

## 1. Presentation Slides

Documents: [FSREDUCEDSIZE.PDF](#)



# Franklin Street Feasibility Study - Phase II

## City of Portland



PAC Meeting #2 | October 2, 2013

With Gorrill Palmer Consulting Engineers, Inc. | S.W. Cole Engineering, Inc. | Titcomb Associates |  
Morris Communications

- Welcome and Introductions
- Review of Existing Conditions
- Opportunities
- Break
- Review of Previous Alternatives
- Group Conversation – Revising Phase I Alternatives
- Wrap-up

# Review of Existing Conditions

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- Demographics
- Land Use
- Streetscape
- Transportation

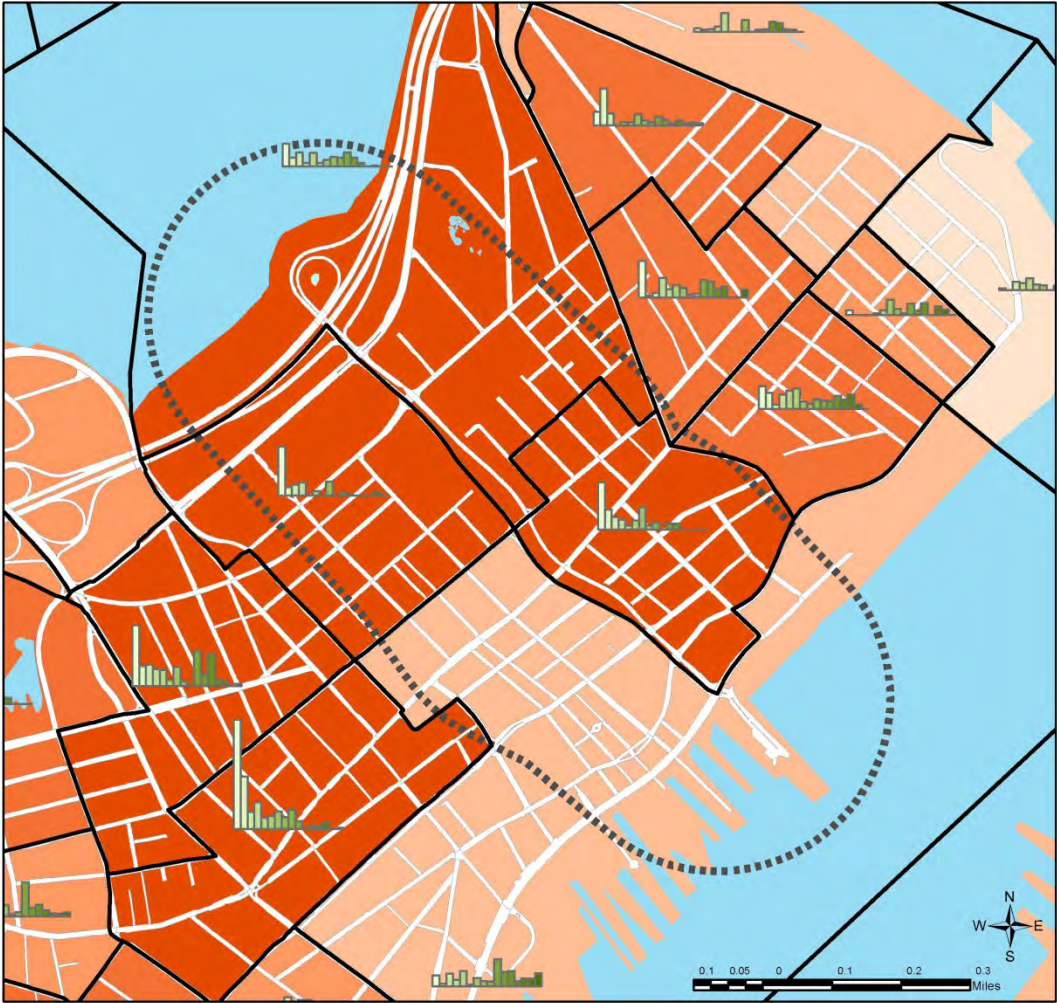
# Existing Conditions – Demographics – Population Density



- Population Density ranges from 0 – 35,000 persons/mil<sup>2</sup>
- Portland's average: 3,000 pp/mil<sup>2</sup>
- Highest density in center of study area
- Most of population between:
  - Somerset and Congress (Bayside/East Bayside)
  - Fox and Middle (India Street)



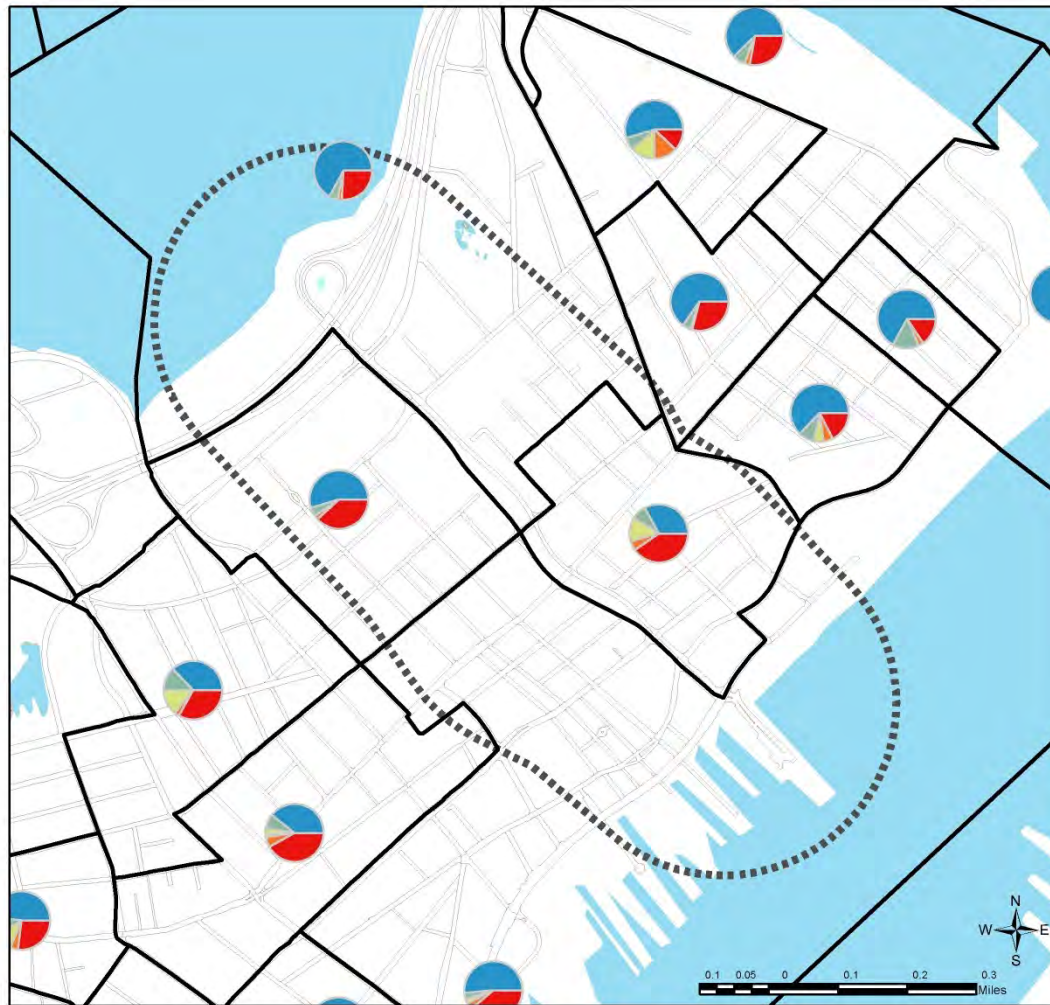
# Existing Conditions – Incomes and Poverty



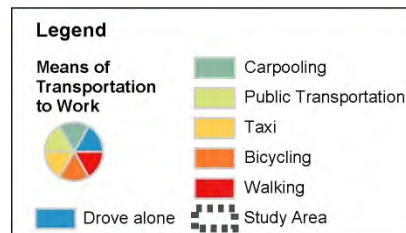
- Poverty levels around 70%
- Portland's average: 14%



# Existing Conditions – Demographics – Means of Transportation to Work



- Majority of the people drive alone to work
- Large numbers also walk to work
- More than half of the population between Congress and Commercial Streets to the east of Franklin Street either walk or use public transportation

