

Franklin Street Feasibility Study Phase II

Public Meeting 2 Preliminary Recommendations



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

October 1, 2014

Presentation: 30 minutes

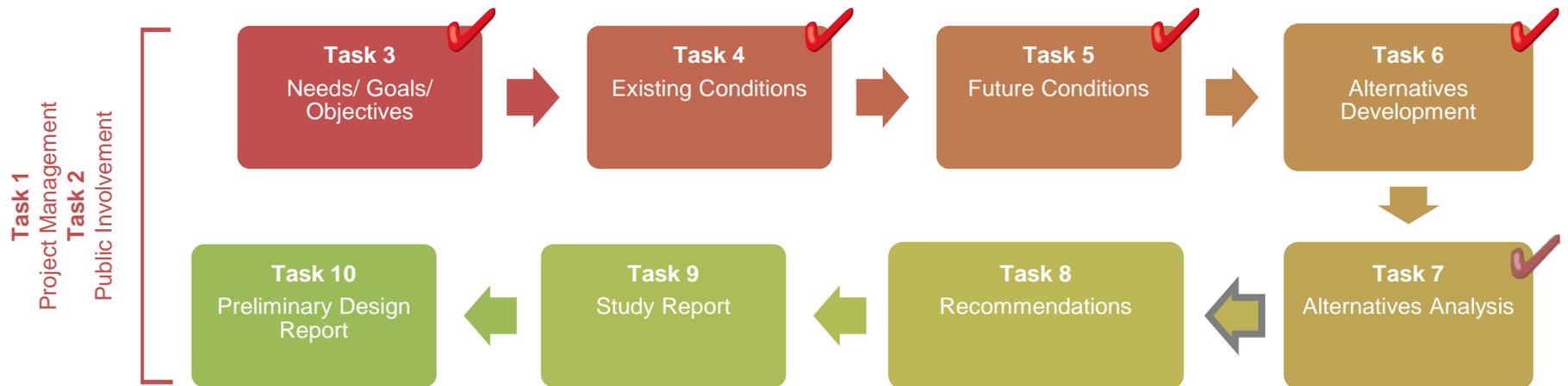
- Welcome
- How We Got Here
- Recommendations To-Date: An Overview of Stations
- Next Steps

Workshop: 1 hour

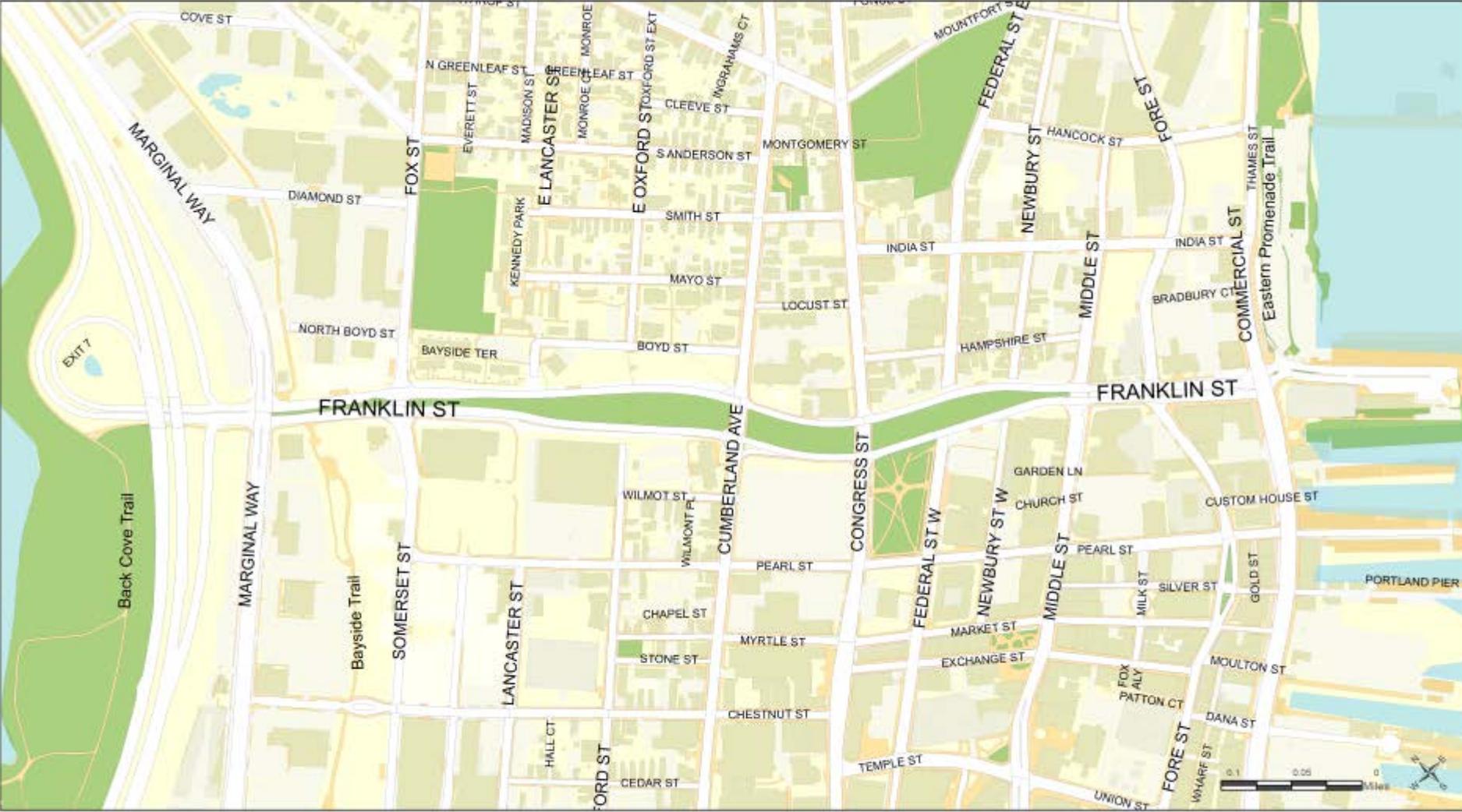
- Please visit nine stations and make comments at each, using sticky notes
 - Please write clearly!
 - Tell us what you like
 - If you have suggestions for improvements, tell us about those too

Franklin Street will be a *critical transportation facility* for all modes of travel, *linking Interstate 295 and Back Cove to the waterfront & island ferries* and serving as an attractive gateway to the city. Franklin Street will be a *vibrant, active and walkable urban corridor, connecting neighborhoods and destinations*. It will *enhance the urban fabric of the city through mixed-use development* of appropriate, functional and diverse residential, commercial and recreational space in the midst of *attractive streetscapes*.

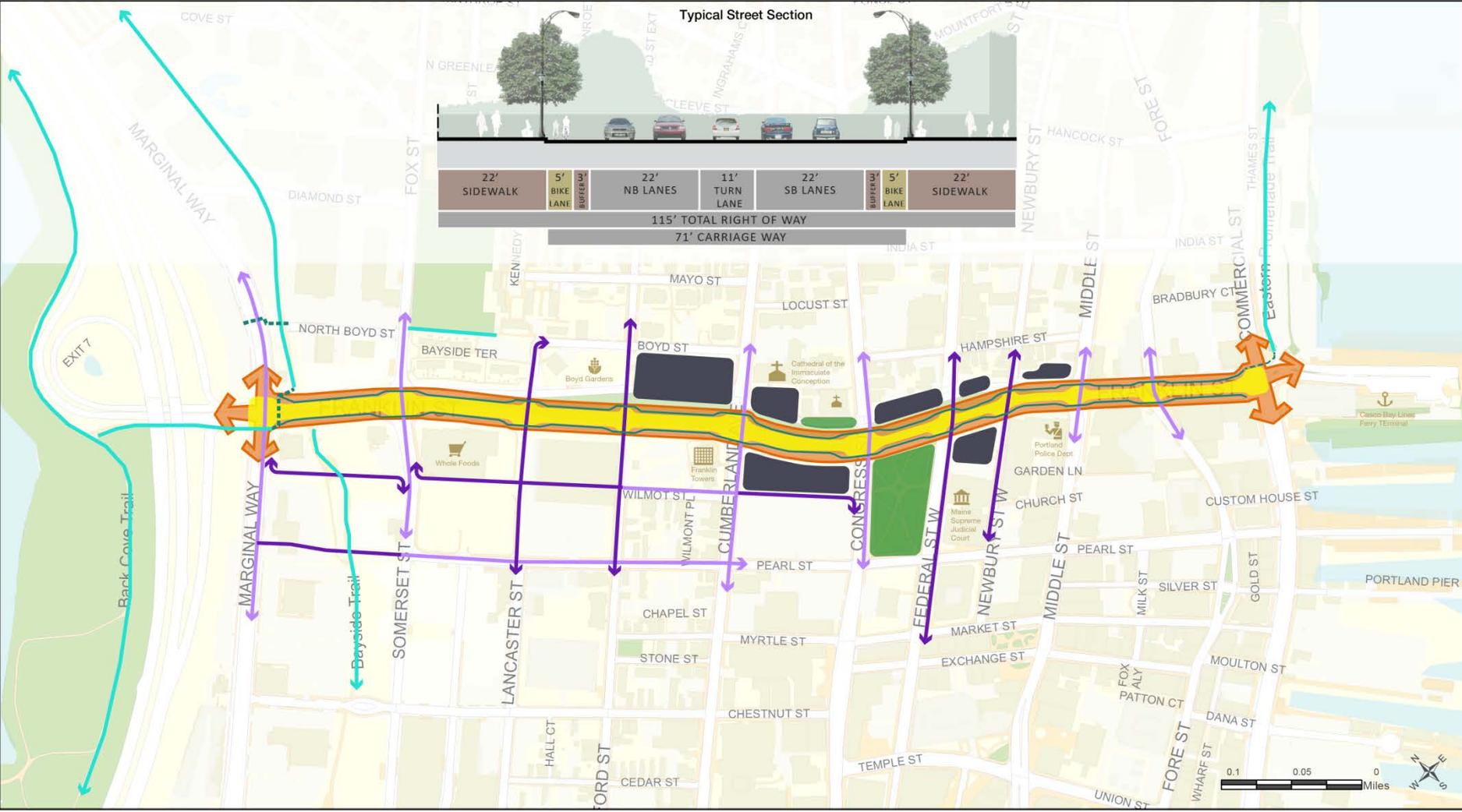
All modes of travel, including motor vehicle, public transit, bicycle and pedestrian, shall be able to *coexist in a design that is safe and environmentally sound* for an urban setting through *state-of-the-art design* utilizing optimum architecture, street widths, curbs, sidewalks and street level crosswalks,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

