



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



AGENDA

- Welcome and introduction
- Agenda overview
- Framing Tonight's Discussion

- Overview of Corridor Design
 - Questions-Discussion

 - Focus: Commercial Street Intersection
 - Questions-Discussion

 - Focus: Federal Street Intersection
 - Questions-Discussion

 - Focus: Oxford Street Intersection
 - Questions-Discussion

 - Focus: Marginal Way Intersection
 - Questions-Discussion

- Round Robin Feedback
- Next Steps



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 Early, 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 Hoglund – 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.



VISION

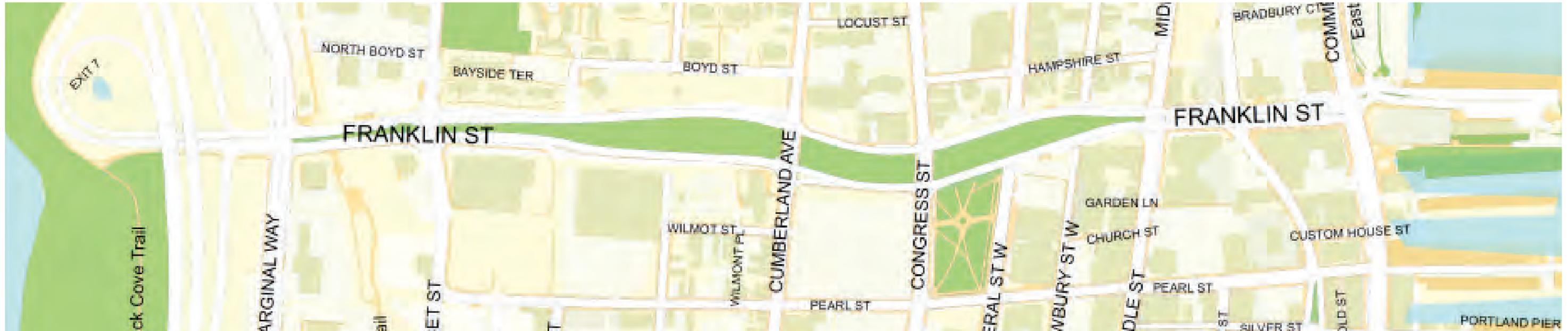
Franklin Street will be a critical transportation facility for all modes of travel, linking Interstate 295 & Back Cove to the waterfront & island ferries and serving as an attractive gateway to the city. Franklin Street will be a vibrant, active and walkable urban corridor, connecting neighborhoods and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

All modes of travel, including motor vehicles, 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.





PHASE II DESIGN CONCEPT



EXISTING CONDITIONS

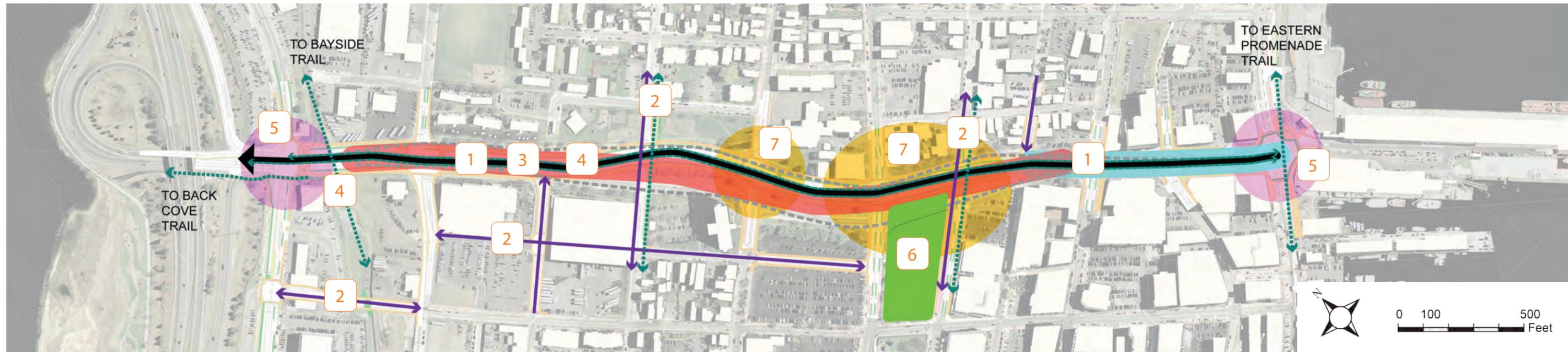


PROPOSED CONCEPT



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 Reconnections
- Proposed Bike Connections
- Priority Development Nodes
- Proposed Gateway Intersection Improvements
- Proposed Open Space Enhancements



DEVELOPMENT AND PLACEMAKING STRATEGY



- ### LEGEND
- Immediate Development
 - Long Term Development
 - Improved Open Spaces
 - Multi-use Plaza
 - Gateway Plaza
 - Active Retail Frontage
 - Active Plaza
 - Passive Plaza
 - 1 Property No.



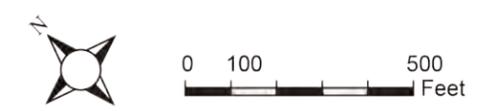
Passive Plaza in West Palm Beach, FL; Image Source: www.wpb.org



Active Retail Frontage in San Francisco, CA; Image Source: Matthew Roth/StreetsblogSF



Active Plaza in Portland, OR; Image Source: "lesleyk"/Flickr





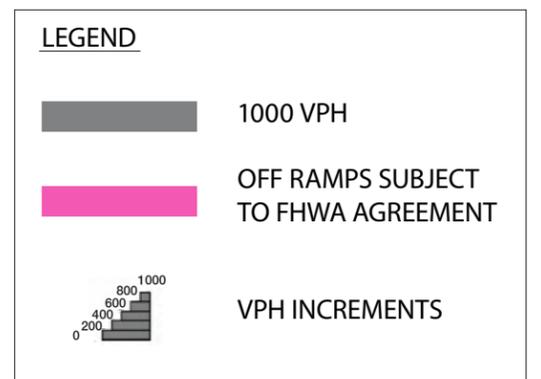
TRAFFIC AND CAPACITY



AM PEAK VOLUMES IN 2035

PLAN SATISFIES INTERAGENCY AGREEMENTS TO:

- Preserve necessary capacity (Maine DOT)
- Prevent backups onto mainline of I-295 (FHWA)





CAPACITY AND LEVEL OF SERVICE

INTERSECTION W/ FRANKLIN STREET	AM PEAK HOUR LOS (DELAY IN SECONDS)		PM PEAK HOUR LOS (DELAY IN SECONDS)	
	NO PROJECT	PREFERRED ALT.	NO PROJECT	PREFERRED ALT.
Marginal Way	E (78.1)	E (57.6)	F (120.7)	D (35.2)
Somerset / Fox	C (30.9)	C (23.0)	F (88.3)	E (66.5)
Cumberland Ave	D (49.6)	C (22.3)	C (33.5)	C (25.7)
Congress St	D (52.9)	C (22.5)	E (56.0)	C (28.9)
Middle St	B (17.1)	B (13.9)	C (23.3)	B (16.1)
Fore St	B (16.4)	C (24.5)	B (17.6)	B (14.6)
Commercial St	C (20.8)	A (7.4)	C (30.5)	A (9.2)
Overall Corridor Delay/Veh (sec)	119.4	68.3	162.3	70.8