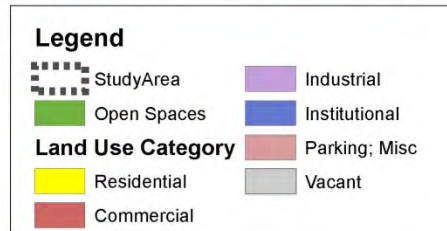




# Existing Conditions – Land Use

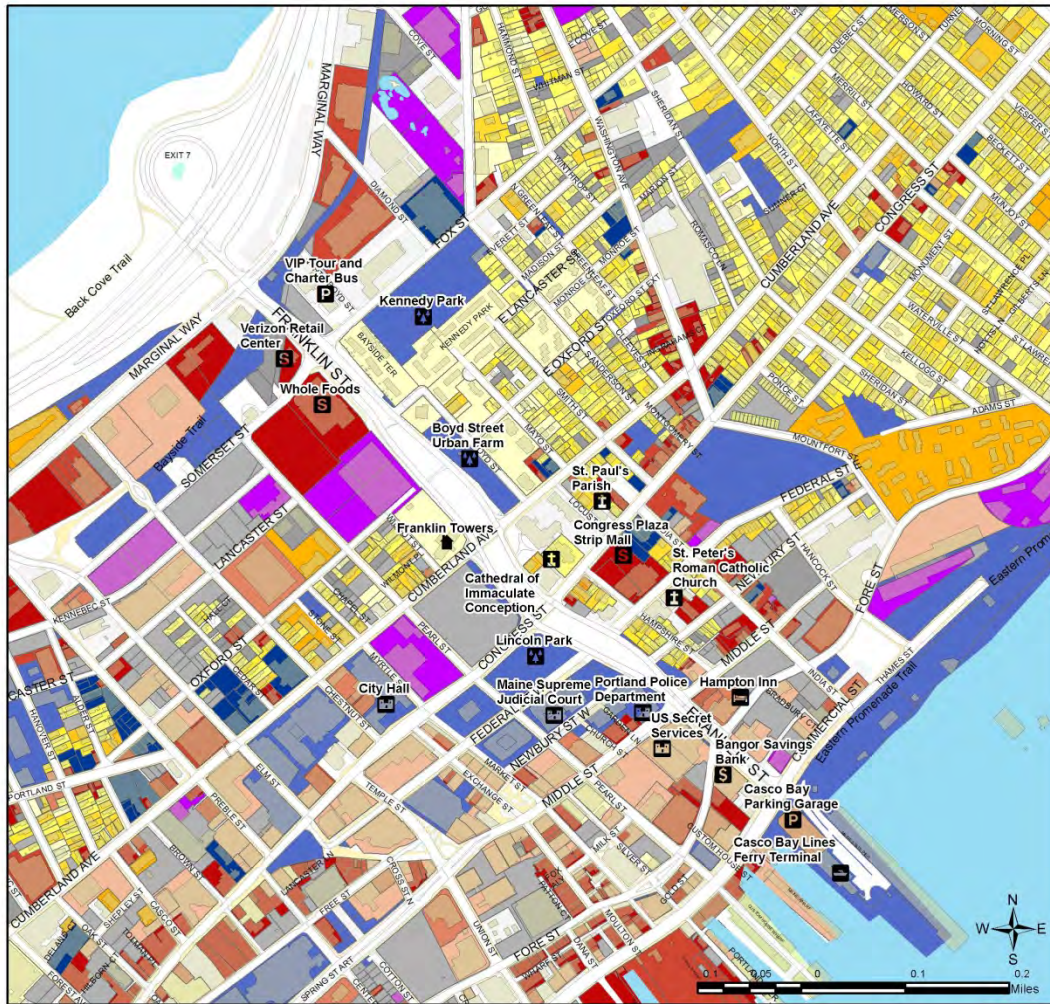


Existing Land Use Map



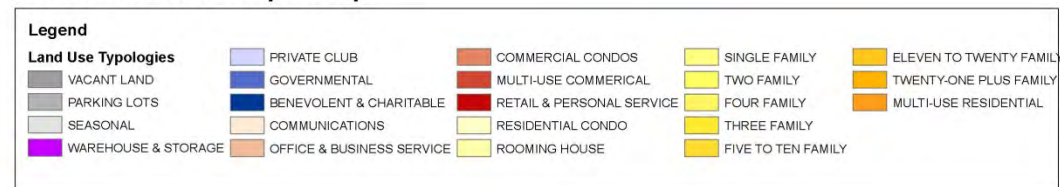
- “Edge Condition” between the residential on one side and commercial on other with Franklin as a “buffer”
- Franklin is a purposeful divider
- Significant underutilized areas (from the perspective of development)
  - Median
  - Parking lots
  - Community gardens
  - Large warehouse

# Existing Conditions – Land Use



- Existing larger format uses/larger parcels allow for land consolidation/intensification
- For a more active environment, need longer activity periods

## Land Ownership Map





## Connections to Franklin Street Planning



# India Street Neighborhood Planning



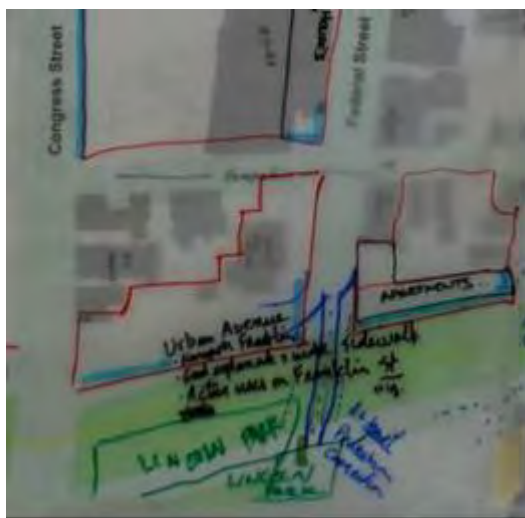
## Issues for Continued Discussion – Street Connection

Federal Street at Franklin Street is shown with either:

- A dead end and pocket park with pedestrian crossing

OR

- A right in/right out vehicular connection

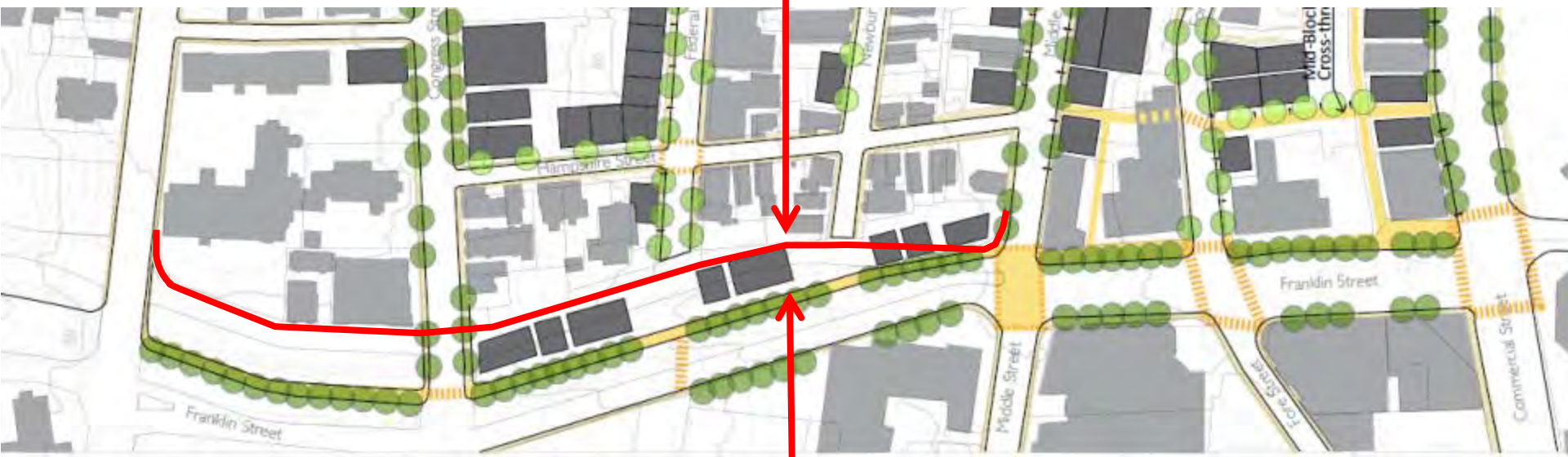


Federal/Franklin ALT

## Issues for Continued Discussion – Franklin Street Alignment

Future Franklin alignment implicates potential developable land and opportunities for restoration of Lincoln Park to its “Pre-Franklin” Size.

**Existing Franklin Right of Way**



**Conceptual Franklin Right of Way**

# Existing Conditions – Streetscape – Zone A



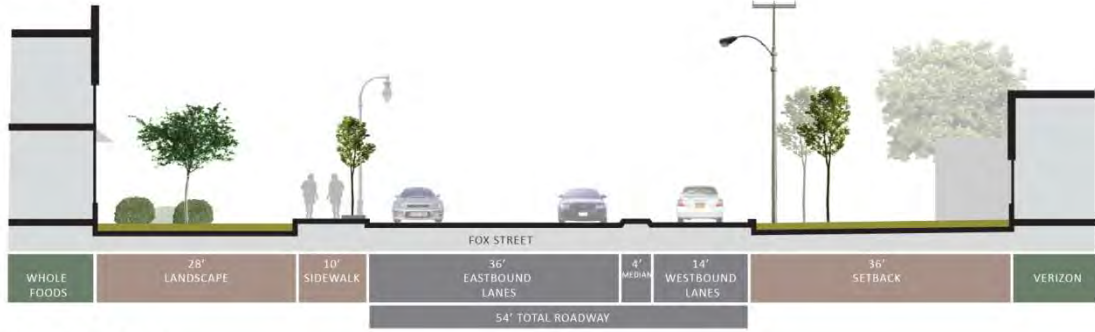
## Zone A Streetscape Characteristics:

- Entrance
- Commercial
- Visually un-unified
- Separation of Bayside Terrace

# Existing Conditions – Streetscape – Zone A



SECTION A-A'



SECTION AA-AA'

# Existing Conditions – Streetscape – Zone A



# Existing Conditions – Streetscape – Zone B



## Zone B Streetscape Characteristics:

- Imbalance / inappropriate screening – Franklin Towers, sidewalks, views in both directions, parking lot
- Missing sidewalks
- Peak / Crest

# Existing Conditions – Streetscape – Zone B



SECTION B-B'



SECTION C-C'

# Existing Conditions – Streetscape – Zone B



# Existing Conditions – Streetscape – Zone B



SECTION BB-BB'



PATH TO OXFORD STREET



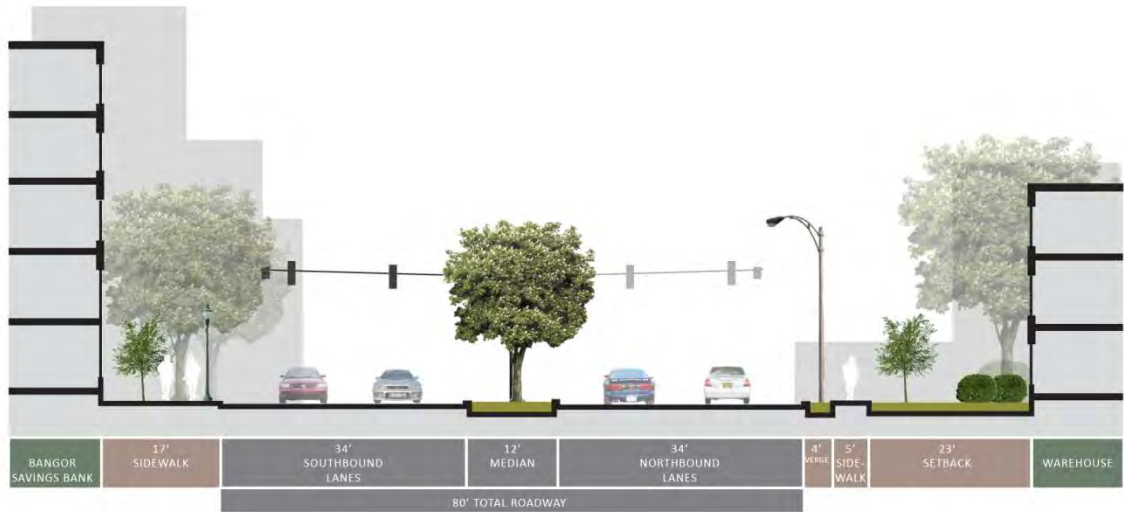
# Existing Conditions – Streetscape – Zone C