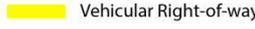


Base Map of Franklin Street Feasibility Study Phase II Study Area

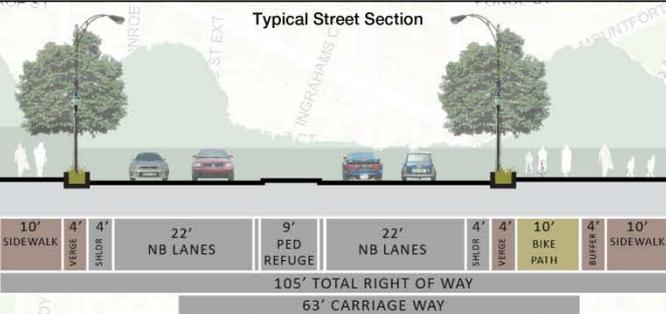
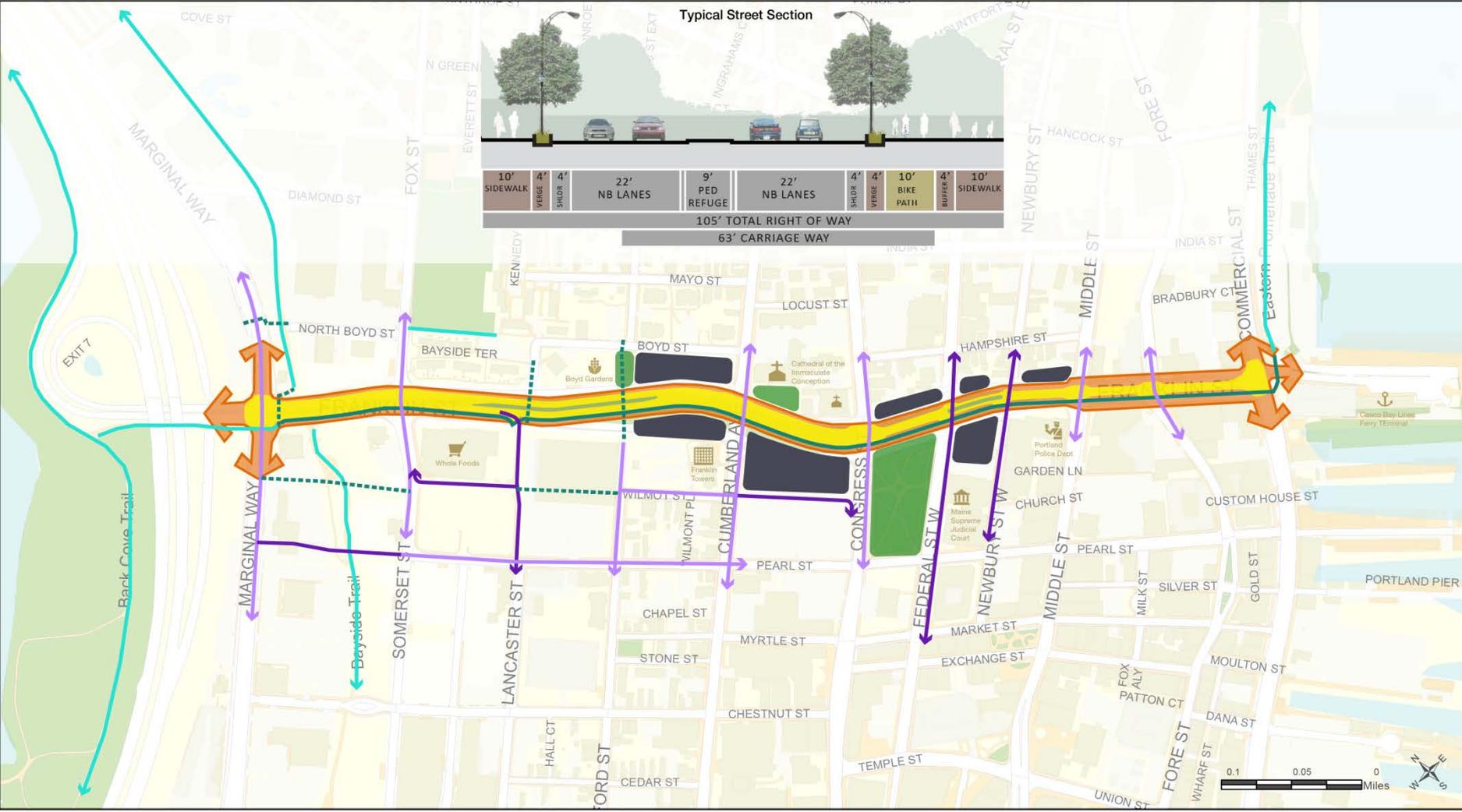


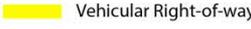
Urban Street Option 1 Alignment



-  Proposed Realignment
-  Existing Connections
-  Possible Vehicular Connections
-  Space for Potential Parks and Plazas
-  Space for Potential Development at Nodes and Edges
-  Vehicular Right-of-way
-  Existing Bike Trails
-  Proposed Protected Bike Facilities
-  Possible Bike-Ped Only Reconnections
-  Median/Pedestrian Refuge

Urban Street Option 2 Alignment



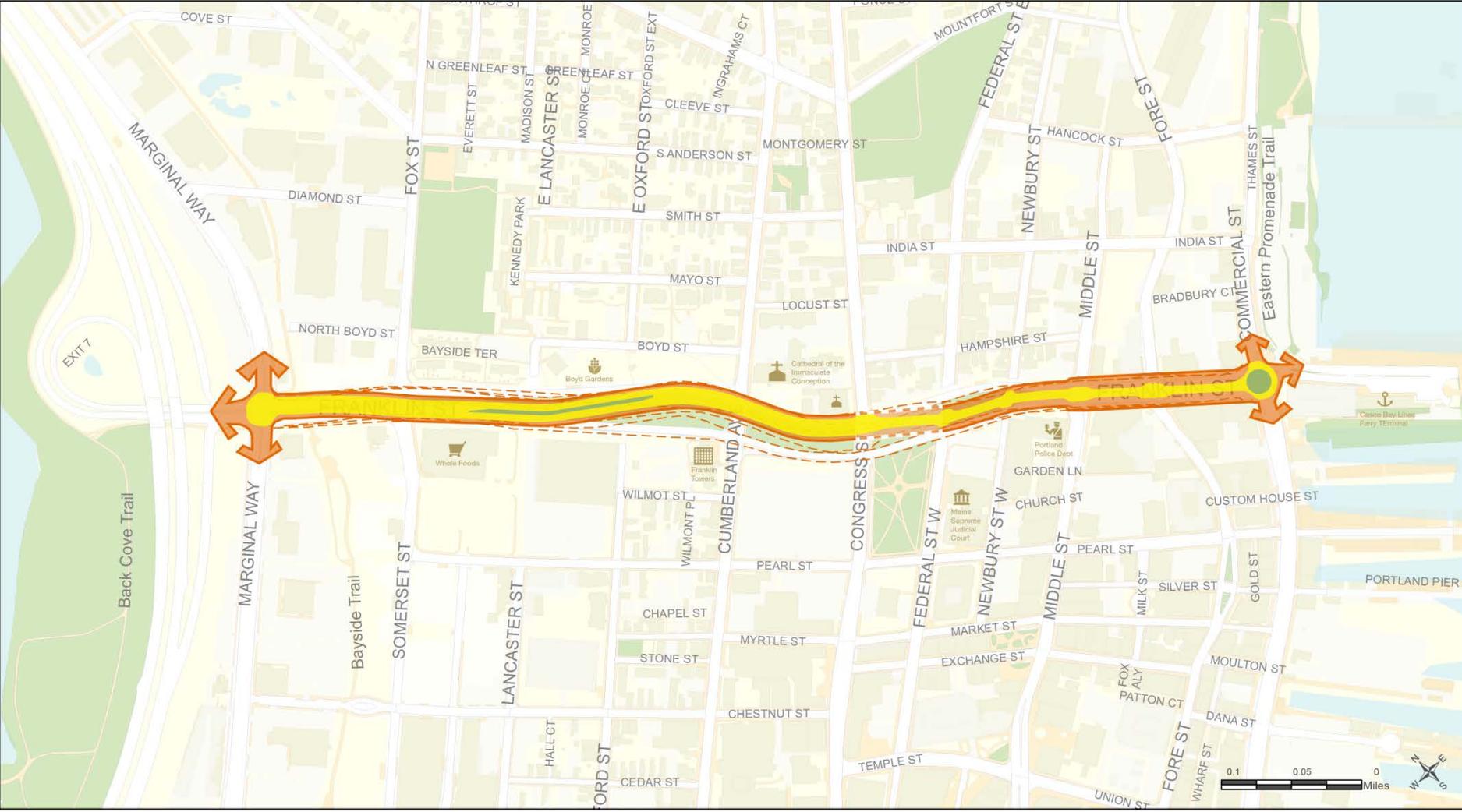
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Urban Parkway Alignment



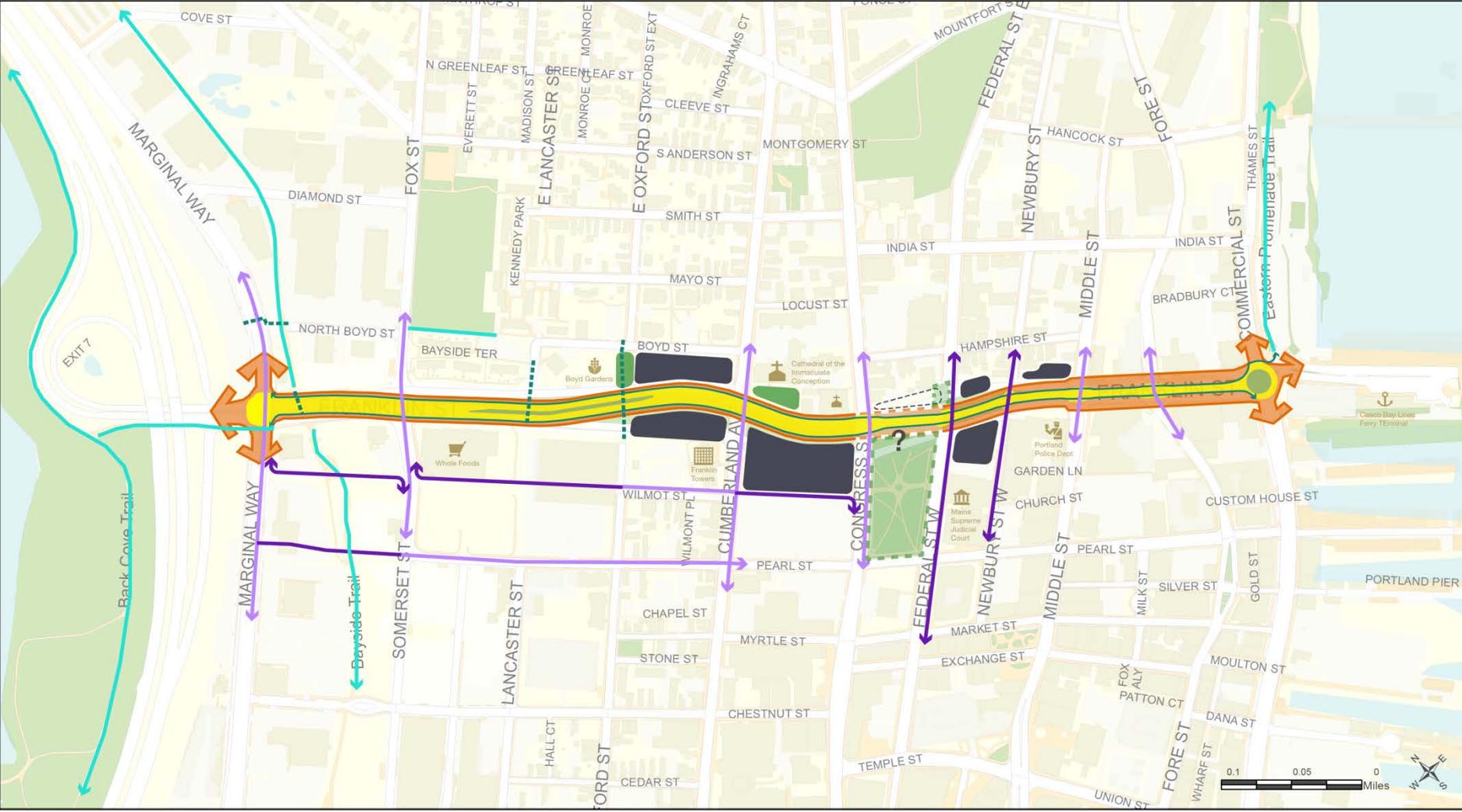
- Proposed Realignment
- Vehicular Right-of-way
- Existing Connections
- Existing Bike Trails
- Possible Vehicular Connections
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- Space for Potential Parks and Plazas
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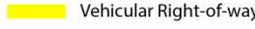
Recommended Alignment (subject to further refinement)



