



PRESENTATION  
Franklin Street Feasibility Study - Phase II

Submitted to City of Portland  
by IBI Group with Gorrill-Palmer Consulting Engineers, Inc. |  
S.W. Cole Engineering, Inc. | Titcomb Associates | Morris Communications  
April, 2015



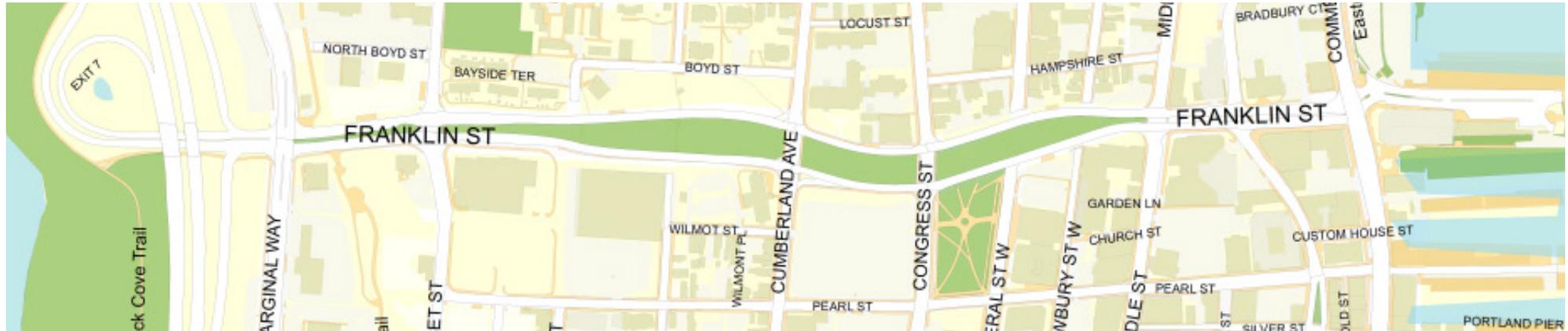
## VISION

- Linking I-295 and Back Cove to waterfront
- Attractive gateway to the City
- Vibrant, active and walkable urban corridor
- Mixed-use development
- Attractive streetscapes
- Design for all modes of travel





## PHASE II DESIGN CONCEPT



### EXISTING CONDITIONS

- Divides existing neighborhoods and land uses
- Scale and balance of existing development is inconsistent and inappropriate
- Opportunity to repurpose underutilized land for public open space
- Poor bicycle and pedestrian accommodations
- No gateways to corridor
- Poor traffic operations to/from I-295



## PHASE II DESIGN CONCEPT



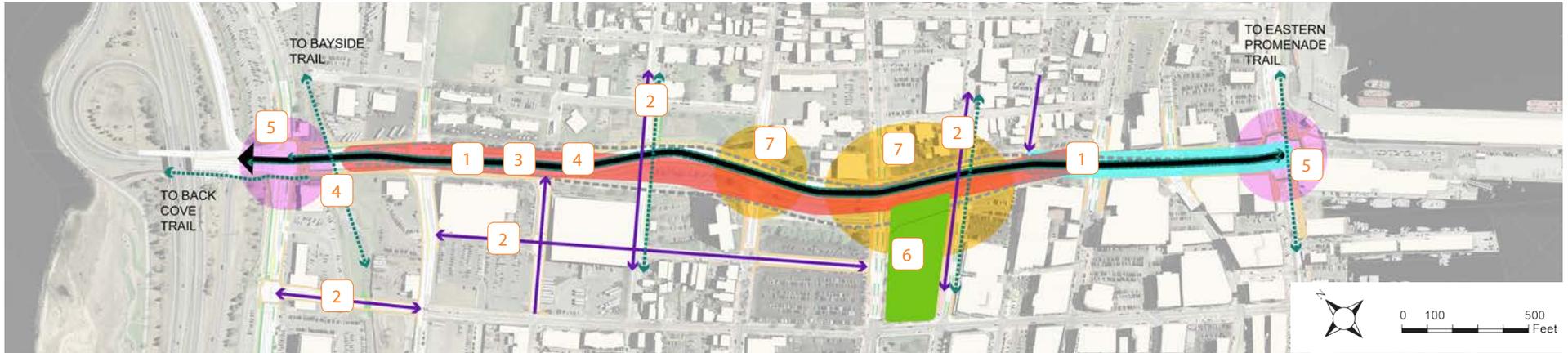
### PROPOSED CONCEPT

- Improved east-west connectivity
- Supports appropriate nodal development
- Major bicycle and pedestrian improvements
- Gateways at north and south ends of corridor
- Required traffic capacity maintained