## Zone C Streetscape Characteristics:

- Franklin narrows
- Retaining wall / grade
- Commercial Street visual gap
- Imbalance between building facades and sidewalks

# Existing Conditions – Streetscape – Zone C



SECTION D-D'

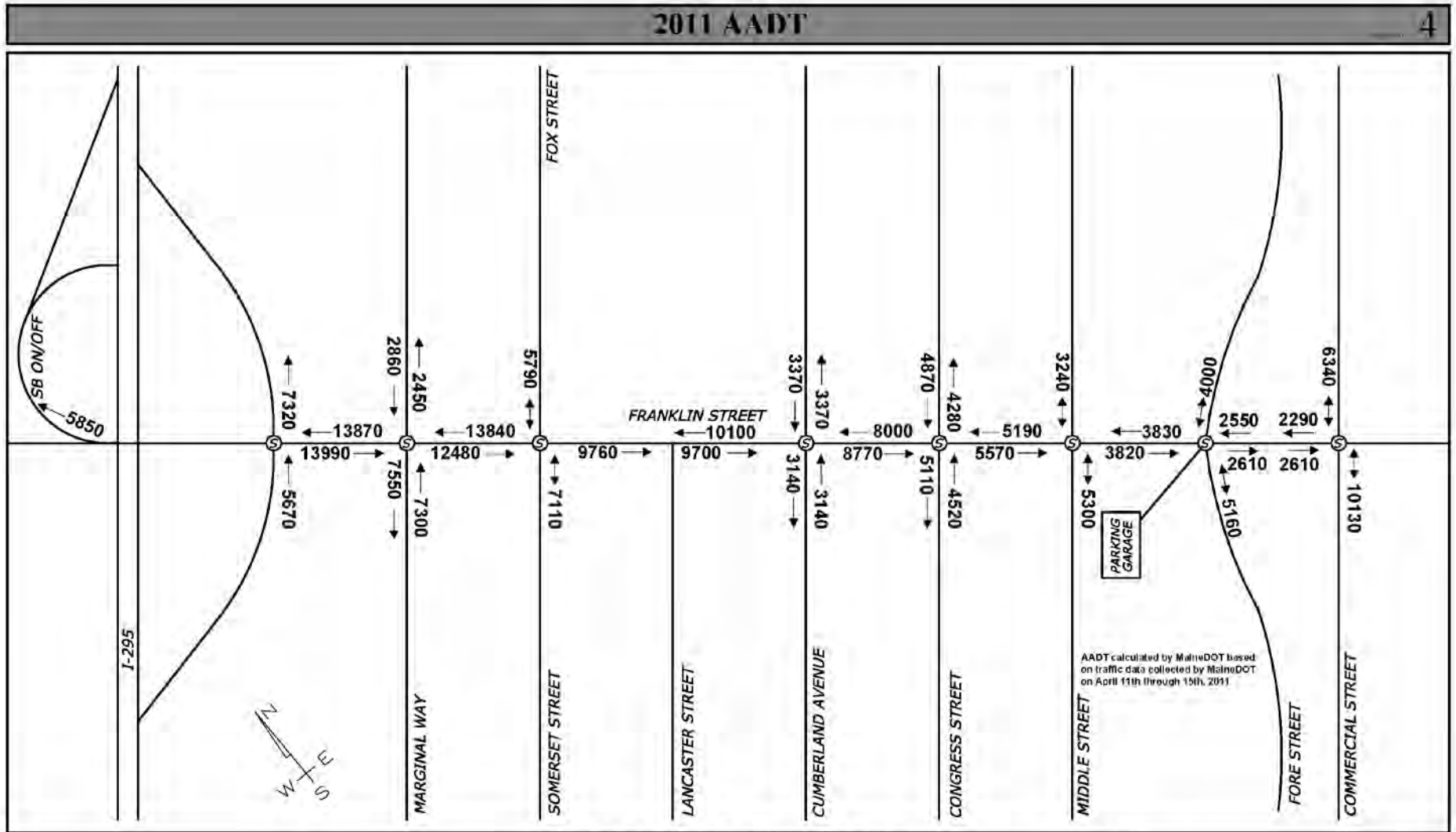


SECTION DD-DD'

# Existing Conditions – Streetscape – Zone C



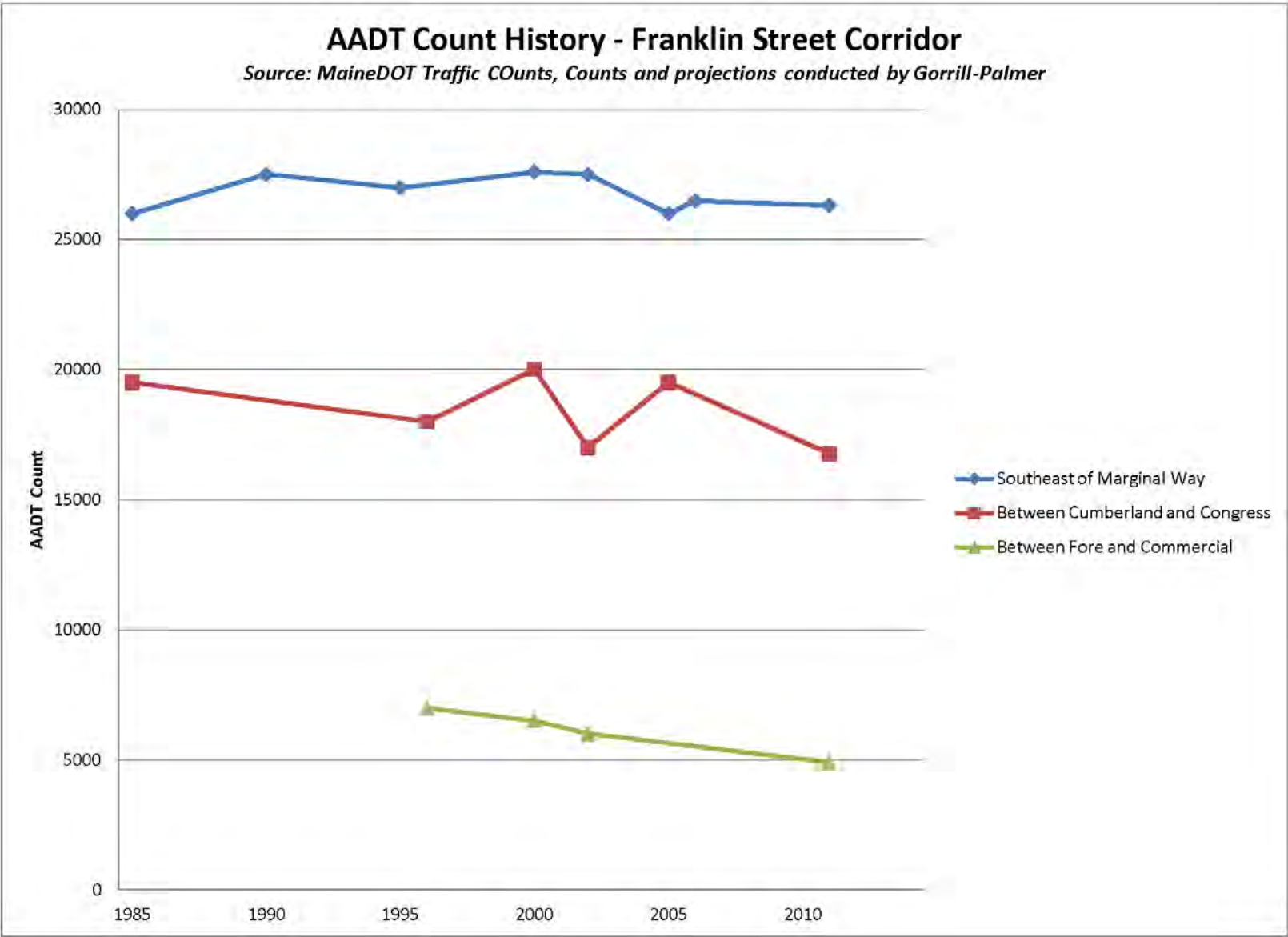
# Existing Conditions – Traffic and Transportation – Traffic Volumes



Design: MC Scale: NONE  
 Draft: LN Date: JULY 2013  
 Checked: TG File Name: 2735 -Traffic 4-B Lrge.dwg