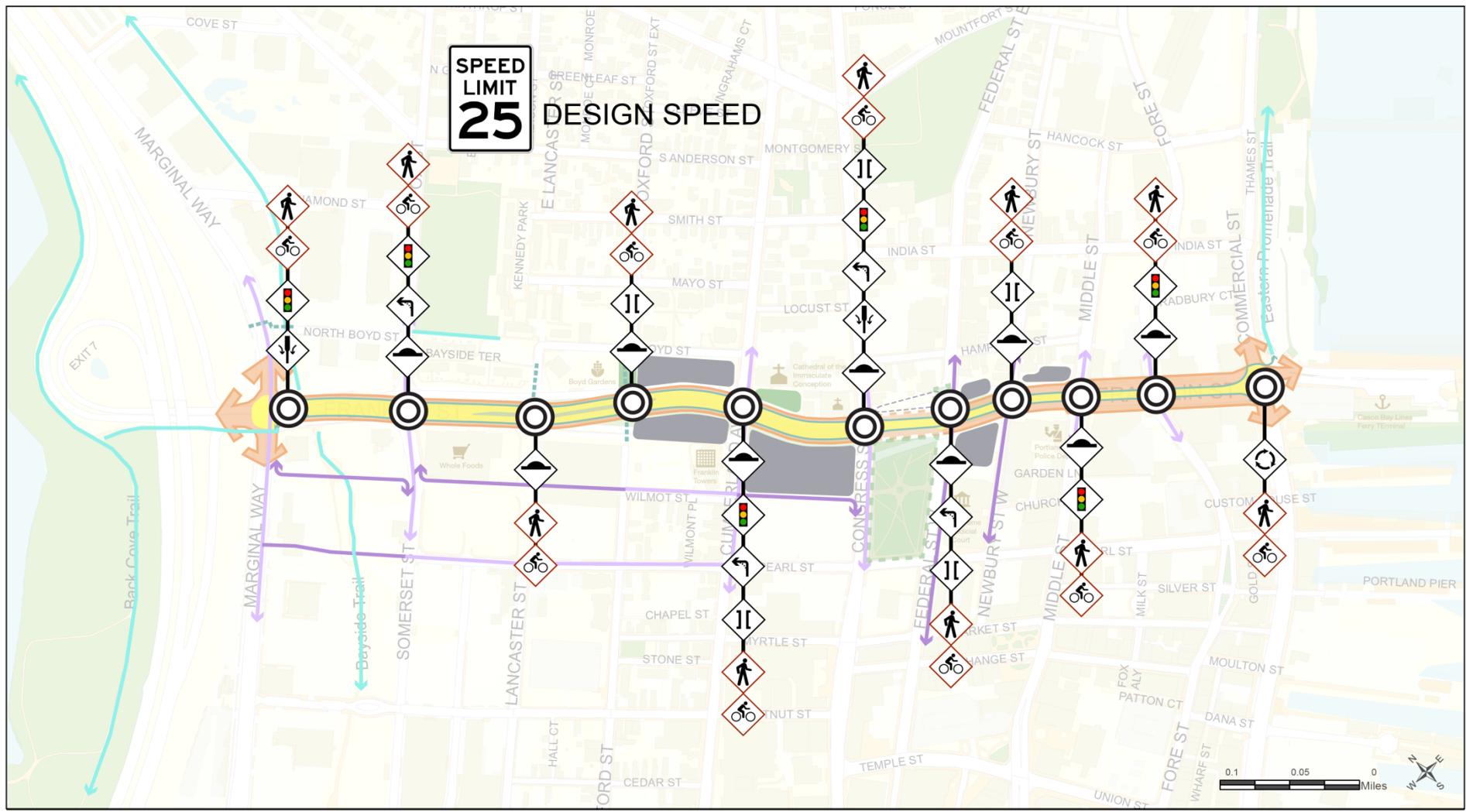
-  Proposed Realignment
-  Proposed Protected Bike Facilities
-  Vehicular Right-of-way
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Recommended Alignment (subject to further refinement)



-  Proposed Realignment
-  Existing Connections
-  Possible Vehicular Connections
-  Space for Potential Parks and Plazas
-  Space for Potential Development at Nodes and Edges
-  Areas requiring further discussion
-  Vehicular Right-of-way
-  Existing Bike Trails
-  Proposed Protected Bike Facilities
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Design Speed

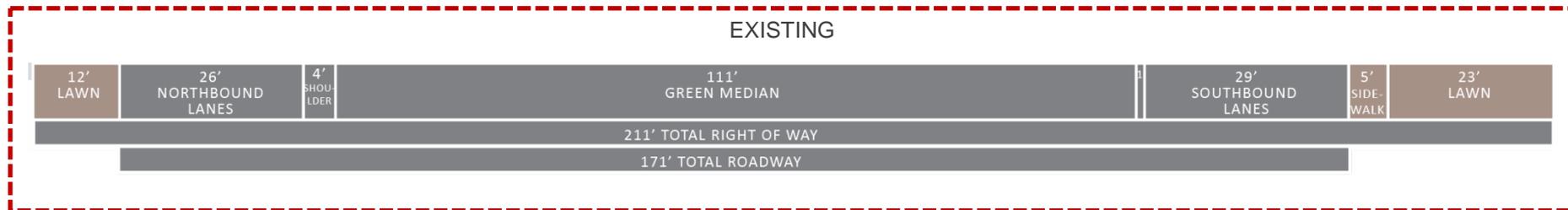
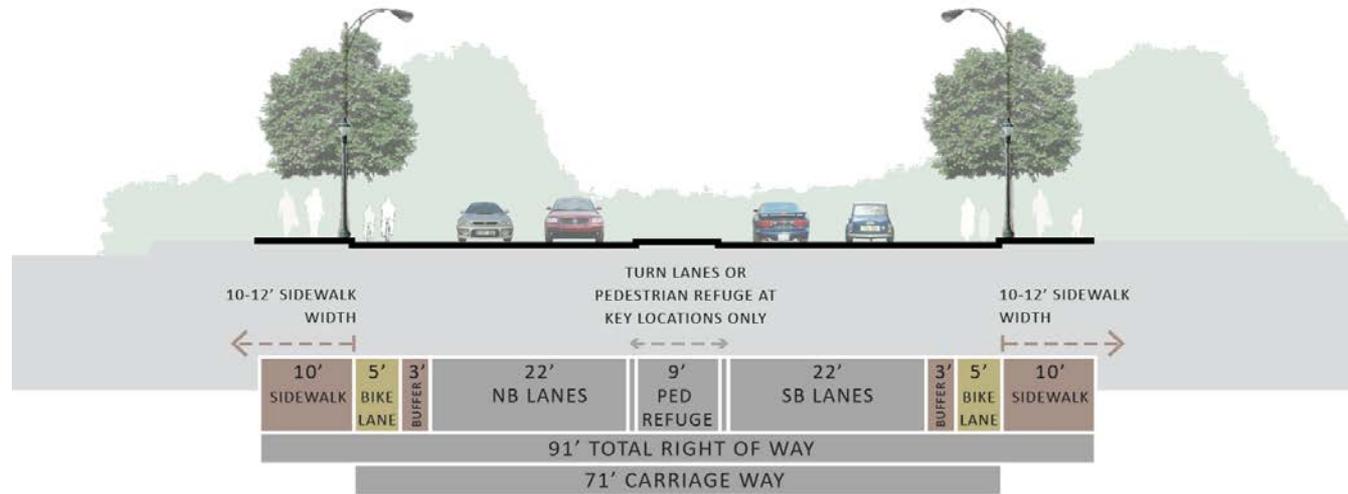


-  Proposed Realignment
-  Proposed Protected Bike Facilities
-  Improved Pedestrian Crossing facilities
-  Roundabout
-  Reduction in Road Width
-  Traffic Calming at Intersections such as Raised Crossings/Textured Crosswalks
-  Vehicular Right-of-way
-  Median/Pedestrian Refuge
-  Improved Bicycle Crossing facilities
-  Signalized Crossings
-  Tighter Turning Radii
-  Well defined built envelope

EXISTING Typical Lane Widths and Bike-Ped Infrastructure (north of Congress St)

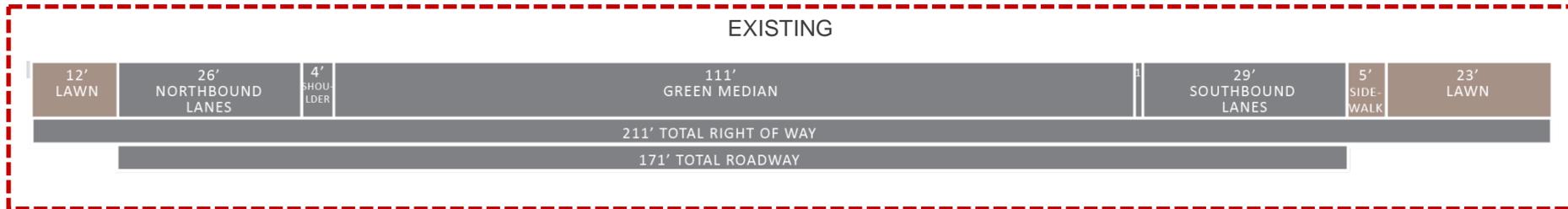
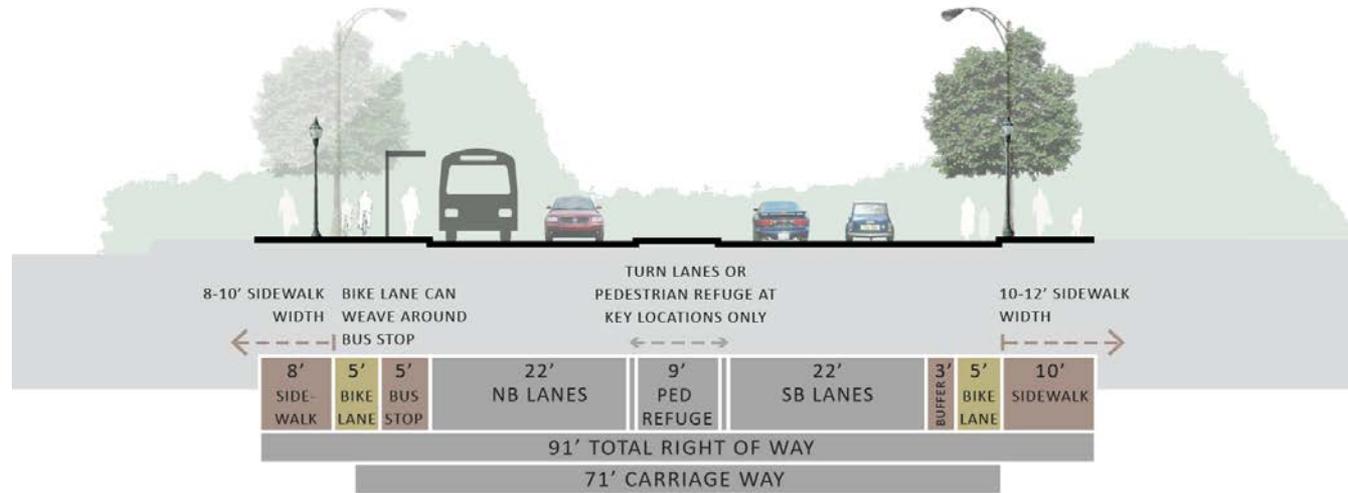