- Plan satisfies agreement to preserve LOS
 - Intersection delays *reduced* vs. No Build in 2035
 - Travel times (both directions combined) slightly less

COMPARISON OF OVERALL FACILITY SCORES (MULTIMODAL LEVEL OF SERVICE)

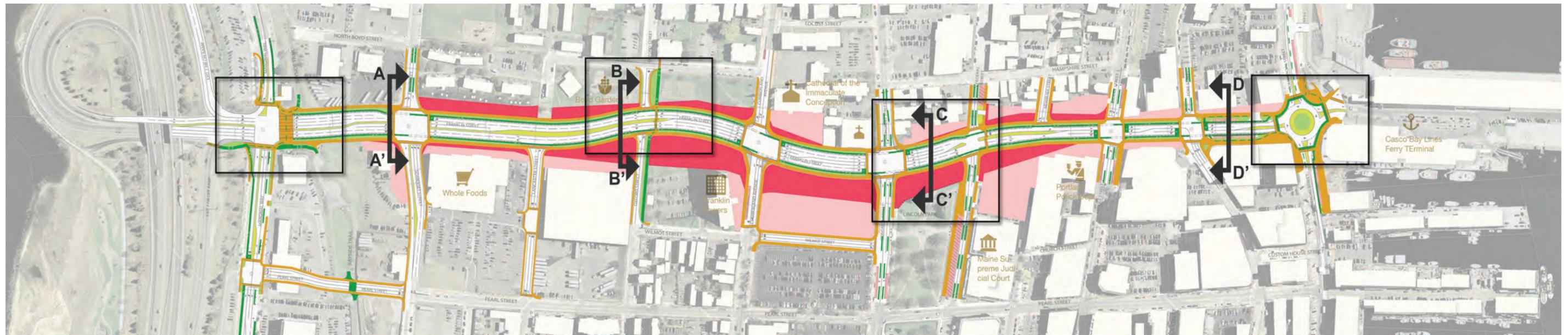
	MODE	AM PEAK					PM PEAK				
		2035 NP		2035 WP4		CHANGE IN SCORE	2035 NP		2035 WP4		CHANGE IN SCORE
		SCORE	LOS	SCORE	LOS		SCORE	LOS	SCORE	LOS	
NB	Auto	0.45	D	0.32	E	-0.13	0.21	F	0.18	F	-0.03
	Transit	6.46	F	3.05	C	-3.41	6.50	F	3.83	D	-2.67
	Bicycle	3.47	C	2.73	B	-0.74	3.66	D	2.90	C	-0.76
	Pedestrian	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

- Improves LOS for a spectrum of other modes
 - Pedestrian
 - Bicycle
 - Transit



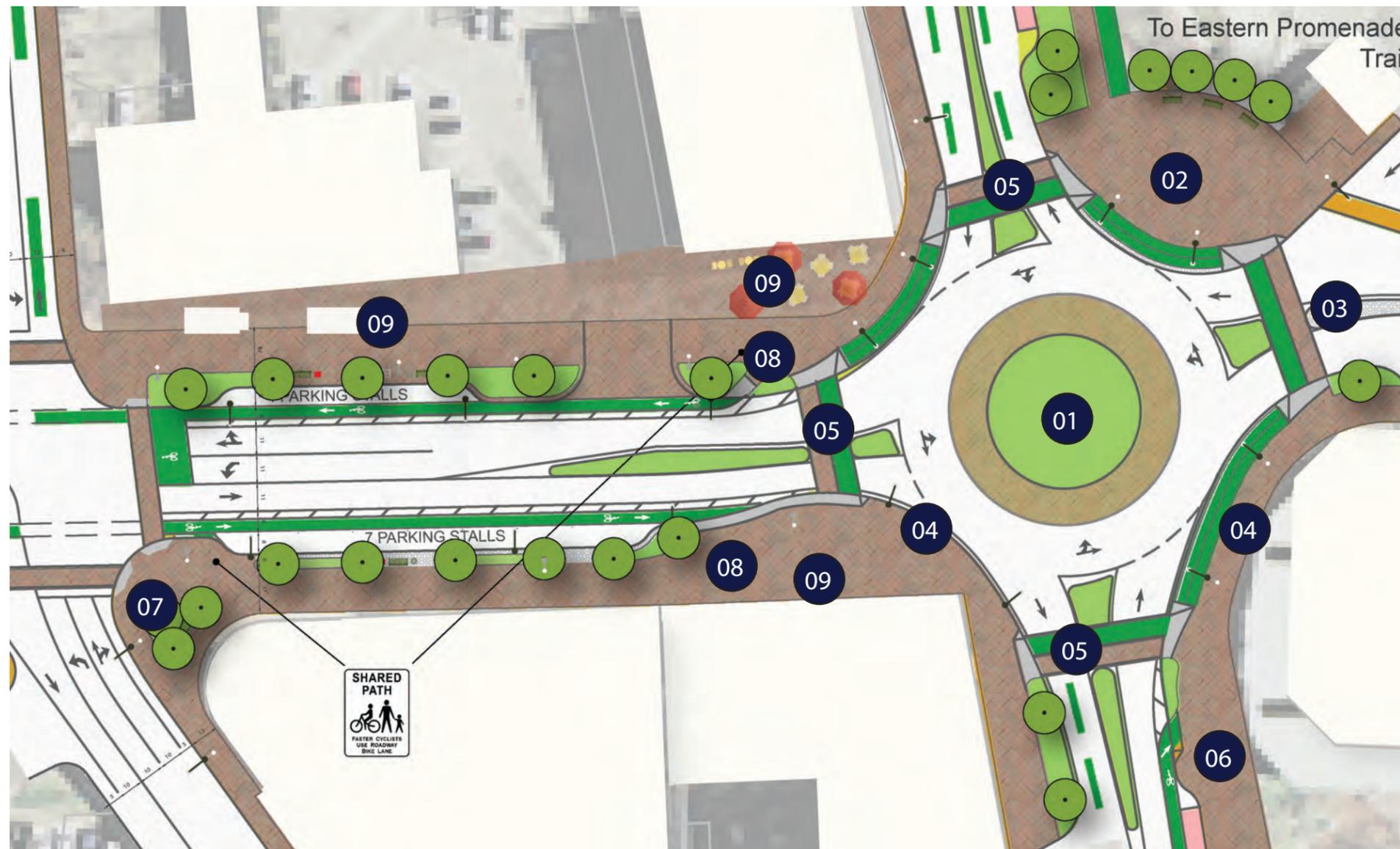
FOCUS AREAS

- COMMERCIAL STREET
- LINCOLN PARK EXPANSION/
FEDERAL STREET RECONNECTION
- OXFORD STREET
- MARGINAL WAY





PLAN ENLARGEMENT - COMMERCIAL STREET ROUNDABOUT



KEY ISSUES

- ENHANCE SAFETY AND CONVENIENCE FOR PEDESTRIANS AND CYCLISTS
- CELEBRATE AND LINK TRAIL CONNECTIONS
- PROVIDE WELCOME GATEWAY
- SUPPORT NEIGHBORHOOD BUSINESS
- ACCOMMODATE WATERFRONT/FERRY ACCESS