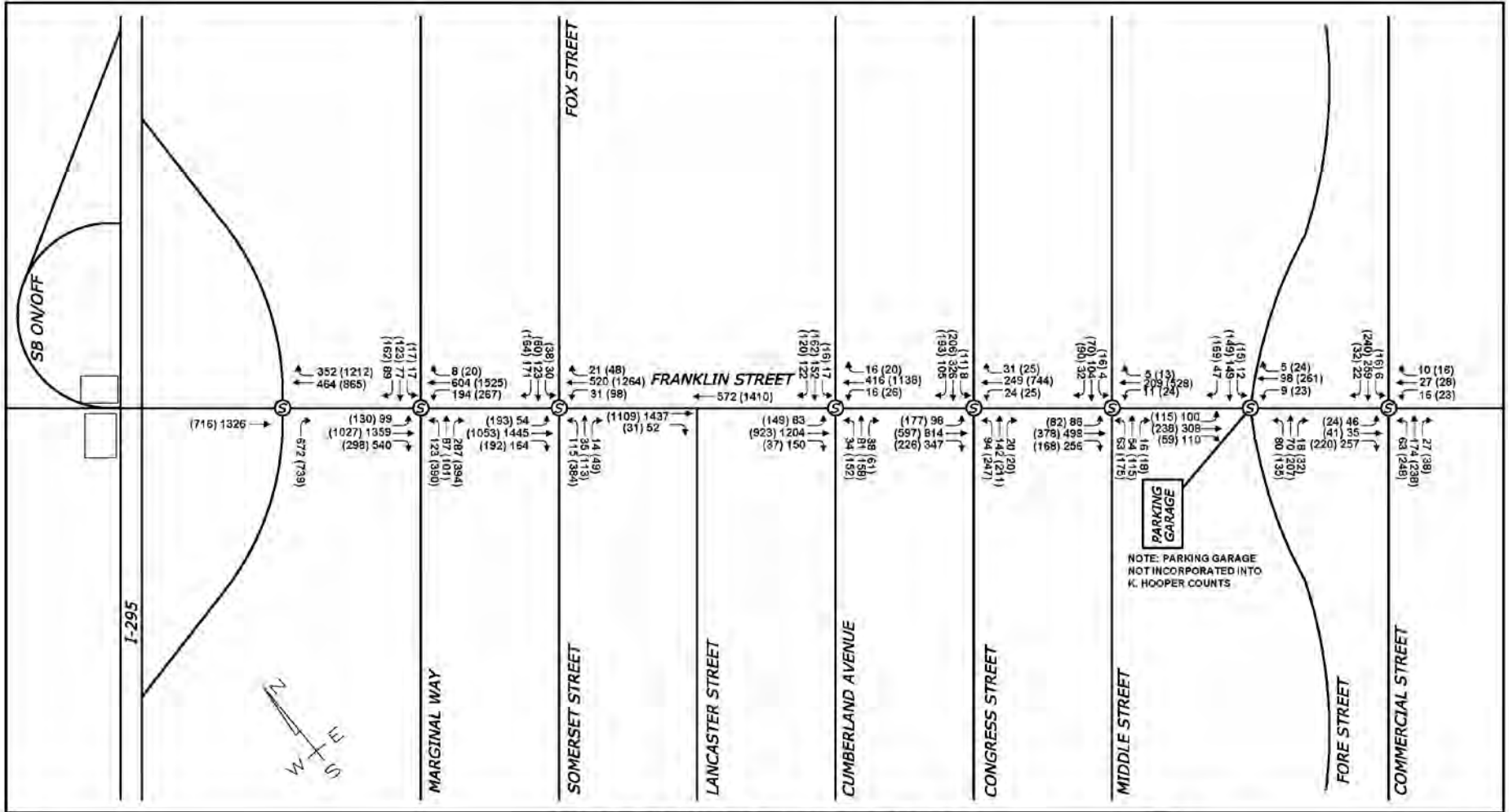
**GP** Gorriil-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services

Heavier traffic volumes to the north of the study area



## 2035 Volumes - AM/PM Peak Hours

6



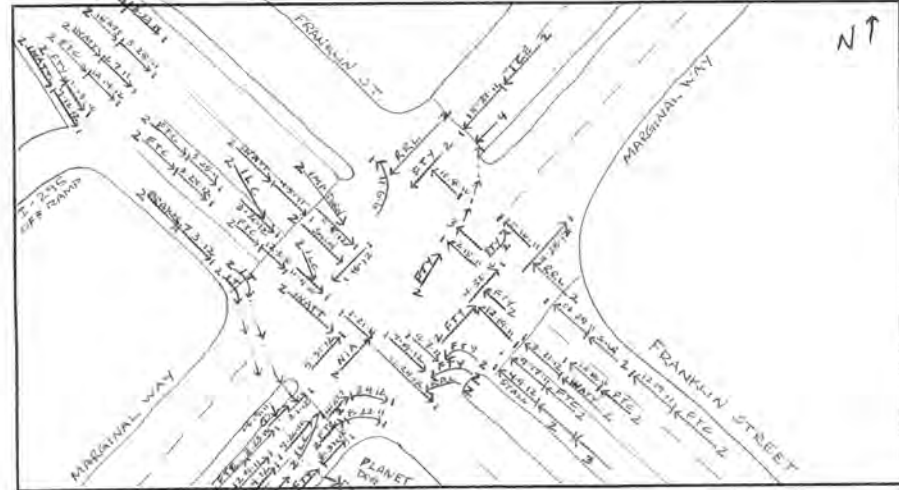
FRANKLIN STREET, PORTLAND, MAINE

Design MC Scale NONE  
 Draft LH Date JULY 2013  
 Checked: TG File Name: 2735 - Traff 4-6 Lr/gd.dwg

**GP** Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services  
 65 Bow Street Portland, ME 04101  
 Tel: 603.761.1100 Fax: 603.761.1101  
 www.gorrillpalmer.com

# Existing Conditions – Traffic and Transportation – Crashes

COLLISION DIAGRAM SHEET 1 OF 3  
 LOCATION Franklin Street/Marginal Way  
 TOWN Portland, Maine NODE NO(S) 19000  
 YEARS REVIEWED 2010 - 2012 DATE PREPARED 07-29-2013

