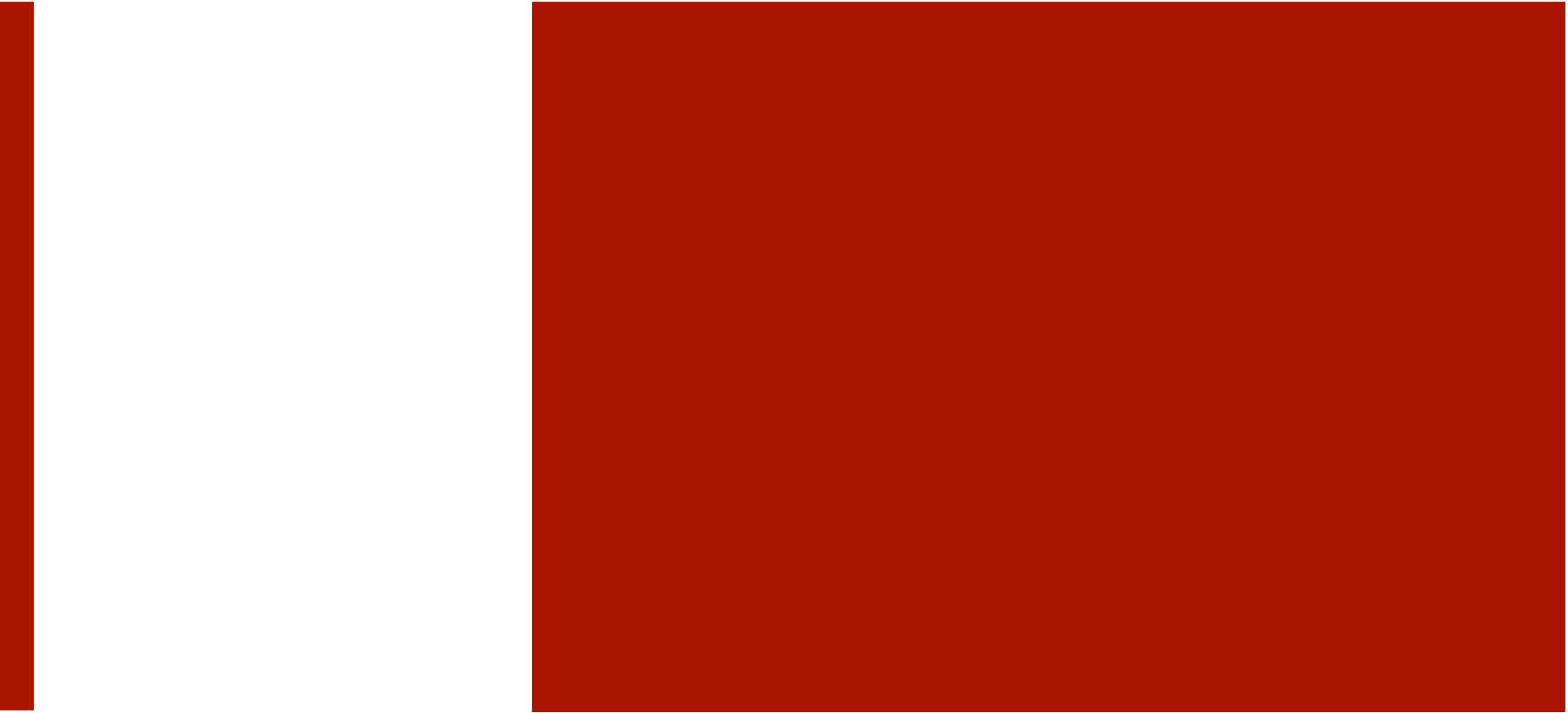


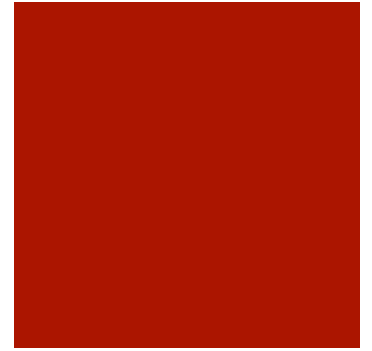


Franklin St./Marginal Way Intersection

September 4, 2014, Zero Station
City of Portland/Franklin Street Study Phase II

Agenda

- Introductions
- Purpose of Tonight's Meeting
- Background
 - Franklin Street Study
 - Marginal Way Intersection
- Possible Solutions
- Discussion and Comment

