

1. Presentation Slides

Documents: [FSPACPRES062613.PDF](#)



Public Advisory Committee Meeting 1

Franklin Street Feasibility Study Phase II



IBI Group with Gorrill-Palmer Consulting Engineers, Inc.
S.W. Cole Engineering, Inc. | Titcomb Associates | Morris Communications

June 26, 2013

WELCOME AND INTRODUCTIONS

Those Present and Consultant Team

Presenters

- **Mike Bobinsky/Jeremiah Bartlett** (City of Portland)
- **Tegin Teich** (IBI Group) *Project Manager/Transportation Planner/Urban Planner*
- **Carol Morris** (Morris Communications) *Public Involvement/Communications*

Others Present

- **Representatives from the City, PACTS, MaineDOT**
- **Ritesh Warade** (IBI Group) *Transportation Engineer/Planner*
- **Molly Casto** (Gorrill-Palmer Consulting Engineers) *Planner/Public Involvement*
- **Scott Hastings** (Morris Communications) *Planner/Public Involvement*

Team Members

CRJA-IBI Group (Streetscape/Landscape Architecture)

Gorrill-Palmer Consulting Engineers (Traffic Engineering)

Morris Communications (Public Involvement)

S.W. Cole Engineering (Geotechnical Engineering)

Titcomb Associates (Surveying)



CONTENTS OF PRESENTATION

Presentation Contents

- Welcome and Introductions (5 min)
- Overview and Purpose of Study and PAC (20 min)
- Old Business/Questions from PAC (10 min)
- Key Concepts: TOD, Complete Streets, CSS (10 min)
- Visioning (35 min)
 - **Interactive Session**
- Goals and Objectives (35 min)
 - **Small Group Break-out**
- Wrap-up (5 min)

MEETING PURPOSE/EXPECTED OUTCOME

Background

- Understand better what the study is all about
- Understand all of our roles and responsibilities
- Hear background on Transit-Oriented Development, Complete Streets and Context Sensitive Design and ask questions

The Vision Statement

- Evaluate the Vision Statement that was developed as part of Phase 1
- Does it still apply?
- Are any parts more important than others?

Vision Goals and Objectives

- How would the Vision Statement translate into measurable Goals and Objectives?
- Thinking about this, are there Goals we want to achieve that might be missing from the vision statement?
- Is anything else missing?

Expected Outcomes

- A better defined Vision Statement (VS)
- General understanding and support for the principals in the VS
- An understanding of how the we will use measurable goals and objectives to live up to the VS

PURPOSE OF STUDY

Purpose

Phase I (Reclaiming Franklin Street)

“...developing a broad spectrum of possible solutions that balance the interests of all stakeholders”

- Extensive public process
- Vision-oriented
- ‘Kit of parts’

Purpose of Phase II (Feasibility)

- More detailed study: depth/refinement
- Continued public process
- Possible outcome: new or hybrid concepts