- 01 Roundabout island as a showcase for Portland landscape/art
- 02 Enlarged plaza at entry into Eastern Promenade Trail with expanded pavement, seating
- 03 Cobble median allows vehicular entry into cruise terminal
- 04 Expanded sidewalk pavement on all corners of intersection allows for shared pedestrian/Bike movement
- 05 Brick crosswalks (edged with granite)
- 06 Expanded sidewalk created plaza space and connects to existing plaza/open space at Bell Buoy Park
- 07 Urban plaza at street corner: special planting, seating
- 08 Expanded sidewalk pavement (min. 17 wide) allows for shared pedestrian/bike movement within sidewalk
- 09 Multi-use plazas in infill areas create space for flexible and informal uses



Existing Conditions Looking South to Commercial Street



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 sit-outs / food trucks



Proposed View of Commercial Street Roundabout



Landmark sculpture / art in roundabout



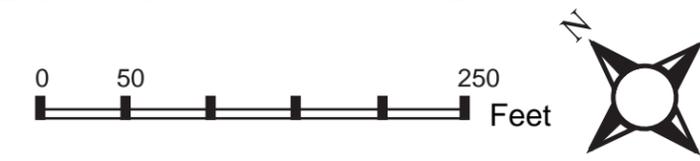
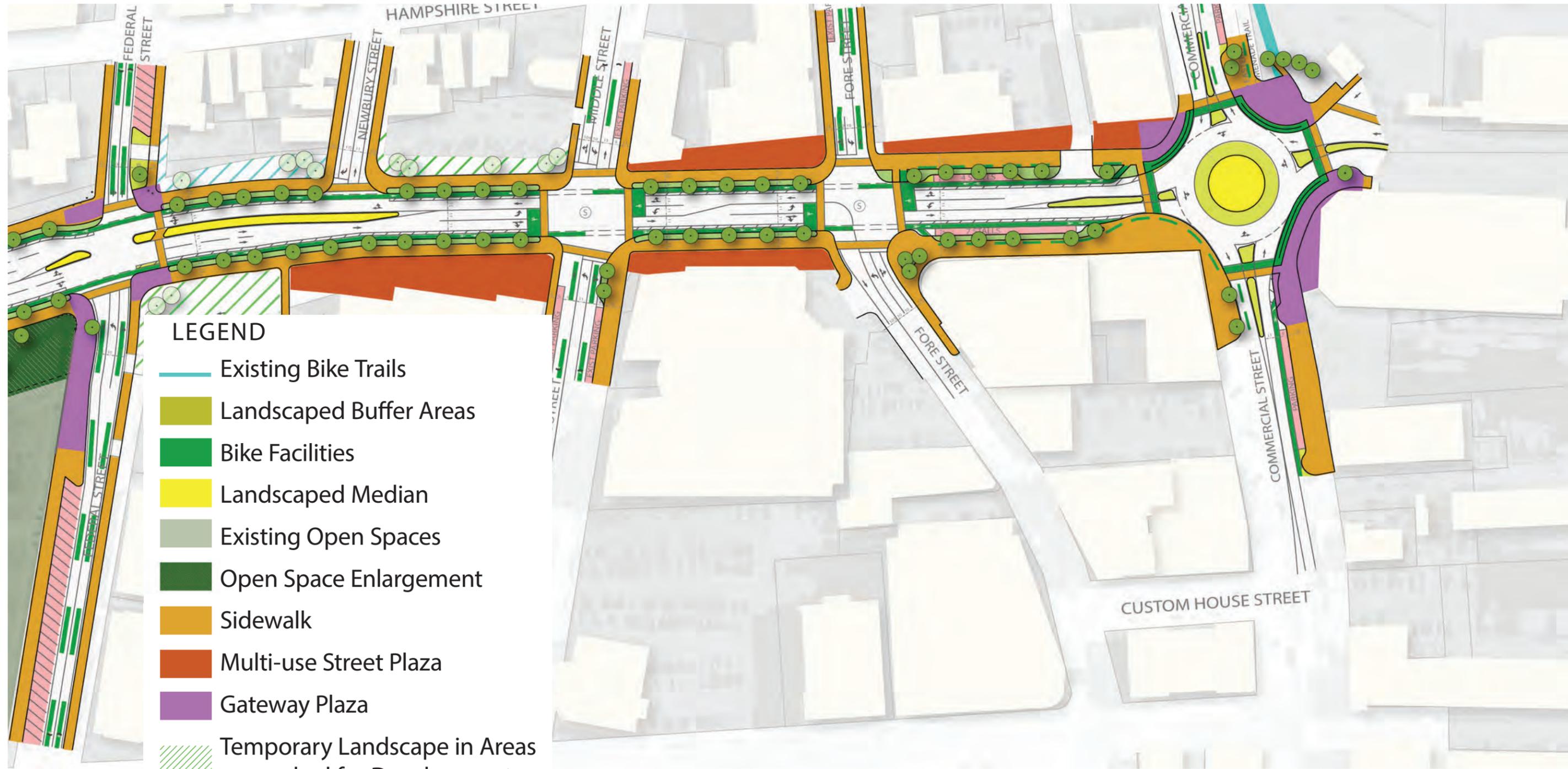
Active multi-use plaza space for sit-outs/food trucks Paving treatments around roundabout



