

# Franklin Boulevard Mini-Roundabout Evaluation

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July 2026

**In 2022 and 2023 we  
reconstructed Franklin  
Boulevard.**

**We aimed to create a street that was  
safer for everyone and more comfortable  
for people walking and biking.**

**This project followed years of community requests and a TLCI\* study that explored and piloted traffic calming along the street.**

\*Transportation for Livable Communities Initiative

**The project replaced 6  
signalized intersections  
with mini-roundabouts,  
and added one additional  
mini-roundabout.**

**As part of the project, we were able to work  
with the Ohio Department of Transportation to  
reduce the speed limit from 35 MPH to 25 MPH.**

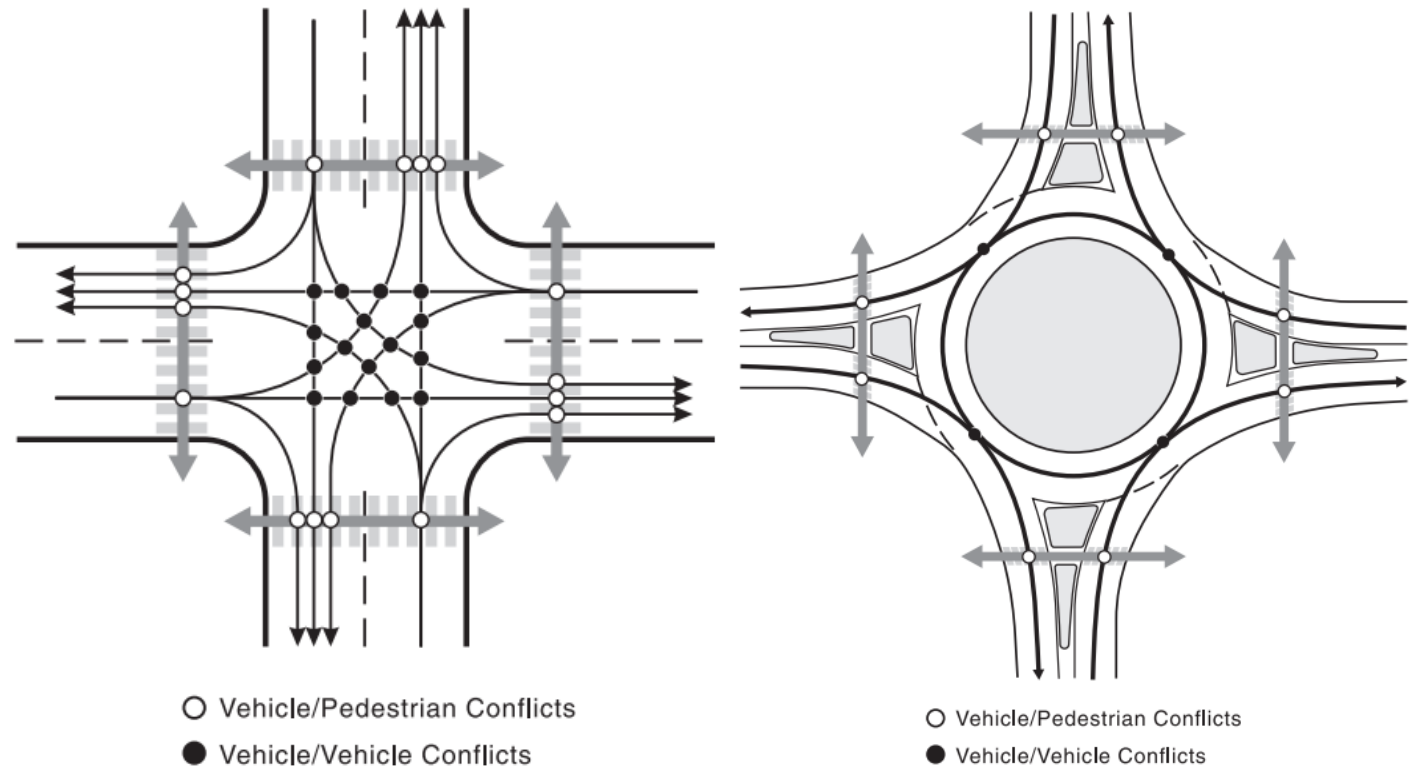
# Why mini-roundabouts?

Roundabouts reduce the number of potential conflict points at an intersection.

They slow traffic speeds, increase driver awareness, reduce idling, and are **proven in Cleveland to reduce crashes 60-80%**.

