



CITY COUNCIL REPORT  
PUBLIC

DATE: January 4, 2017  
TO: Mayor, Vice-Mayor and Councilmembers  
FROM: Mark Landsiedel, Community Development Director  
Jeffrey Bauman, Traffic Engineer  
CC: Josh Copley, Barbara Goodrich, Shane Dille & Leadership  
SUBJECT: Franklin Safety Improvements



**Executive Summary:**

The proposed mini-roundabout at the intersection of Franklin Avenue and O’Leary Street is not needed as the installed temporary measures have successfully mitigated the crash problems. Based on the latest crash data, Staff recommends **not** moving forward with the mini-roundabout.

**Background:**

In June 2013, local residents surrounding the Franklin Ave. and O’Leary St. intersection expressed concern regarding excessive speed and vehicle crashes. The City’s Transportation Program then recorded traffic volume and speed counts in the area. During the May 2014 Transportation Commission meeting, the following results were presented:

Speeds on Franklin Avenue were not found to be excessive. However, there were an excessive number of crashes at the Franklin Ave. and O’Leary St. intersection given the low traffic volumes. Contributing factors include poor sight distance and steep grades at the intersection.

Potential improvements, such as, mini-roundabouts, all-way stop signs and left-turn restrictions were discussed.

The Transportation Commission agreed with Staff’s recommendation to install a mini-roundabout at the intersections of Franklin Ave. and O’Leary St. Staff was also directed to look at possible short-term mitigation measures, which could be implemented while design of the mini-roundabouts occurred.

In June 2014, the Transportation Program removed two parking spaces on Franklin Ave. near the southwestern corner of the Franklin Ave. and O’Leary St. intersection. The curb was painted red and candlesticks were added in order to improve sight distances, as depicted below in Figure 1.



Figure 1: Temporary Safety Measure

Engineering designs have now been completed to the 30% level. Design considerations have dictated that major property acquisition is required. The total project cost has increased significantly. Figure 2 illustrates the needed property acquisition.

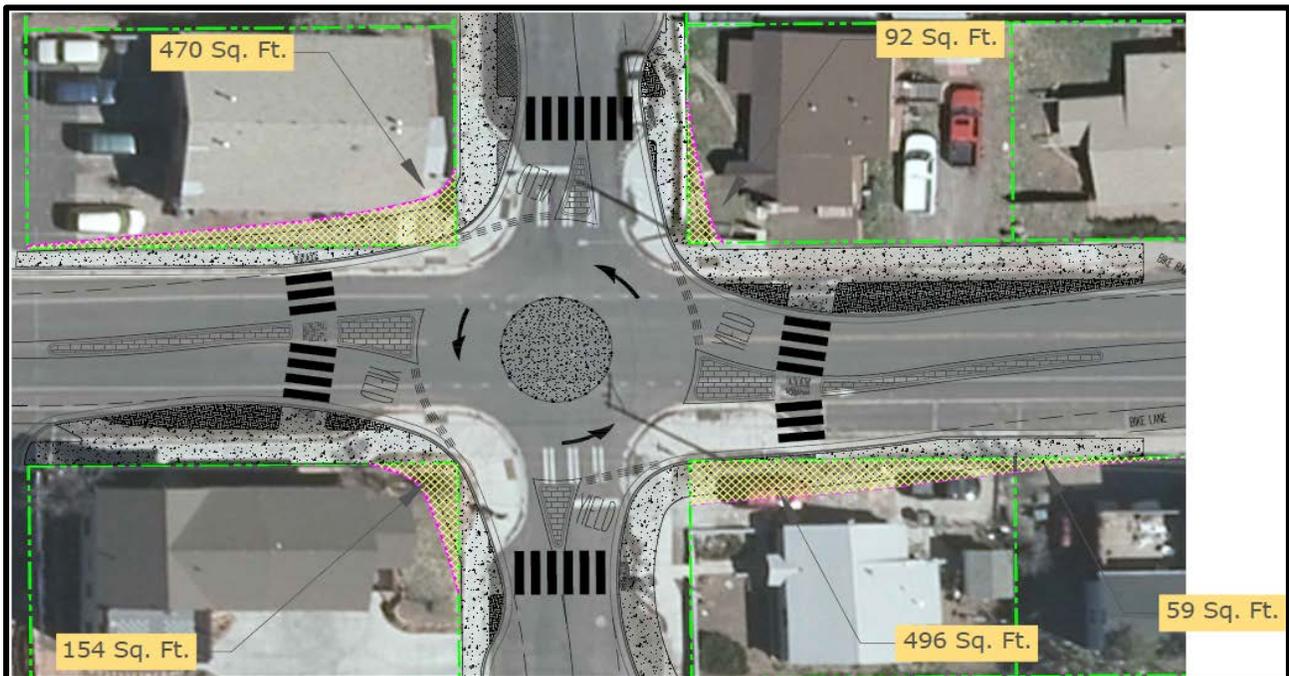


Figure 2: Property Acquisition

**Crash Data:**

During the design efforts, there has been time to evaluate the effectiveness of the mitigation measures implemented in June 2014. Within the 29 months *before* the temporary safety measure was implemented, there were a total of 12 crashes at the intersection, and within 29 months *after* the temporary safety measure was implemented there were 2 crashes.

	Jan 2012-May 2014 (29 months <i>before</i> temporary improvement)	June 2014-Oct 2016 (29 months <i>after</i> temporary improvement)
<i>Rear-End</i>	-	1
<i>Sideswipe</i>	1	-
<i>Angle</i>	8	-
<i>Head On</i>	1	1
<i>Left Turn</i>	2	-
<b>TOTAL</b>	<b>12</b>	<b>2</b>

**Staff Recommendation:**

Based on this crash data, the Transportation Program is satisfied **not** moving forward with the mini-roundabout project at Franklin Ave. and O’Leary St. Instead, we intend to make this “temporary” safety measure “permanent” by placing concrete curb, gutter, and sidewalk where the candlesticks are currently located. This project is planned to occur in the Spring of 2017.



**Public Involvement:**

Staff will inform the four property owners at O’Leary and Franklin that extending the bump-out resolves the safety concern and the mini roundabout project will not be moving forward. Staff will update the Transportation Commission at their February 2017 meeting.