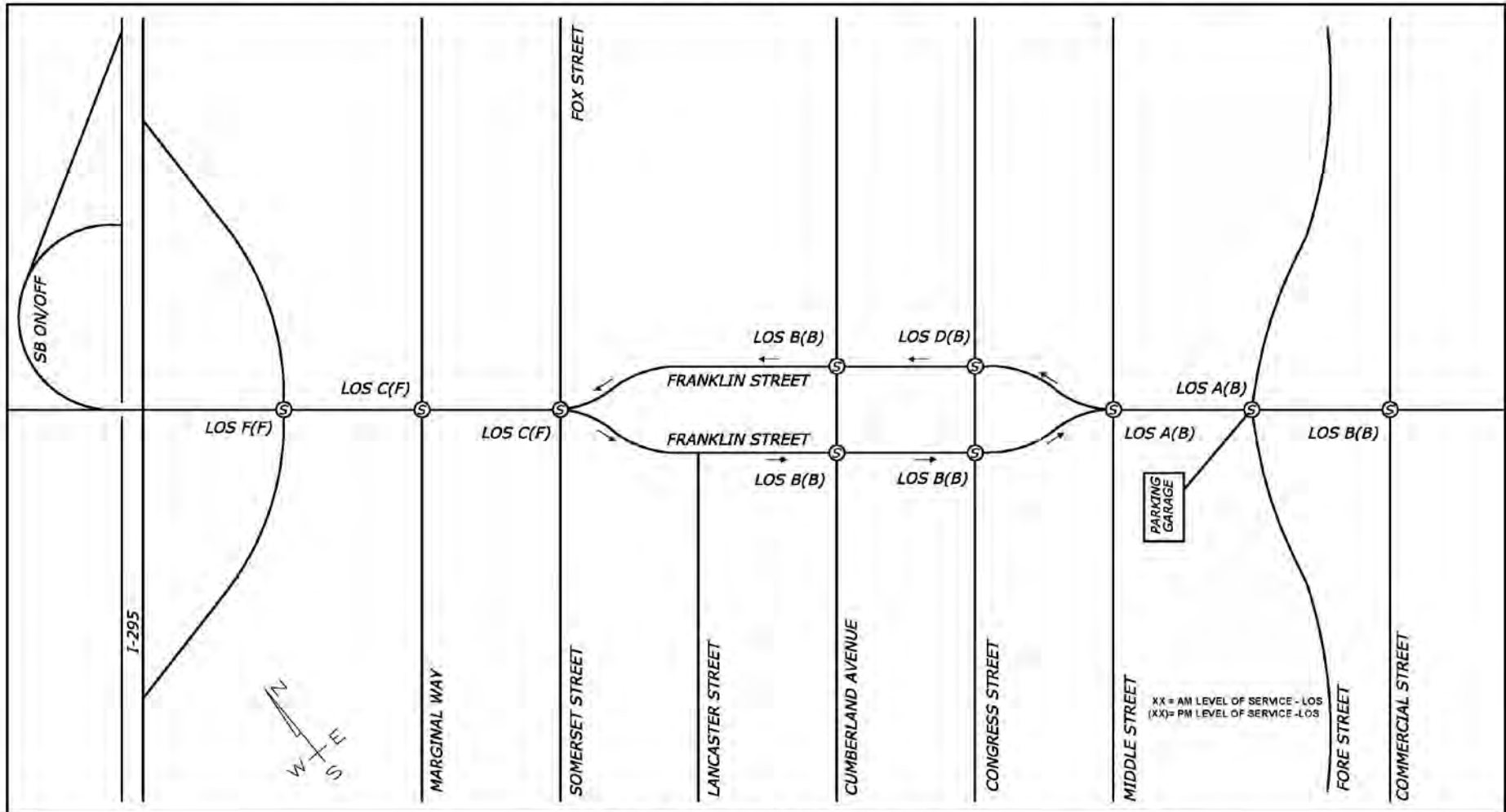


High Crash Location:  
 Franklin Street and Marginal Way

CRITICAL RATE FACTOR		EQUIV. PROP. DAMAGE ACC/YEAR		ACC/MEV					
<b>LIGHT</b> 1. DAWN (MORNING) 2. DAWN 3. DUSK (EVENING) 4. DARK (ST. LIGHTS ON) 5. DARK AND ST. LIGHTS 6. DARK (ST. LIGHTS OFF) 7. OTHER <b>ROAD SURFACE</b> 1. DRY 2. WET 3. SNOW/SLUSH-SANDED 4. ICE/PAKED SNOW-SANDED 5. MUD 6. DEBRIS 7. OIL 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKG. SNOW-NOT SANDED 10. OTHER <b>APPARENT CONTRIBUTING FACTORS - HUMAN</b> 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE 6. DRIVING LEFT OF CENTER-NO PASSING 7. IMPROPER PASS-OVERTAKING 8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPROVING TRAFFIC 14. DRIVER INATTENTION-DISTRACTION 15. DRIVER INDEPENDENCE 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED-WINDSHIELD GLASS 19. VISION OBSCURED-SUN/HEADLIGHTS 20. OTHER VISION OBSCUREMENT 21. OTHER HUMAN VIOLATION FACTOR 22. HIT AND RUN 23. UNKNOWN <b>VEHICULAR</b> 41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS 44. DEFECTIVE SUSPENSION OR FACTOR 45. DEFECTIVE STEERING 46. OTHER VEHICLE DEFECT 47. UNKNOWN									
<b>SYMBOLS</b> ANGLE: [Symbol] PEDESTRIAN: [Symbol] FATAL ACCIDENT: [Symbol] BACKING: [Symbol] REAR END: [Symbol] VEHICLE (MOVING): [Symbol] FREE OBJECT: [Symbol] SIDE SWIPE: [Symbol] BICYCLE: [Symbol] HEAD ON: [Symbol] TURNING MOVE: [Symbol] ANIMAL: [Symbol] OVERTURN: [Symbol] CHANGE LANE: [Symbol] OUT OF CONTROL: [Symbol] SLID: [Symbol] PARKED VEHICLE: [Symbol]									
<b>WEATHER</b> C = CLEAR S = SLEET R = RAIN F = FOG CL = CLOUDY XW = CROSS WINDS <b>INJURIES</b> K = FATAL A = INCAPACITATING B = NON-INCAPACITATING C = POSSIBLE INJURY									
REPORT NO.	DATE	TIME	INJURIES			LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C			
10-121	01-13-10	09:30					1	1	2
10-000747	03-23-10	15:14					1	2	4
10-1046	04-30-10	08:51					1	1	2
10-002263	08-31-10	15:00					1	1	2
10-002515	09-26-10	10:28					1	1	8
10-002639	10-08-10	23:30					4	2	8
10-002952	11-09-10	17:00					4	2	8
10-003205	12-03-10	21:27					4	2	4

## 2013 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE - LOS

5



FRANKLIN STREET, PORTLAND, MAINE

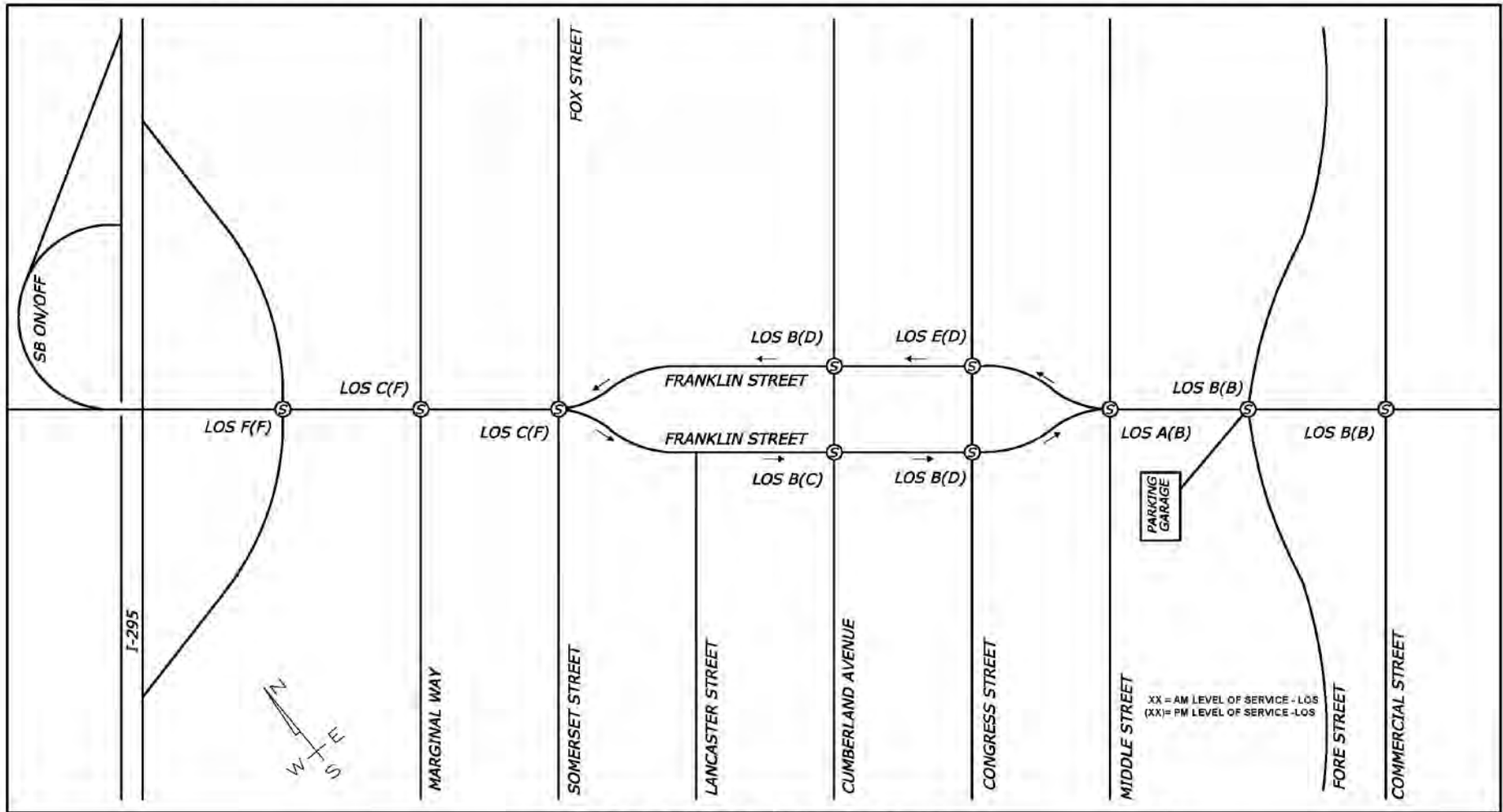
Design: MC Scale: NONE  
 Draft: LN Date: SEPT. 2013  
 Checked: TG File Name: 2735-Traff.dwg

**Gp** Gorrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services  
 200 Main Street  
 Portland, ME 04101  
 Phone: 603.875.9312  
 Fax: 603.875.9312  
 www.gorrillpalmer.com

Worse LOS to the north of the study area

## 2035 CONDITIONS WITH NO MITIGATION INTERSECTION LEVEL OF SERVICE - LOS

7



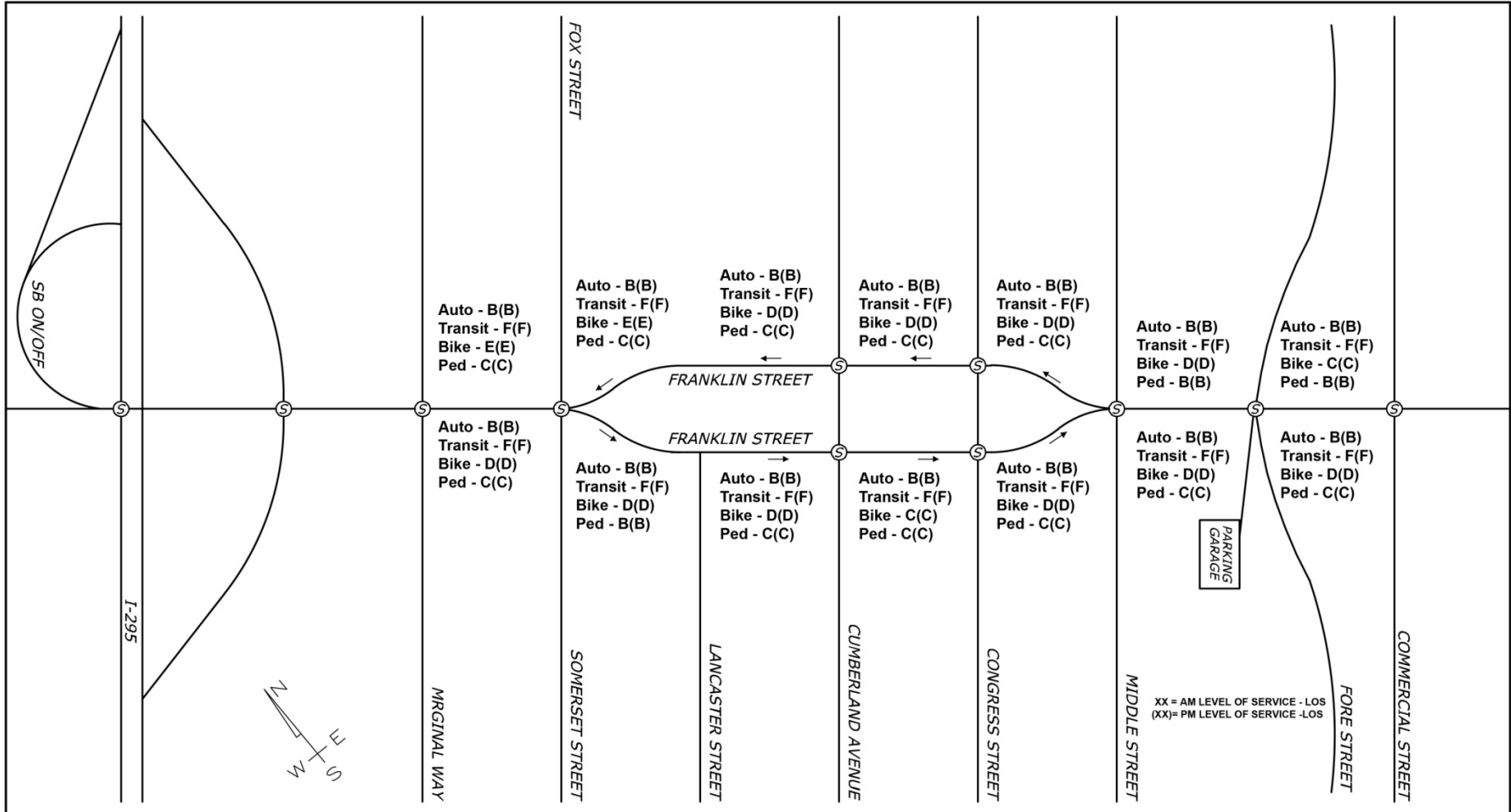
FRANKLIN STREET, PORTLAND, MAINE

Design: MC Scale: NONE  
 Draft: LN Date: SEPT. 2013  
 Checked: TG File Name: 2735-Traff.dwg