PUBLIC PROCESS AND ROLE OF PAC

PAC Process

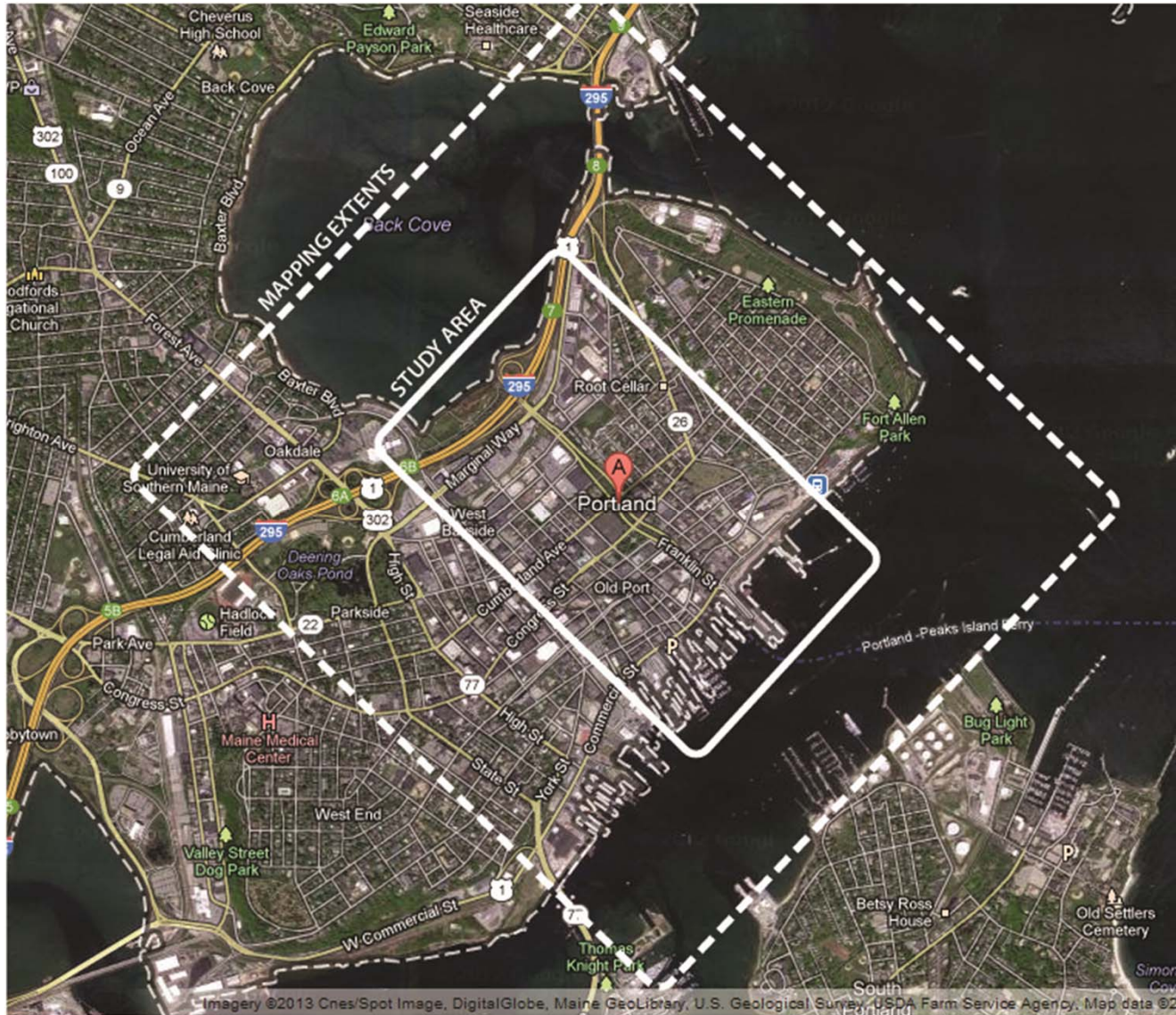
- A collaborative process
- Recommit to desired outcomes: Keep focused
- Restate Meeting Objectives every time
- Strive for hands-on workshop environment
- Be flexible
- Emphasize tradeoffs
- Support means implementation