Mini-roundabouts don't require us to move curbs back, which allows them to fit on neighborhood streets.

Conflict points at standard vs. roundabout intersections



Source: Federal Highway Administration (FHWA, 2010)

**Franklin Boulevard at  
West 54<sup>th</sup> Street,  
Summer 2021**

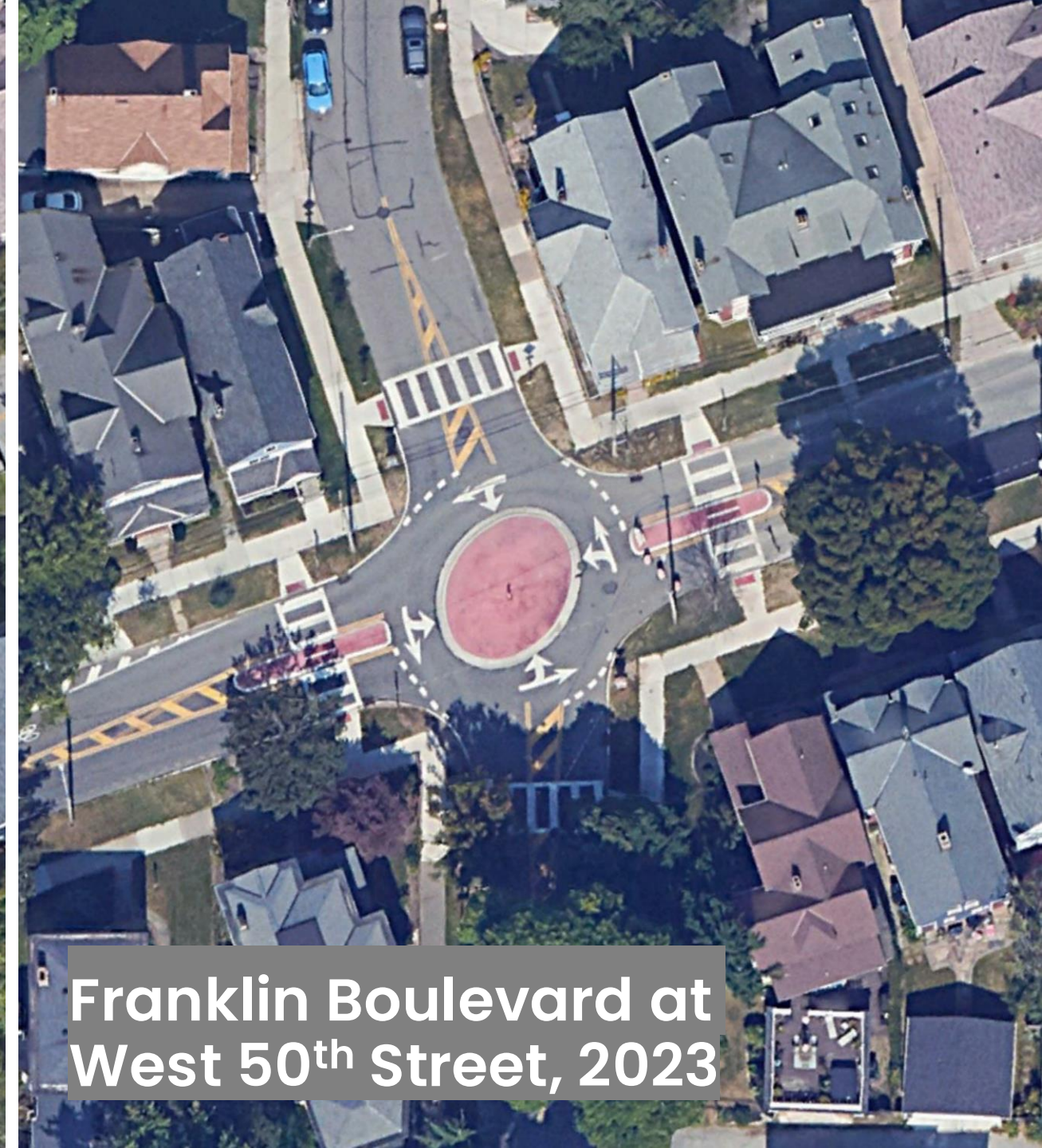


**Franklin Boulevard at  
West 54<sup>th</sup> Street,  
Summer 2024**





**Franklin Boulevard at  
West 50<sup>th</sup> Street, 2019**



**Franklin Boulevard at  
West 50<sup>th</sup> Street, 2023**

**We analyzed data from  
before and after  
construction to  
understand project  
outcomes.**

# Data Collection

- We collected vehicle speed and volume counts using automated radar at multiple points along Franklin Boulevard in 2021 and in 2024.
- The traffic counts used in this report are from weekdays to reflect typical travel patterns.
- You can find traffic counts for Franklin Boulevard on our [traffic count viewer](#).