ROUNDAABOUT VIDEO

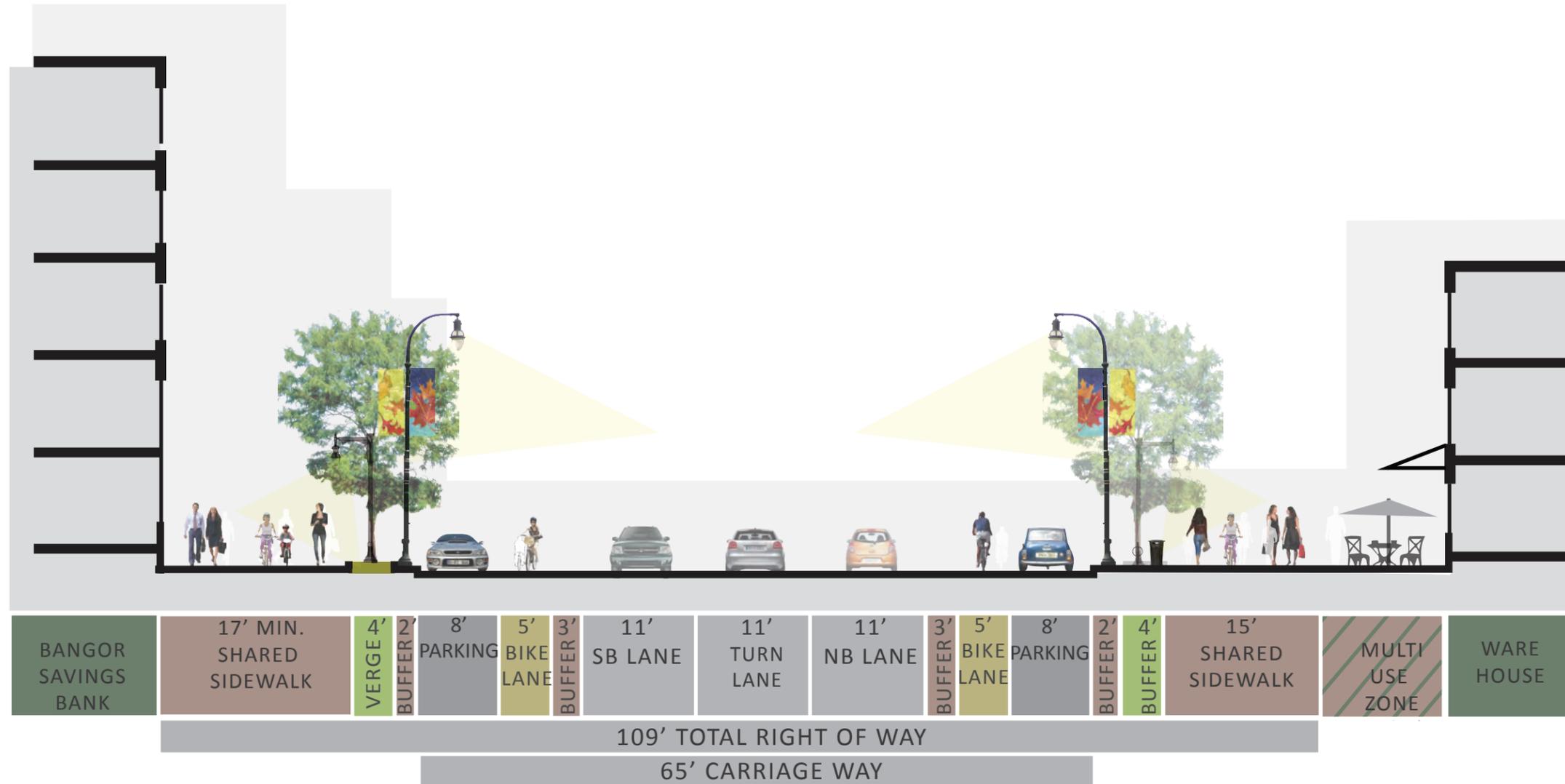


STREETSCAPE AND LANDSCAPE STRATEGY - FEDERAL TO COMMERCIAL





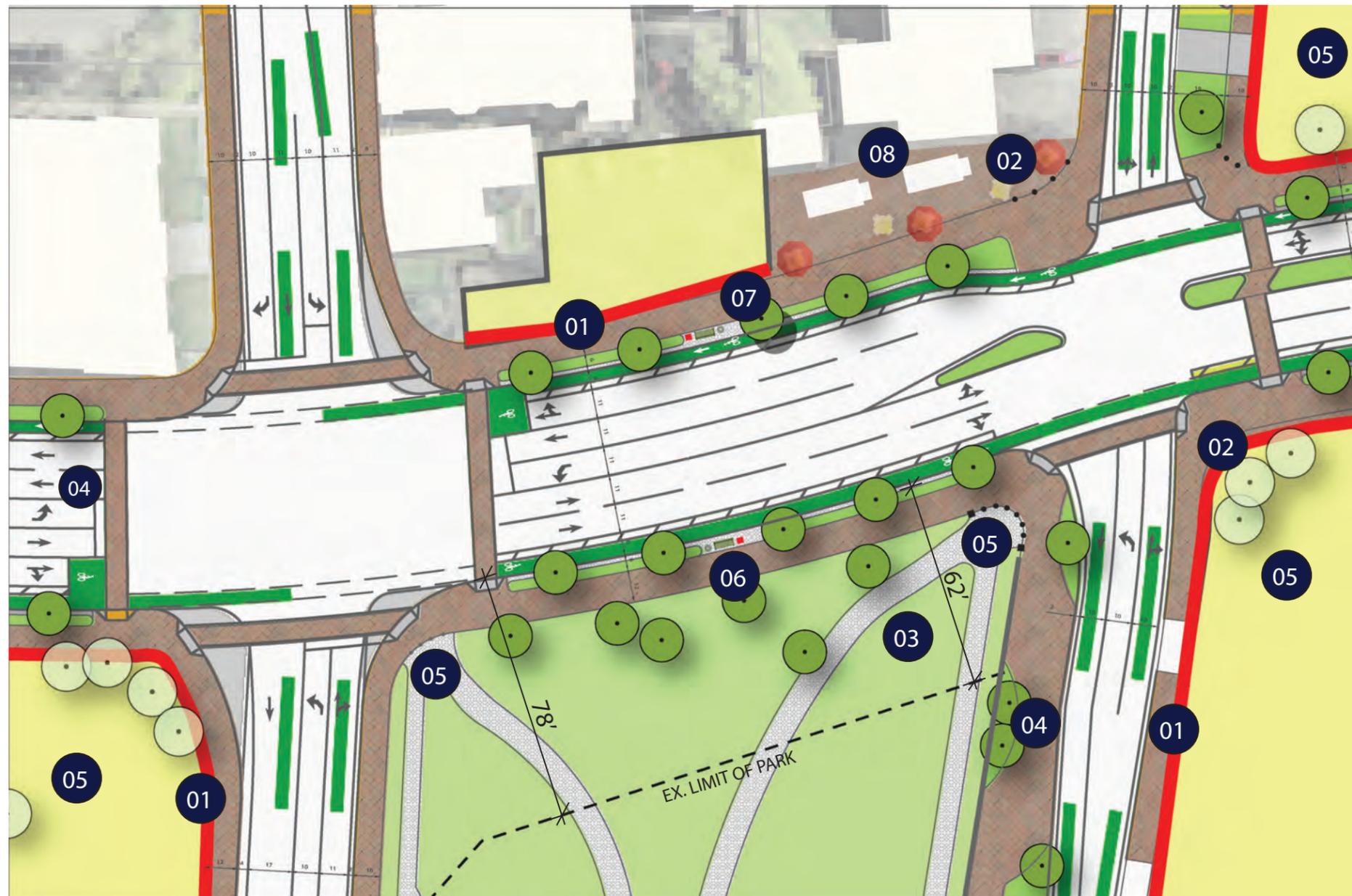
SECTION D-D



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



PLAN ENLARGEMENT - FEDERAL STREET RECONNECTION



KEY ISSUES

- RE-ESTABLISH STREETScape/FULL RECONNECTION IN RESPONSE TO STRONG EAST/WEST DESIRE LINE
- ENHANCE SAFETY AND CONVENIENCE FOR PEDESTRIANS AND CYCLISTS
- PROVIDE MAXIMUM EXPANSION OF LINCOLN PARK
- SUPPORT INDIA STREET NEIGHBORHOOD DEVELOPMENT