Public Outreach

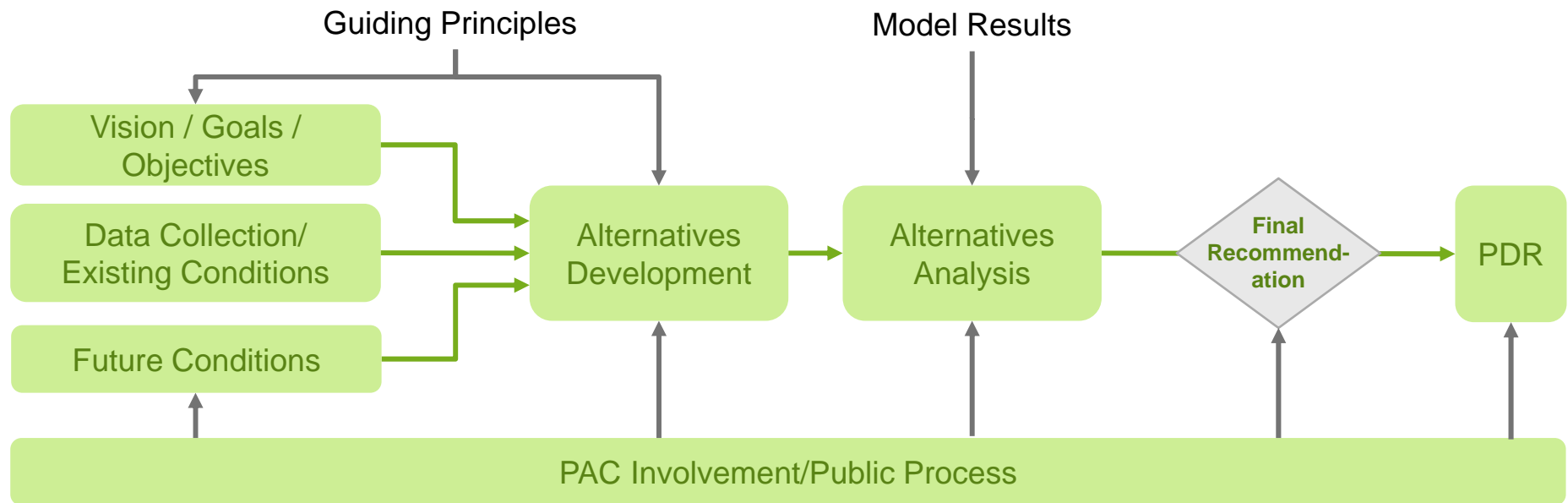
- Broad, inclusive public input: Your role outside this room
 - *Your constituents*
 - *Transparency*
 - *Media*
- Other Outreach
 - *Social Media*
 - *Posters*
- Two Public Forums
 - *Workshop format*
 - *Provide feedback on tradeoffs*

SCOPE OF WORK



SCOPE OF WORK

Phase II Simplified Approach



SCHEDULE OF WORK

		Month																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
		M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Task 1	Project Management		A																		
Task 2	Public Involvement		#1			#2				#3/ P1			#4/ P2			#5					
Task 3	Needs/Goals/Objectives			B																	
Task 4	Existing Conditions						C														
Task 5	Future Conditions						D														
Task 6	Alternatives Development										E										
Task 7	Alternatives Analysis														F						
Task 8	Recommendations																G				
Task 9	Study Report																	H, I	J		
Task 10	PDR																				K



Developing Alternatives

Foundation:

- Vision/Goals/Objectives
 - *Founded on guiding principles and previous study*
 - *Refine vision based on changes since previous study*
 - *Transparent link to goals and objectives*
- Existing Conditions Analysis
 - *Ground the alternatives in reality*
 - *Provide a fresh perspective*
- Public Process in Alternatives Development
 - *Involvement of the PAC throughout*
 - *3 PAC meetings and 1 Public Meeting during development of alternatives*
 - *1 PAC meeting and Public Meeting during analysis of alternatives*
 - *All interactive meetings with the foundation of principles, supported by analysis*

SCOPE OF WORK

Analyzing Alternatives: Tools

Tailor to Project Requirements

- Specific Measures of Effectiveness (MOEs) for goals and objectives

Microsimulation Model (Synchro)

- To assess the effects of alternatives

Multimodal Level of Service

- CompleteStreets LOS Software

Street:		Date of data collection:	Observer(s):												
Limits:		Time of data collection:	Analysis direction:												
Cross Street Names:	X-St. Width:	<p><i>It is recommended that the data is collected while following the analysis direction (NB, SB, EB, WB, etc.), so that the data to be collected is always located on the right hand side.</i></p> <table border="1"> <thead> <tr> <th colspan="4">Cross Street</th> </tr> <tr> <th>Intersect Control</th> <th># Lanes</th> <th>Speed (mph)</th> <th># Right Turn Isl.</th> </tr> </thead> <tbody> <tr> <td>Signal</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>		Cross Street				Intersect Control	# Lanes	Speed (mph)	# Right Turn Isl.	Signal			
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<p>Notes</p> <p>*X-St Width* (blue) refers to the curb-to-curb widths of the cross street, measured in feet</p> <p>Segment lengths (orange) should be entered for the distance between signalized intersections, measured in feet</p>															