Typical Lane Widths and Bike-Ped Infrastructure (north of Congress St)



Typical Lane Widths and Bike-Ped Infrastructure (north of Congress St)

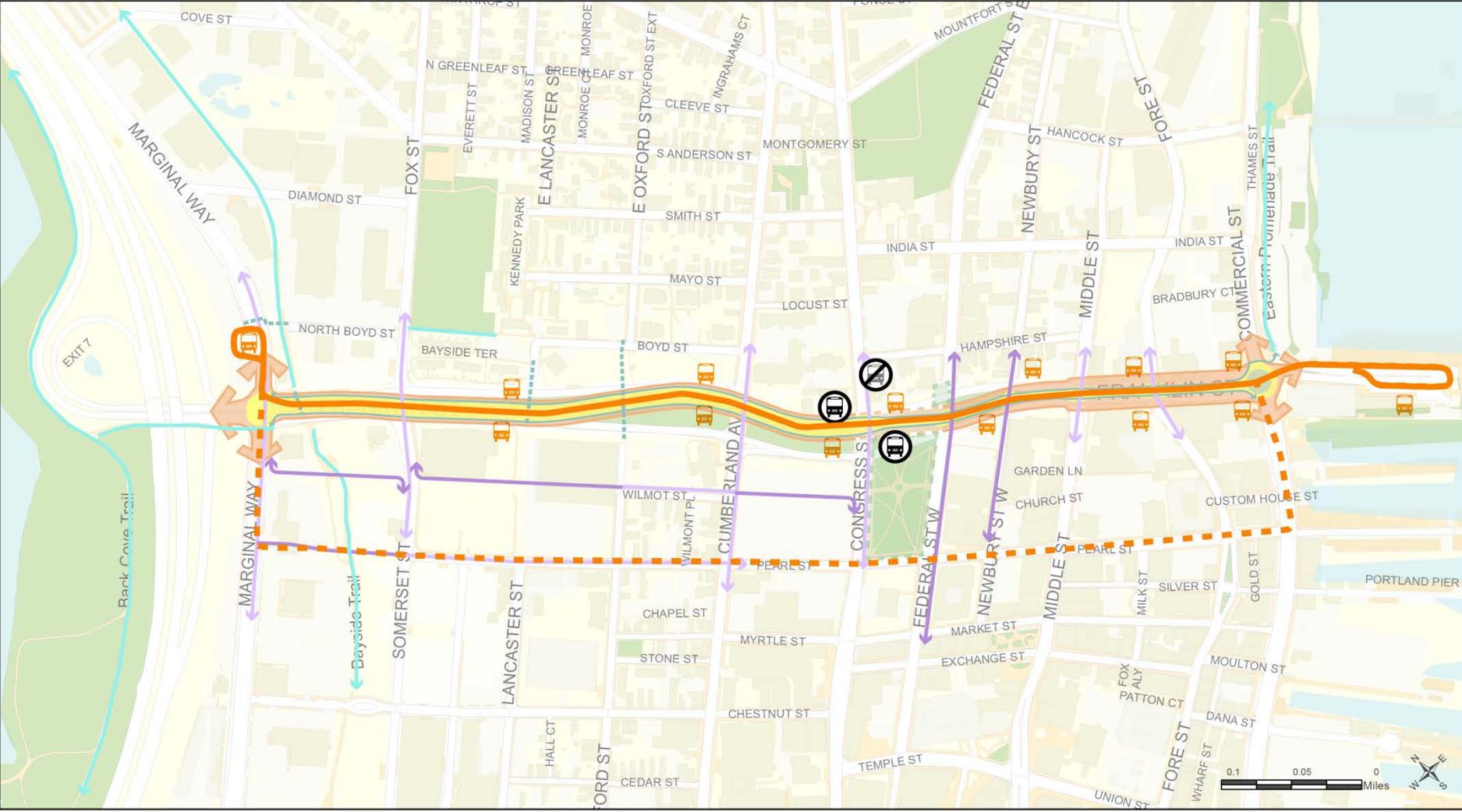
With possibility to accommodate transit in future



Reducing conflict between transit and bicycle movement

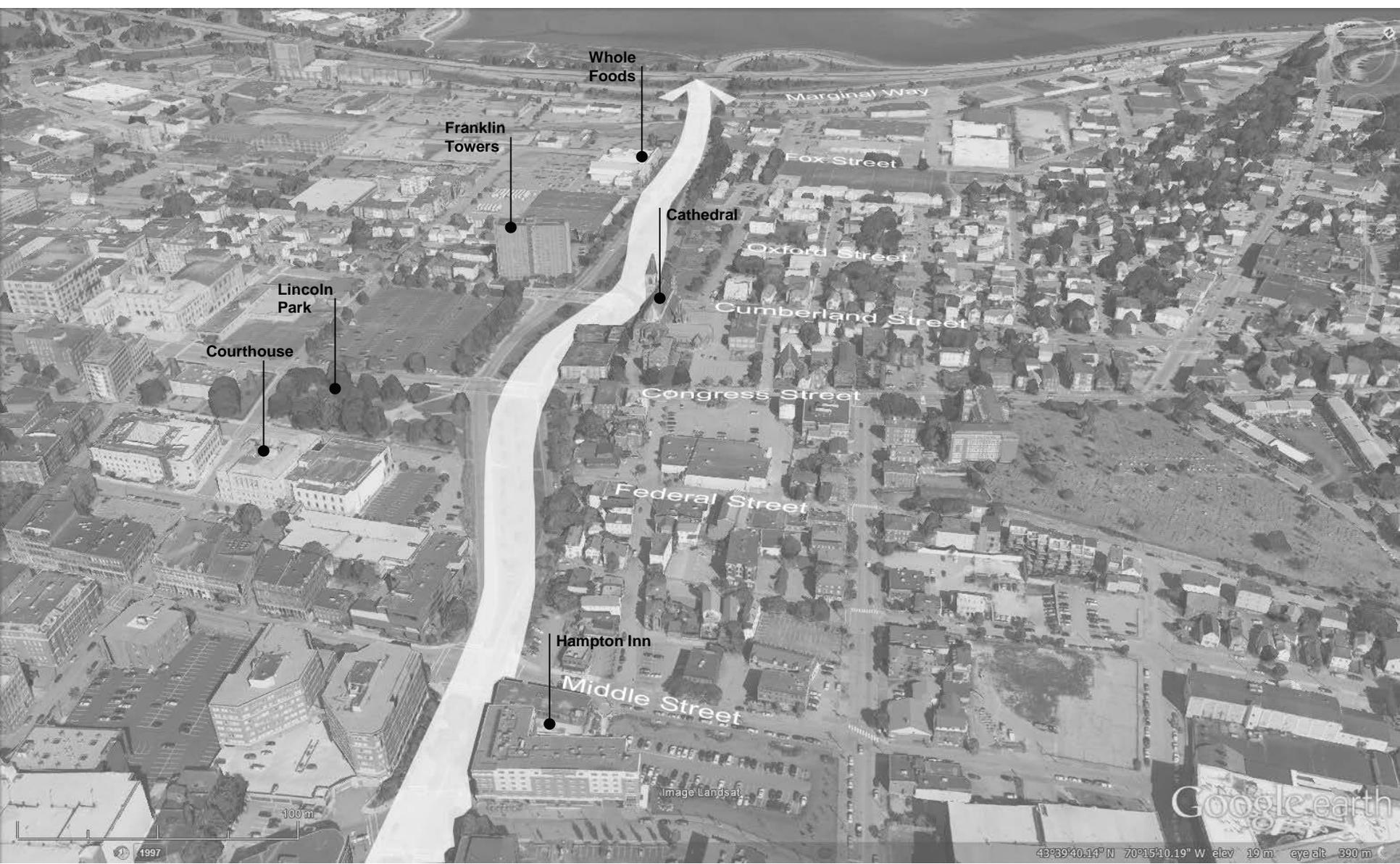


Proposed Transit Service Changes (subject to refinement)

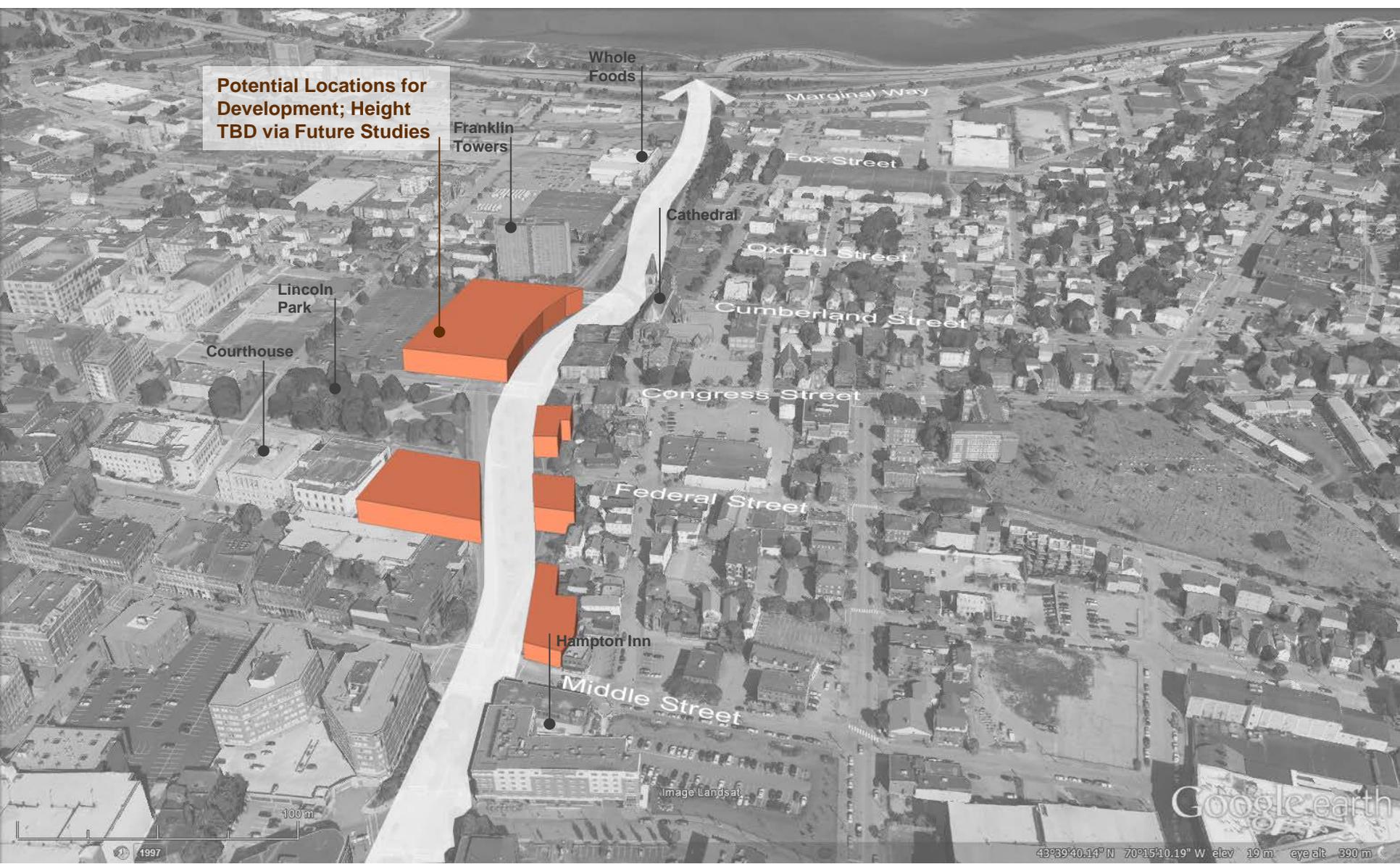


-  Proposed Realignment
-  Existing Connections
-  Existing Bus Stops Removed
-  Possible Franklin Street
-  Vehicular Right-of-way
-  Existing Bike Trails
-  New Congress Street Bus Priority Extension Bus Stops
-  Shuttle Routing
-  Possible New Franklin Street Shuttle Bus Stops