**GP** Gerrill-Palmer Consulting Engineers, Inc.  
 Traffic and Civil Engineering Services  
 2015-2016  
 1150 Commercial Street, Portland, ME 04101  
 Tel: 207-875-1811  
 Fax: 207-875-1812  
 www.gerrillpalmer.com

## 2013 EXISTING CONDITIONS MULTIMODodal LEVEL OF SERVICE - MMLOS

Figure No. 6



FRANKLIN STREET, PORTLAND, MAINE

- MMLOS F for transit
  - Doesn't account for cross-service (e.g. along Congress)
  - Very few facilities

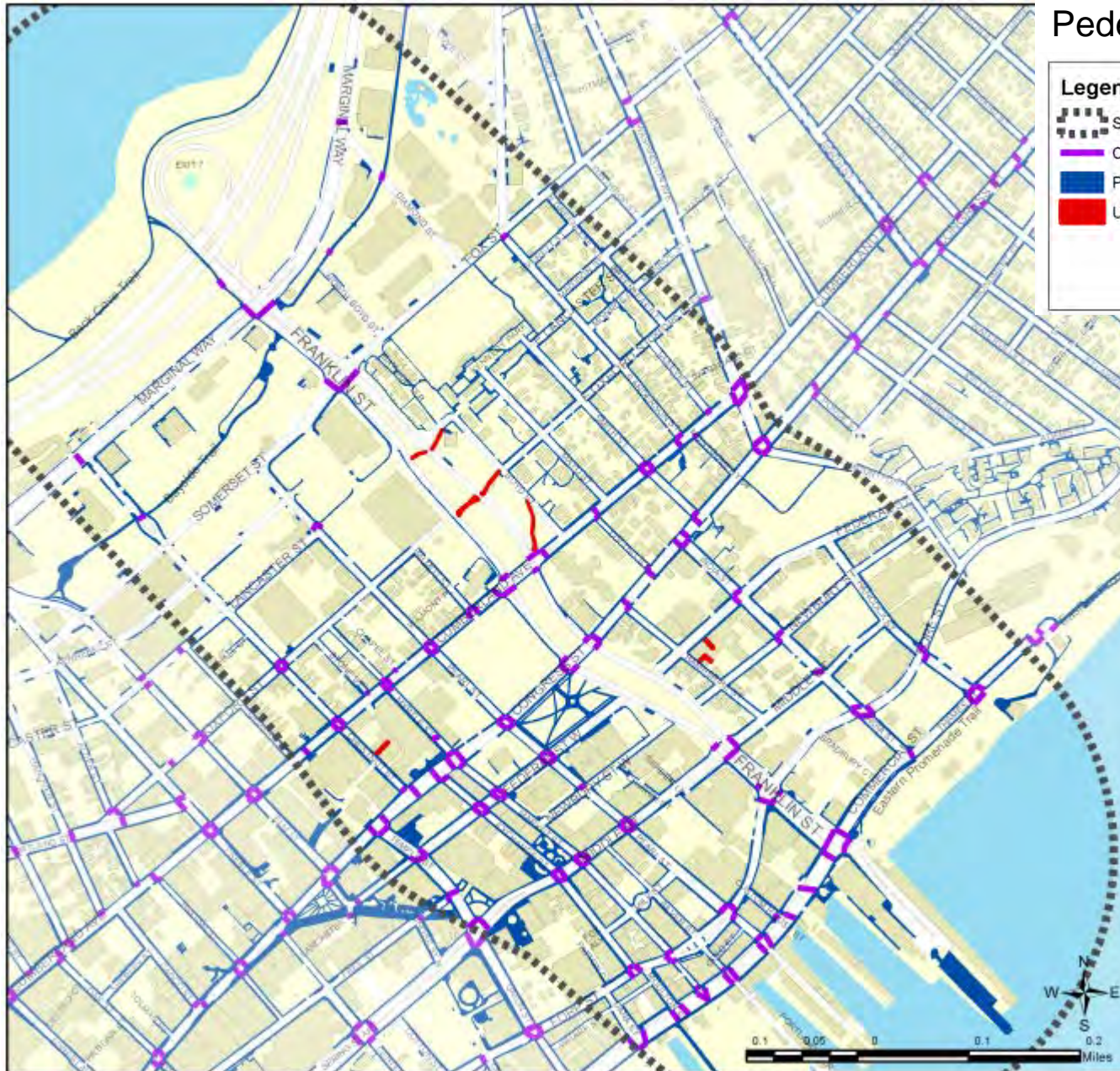
- Bicycle LOS is next worst.

### Challenges:

- Little to no facilities provided
  - Intersections/turns
  - Design guidelines would at least require a 4' – 10' marked shoulder.
  - Plan includes bicycle lane
- Pedestrian Environment is better towards Commercial Street end (higher ped volumes as well). Challenges:
    - Generally does not meet ADA or design guidelines (Portland 2010 Technical Manual)
    - Desire lines indicate greater demand for crossing
    - Long crossing distances
    - Intersections/turns

Franklin Street – Overall Corridor					
	Mode	AM Peak		PM Peak	
		Score	LOS	Score	LOS
Northbound	Auto	0.73	B	0.73	B
	Transit	6.48	F	6.47	F
	Bicycle	3.81	D	3.81	D
	Pedestrian	3.18	C	3.15	C
Southbound	Auto	0.73	B	0.73	B
	Transit	6.45	F	6.46	F
	Bicycle	3.72	D	3.72	D
	Pedestrian	3.03	C	3.04	C

# Existing Conditions – Pedestrian and Bicycle Transportation



## Pedestrian Infrastructure

### Legend

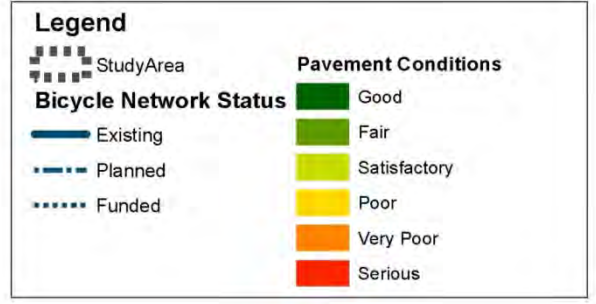
- Study Area
- Crosswalks
- Paved Sidewalk, Trails
- Unpaved

- Significant gaps, particularly in N

# Existing Conditions – Pedestrian and Bicycle Transportation



## Bicycle Infrastructure



- Pavement on Franklin is poor in shoulders
- Particular challenges in S

# Existing Conditions – Pedestrian and Bicycle Transportation



 Generators and Attractors

- Committee noted more generators in N, attractors in S

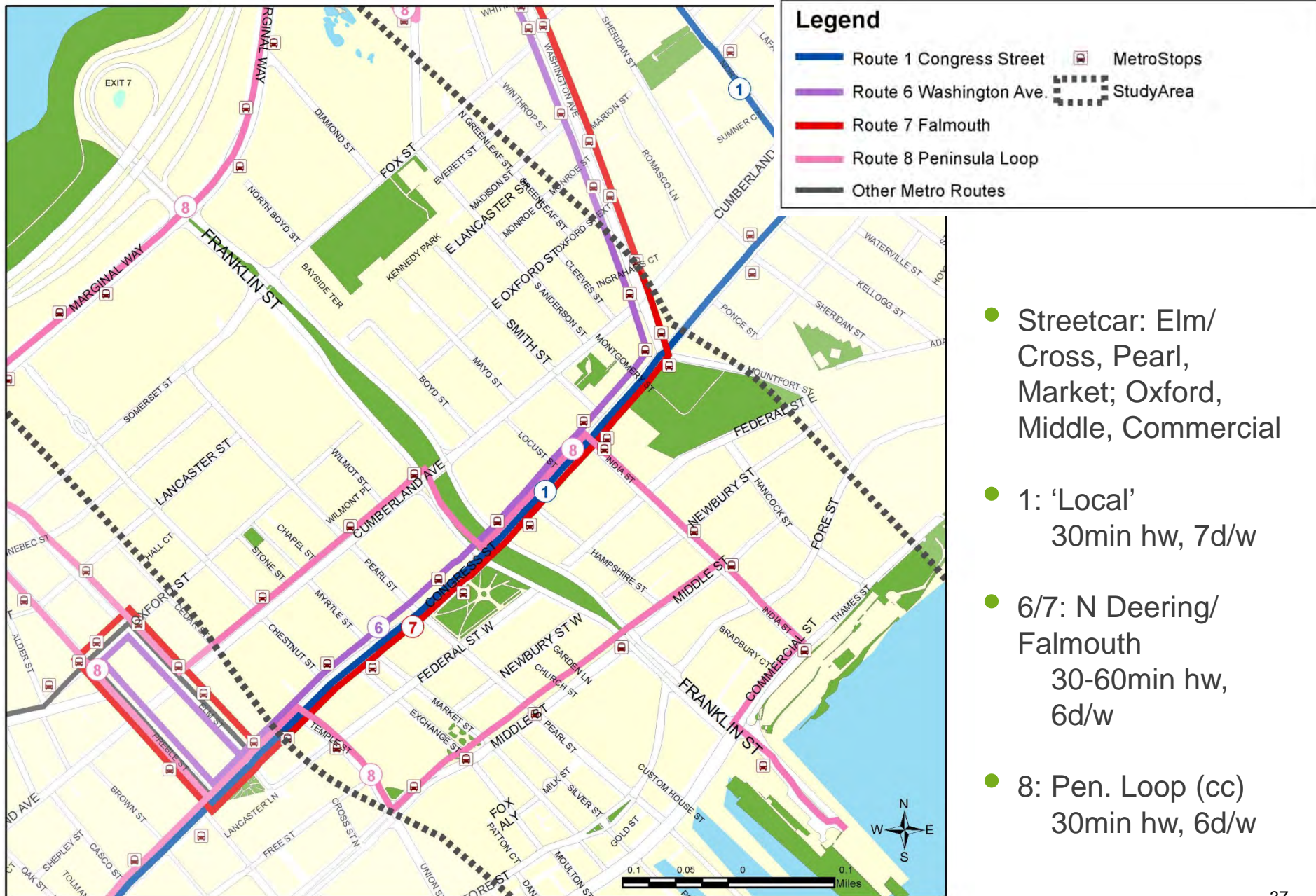
# Existing Conditions – Pedestrian and Bicycle Transportation