# Key Takeaways

# Vehicle speeds are down

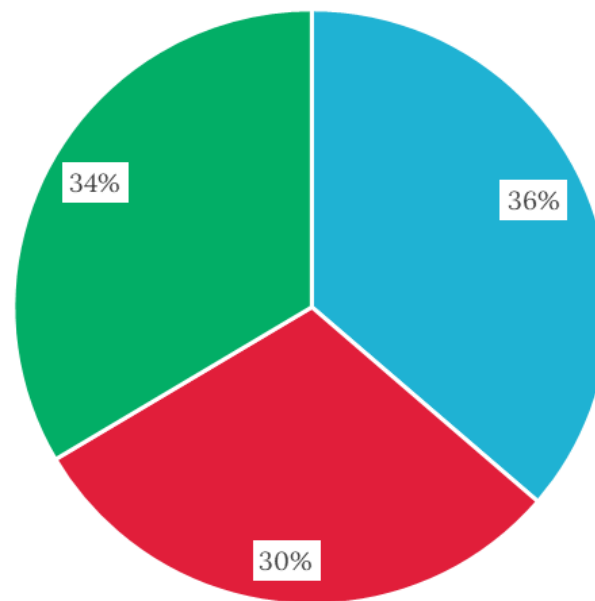
# Fewer people are driving down Franklin as a cut-through

Vehicle volumes have declined by around 30%

# There's been over a 40% reduction in vehicles traveling over 26 MPH

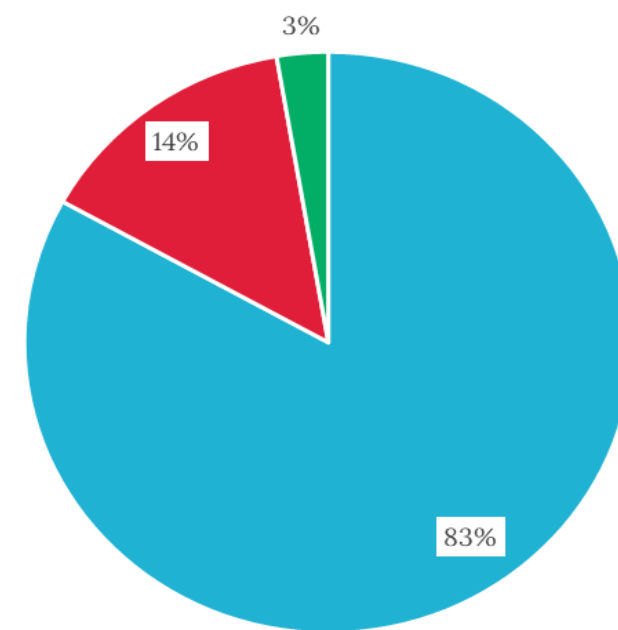
- Before, over 60% of vehicles were traveling over 26 MPH. Now, just 17% of vehicles are traveling over 26 MPH.
- Vehicle volumes are lower. **Average daily traffic volumes are about 1,665 now compared to 2,391 before the project.**