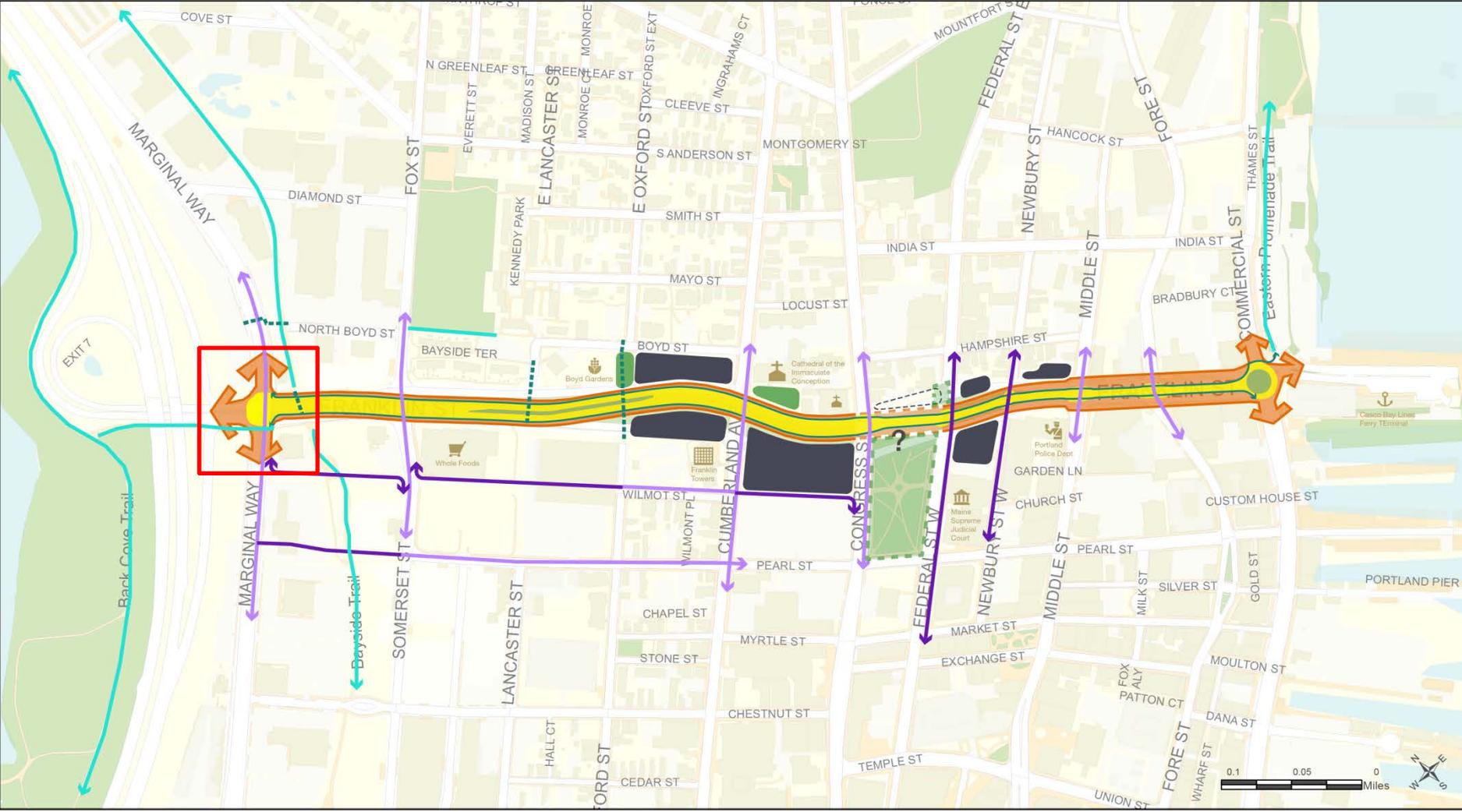
Nodal Development Opportunities created by proposed realignment



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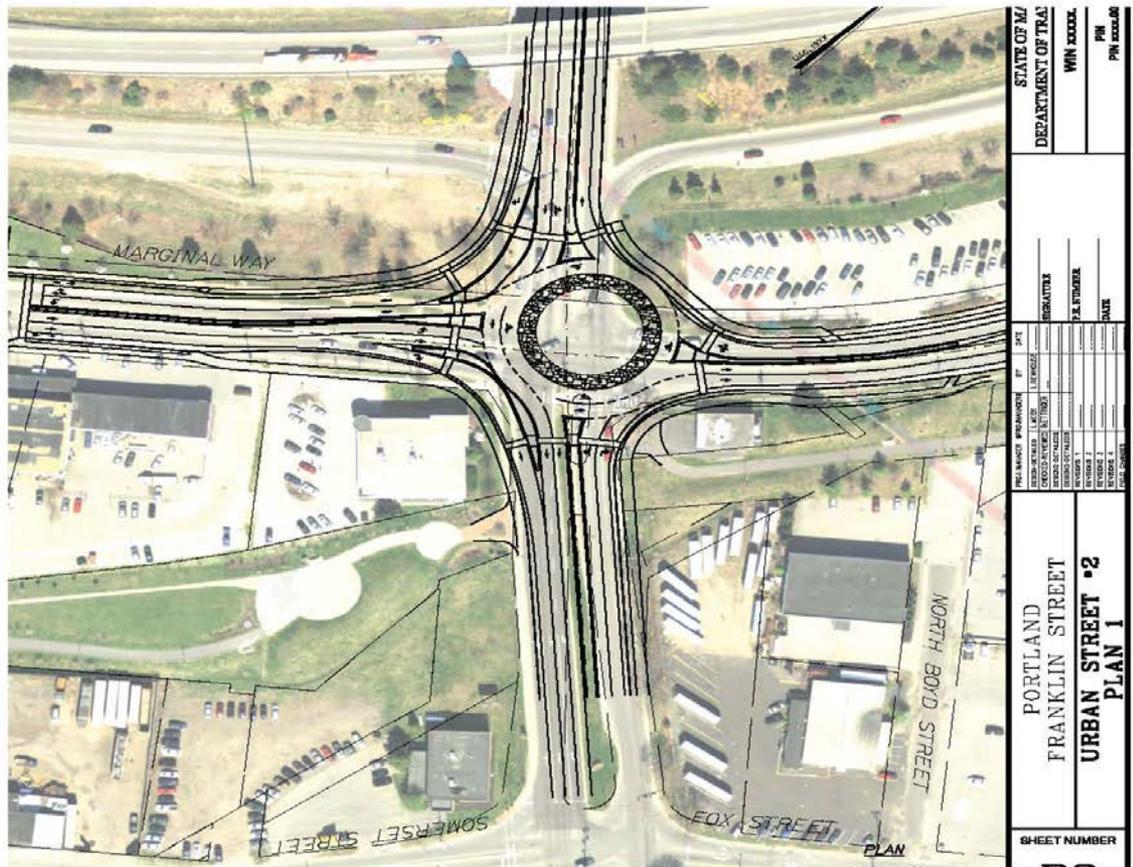


Marginal Way Intersection Treatment

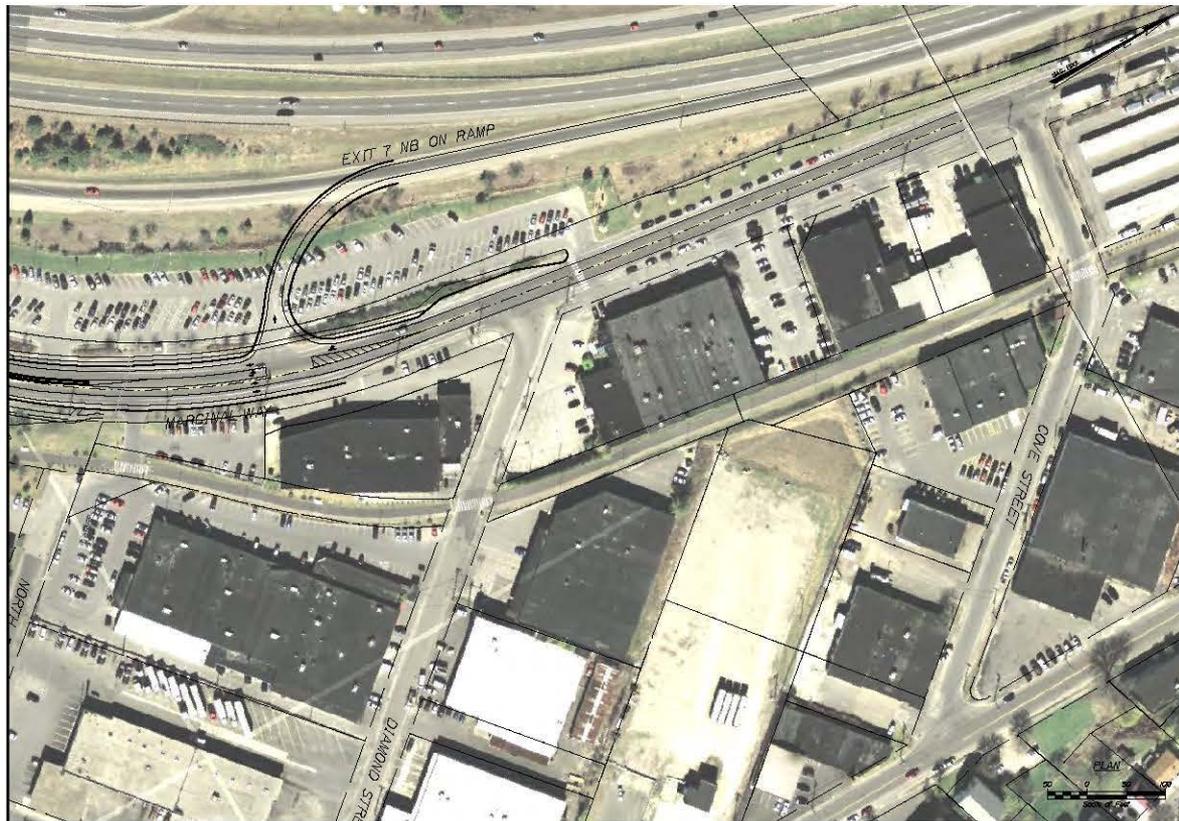


-  Proposed Realignment
-  Vehicular Right-of-way
-  Existing Connections
-  Existing Bike Trails
-  Possible Vehicular Connections
-  Proposed Protected Bike Facilities
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Roundabout