- CREATE VIBRANT DESTINATION ANCHOR FOR FUTURE DEVELOPMENT

- 01 Active retail edges fronting Lincoln Park to create vibrant edges.
- 02 Streetscape of seating, planting and piers create small gathering nodes at the four corners of newly extended Federal Street and announce entry to Lincoln Park area
- 03 Lincoln Park expansion, to be planned in keeping with the historic shape
- 04 Planters and street furniture, space for street vendors create urban node along Federal Street
- 05 Areas earmarked for development - with temporary planting of meadow grasses in the immediate term.
- 06 New fence, piers and bollards at street edge of park expansion in keeping with historic precedent
- 07 Designated space for street furniture
- 08 Multi-use plazas in infill areas create space for flexible and informal uses



Existing Conditions Looking West toward Lincoln Park



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



Landscaped intersection treatments



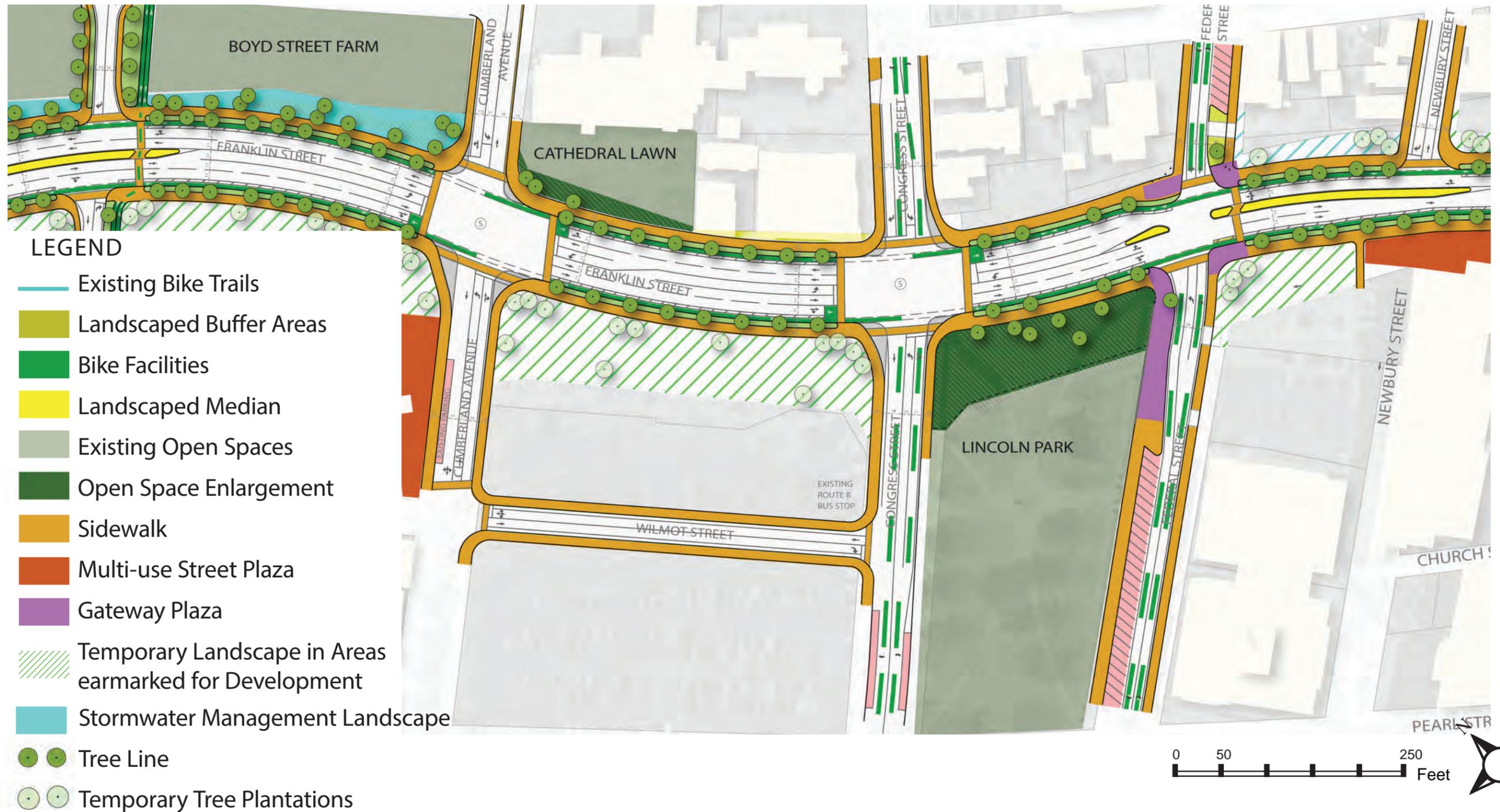
Corner plaza with landscaped edge



Active edges along Federal Street - Urban node

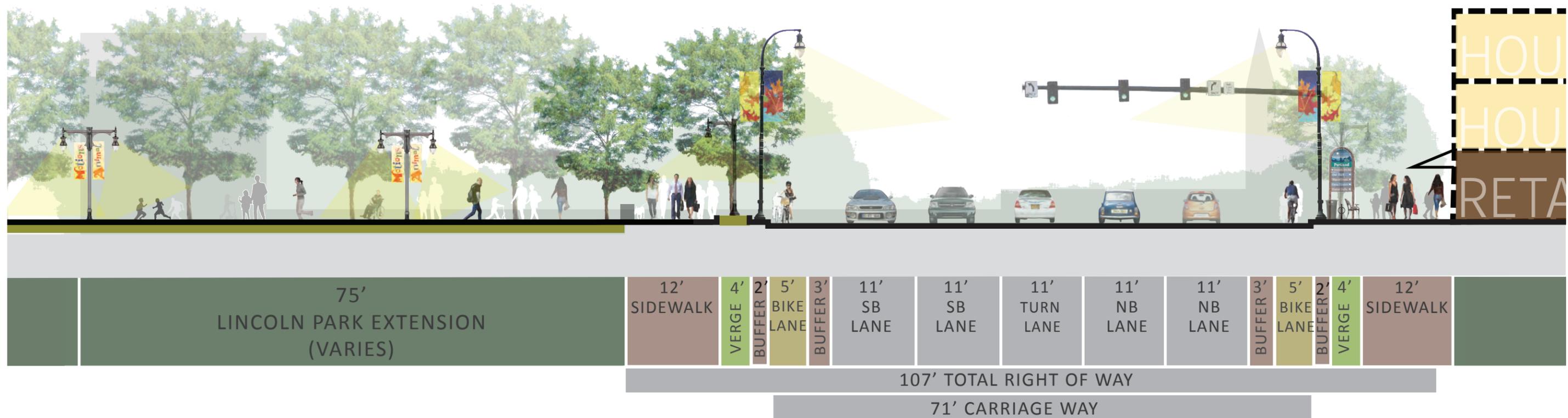


STREETSCAPE AND LANDSCAPE STRATEGY - CONGRESS TO FEDERAL





SECTION C-C



Section CC' Through Franklin Street Near Lincoln Park Looking North



PLAN ENLARGEMENT - OXFORD STREET RECONNECTION



KEY ISSUES

- RESPOND TO STRONG PEDESTRIAN DESIRE LINE TO CROSS FRANKLIN
- ENHANCE SAFETY AND CONVENIENCE FOR PEDESTRIANS AND CYCLISTS
- LAY GROUNDWORK FOR FULL RECONNECTION IN THE FUTURE
- BEGIN TO RE-ESTABLISH STREETScape LINKAGE/IDENTITY BETWEEN ONCE SEVERED SIDES OF OXFORD