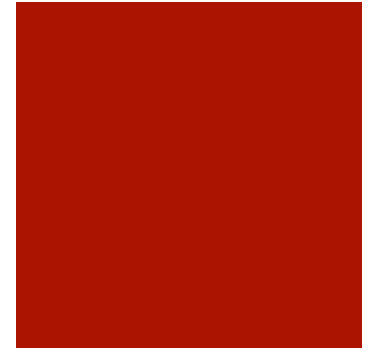


Background

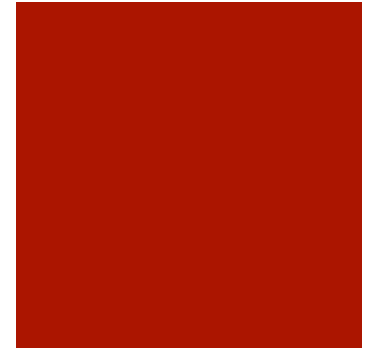
■ Franklin St. Study Vision

Franklin Street will be a critical transportation facility for all modes of travel, linking the highway & 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.



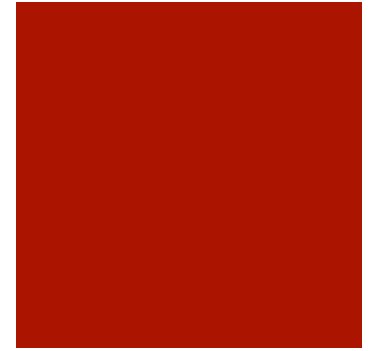
Background



■ Franklin Street Study

- Visioning began in 2006 – defined overall goals
- Phase II study digging down to find out what is possible
- Franklin Street is very different, end to end
- Urban street goals easier to achieve from Cumberland south
- Need to make northern end more pedestrian and bike-friendly while keeping traffic moving steadily

Background

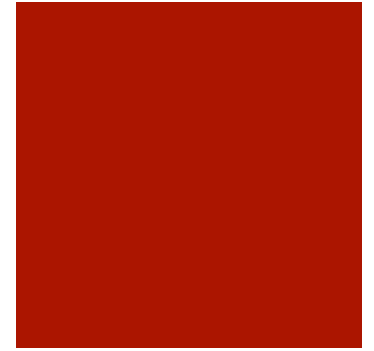


■ **Marginal Way Intersection**

- Doesn't function very well now for pedestrians and bicycles
- Fairly functional now for vehicles: Marginal=E/D, Fox Somerset C/D
- Even conservative traffic projections show worsening situation in 20 years: Marginal=E/F, Fox Somerset=C/F
- Why is it this bad?