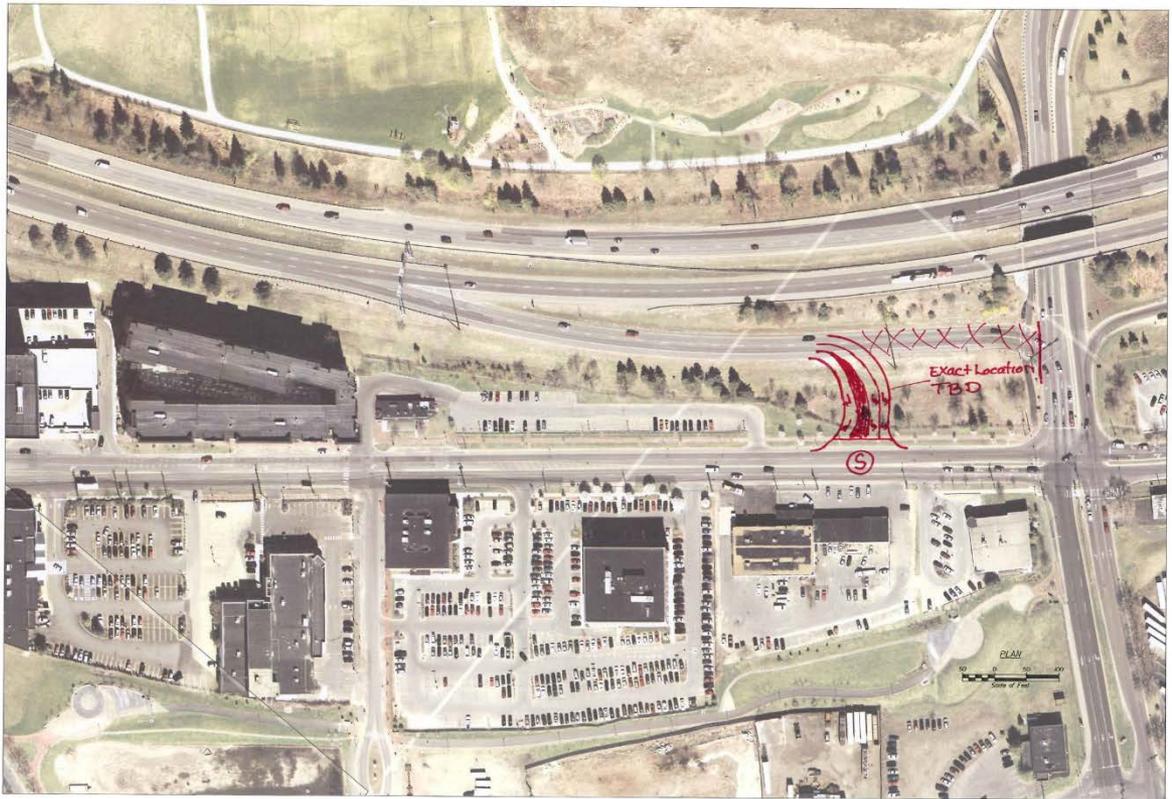
New On-Ramp: East Bayside



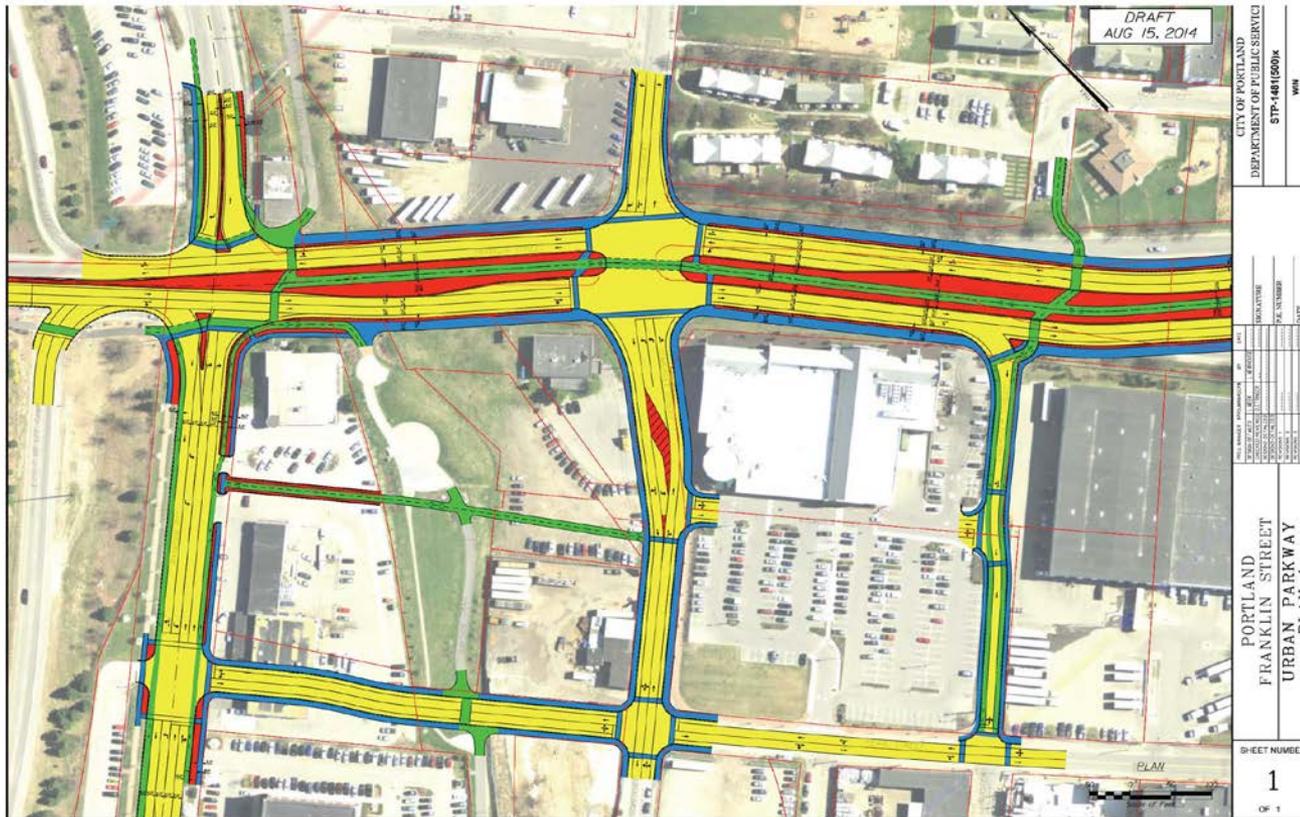
Plotter: ...1383...
 Date: 11/20/14
 User: ...
 Date: 11/20/14

STATE PLANNER DEPARTMENT OF TRANSPORTATION \$PCF_PROJECTNUMBER	
\$PCF_TOWNNAME \$PCF_STREETNAME URBAN STREET +2 PLAN 2	SHEET NUMBER B3 OF \$PCF_TOTAL