# FRANKLIN STREET DESIGN CONCEPT

## KEY IDEAS



1. Realignment
2. Reconnections
3. Streetscape Design
4. Bike And Pedestrian Circulation
5. Gateway Intersection Improvements
6. Restoring Lincoln Park
7. Nodal Development

### LEGEND

- Existing Street Alignment
- Proposed Street Alignment (with bike lanes)
- Proposed Lane Reduction
- Proposed Median Removal
- Proposed Re-connections
- Proposed Bike Connections
- Priority Development Nodes
- Proposed Gateway Intersection Improvements
- Proposed Open Space Enhancements



# TRAFFIC AND CAPACITY



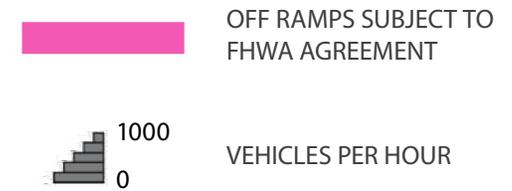
AM PEAK VOLUMES IN 2035

## INTERAGENCY AGREEMENTS REQUIRE:

- Preserving necessary capacity (MaineDOT)
- Preventing backups onto mainline of I-295 (FHWA)

LESS CAPACITY REQUIRED TO THE SOUTH

### LEGEND





# CAPACITY AND LEVEL OF SERVICE

- Plan satisfies agreement to preserve LOS
  - Intersection delays reduced vs. No Build in 2035
  - Travel times (both directions combined) slightly less
- Improves Level Of Service for a spectrum of other modes
  - Pedestrian, Bicycle, Transit

COMPARISON OF OVERALL FACILITY SCORES (MULTIMODAL LEVEL OF SERVICE )

	MODE	AM PEAK					PM PEAK				
		2035 NP		2035 WP4		CHANGE IN SCORE	2035 NP		2035 WP4		CHANGE IN SCORE
		SCORE	LOS	SCORE	LOS		SCORE	LOS	SCORE	LOS	
NB	Auto	0.45	D	0.32	E	-0.13	0.21	F	0.18	F	-0.03
	Transit	6.46	F	3.05	C	-3.41	6.50	F	3.83	D	-2.67
	Bicycle	3.47	C	2.73	B	-0.74	3.66	D	2.90	C	-0.76
	Pedestrian	3.04	C	2.62	B	-0.42	3.33	C	2.91	C	-0.42
SB	Auto	0.38	E	0.39	E	0.01	0.27	F	0.39	E	0.12
	Transit	6.48	F	3.00	C	-3.48	6.47	F	3.22	C	-3.25
	Bicycle	3.80	D	2.91	C	-0.89	3.69	D	2.87	C	-0.82
	Pedestrian	3.21	C	2.94	C	-0.27	3.13	C	2.87	C	-0.26