Vehicle Speeds on Franklin Blvd  
2021



■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

Vehicle Speeds on Franklin Blvd  
2024



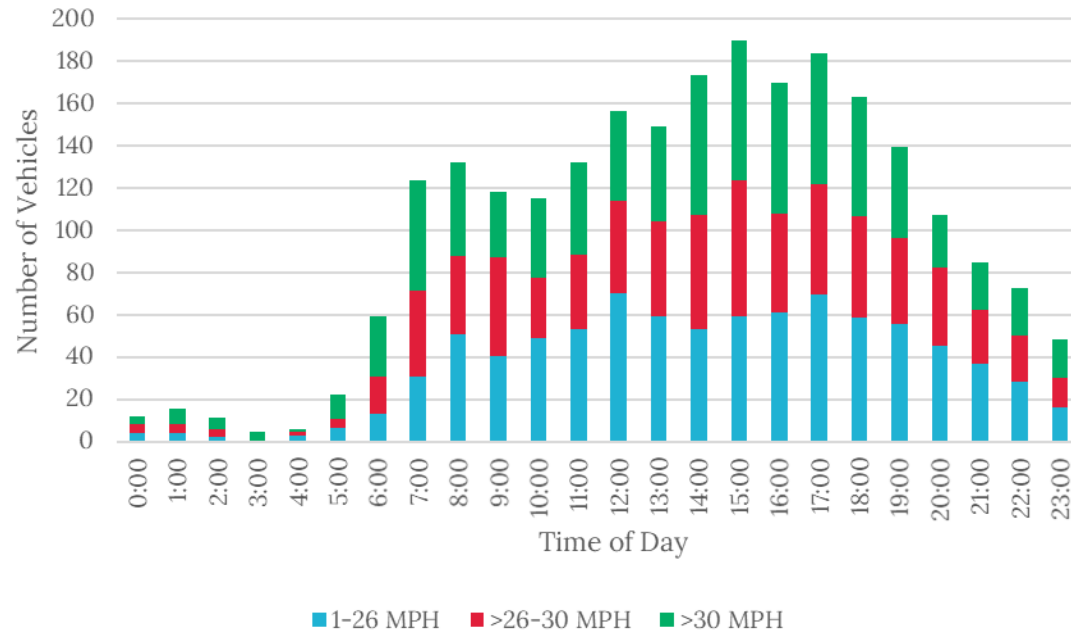
■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

Red and green indicate vehicles traveling over 26 MPH

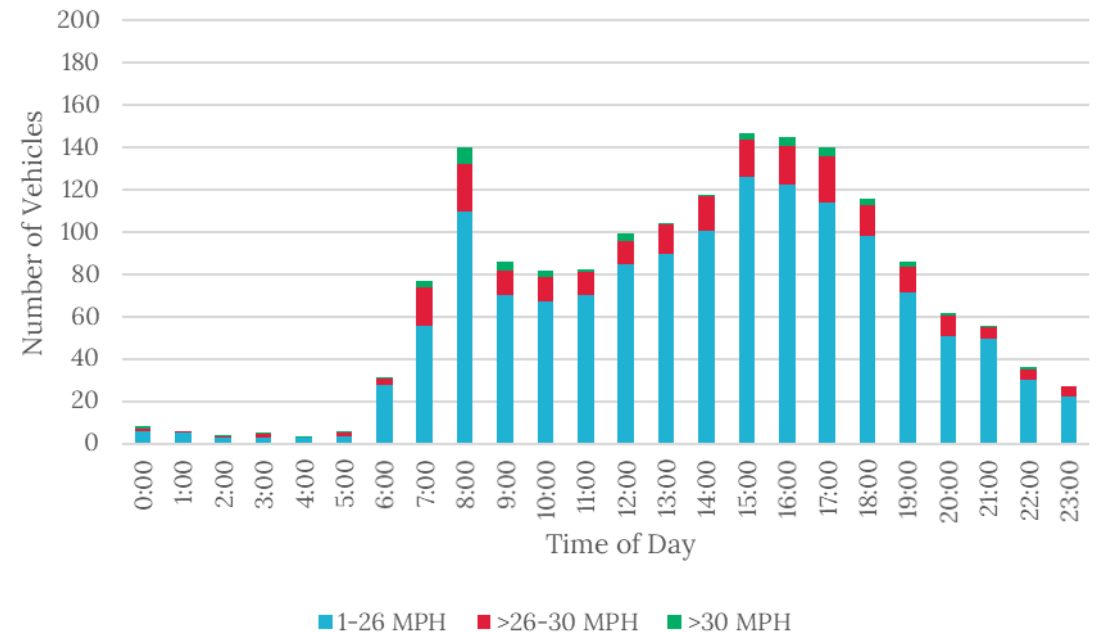
# Vehicle speeds and volumes are down along the entire corridor