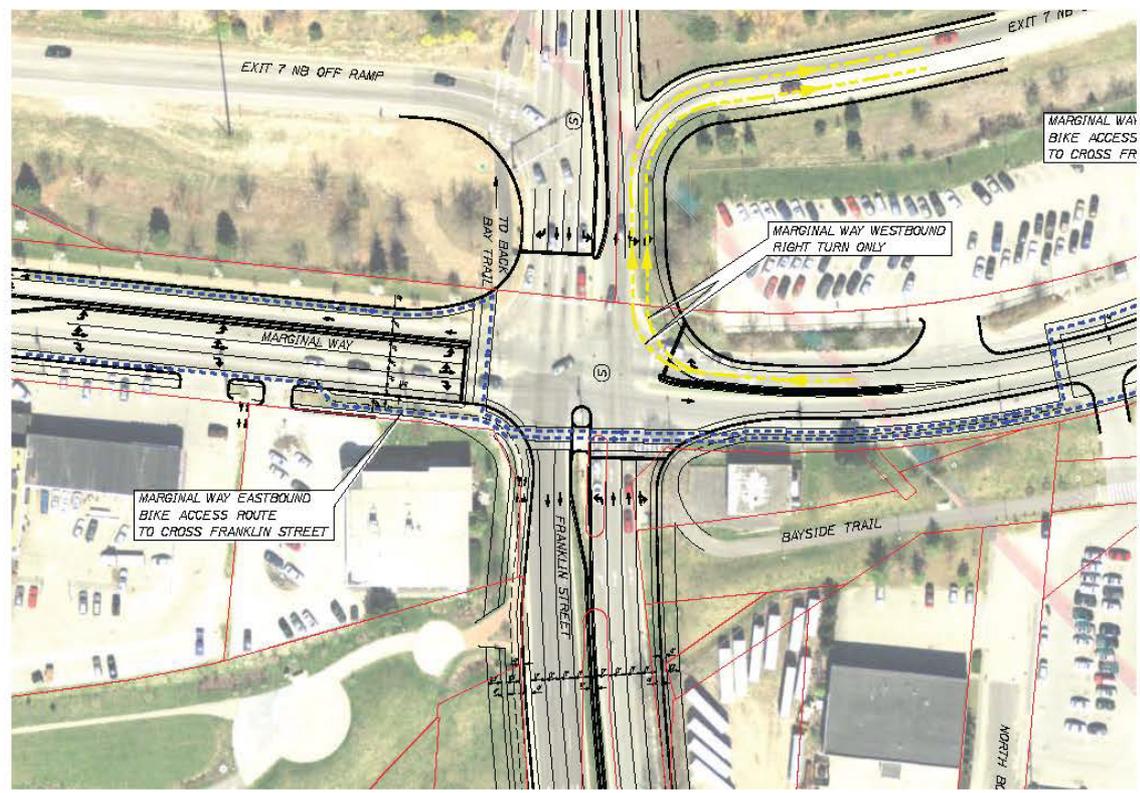
New Off-Ramp: Bayside



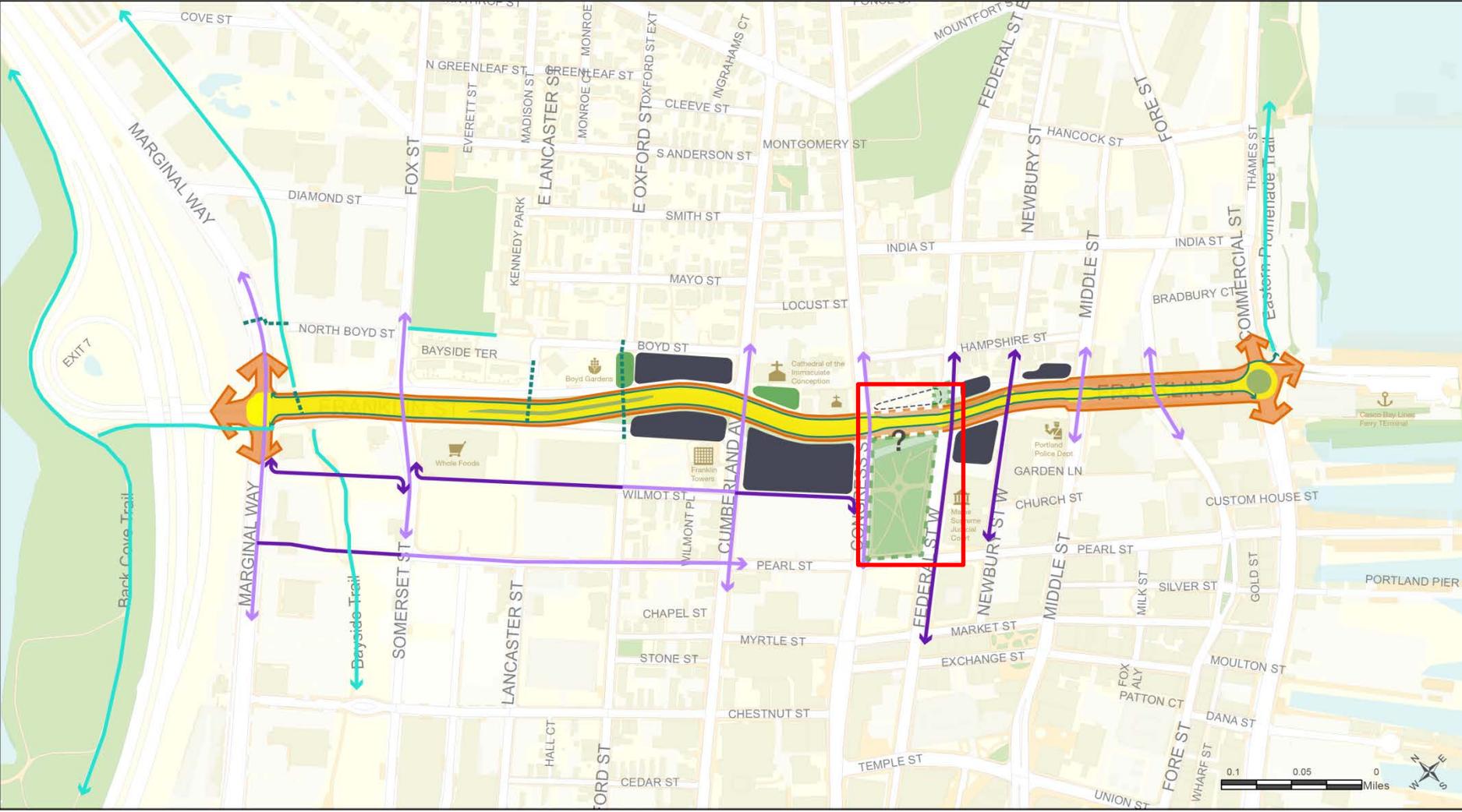
Raised Center Median



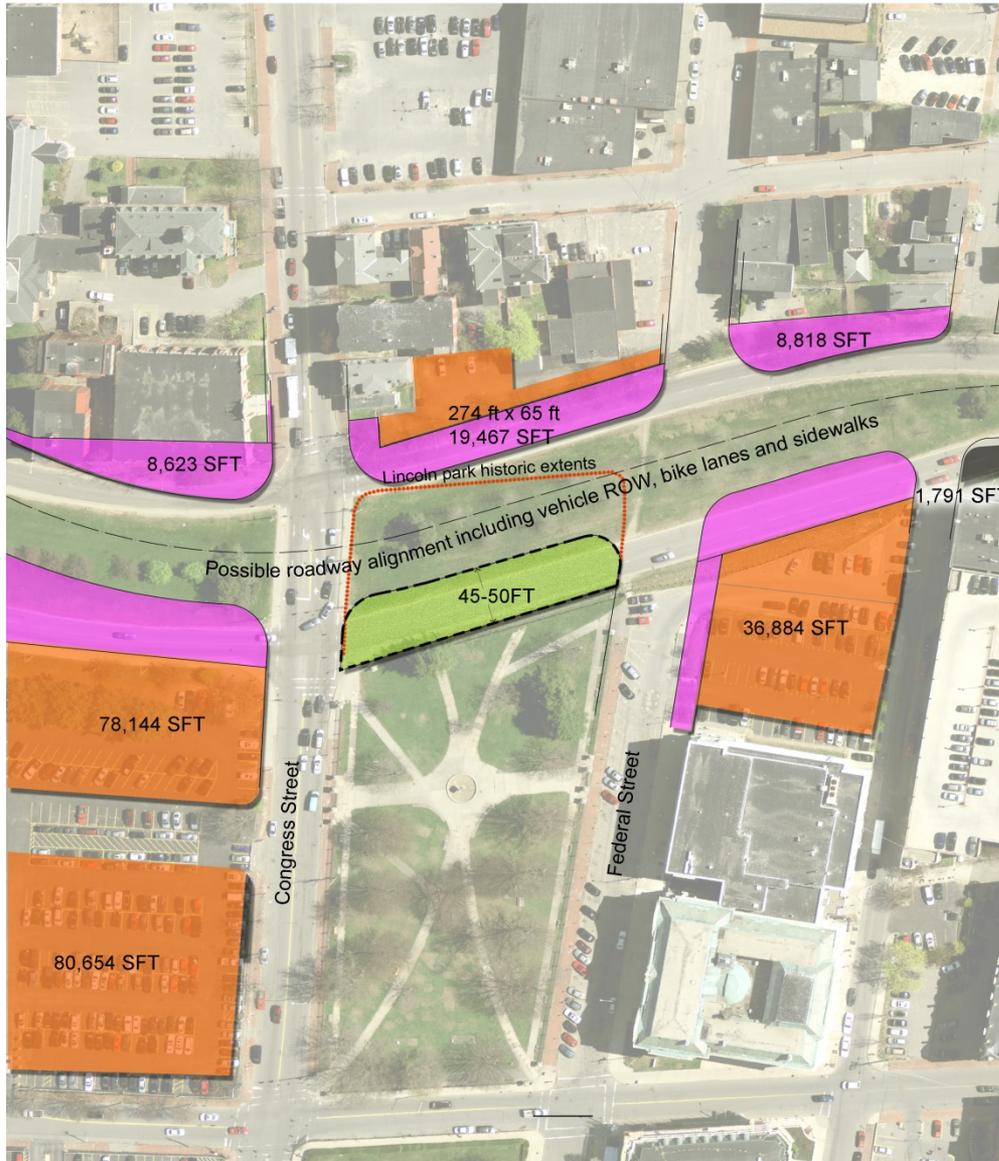
Restrict Out-Movements from East Marginal Way



Lincoln Park Expansion Alternatives



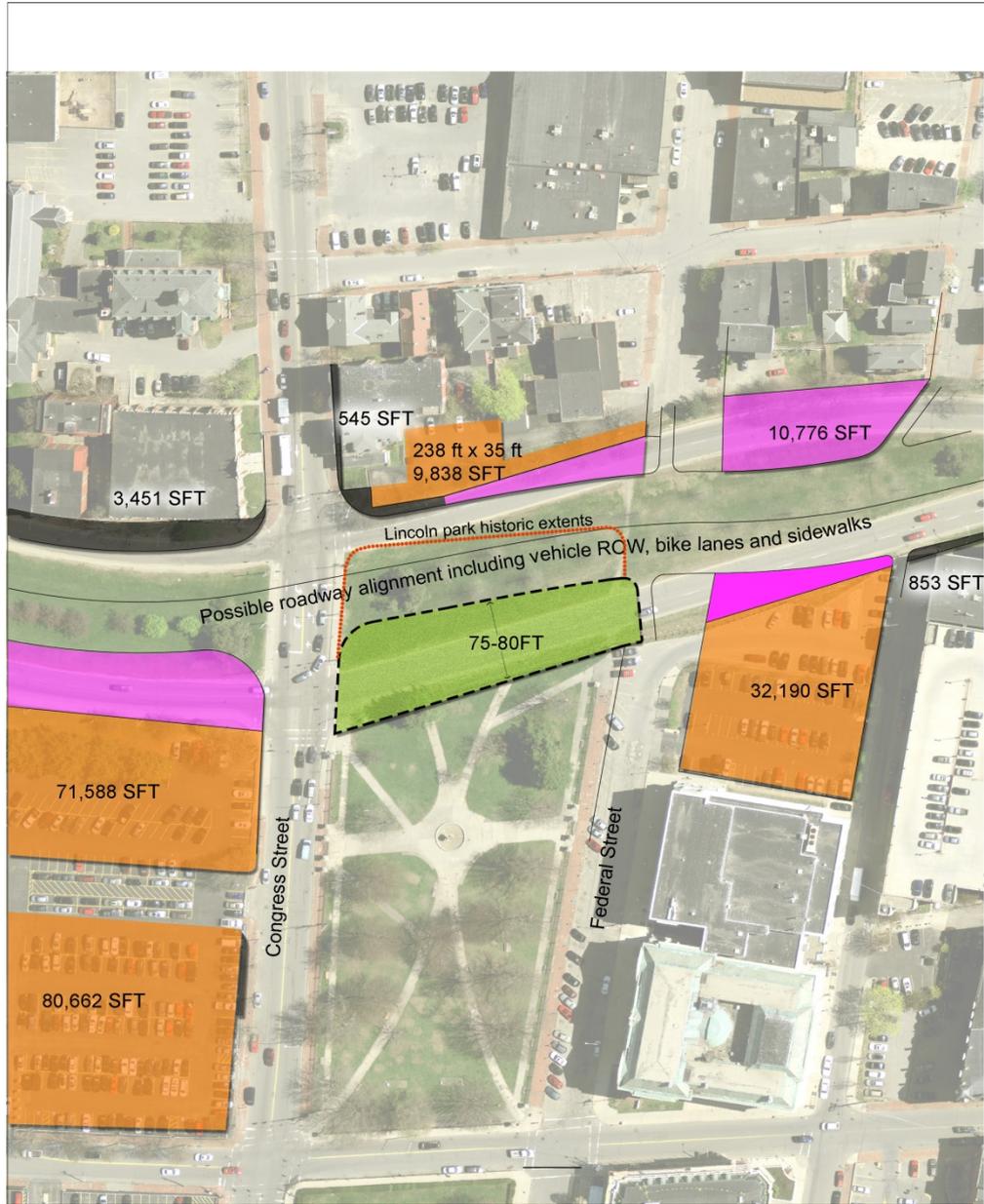
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PARTIAL EXPANSION