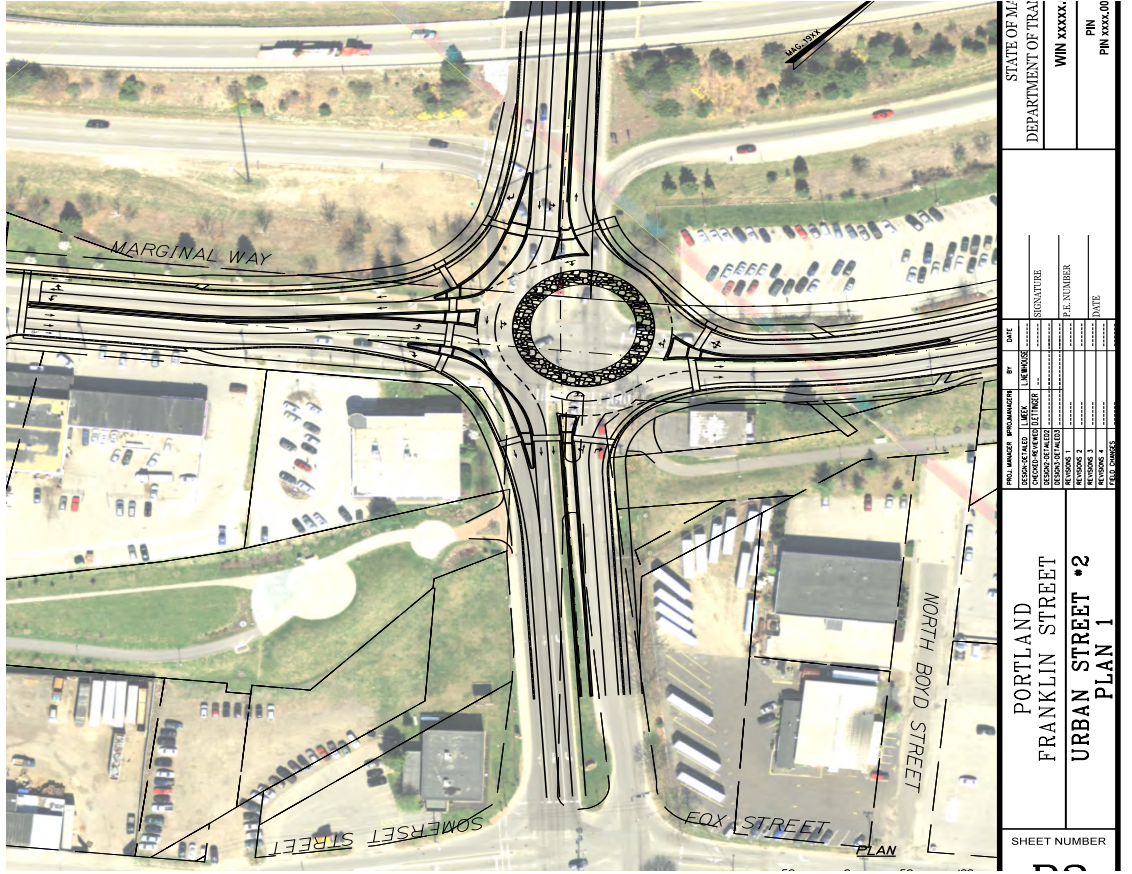
■ **Challenge: How do we make this area function better for all modes?**

Possible Solutions



- A large-scale (2-3 lane) roundabout in one of two intersections (Marginal Way or Fox/Somerset)
- Relocating I-295 northbound ramps directly onto Marginal Way
- Retiming and rephasing traffic signals to move more traffic more efficiently on Franklin Street
- A raised center median on Franklin Street prohibiting through and left-turn access to Marginal Way
- Restricting left turn and through-movements out of east Marginal Way
- More park and ride lots, shuttle to Commercial

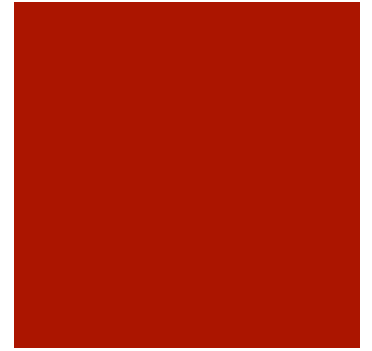
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New Off-Ramp: Bayside