Road Widths and Lanes

1. What is MaineDOT's traffic count cut off from a 2 lane to a 4 lane design?
 - *There is no standard, other factors come into play*
 - *2-lane roads rarely carry more than 20,000/day, 4-lane roads rarely less than 10,000*
 - *Franklin Street carries ~5,000 to ~26,000, depending on location*
 - *Other factors that affect capacity and Level of Service*
 - Curb cuts/access
 - Turning/crossing traffic and 'pockets' to accommodate turning movements
 - On-street parking
 - Transit stops
 - Pedestrian crossings
 - *Per the three-party Cooperative Agreement, the capacity and Level of Service (LOS) shall not be worse with a preferred alternative design than the future capacity and LOS of the current configuration*

Road Widths and Lanes

2. MaineDOT's policy regarding road lane widths

- *Depends on the roadway's functional classification*
 - Franklin Street is a “minor arterial”, part of National Highway System
 - Highway Corridor Priority 2 under the Highway Corridor Priority (HCP) approach
 - Travel lane width recommendation:
 - 12' full depth pavement
 - 11'-12' striping
 - 4' -10' shoulders
- *Maine DOT Policies:*
 - 8' minimum parking (AASHTO)
 - 5' minimum sidewalk (ADA)
- *We will explore needs based on classification as well as with Metro*

Road Widths and Lanes

3. Designs should consider minimizing width of travelled way (2 lanes each way) from Marginal to Congress
 - Noted.

Repaving Schedule

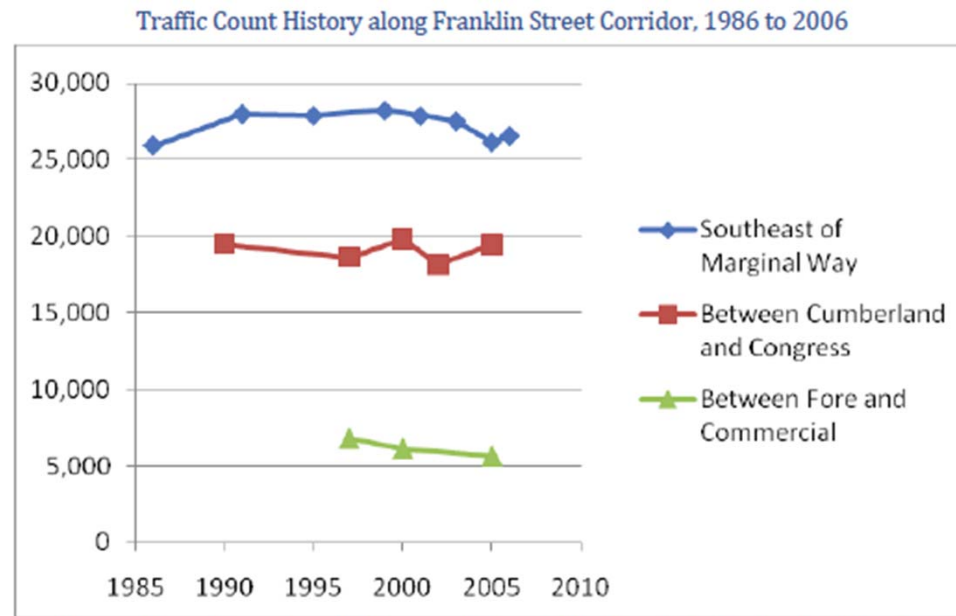
4. Repaving schedule for Franklin and implications for timing of design
 - *2014: I-295 to Middle Street*
 - *2015: Middle to Commercial Street*
 - *Mill and fill: removal of existing pavement surface to a specified depth and replacing it with suitable depth of new hot mix asphalt*
 - *Expected service life: 10-12 years*

OLD BUSINESS/QUESTIONS FROM PAC

Mapping Data

5. Base maps, recent and historic data

- *Consultant team will provide a set of base maps showing the range of existing conditions*
- *Can compare to historic data shown in the first phase report:*