LEGEND

- INFILL OPPORTUNITIES
- PARCELS NOT SUITABLE FOR DEVELOPMENT
- NEW DEVELOPMENT



MAXIMUM EXPANSION

LEGEND



INFILL OPPORTUNITIES

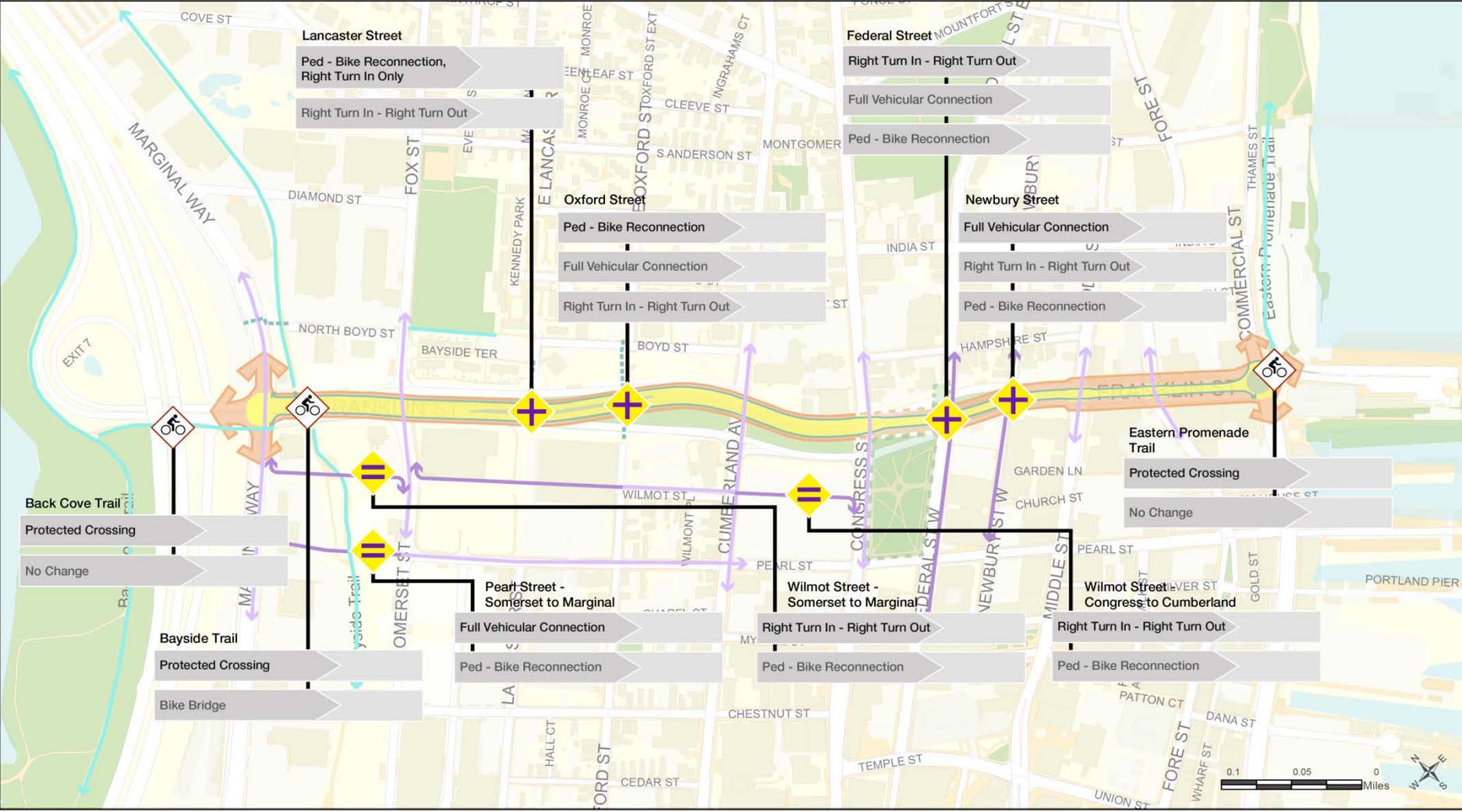


PARCELS NOT SUITABLE FOR DEVELOPMENT



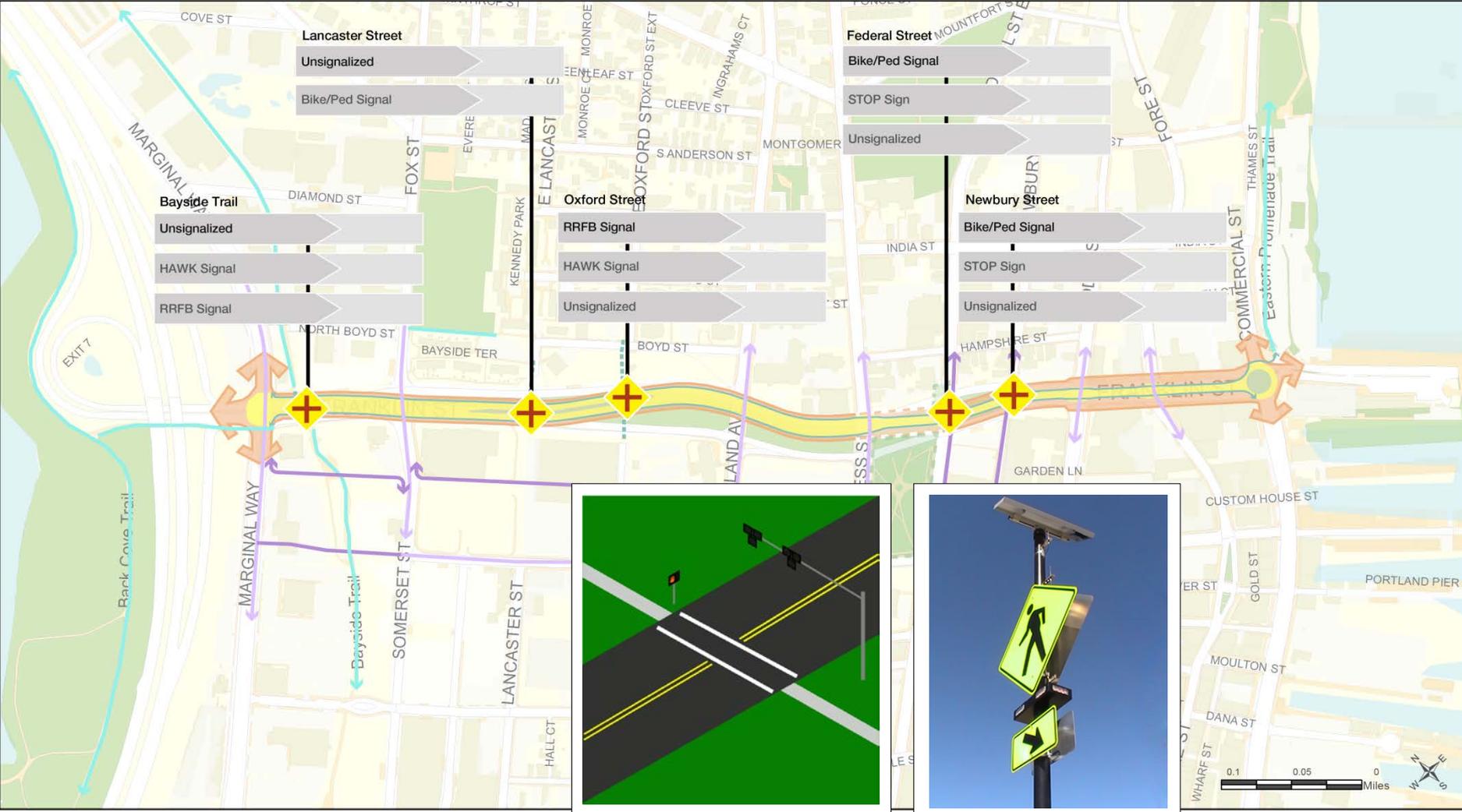
NEW DEVELOPMENT

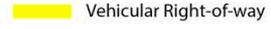
Range of Street Reconnection Options based on Feasibility (subject to refinement)

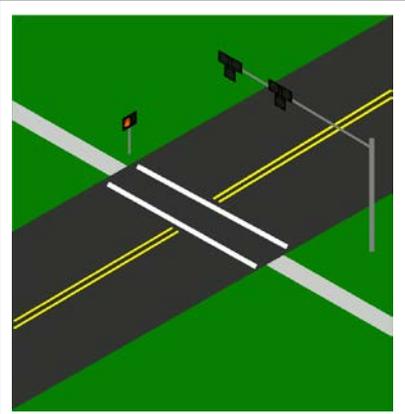


- Proposed Realignment
- Vehicular Right-of-way
- Existing Connections
- Existing Bike Trails
- Perpendicular Street Reconnections
- Parallel Street Reconnections
- Bike Trail Connections

Range of Signalization Options based on Feasibility (subject to refinement)



-  Proposed Realignment
-  Existing Connections
-  Signalization Options
-  Vehicular Right-of-way
-  Existing Bike Trails



HAWK beacon (High-Intensity Activated crossWalk beacon)



RRFB (Rectangular Rapid Flashing Beacons)



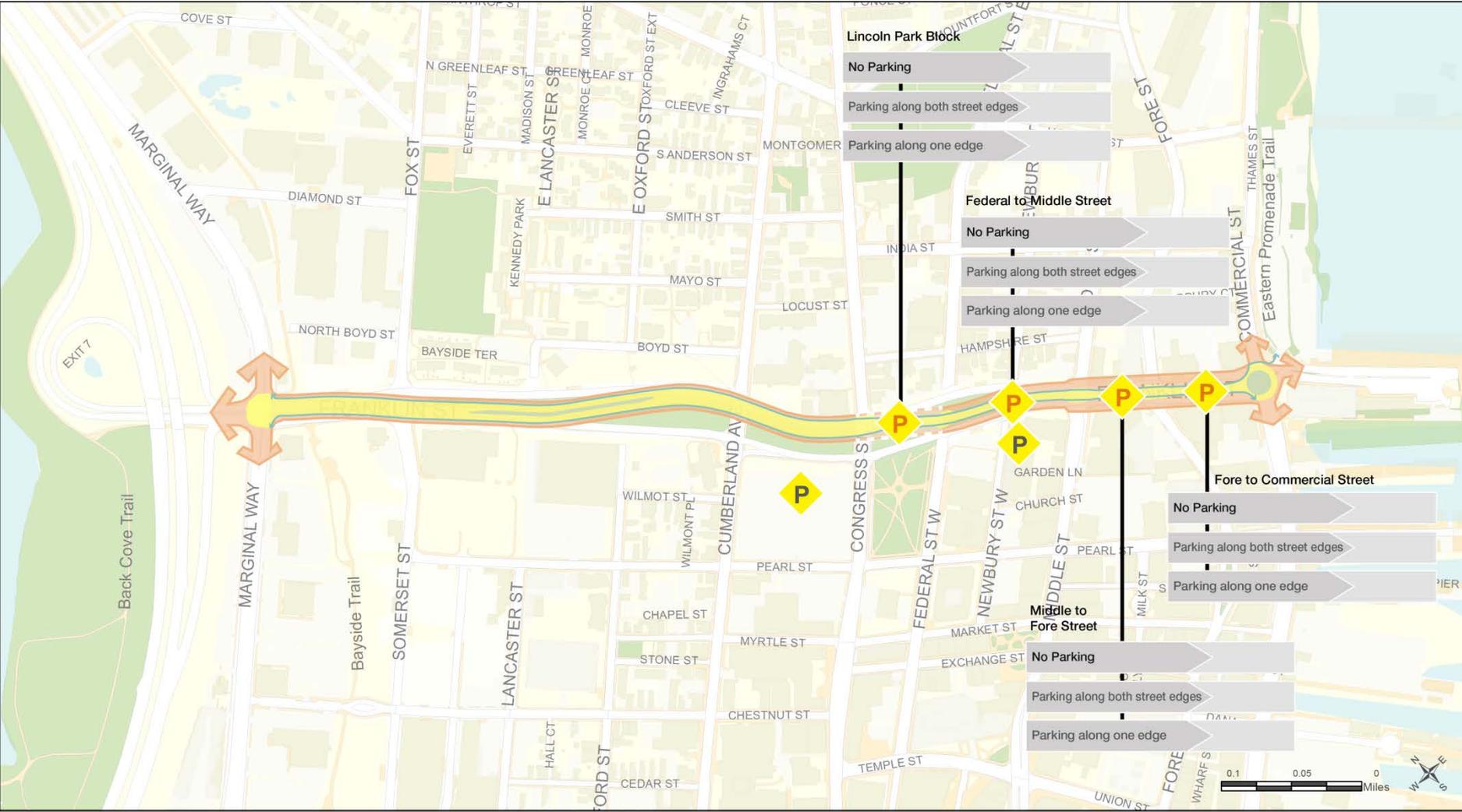
Bike Treatments – Proposed



Examples of Bike Boxes



Possible Parking Availability based on Feasibility (subject to refinement)



 Proposed Realignment
 Vehicular Right-of-way

 Existing Off-Street Parking Facilities

 Potential On-Street Parking locations

December 2014 – March 2015: Finalize Recommendations

- Public Workshop: October 1
- Refine transportation modeling: October-November
- Streetscape/landscape recommendations: November-January
- Final PAC Meeting: January
- Create multi-phase implementation plan: January-February
- Create approximate cost estimate: January-February
- Final Study Report /TS&E/Council Approval: February-March

April - June 2015 – Preliminary Design Report

- Develop 60% construction plans
- Probable cost estimate