**Before**  
**Vehicle Speeds and Volumes by Hour**  
*W 29th Street and W 52nd Street, Averaged*  
 2021



**After**  
**Vehicle Speeds and Volumes by Hour**  
*W 29th Street and W 52nd Street, Averaged*  
 2024



Red and green bars indicate vehicles traveling over 26 miles per hour

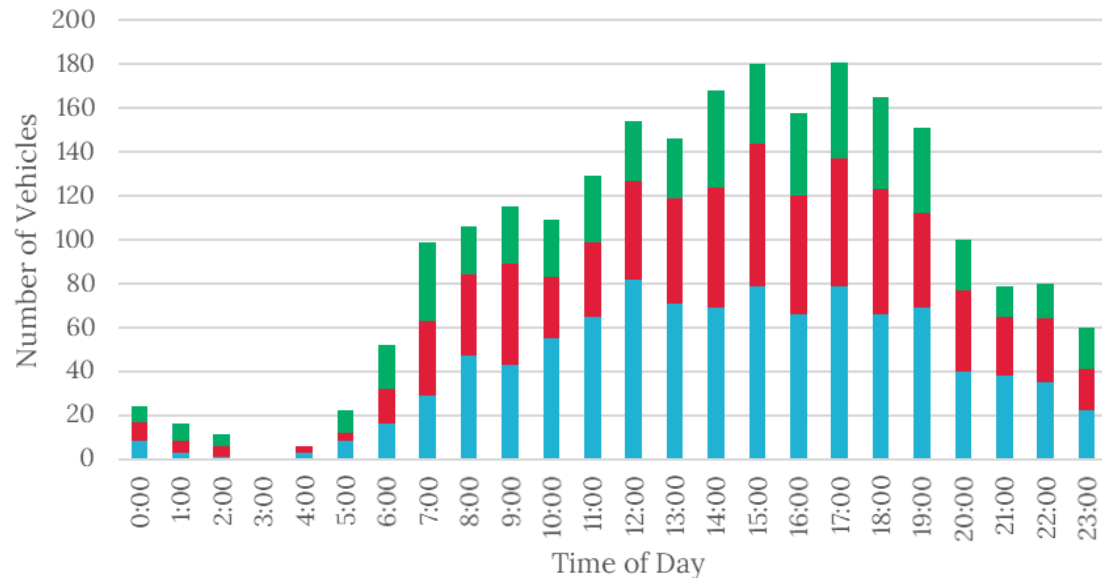
# Vehicle speeds and volumes on Franklin Boulevard near W. 29th Street