Source: Maine Department of Transportation Traffic Counts for Cumberland County

Temporary Installations

6. “What short term recommendations or trail efforts from Phase 1 (i.e. on street parking around Middle/Fore, reducing the travel lanes to what is suggested in Phase 1 concept designs) can we be experimenting with right now...”
- *Recommend exploring in 2014 once alternatives are better developed and being analyzed*

Examples

Outer Congress Street Corridor Study

- *Recommended reduction in travel way widths and restriping to 3 lanes in some areas (center turn lane) for additional room for cyclists*
 - *City of Portland/MaineDOT partnered on pilot program prior to permanent installation*
- *Route 1 Falmouth between the Martins Point Bridge and Route 88*
 - *Adopted a road diet reducing 4 lane section to 3 lanes*
 - *Implemented on a trial basis with paint and monitored for a year*
 - *Trial was successful and permanent installation was completed in 2 phases*



KEY CONCEPTS

Smart Cities

smarter, not bigger

- Efficiency and Sustainability
- Interconnectedness
- Demand Responsiveness
- What can be smart?
 - *Economy*
 - *Environment*
 - *Mobility/accessibility*
 - *Governance*
 - *People*
- Examples:
 - *Smart signals*
 - *Smart parking*
 - *Reporting applications*



KEY CONCEPTS

TOD

placemaking around transit

16 principles:

<ul style="list-style-type: none">– <i>Multi-modal</i>– <i>Interconnected (grid)</i>– <i>Walkability</i>– <i>Bicycle Friendly</i>– <i>Narrow/Calmed Streets</i>	Transportation
<ul style="list-style-type: none">– <i>Mixed-use</i>– <i>Compactness</i>– <i>Neighborhood Retail St/Employment Center</i>– <i>Street facing</i>– <i>Urban Parks/Plazas</i>	Land Use
<ul style="list-style-type: none">– <i>Urban Placemaking</i>– <i>Streetscape/Design</i>– <i>Architectural Variety</i>– <i>Safety/Security</i>	Design
<ul style="list-style-type: none">– <i>Relaxed Parking Standard</i>– <i>Market Acceptance</i>	Policy



KEY CONCEPTS

Complete Streets

A street is a single entity - consider the needs of all users

- Multimodal
- Intermodal
- Flexible

holistic design



KEY CONCEPTS

Context Sensitive Solutions

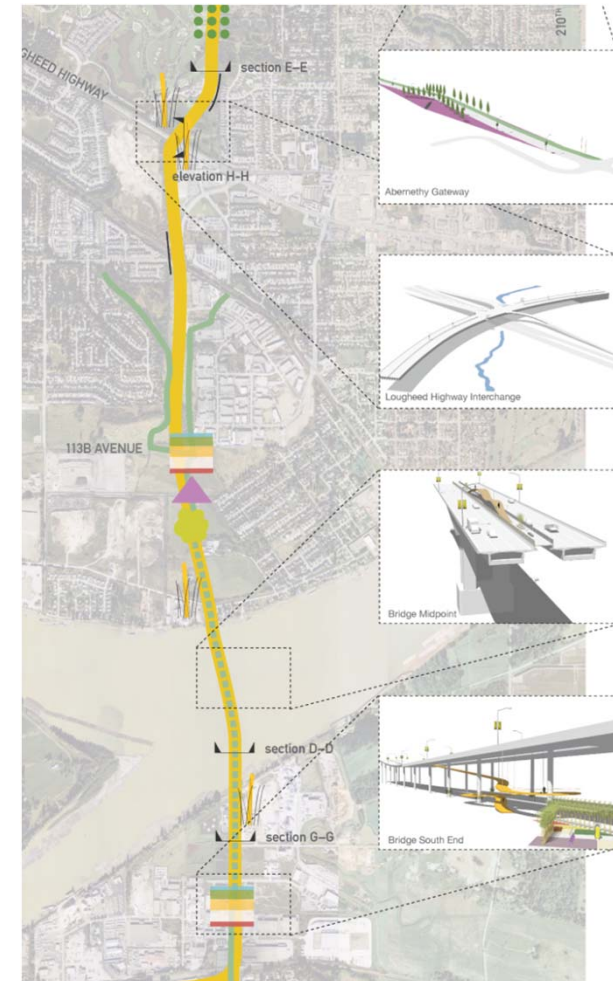
Collaborative, Interdisciplinary

Project Design

- CSD includes aesthetic/social/cultural aspects at same importance level as engineering