- Challenges
- Existing Travel Routes/Desire Lines
- Desired Connections

- Challenges: intersections, pavement, turns, entrances, wayfinding
- EW Desire Line not met

# Existing Conditions – Public Transit



# Opportunities

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- Then and Now
- Nodal Development
- Reconnections
- Grading
- Transportation / Realignment
- Scale and Balance
- Case Studies

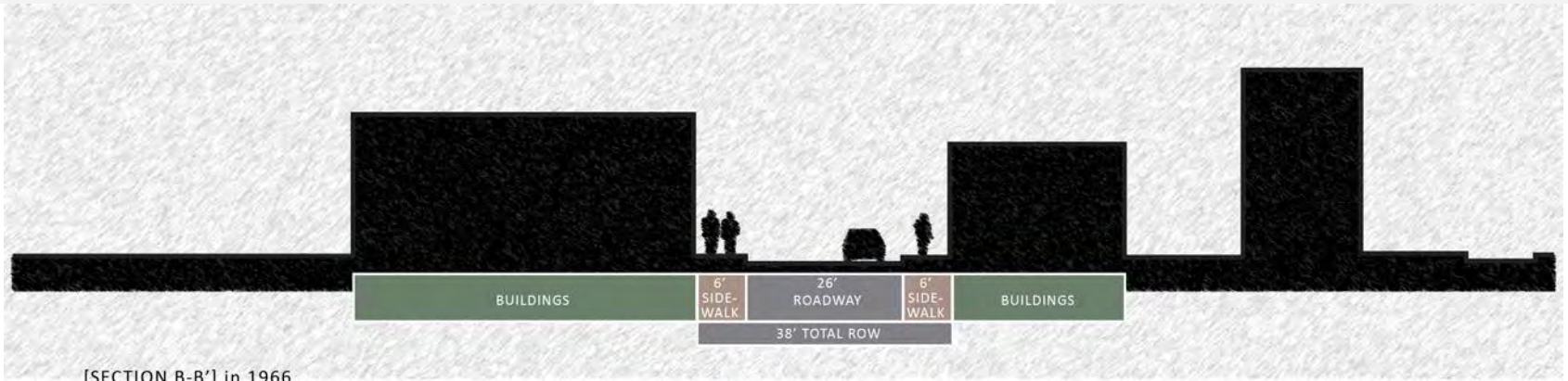
# Then and Now



# Then and Now



# Then and Now

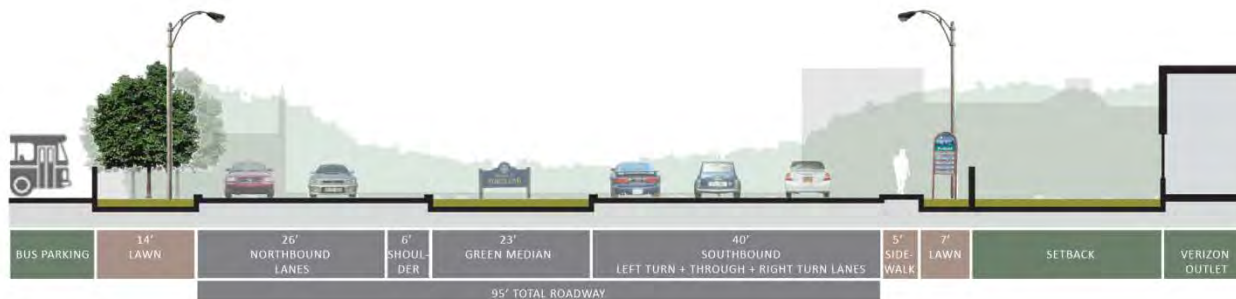


[SECTION B-B'] in 1966

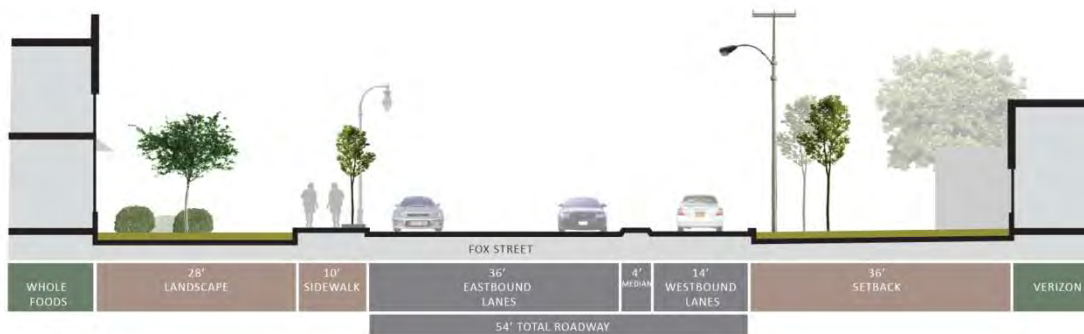


SECTION B-B'

# Opportunities



SECTION A-A'



SECTION AA-AA'

# Opportunities – Nodal Development

- Nodes of development or gateway treatments
- Potential nodes:
  1. Cumberland Intersection
  2. 1-295 Overpass
  3. Casco Bay Ferry Terminal



Cumberland Intersection

# Opportunities – Reconnections

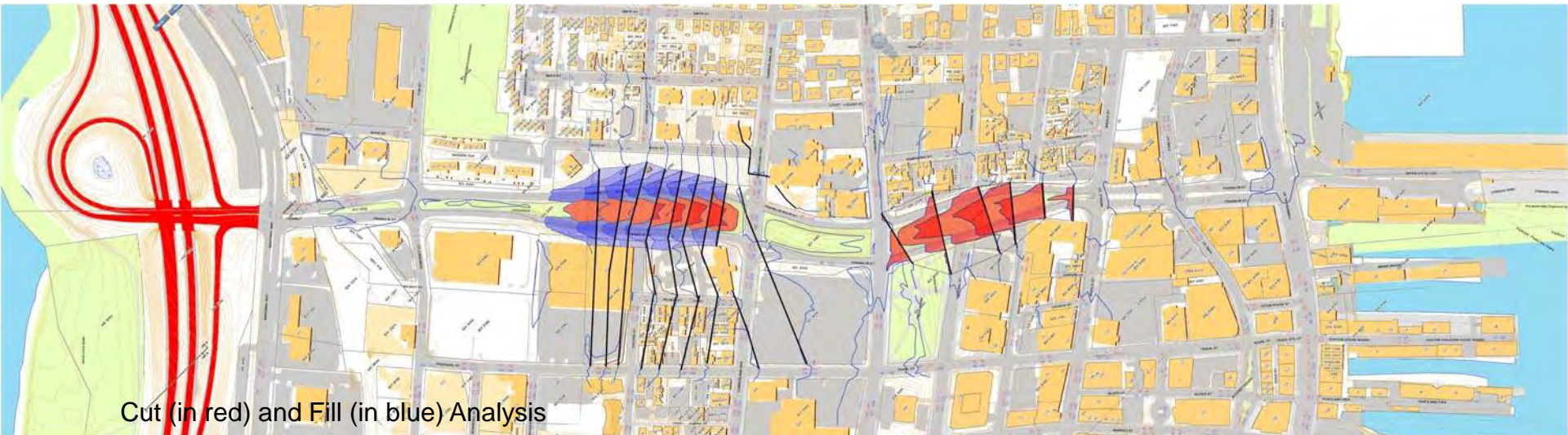
- Key east-west desire lines are unmet
- Potential Reconnections:
  1. Wayfinding
  2. Vehicular connections
  3. Non-motorized connections



Oxford Street Desire Lines

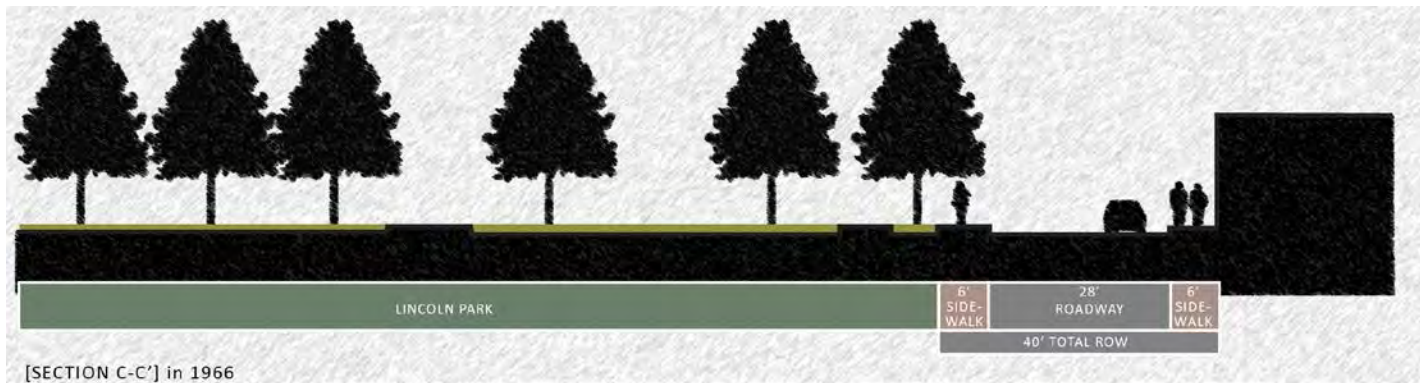
# Opportunities – Grading

- Grading presents challenge for non-motorized transportation, reconnecting streets, and stormwater management.