Before

## Vehicle Speeds and Volumes by Hour

Franklin west of W. 29th St  
Thursday, June 25, 2021

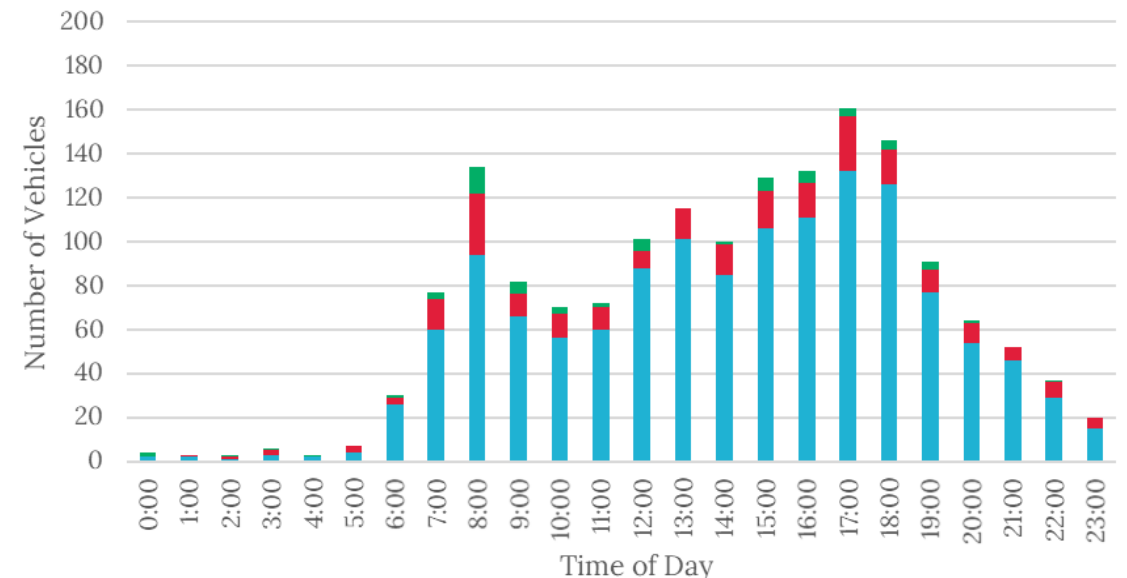


■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

After

## Vehicle Speeds and Volumes by Hour

Franklin west of W. 29th St  
Thursday, October 24, 2024



■ 1-26 MPH ■ >26-30 MPH ■ >30 MPH

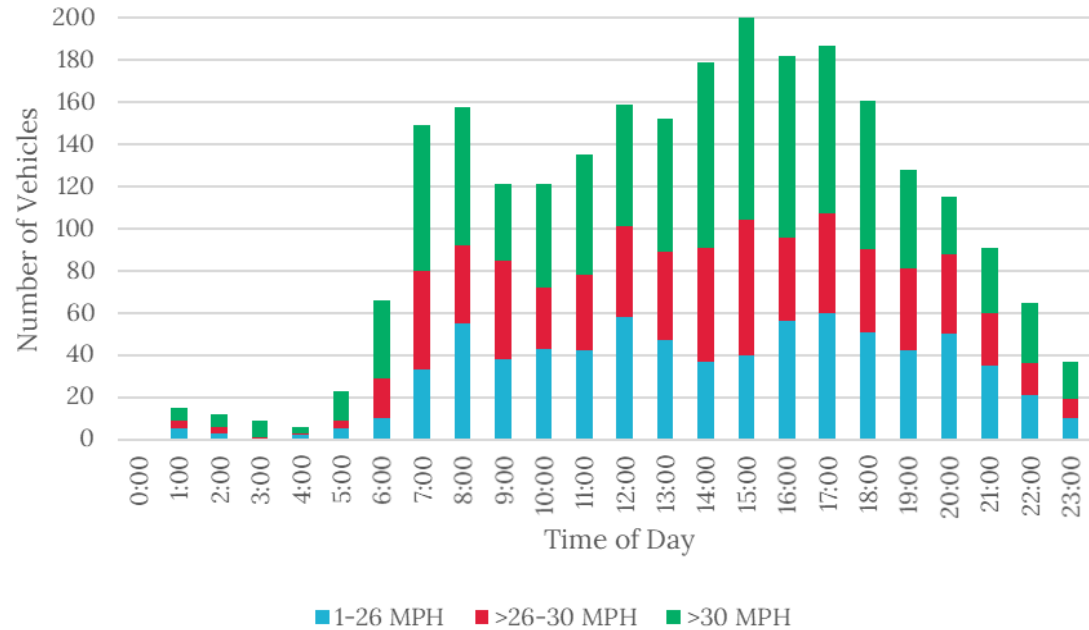
Red and green bars indicate vehicles traveling over 26 miles per hour



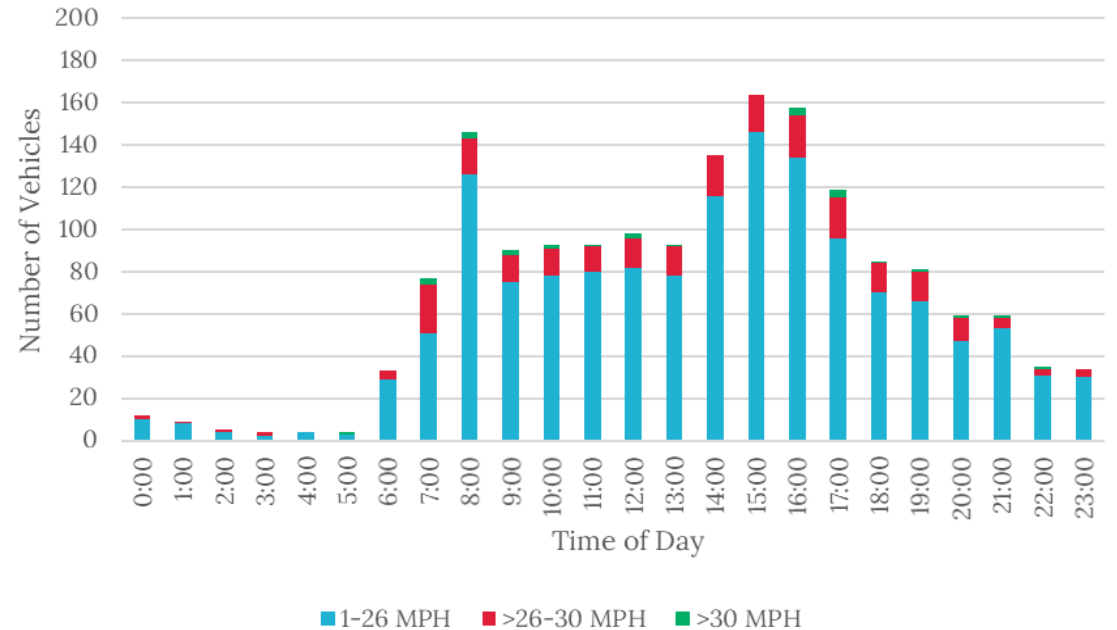
# Vehicle speeds and volumes on Franklin Boulevard near W. 52nd Street