- 01 New sidewalks and street trees on both sides of extended Oxford Street.
- 02 New crosswalks connects pedestrians with East and West sides of Oxford Street
- 03 Temporary landscape of meadow grasses and a few trees in area earmarked for development.
- 04 Property earmarked for immediate development
- 05 Property earmarked for future development dependent on land parcel consolidation.
- 06 Existing Boyd Street urban farm to remain
- 07 Potential storm water management landscape
- 08 Planted median allows turns at Franklin street, does not allow through vehicular traffic on Oxford Street
- 09 Designated space for street furniture



Desired Line across Median at Oxford Street



Existing Conditions at Oxford Street Looking East



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



Storm water management landscape



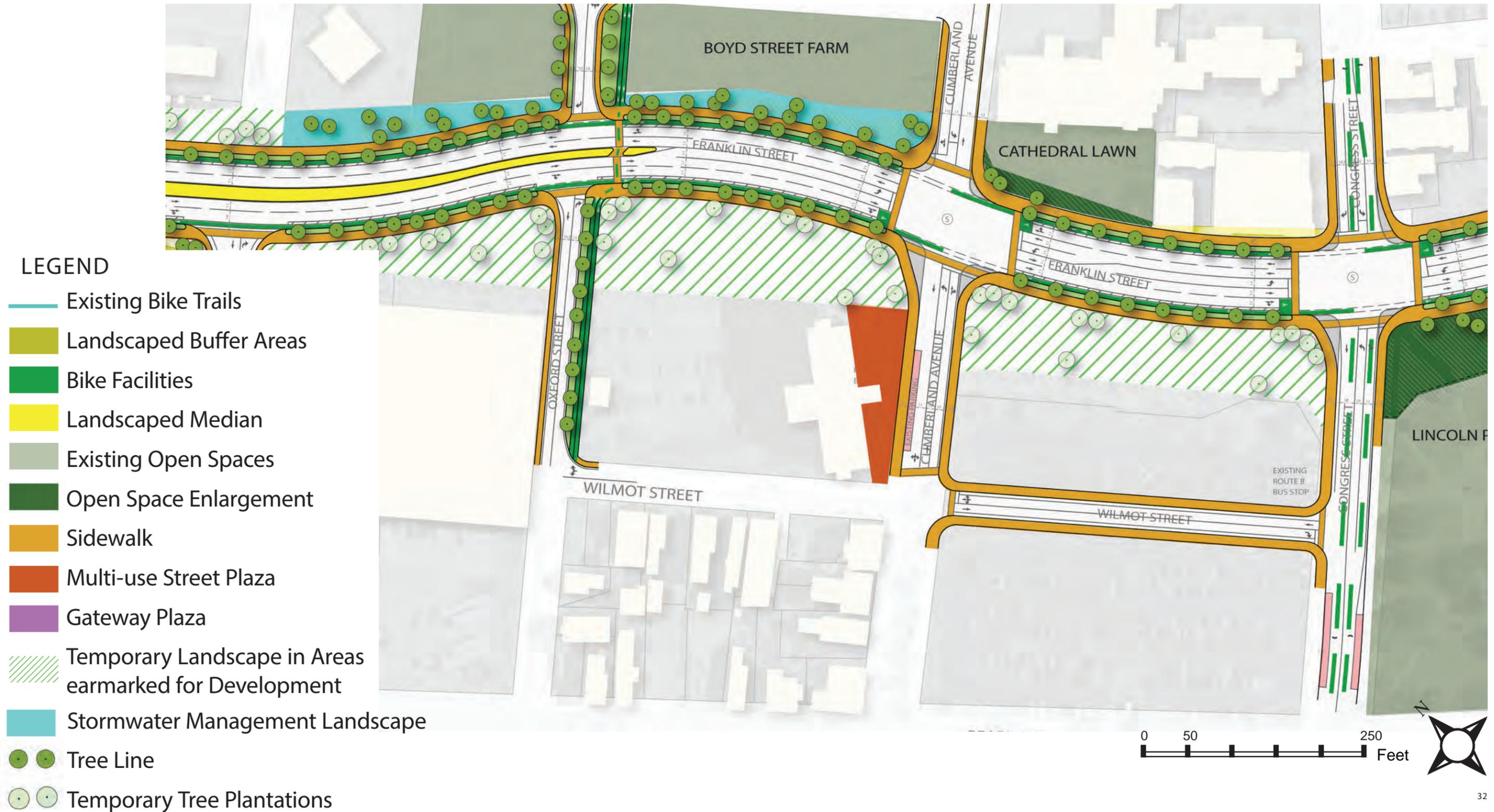
Pedestrian crosswalks



Tree pits along street edge

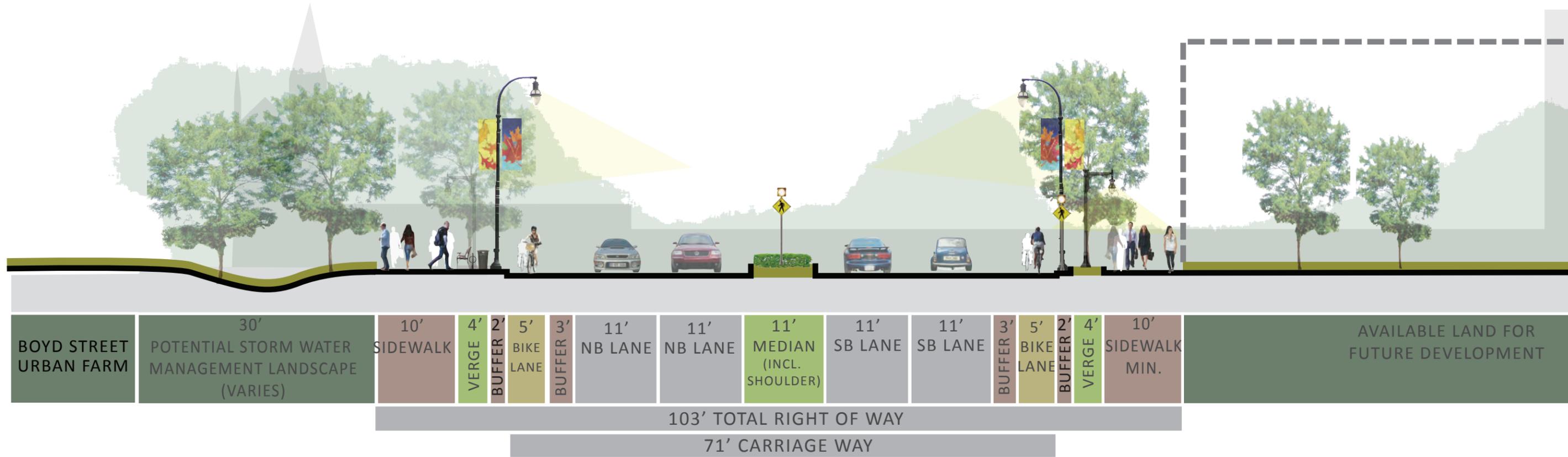


STREETSCAPE AND LANDSCAPE STRATEGY - LANCASTER TO FEDERAL





SECTION B-B



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



PLAN ENLARGEMENT - MARGINAL WAY



KEY ISSUES

- INTRODUCE “COMPLETE STREETS” CONCEPT WHILE ACCOMMODATING TRAFFIC ISSUES RELATED TO I-295 ACCESS/OPERATION
- ENHANCE SAFETY AND CONVENIENCE FOR PEDESTRIANS AND CYCLISTS
- CELEBRATE AND LINK TRAIL CONNECTIONS
- PROVIDE WELCOME GATEWAY

- 01 New crosswalk connects parking lot with Franklin Street and Bayside Trail
- 02 Wide crosswalk (40'wide) of brick edged with granite and ornamental trees at corners announce entry into Franklin Street
- 03 Start of continuous street tree treatment along Franklin Street (trees at 40'O.C in curbed planter)
- 04 New walkway connects existing parking lot
- 05 New median allows right-turn only; no through traffic from west-bound side of Marginal Way
- 06 Start of dedicated bike lanes on both sides of Franklin Street
- 07 Enlarged landscape buffer between trail and roadway
- 08 Designated space for street furniture
- 09 Trail Entry Plaza with wayfinding/gathering/ bike “fix-it” opportunity