## TRAFFIC AND CAPACITY: LOWER FRANKLIN

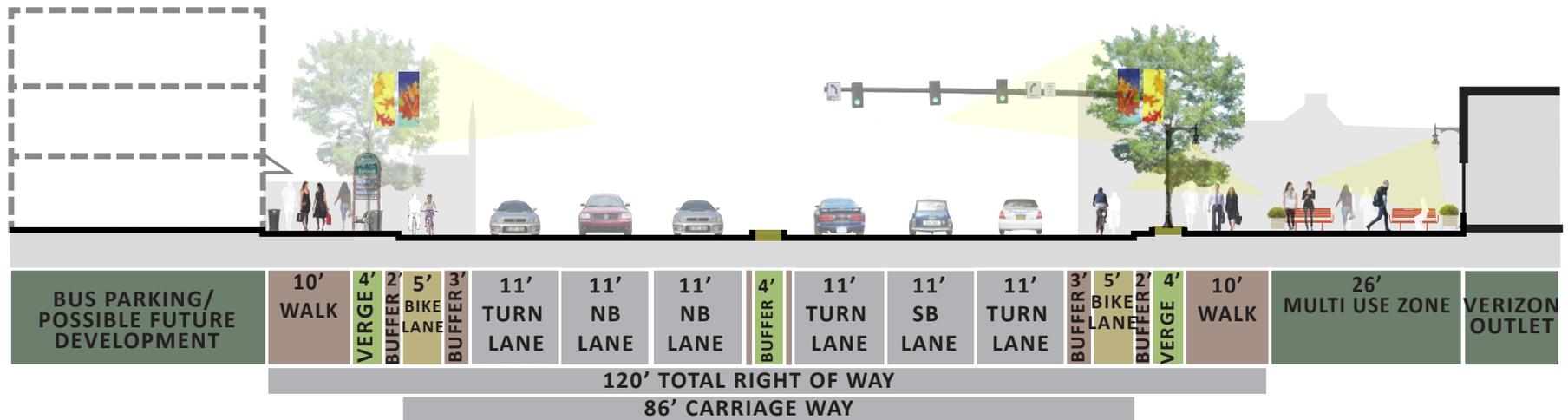


### AM PEAK VOLUMES IN 2035

- Study assumed robust growth of 1.7 million SF development by 2035 in Eastern Waterfront.
- Sensitivity analysis by City demonstrates Lower Franklin design would accommodate traffic demand in 2035 even if assumed growth projections were doubled.
- Design accommodates increased pedestrian activity trend:
  - Comparison of PM Peak Hour data - 2002 vs. 2011
    - Pedestrian activity increased 15% per year
    - Vehicular activity decreased 2% per year
- Design provides 17,300 SF additional pedestrian space (Fore to Commercial)



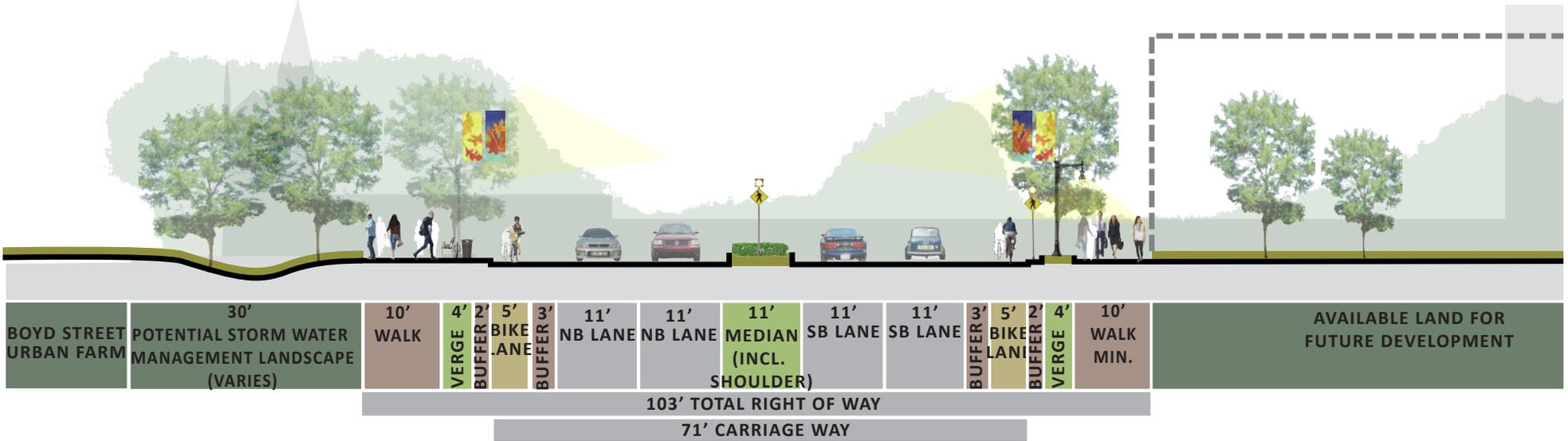
# SECTION A-A'



