



Simon Blenski, Project Planner  
Bill Fellows, Project Engineer

November 29, 2017

Dear Mr. Blenski and Mr. Fellows,

Thank you for your recent discussion of the proposed intersection improvements at Franklin Ave SE and Bedford St SE with the Transportation and Safety Committee of the Prospect Park Association. We appreciate the City of Minneapolis responding to neighborhood feedback about crossing safety, and proposing some potential designs for the intersection.

Design for this intersection must balance the following two considerations

- Bedford St SE is an important north-south route in the neighborhood for both vehicular and pedestrian traffic, and
- Sight lines to the intersection are limited by the gradient of Franklin Avenue, particularly for eastbound traffic

In response to the proposed designs presented at the Transportation committee meeting on 14 November, the committee passed a resolution supporting the following points:

- Because of the importance of Bedford St in the pedestrian network in the neighborhood, any change to the intersection should incorporate a signed and marked pedestrian crossing. Signs alerting drivers to the upcoming crossing should be placed an appropriate distance from the crossing. The committee notes that the marked crossing on Franklin Avenue in Saint Paul outside the Court International building has the design elements we support for the Franklin and Bedford intersection
- Because of the importance of Bedford St for north-south vehicular and bicycle traffic, the proposed reduction in the width of Bedford St should occur through extending the north-eastern side of the intersection (adjacent to 129 Bedford St). This will allow north-south vehicle and bicycle traffic on Bedford to continue through the intersection.
- The location of the marked crosswalk at the intersection should be as far east as possible, and in the vicinity of the Metro Transit bus-stop adjacent to 129 Bedford St. Locating the crosswalk east of the intersection allows for increased stopping distances for eastbound traffic which has shorter sightlines following the crest of the hill on Franklin.

- We suggest that consideration be given to the installation of plastic bollards to delineate the bike lane between Cecil and Bedford Streets. Bollards would visually narrow the lane width on Franklin, and encourage slower vehicular traffic. Under current conditions drivers often are proceeding eastbound on Franklin close to 35mph.
- In the longer term we suggest that consideration be given to moving the four-way stop at Emerald and Franklin to Bedford and Franklin. Traffic proceeding east or west on Franklin would proceed through this intersection, while north/south traffic on Emerald would be controlled by a stop sign, and yield to traffic on Franklin.

Thank you for this consideration,

A handwritten signature in black ink, appearing to read 'Evan Roberts', with a long horizontal flourish extending to the right.

Evan Roberts  
Chair  
PPA Transportation & Safety Committee

cc: Ward 2 Council Member Cam Gordon  
Robin Garwood