Existing Design**

Approximate Existing Cross-section looking east

Segment	Length	Width (in feet)									
		Pedestrian Zone	Shoulder	Bike Lane	Through Lanes			Bike Lane	Shoulder	Pedestrian Zone	Total
29th Ave S to 30th Ave S	-	Var	-	6	14	12	- 13	6	-	Var	75
30th Ave S to 31st Ave S	331	6		6	14	11	14	6	Var	6	75
31st Ave S to Franklin Ter	102	Var	-	6	14	11	14	6	-	Var	Var
Franklin Ter to Seabury Ave	90	Var	6	6	Var	6	Var	6	-	Var	Var

- **Right-of-Way & Existing Design**
  The existing street is two-way and varies between 51' and 61'.
  - 29th Ave S to 31st Ave S: 51'
  - 31st Ave S to Seabury: 51' to 61'

  The idewalk width and total right-of-way varies.

- **Traffic Control**
  There are signals at Riverside Ave S/29th Ave S and at 31st Ave S. The remaining intersections are stop or yield controlled.

- **Bicycles**
  There are existing eastbound and westbound conventional bike lanes. There are 1,990 daily bicyclists that cross the Franklin Ave Bridge over the Mississippi River.

- **Parking and Curbside Uses**
  Along this segment of Franklin Ave E, there is no parking on either side of the street. There are 4 bus stops along the project length – 2 eastbound and 2 westbound stops.

- **Transit**
  Metro Transit route 67 operates on Franklin Ave E. There are currently 48 bus trips per day.

- **Land Use**
  Franklin Ave E and the Franklin Ave Bridge over the Mississippi River connect the Prospect Park and Seward Neighborhoods. Land uses include retail businesses, single-family residential, a high-rise residential apartment, and parks and trails adjacent to the Mississippi River.

Design Changes

% Complete	Date	Design Change	Rationale	Core Team Member
30	5/2/16	One westbound thru lane will be removed between 28th Ave S and 31st Ave S. A center left turn will be installed.	Hennepin County staff have determined that one westbound thru lane does not significantly impact traffic operations on Franklin Ave E.	Simon Blenski and Bob Byers, Hennepin County
60				
90				
100				

Relevant Plans, Guidelines, and Standards

Minnesota State Aid Standards

Franklin Ave S is a County State Aid Route (CSAH). Therefore, design needs to follow CSAH/MSA standards. Important CSAH/MSA standards for the Franklin Ave E Protected Bikeway project include:

- Collectors or Locals with AADT < 10,000 vehicles per day*
    - 10-12 foot traffic lanes
    - 7-10 foot parking lanes
    - 5-6 foot bike lanes

*If a vehicle lane width of less than 11 feet is used, the parking and bikeway lanes shall be at least one foot wider than the minimum widths.

Access Minneapolis/Design Guidelines for Streets and Sidewalks

The Access Minneapolis Citywide Transportation Action Plan, adopted by City Council in July 2009, recommends that the Access Minneapolis Design Guidelines for Streets and Sidewalks, be used for all infrastructure and development projects. These guidelines were developed to support street design practices that better meet the needs of all transportation modes and better coordinate transportation facilities with their land use contexts. It is noted that above said design guidelines are different in some categories than MSA Standards.

Bicycle Master Plan

The Minneapolis Bicycle Master Plan was adopted by the City Council in July, 2011. The project is recommended in the 2015 Protected Bikeways Update to the Bicycle Master Plan.

Street Lighting Policy

Not applicable.

Appendix:

Resources

The following resources provide additional project background information:

- Access Minneapolis Design Guidelines for Streets and Sidewalks
  http://www.ci.minneapolis.mn.us/public-works/trans-plan/DesignGuidelines.asp

- Access Minneapolis Citywide Transportation Action Plan
  http://www.ci.minneapolis.mn.us/public-works/trans-plan/CitywideActionPlan.asp

- Bicycle Master Plan
  http://www.minneapolismn.gov/bicycles/WCMS1P-135610

- Bicycle and Pedestrian Counts
  http://www.minneapolismn.gov/bicycles/res/WCMS1P-135614

- NACTO Urban Bikeway Design Guide
  http://nacto.org/cities-for-cycling/design-guide/

- Franklin Ave Bridge Project
  http://www.hennepin.us/residents/transportation/franklin-ave-bridge