Existing View of Marginal Way Intersection



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



Continuous street tree treatment



Tabletop brick crosswalk with granite edge

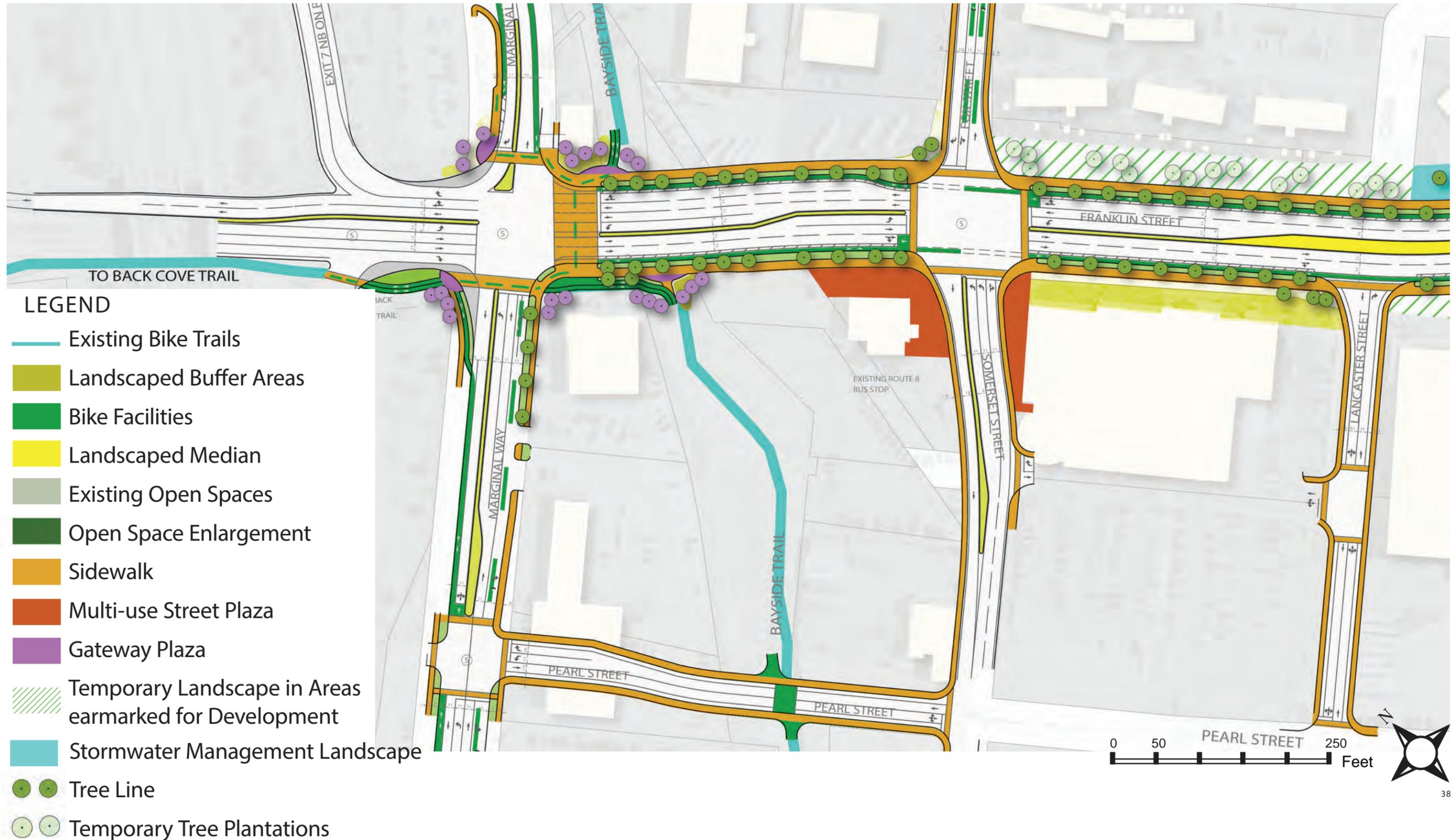


Ornamental trees at corners to announce entry



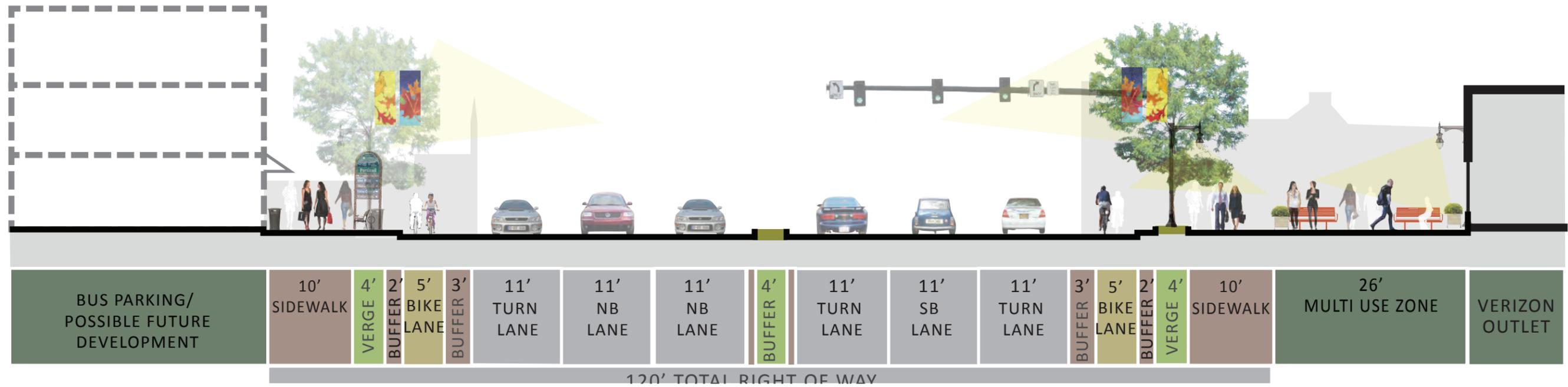


STREETSCAPE AND LANDSCAPE STRATEGY - MARGINAL WAY TO LANCASTER





SECTION A-A



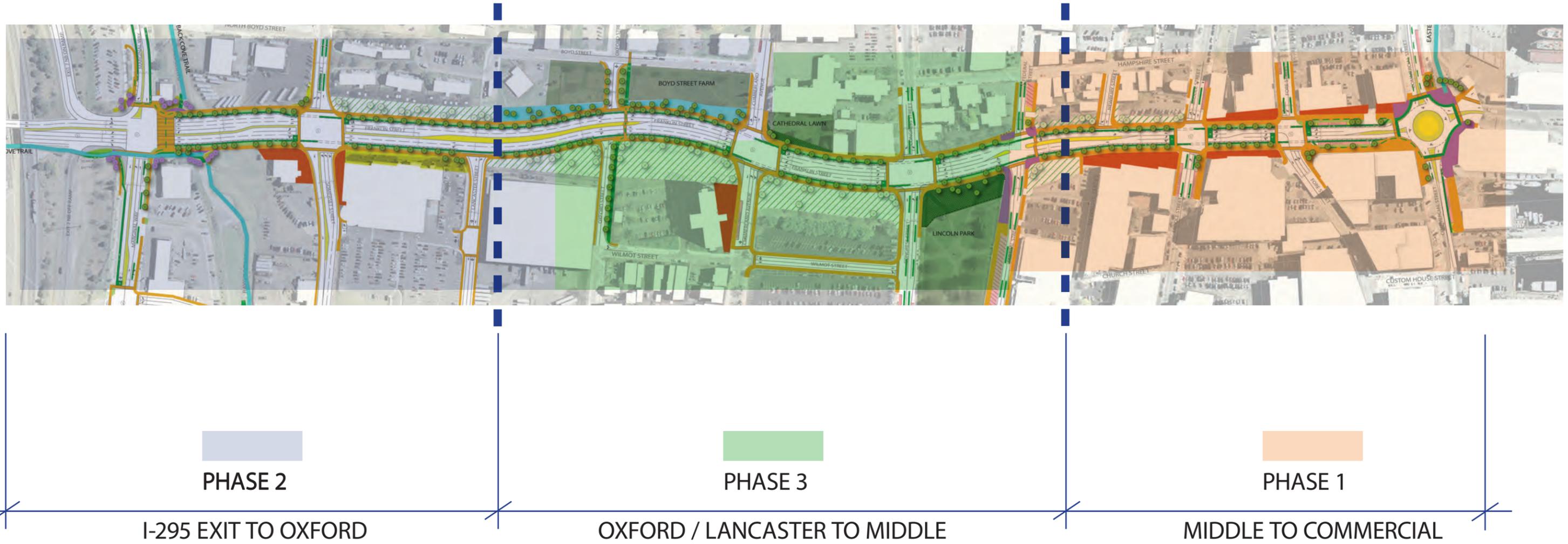
Section AA' Through Franklin Street Near Somerset St. Looking South



IMPLEMENTATION PLAN



PHASING PLAN





COST ESTIMATE

Item Description	Unit	Unit Price	Quantity	Amount
COMMON EXCAVATION	CY	\$ 20.00	62900	\$ 1,258,000.00
AGGREGATE SUBBASE COURSE - GRAVEL	CY	\$ 30.00	57900	\$ 1,737,000.00
HOT MIX ASPHALT	T	\$ 100.00	24500	\$ 2,450,000.00
CATCH BASIN TYPE A1-P	EA	\$ 3,800.00	95	\$ 361,000.00
12" UNDERDRAIN TYPE C	LF	\$ 50.00	28200	\$ 1,410,000.00
BRICK SIDEWALK	SY	\$ 80.00	23700	\$ 1,896,000.00
VERTICAL CURB TYPE 1	LF	\$ 35.00	21400	\$ 749,000.00
CURB TYPE 5	LF	\$ 30.00	6800	\$ 204,000.00
LANDSCAPE CURB - 4" REVEAL	LF	\$ 30.00	12720	\$ 381,600.00
LOAM	CY	\$ 50.00	3180	\$ 159,000.00