**Before**  
**Vehicle Speeds and Volumes by Hour**  
 Franklin east of W. 52nd St  
 Thursday, May 20, 2021



**After**  
**Vehicle Speeds and Volumes by Hour**  
 Franklin east of W 52nd St  
 Friday, April 26, 2024

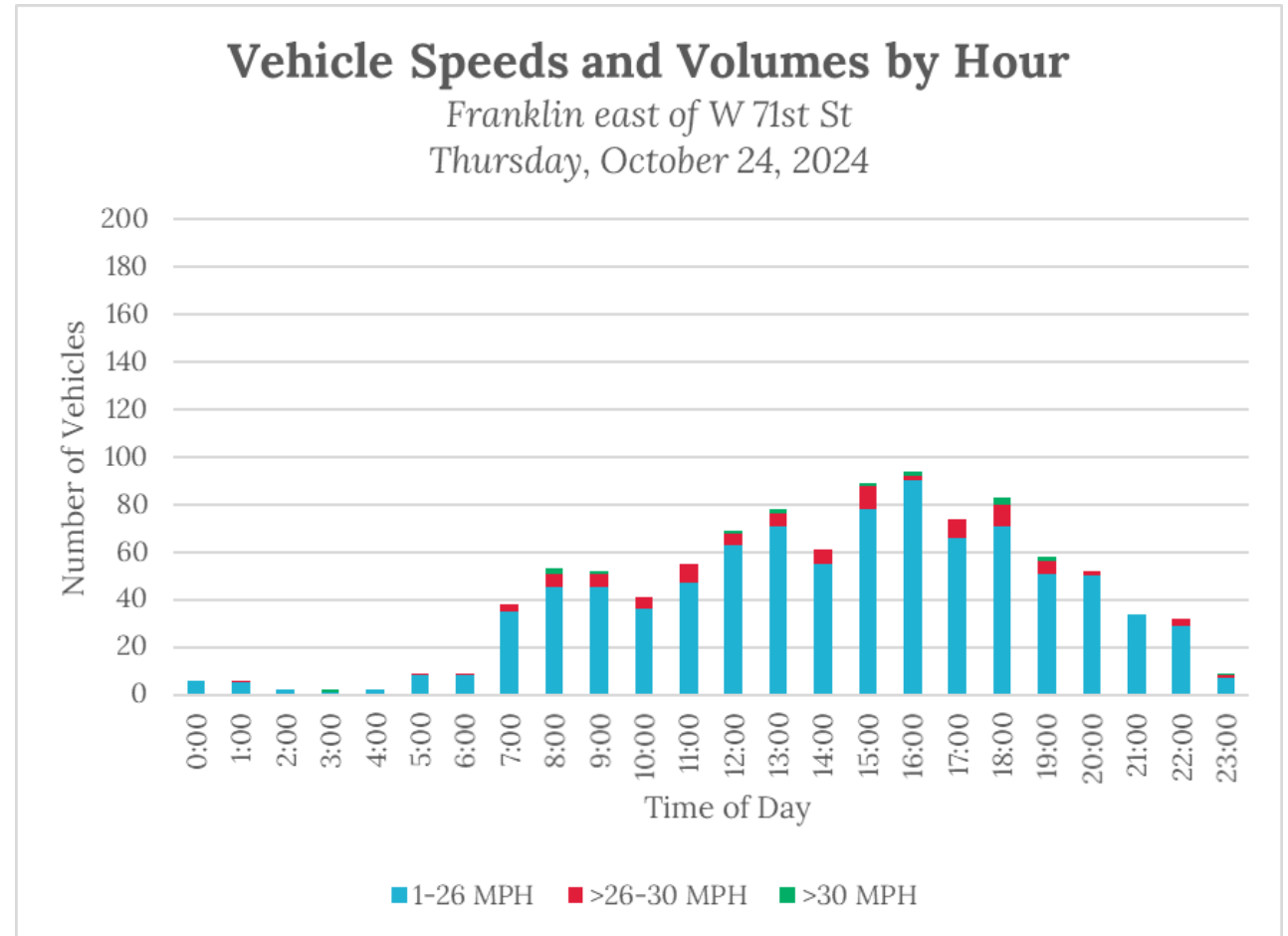


Red and green bars indicate vehicles traveling over 26 miles per hour



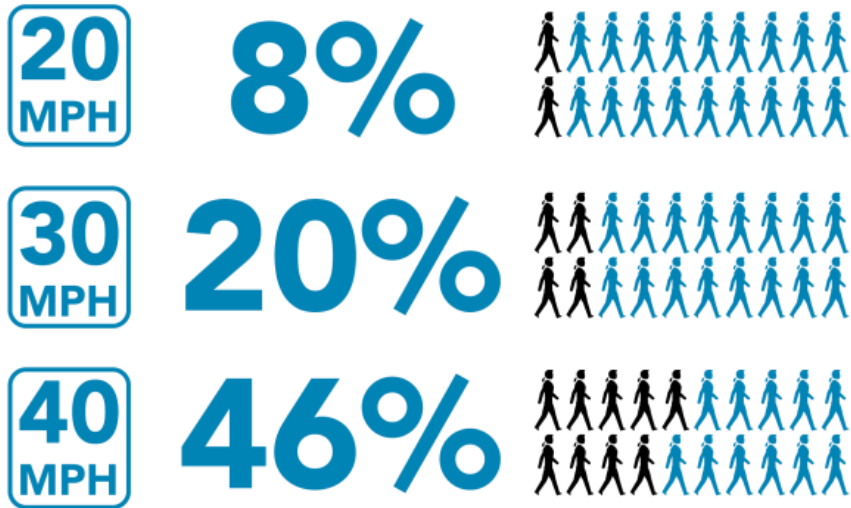
# Vehicle speeds and volumes on Franklin Boulevard near W. 71st Street

- We don't have before construction traffic data for this section of the street, but our after construction data reflects that **speeding is limited in this section of the street and volumes are lower** than points further east.
- Average daily vehicle volumes are 1,366, about 18% lower than volumes east of W. 65th Street



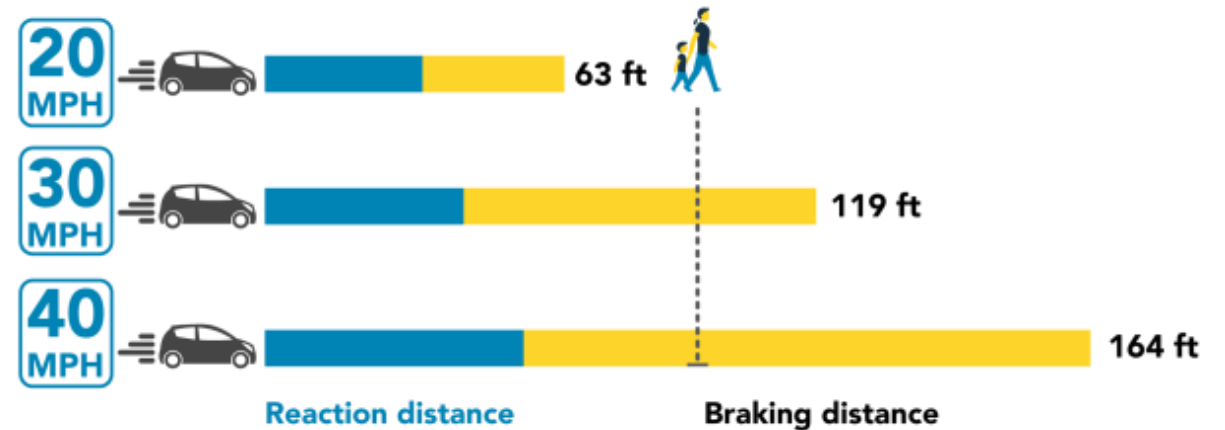
# Speeding and crash severity are interconnected

The likelihood of death for a person hit by a vehicle increases significantly with speed



Source: AAA Foundation, Tefft, B.C. (2011)

Higher speeds increase a driver's reaction time & braking distance



Source: National Highway Traffic Safety Administration (2015)

**There are fewer  
injury-related crashes  
corridor-wide**

# Crash data

- We compared reported crashes from 2020-2021 and 2024-2025. Since the project's completion, injury related crashes have decreased by 69%
- We saw a significant reduction in all types of crashes, including 64% less injury-related crashes at intersections

CRASH SEVERITY COMPARISON			
Crash Severity	Before Construction (2020-2021)	After Construction (2024-2025)	Percent Change
Fatal	0	0	0%
Serious Injury (Suspected)	0	0	0%
Minor Injury (Suspected)	9	1	-89%
Possible Injury	7	4	-43%
<b>Injury Crashes</b>	<b>16</b>	<b>5</b>	<b>-69%</b>

# Live on or near Franklin?

We want to hear from you! Share your feedback using our [online survey](https://clevelandohio.gov/franklin-blvd) at [clevelandohio.gov/franklin-blvd](https://clevelandohio.gov/franklin-blvd) or by scanning the QR code