Section AA' Through Franklin Street Near Somerset St. Looking South



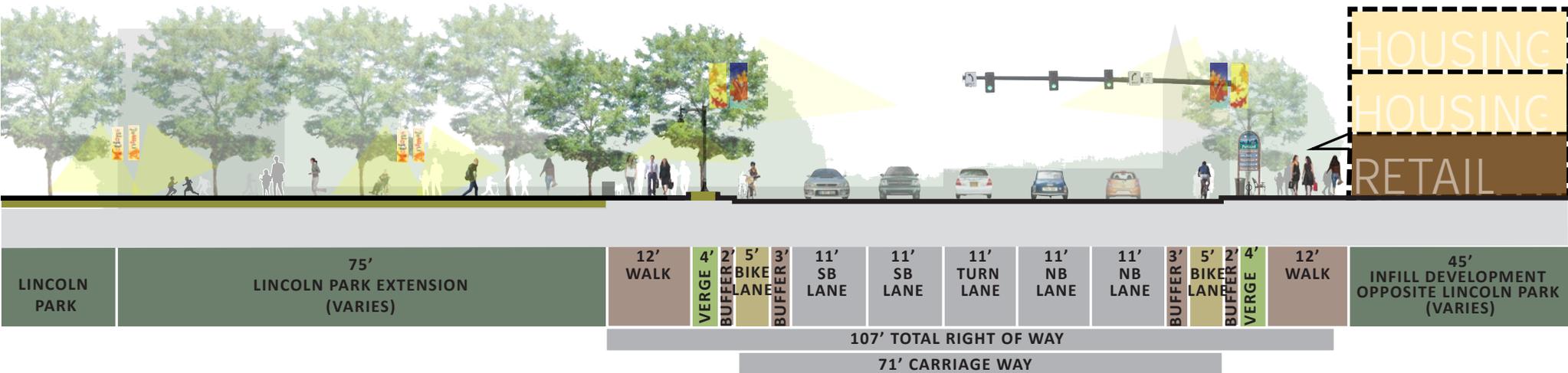
# SECTION B-B'



Section BB' Through Franklin Street Near Oxford St. Looking South



# SECTION C-C'



Section CC' Through Franklin Street Near Lincoln Park Looking North



## SECTION D-D'



Section DD' Through Franklin Street Near Fore St. Looking North



Start of continuous street tree treatment along Franklin Street

40' wide brick crosswalks with granite edge

Start of dedicated bike lanes on Franklin Street

Ornamental trees at corners announce entry into Franklin St.



Proposed View of Pedestrian Friendly Marginal Way Intersection



Potential storm water management landscape

Existing Boyd Street urban farm to remain

New crosswalk

New sidewalks and street trees on both sides of extended Oxford Street



Proposed View of Extended Oxford Street Connecting Franklin Street



Improved pedestrian/bike connections to park

Urban nodes at the four street corners announce entry to Lincoln Park area

Federal Street urban plaza with planters, street furniture and vendors

Park entrance with new piers and bollards, fence at street edge

Lincoln Park expansion, planned in keeping with historic precedents



Proposed View of Extension to Federal Street along Lincoln Park



Brick crosswalks with granite edge

Dedicated bike crossings around roundabout

Island in roundabout showcases Portland art/landscape

Expanded Sidewalk for shared Pedestrian/Bike movement

Active multi-use plaza space for seating / food trucks



Proposed View of Commercial Street Roundabout



## COST ESTIMATE AND FUNDING STRATEGIES

<b>Total Franklin Street Project Cost</b>	<b>=</b>	<b>\$26.3 Million</b>
<b>Stormwater/Sewer (CSO) Upgrade</b>	<b>=</b>	<b>\$ 8.0 Million</b>
<hr/>		
<b>Combined Project Cost</b>	<b>=</b>	<b>\$34.3 Million</b>

### **Identify Local Funding Sources**

- Municipal/Local Funds (e.g. developer fees)
- Private (Partnership) Funds
- Sale of real estate emerging out of ROW realignment
- Tax Increment Funding (TIF)

### **Leverage (e.g. w/ matching) Local Sources with**

#### **State & Federal Funds**

- Federal Highway Administration (FHWA) Formula Funds
- USDOT TIGER Grant Program
- State Highway Fund
- State TransCap Trust Fund
- State Multimodal Transportation Fund
- Office of Community Development
- State General Obligation Bonding
- TIFIA credit program
- State Revolving Loan Funds (for Stormwater/Sewer (CSO) Upgrade Project)