STRUCTURAL SOIL	CY	\$ 60.00	9010	\$ 540,600.00
STREET TREES	EA	\$ 1,000.00	265	\$ 265,000.00
BACK OF SIDEWALK TREES	LS	\$ 1,000.00	39	\$ 39,000.00
MEADOW/BIOFILTRATION PLANTINGS	SY	\$ 2.00	6655	\$ 13,310.00
SEEDED LAWN	SF	\$ 0.40	15105	\$ 6,042.00
SITE FURNISHINGS	LS	\$ 150,000.00	1	\$ 150,000.00
HIGHWAY LIGHTING	LS	\$ 1,000,000.00	1	\$ 1,000,000.00
TRAFFIC SIGNALS	EA	\$ 150,000.00	8	\$ 1,200,000.00
TYPE 'A' BUS STOP (CONGRESS STREET)	EA	\$ 37,500.00	2	\$ 75,000.00
TYPE 'B' BUS STOP (FRANKLIN SHUTTLE)	EA	\$ 22,500.00	10	\$ 225,000.00
PARK & RIDE LOT BUS STOP	EA	\$ 62,500.00	1	\$ 62,500.00
30-FOOT TRANSIT BUS	EA	\$ 325,000.00	1	\$ 325,000.00

CONSTRUCTION COSTS	\$ 14,507,052.00
MOBILIZATION (10%)	\$ 32,500.00
MAINTENANCE OF TRAFFIC (10%)	\$ 32,500.00
CONTINGENCY (25%)	\$ 3,626,763.00
TOTAL CONSTRUCTION COSTS	\$ 18,198,900.00
PRELIMINARY ENGINEERING (10%)	\$ 1,819,890.00
RIGHT OF WAY COSTS	\$ 4,830,000.00
CONSTRUCTION ENGINEERING (10%)	\$ 1,819,890.00
TOTAL PROJECT COSTS	\$ 26,668,680



DISCUSSION



NEXT STEPS

- TS&E: APRIL
- CITY COUNCIL: MAY
- PRELIMINARY DESIGN REPORT (PDR): MAY - JULY





THANK YOU!