# Opportunities – Possible Re-alignment

- North-south alignments or reduction or elimination of median provides following opportunities:
  1. Mixed use development
  2. Restoration of Lincoln Park
  3. Stormwater challenges/opportunities



# Opportunities – Scale and Balance

- Appropriate scale needed to become complete street
- Scale changes may include:
  1. Softening of out-of-scale development for eg. Franklin Towers
  2. Street redesign
  3. Utilizing underused spaces with infill development



View of Franklin Towers seems overbearing

# Opportunities – Case Studies – SR Mid-City BRT – San Diego



## Legend

- Study Boundary
- Community Planning Areas
- Proposed BRT Stations

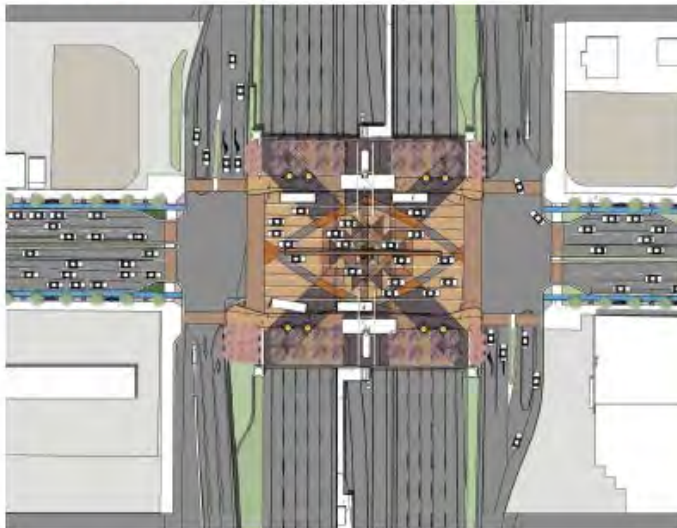
## Demographics

The SANDAG data for the Census Tracts w/in the study area confirms this. The Census Tracts w/in the study are 21, 22.01, 22.02, 24.01, 24.02. According to data for Census Tract 22.01 (which seems fairly representative of the area and which falls almost completely w/in the study area), the demographics breakdown is as follows:

- Latino/Hispanic**—2,484 (67%)
- White**—168 (5%)
- Black or African American**—429 (11%)
- American Indian**—20 (0.5%)
- Asian & Pacific Islander**—520 (14%)
- Other**—99 (2.5%)

# Opportunities – Case Studies – El Cajon Boulevard – San Diego

## El Cajon Blvd. Station – Plan View



## Typical Street

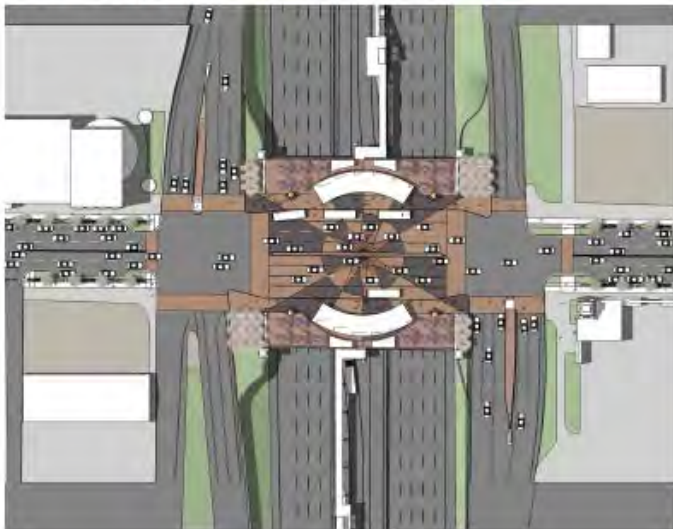


## El Cajon Boulevard – Typical Section



# Opportunities – Case Studies – University Boulevard – San Diego

University Ave. Station – Plan View



Typical Street



University Ave. Station – Typical Section



# Phase I Alternatives

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1. Urban Street
2. Urban Parkway
3. Multi-way Boulevard

# Phase I Alternatives

## Urban Street



- Accommodates 20% growth in traffic
- Bicycle lanes/parallel bicycle boulevard
- Parallel parking

## Urban Parkway



- Accommodates 20% growth in traffic
- Shared bike/ped path
- Reconnections: Oxford and federal (cars), all other cross streets (peds)
- Median for possible future light rail

## Multi-way Boulevard



- Through lanes and access lanes
- Reconnections: Oxford (cars); Lancaster, Federal, Newbury (peds)
- Expanded Lincoln Park

# Phase I Alternative Elements

	Urban Street	Urban Parkway	Multiway Boulevard
Development	3 – 4 story buildings	Green space and Parks	5+ story building
Lincoln Park	Maintain size and form	Full restoration	Partial expansion
Parking	Parallel parking on segments	Limited parallel parking	Parallel parking on access roads
Transit	Curbside stops	Reserve median for future fixed guideway	Curbside stops
Accommodation of growth in traffic	20% growth	20% growth	
Reconnections	Lancaster (signalized pedestrian – right turn only) Oxford (signalized) Newbury (unsignalized) Federal (unsignalized)	Lancaster (signalized pedestrian only) Oxford (signalized) Newbury (unsignalized) Federal (median refuge)	Lancaster (signalized pedestrian – right turn only) Oxford (signalized – right turn only) Newbury (unsignalized – pedestrian only) Federal (unsignalized – pedestrian only)
Parallel Street Connections	Wilmot: Somerset-Marginal, Oxford-Lancaster, and Congress-Cumberland. Pearl: Somerset to Marginal.	Wilmot: Congress-Cumberland. Pearl: Somerset to Marginal.	Pearl: Somerset to Marginal.
Vehicle right of way	2-lane street from I-295 to Congress Street, 1-way street from Congress to Commercial Street	2-lane street from I-295 to Congress Street, 1-way street from Congress to Commercial Street	Separate side access roads
Target Speed	25 mph	30 mph	30 mph, 15 mph for access roads
Bicycle Infrastructure	Bicycle lanes	Bicycle lanes and bicycle paths	Bicycles use side access roads
Vehicle Mobility	Turning lanes	Turning lanes, roundabout	Turning lanes

# Phase I Alternatives – Urban Street

## Urban Street: Aerial Overview



The Urban Street supports mixed-use redevelopment of the Franklin Street corridor with 3-4 story buildings facing the street. The travel lanes are compressed together, accommodating two lanes of traffic each way up to Congress Street, and one lane of traffic each way from Congress Street to Commercial Street, accommodating up to a 20% growth in traffic volumes. Sidewalks run the length of the corridor. Bicycle travel is provided by bicycle lanes and shared travel lanes, as well as a parallel Bicycle Boulevard. Parallel parking on segments of the street support commercial development. Curbside bus stops can be provided as transit service is introduced. The Urban Street provides reconnection of Oxford Street, Federal Street, and Newbury Street, as well as right-hand

turns at Lancaster Street. Pedestrian crossings are also provided at all reconnected cross streets. The Urban Street has a target speed of 25 miles per hour. The street cross section between Congress and Commercial Streets is one lane in each direction, plus left-turn lanes at each intersection. Parallel parking and bicycle lanes are also included in this section.

Redevelopment defines the edge of the Franklin corridor. Lincoln Park is maintained at the same size it is today, and is defined on its east end by new development that will provide an attractive face to Lincoln Park.

# Phase I Alternatives – Urban Parkway

## Urban Parkway: Aerial Overview



The Urban Parkway provides an emphasis on public green space and parks, enlarging Lincoln Park and providing redevelopment opportunities along the streets facing the park. The travel lanes are compressed together, accommodating two lanes of traffic each way up to Congress Street, and one lane of traffic each way from Congress Street to Commercial Street, accommodating up to a 20% growth in traffic volumes. Sidewalks run the length of the corridor. Bicycle travel is provided on a shared pedestrian path/greenway along the east side of Franklin and in shared travel lanes. Parallel parking is limited to future development sites near Cumberland Avenue and Congress Street. Transit is supported with curbside

bus stops, and the possibility of using the median for future light rail system. Reconnections of Oxford Street and Federal Street are provided for vehicles. The Urban Parkway has a target speed of 30 miles per hour. The street cross section between Congress and Commercial Streets is one lane in each direction, plus a landscaped median or left turn lanes at street intersections. Parallel parking is included on the street, and there is a 2-way bicycle path on the east side of Franklin.

Redevelopment defines the edge of the Franklin corridor. Lincoln Park is expanded to its approximate historic size, and better defined by redevelopment across Franklin and Congress Streets.

# Phase I Alternatives – Multi-Way Boulevard

## Multi-Way Boulevard: Aerial Overview



The Multi-Way Boulevard provides high quality of service for all modes and supports redevelopment of buildings up to 5-6 stories in height. The Multi-Way Boulevard has the widest right-of-way, with two through lanes of traffic running each way up to Congress Street, and one lane each way from Congress Street to Commercial Street; additional access roads run parallel from Fox/Somerset Streets to Congress Street. These local access roads accommodate parking, bicyclists, and building access in a low-speed (15 mph), human-scaled environment. Sidewalks run the length of the corridor. The Multi-Way Boulevard

reconnects Oxford Street to vehicles, as well as Lancaster Street, Federal Street, and Newbury Street to pedestrians. Lincoln Park is slightly expanded, with potential redevelopment along streets facing the park. The Multi-Way Boulevard has a target speed of 30 mph in the through lanes, 15 mph on access roads.

The street cross section between Congress and Middle is 1 lane in each direction, as left turns are not needed as the crossings at Federal and Newbury are for pedestrians only. Parallel parking and bicycle lanes are also included.

Lincoln Park is slightly expanded from its current size.

Thank You

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