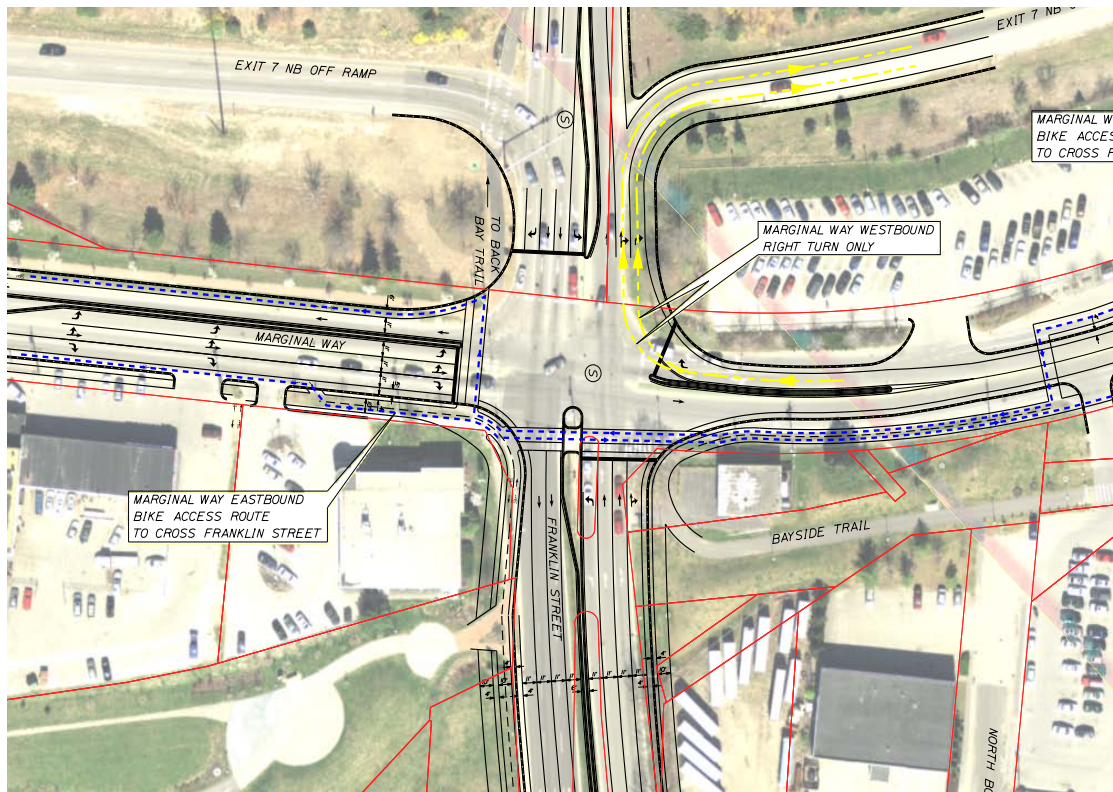
Retime, Rephase Signals



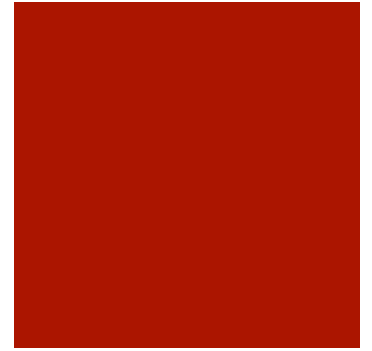
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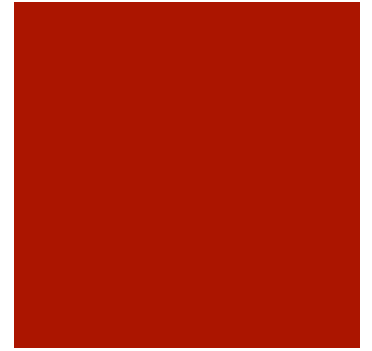
Restrict Out-Movements from East Marginal Way



More Park N Ride Lots,
Shuttle to Commercial St.



Discussion and Questions?



Next Steps

- Franklin St. Public Advisory Committee Meeting later this month – bring your feedback to them
- **October 1 Public Workshop** for Franklin Street Study: Public Library, Rines Auditorium, 5:30-7 pm.
- Recommendations for Study by year end
- Northern end will be constructed first