Public Process

- Shared Stakeholder Vision
- Comprehensive Understanding of the Context
- Communication and Collaboration
- Flexibility and Creativity



Reclaiming Franklin Street, Vision Statement

From 2009 Final Report

Franklin Street will be a critical transportation facility for all modes of travel, linking the highway & Back Cove to the waterfront & island ferries. Franklin Street will be a vibrant urban corridor serving as an attractive gateway to the city, connecting neighborhoods and destinations while enhancing the urban fabric of the city through the mixed use development of appropriate and functional residential, commercial and recreational space in the midst of attractive streetscapes.

All modes of travel, including motor vehicle, public transit, bicycle and pedestrian shall be able to coexist in a design that is safe and environmentally sound for an urban setting through state-of-the-art design utilizing optimum architecture, street widths, curbs, sidewalks and street level crosswalks, and other appropriate amenities such as vegetation, trees and art.

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REVISITING THE VISION STATEMENT

Report on Visioning Exercise



GOALS AND OBJECTIVES

GOALS

- Express the purpose(s) for which an action is intended: the END RESULT
- Will often be complex and not directly measurable
- Grounded in established visions, policies, or strategies
- May be so broad as to achieve widespread consensus without surfacing possible inherent tensions or conflicts
- Provide framework for defining objectives

Objectives

- Are expressed in terms of observable behaviors or outcomes
- Identify a desired level of attainment or at least a direction in which the behavior or outcome should move relative to the present
- Provide framework for specific evaluation criteria (Measures of Effectiveness) to measure each objective's success
- Provide a way to make conflicts between different aspects of goal achievement visible

GOALS AND OBJECTIVES

Sources/References

- Reclaiming Franklin Street Phase 1
- RFP 313
- Destination Tomorrow
- Portland Transportation Plan
- PACTS Regional Bicycle & Pedestrian Plan Update
- A New Vision for Bayside
- Sustainable Portland
- Portland Comprehensive Plan
- Green Spaces Blue Edges

GOALS AND OBJECTIVES

GOALS

1. ACCESSIBILITY

- *To improve the local and regional accessibility of people and the movement of goods*

2. URBANISM & LAND USE

- *To enhance the urban fabric of the city through respectful, compact, and sustainable development*

3. ENVIRONMENT & ENERGY

- *To conserve and efficiently use nonrenewable energy resources, protect the environment, and improve the urban quality of life*

4. HEALTH & SAFETY

- *To provide a healthy and safe urban environment in which to live and work*

5. COMMUNITY & ECONOMIC DEVELOPMENT

- *To foster community improvement and enhance social prosperity of the local economy*

GOALS AND OBJECTIVES

Objectives Exercise

Other Components of Evaluation

Perception

- *It improves neighborhood mobility and accessibility*
- *It improves the built environment of the neighborhoods along Franklin*
- *It fosters a healthy and safe environment for the neighborhoods along Franklin*
- *It improves green spaces and recreation opportunities for the neighborhoods along Franklin*
- *It contributes to the vitality of local businesses in the neighborhoods along Franklin*

Level of Investment

- *Relative Cost to Implement*
- *Relative impact on regional and municipal budgets*

NEXT STEPS

Wrap-up / Next Steps

Meeting Minutes/Website/FB

Next Deliverable: Goals and Objectives Memorandum

Next PAC Meeting (#2): October 2nd

- *Major Focus: Refined Goals and Objectives, Existing Conditions, First Discussion of Alternatives*
- *Pre-meeting materials: Existing Conditions, No-Build Traffic Results, Forecasting Assumptions*

PAC #3 / Public Meeting #1: Late January

- *Major Focus: Alternatives Development*

Thank You



IBI Group Team

Franklin Street Corridor Feasibility Study Phase II, PAC#1
June 26, 2013