WHAT WE HEARD

PARKING
- Utilized, but not needed on both sides
- Specific adjacent land uses – all located on the north side of the street – drive the need
- In residential areas, one-sided parking is sufficient to meet current and future demand
- Pervious pavers may be used in the parking area to increase stormwater infiltration

SIDEWALKS
- Should exist along both sides of the street and continuously throughout the corridor
- Increase safety for all roadway users and improve access
- Special emphasis on the commercial area immediately east of library

BICYCLE FACILITIES
- Requested by the majority of attendees
- Shared-use trail is not recommended in this location
  - Multiple destinations and conflict points in the vicinity
  - Differential speed of bicyclists and pedestrians
  - Possible adverse impact on existing trees & shrubs
- Buffered bike lanes provide an on-street facility for all ages and abilities

SPEED LIMIT
- Current speed limit is 30 mph
- Speed data collected in July, 2019:
  - Beaver to 48th: average speed is 26 mph; 85th percentile speed is 30 mph
  - 48th to 55th: average speed is 29 mph; 85th Percentile speed is 34 mph
- MoveDSM identifies Franklin as a Neighborhood Residential street with a recommended maximum speed limit of 25 mph
- Follow-up data will be collected after 1 year to determine if the new striping pattern is conducive to 25 mph speed limit

PROPOSED TYPICAL SECTION
- Includes two travel lanes, buffered bike lanes and parking on one side
- Dimensions are consistent with MoveDSM recommendations for a neighborhood residential street

CONTINUING EVALUATION
- Items to be vetted during engineering analysis and design:
  - traffic control devices at 44th, 48th, 55th & 56th
  - pedestrian crossings & mid-block cross walks