# PHASING PLAN



PHASE 2	PHASE 3	PHASE 1
I-295 EXIT TO OXFORD	OXFORD / LANCASTER TO MIDDLE	MIDDLE TO COMMERCIAL
\$15.5 Million (project costs include \$7.5 million Stormwater/Sewer CSO Upgrade) Starts Year 4 Duration 1 year	\$10 Million (project costs) Starts Year 5 Duration 1 year	\$8.5 Million (project costs include \$.5M CSO upgrade) Starts Year 3 Duration 1 year



## POTENTIAL COST REDUCTIONS & OFFSETS

- Estimate based on full reconstruction; potential for extent of reconstruction to be reduced based on PDR and full survey/geotechnical data.
- Opportunity to streamline cost/ maximize efficiencies with concurrent construction of CSO upgrade.
- The cost estimate includes city standards for streetscape materials which may be considered for value engineering.
- Land emerging out of the ROW re-alignment offers potential revenue of \$1.9 million - \$2.9 million.
- Additional property tax revenue attributed to incremental property value along corridor (TIFF).
- Consideration for expanding Portland Downtown District to address long term maintenance.



## NEXT STEPS

- SEEKING CITY COUNCIL ENDORSEMENT OF PROPOSED DESIGN  
RECOMMENDATIONS: JULY

- PRELIMINARY DESIGN: AUGUST - OCTOBER

Other Projects dependent on Franklin Street Study and Preliminary Design:

- Marginal Way Conduit Replacement
- Bayside Transportation Master Plan





## ACKNOWLEDGEMENTS

Franklin Street Feasibility Study Phase II was based on a cooperative agreement between the City of Portland, Maine Department of Transportation (MaineDOT), and Portland Area Comprehensive Transportation System (PACTS). It was funded through federal, state, and local funds. The successful completion of the project required extensive involvement from all three parties as well as a significant time commitment from members of the public that made up the Public Advisory Committee (PAC).

The consultant team, including IBI Group, Gorrill-Palmer Consulting Engineers, Inc., Morris Communications, S.W. Cole Engineering, Inc., and Titcomb Associates, would like to thank the City, MaineDOT, and PACTS, specifically the staff that attended most meetings and guided the study process.

Jeremiah Bartlett, Study Manager, Transportation Systems Engineer, City of Portland

Mike Bobinsky, Director of Public Services, City of Portland

Darryl Belz, Safety and Scoping Unit, MaineDOT

Carl Eppich, Senior Transportation Planner, PACTS

Other key City of Portland staff that participated in the process include:

Katherine Earley, Engineering Services Manager

Bruce Hyman, Transportation Program Manager

Jeff Levine, Director of Planning and Urban Development

Bill Needelman, Waterfront Coordinator

Alex Jaegerman, Director, Planning Division

Other staff occasionally attended and provided feedback from MaineDOT, such as Ed Hanscome, and we additionally thank them for their important feedback at various stages.

We would also like to thank Kevin Hooper and Associates for performing the update to the PACTS Regional Travel Demand Model to develop the future no-build case, the three alternatives, and the final version needed for the study.

Finally, we would like to thank the representatives of the public who served on the PAC and were extremely important partners in this project.

Markos Miller – Committee Co-Chair

Kevin Donoghue – District 1 Councilor / Co-Chair

Mark Adelson – Portland Housing Authority

Hank Berg – Casco Bay Lines

Ethan Boxer-Macomber – Off Peninsula Portland Resident

Sam Cohen – Munjoy Hill Neighborhood Association

Jon Graback – Franklin Towers

Bill Hall – Island Representative

Steve Hewins - Portland Downtown District

Elizabeth Hogle – Off Peninsula Portland Resident

Alex Landry – Bayside Neighborhood Organization

Christian MilNeil – East Bayside Neighborhood Organization

Hugh Nazor – India Street Neighborhood Organization

Chris O’Neil – Portland Chamber of Commerce

Sally Oldham – Greater Portland Landmarks

Jamie Parker – Portland Trails

Bob Stevens – Maine Real Estate and Development Association

Their work included providing input from the very beginning of the project to update the vision, during the many stages of analysis, and through to the end by refining the final recommendations. Members of the PAC actively participated in both PAC and public meetings and provided feedback on all deliverables. In particular, one of the co-chairs of the PAC, Markos Miller, attended many of the coordination meetings between the City, MaineDOT, PACTS, and the consultant team. It is only based on this extensive participation and collaboration that this vision for Franklin Street could be created.