

FRANKLIN BOULEVARD



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OVERVIEW

1. Background
2. Why Transform Franklin Blvd?
3. Public Involvement
4. Preferred Design Concept
5. Phase 1 Implementation
6. Roundabouts

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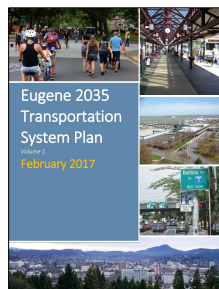
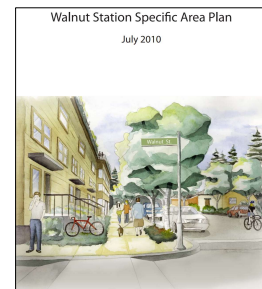
FRANKLIN BOULEVARD TIMELINE

- Included in every United Front book from 2007 through 2024
- Franklin Boulevard transferred from ODOT to City 2006
- EmX Opens 2007
- Walnut Station planning 2007-12
- Eugene/Springfield/LTD apply for TIGER II/Planning Grant (unsuccessful) 2010
- City Council adopts Walnut Station Specific Area Plan 2012
- Franklin Corridor Transformation Project Planning 2019-2023
- Eugene/Springfield apply for BUILD Grant (unsuccessful) 2020
- Eugene/Springfield apply for RAISE Grant (successful) – \$19 million 2021
- NEPA (National Environmental Policy Act) 2023-24
- Design Refinement/Engineering 2024-25
- Franklin Phase 1 Construction 2026-28

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PLANS AND POLICIES



City Plans and Policies that inform work on Franklin Boulevard:

- Walnut Station Specific Area Plan (adopted 2012)
- Envision Eugene Pillars (2012)
- Eugene 2035 Transportation System Plan (2017)
- Climate Action Plan 2.0
- Vision Zero Action Plan (2019)

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EXISTING CONDITIONS



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EXISTING CONDITIONS



- Franklin has wide lanes and fast-moving vehicles.
- People who walk, bike, roll, and take the bus experience Franklin as uncomfortable, unsafe, and uninviting.

"Franklin is a mess and doesn't work particularly well for anyone. It's especially difficult riding a bike with a child. I've had more than one close call crossing on a bike by the EmX stop near Walnut. Cars turn onto Franklin regardless of the pedestrian walk sign."*

"I live in the Laurel Hill neighborhood, so my daily commute is along Franklin Blvd. I never feel safe skating, biking, or walking on the sidewalk between the I-5 entrance and Walnut. There is no separation between the high-speed road and the pedestrians. It is also extremely dirty and uncared for. The rest of Franklin is also inconvenient and in poor condition for anything that isn't a car."*

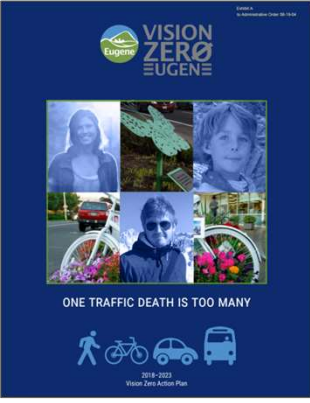
*Quotes from Better Eugene Springfield Transportation (BEST) 2023 Survey

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WHY TRANSFORM FRANKLIN?

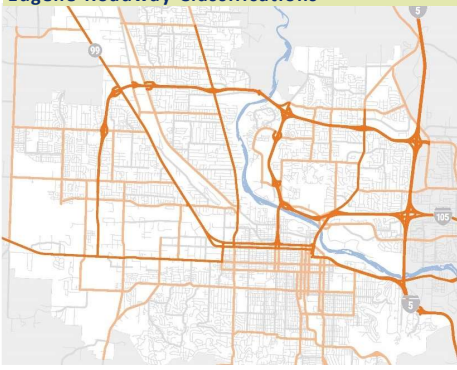
1. Safety



Total Crashes on Franklin Blvd: 2016 – 2020

Severity Level	Number of Crashes
Fatal	1 (Pedestrian)
Serious Injury	2 (1 Bicyclist)
Moderate Injury	14 (4 Pedestrians, 4 Bicyclists)
Minor Injury	28 (2 Pedestrians, 1 Bicyclist)
Property Damage Only	34

Eugene Roadway Classifications



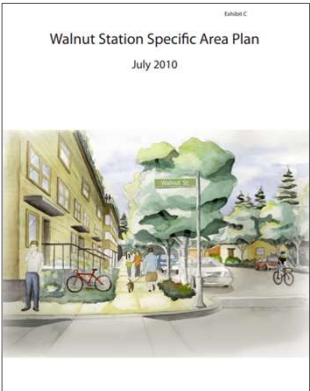
65% of fatal and life-changing injury crashes occur on Eugene's arterial streets

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WHY TRANSFORM FRANKLIN?

2. Urban Growth









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3. Bus Rapid Transit

CENTRAL LANE
METROPOLITAN PLANNING ORGANIZATION

2045 Regional Transportation Plan

JANUARY 2022













WHY TRANSFORM FRANKLIN?



Infill missing segments of BRT track

- Safety - Improve safety for passengers, operators, and other vehicles
- Efficiency - Supports increased frequency, provides operational benefits, and improves travel time & reliability

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CONSULTANT TEAM







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FRANKLIN BLVD
Transformation

PROJECT AREA & GOALS

PROJECT AREA MAP



Project Start

Willamette River

Garden Ave

Franklin Blvd

Eugene

Project End

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Goals:

1. Transform Franklin Boulevard from an unsafe automobile-oriented thoroughway to a safe, multimodal street that works for the neighborhood along the corridor and in the region.
2. Reinforce Franklin Boulevard as the spine of the regional EmX system.
3. Strengthen connections for all modes across and along Franklin Boulevard.
4. Reconstruct Franklin Boulevard to be consistent with adopted plans, and consider environmental impacts and cost.

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FRANKLIN BLVD
Transformation

PUBLIC INVOLVEMENT

High Level Design Concept Development			Preferred Alternative Design Refinement	
Jan 2019	May 2019	March 2020	2021	Feb 2023
Design Discovery Workshop	Alternatives (3) Open House	Preferred Alternative Open House	RAISE Grant Award	Community Open House
				

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COMMUNITY INPUT

Values	Likes	Dislikes	What's Missing	Key Issues
<ul style="list-style-type: none"> • A place to be • Welcoming • Safety for all modes • Convenience for all modes • Green • Equitable • Access to neighborhoods and businesses 	<ul style="list-style-type: none"> • EmX • Range of businesses • The Mill Race • Open space • Trees 	<ul style="list-style-type: none"> • Conflicts among modes • Bus crowding • Narrow sidewalks • Left-turn conflicts • Lack of pedestrian lighting • High speeds • Uncomfortable • Aesthetics • Lack of place 	<ul style="list-style-type: none"> • A welcoming "front door" • A sense of place • Pedestrian crossings • Access to neighborhoods • Bike facilities • More green space/trees 	<ul style="list-style-type: none"> • Uncomfortable and unsafe speeds • Many conflicts • Long and infrequent pedestrian crossings • Incomplete bike network • EmX crowding • EmX and signal timing • EmX single lane • Access • Need left turns, but they are currently frightening • Not enough U-turn opportunities • Over built • Not a great "front door" • Lack of sense of place

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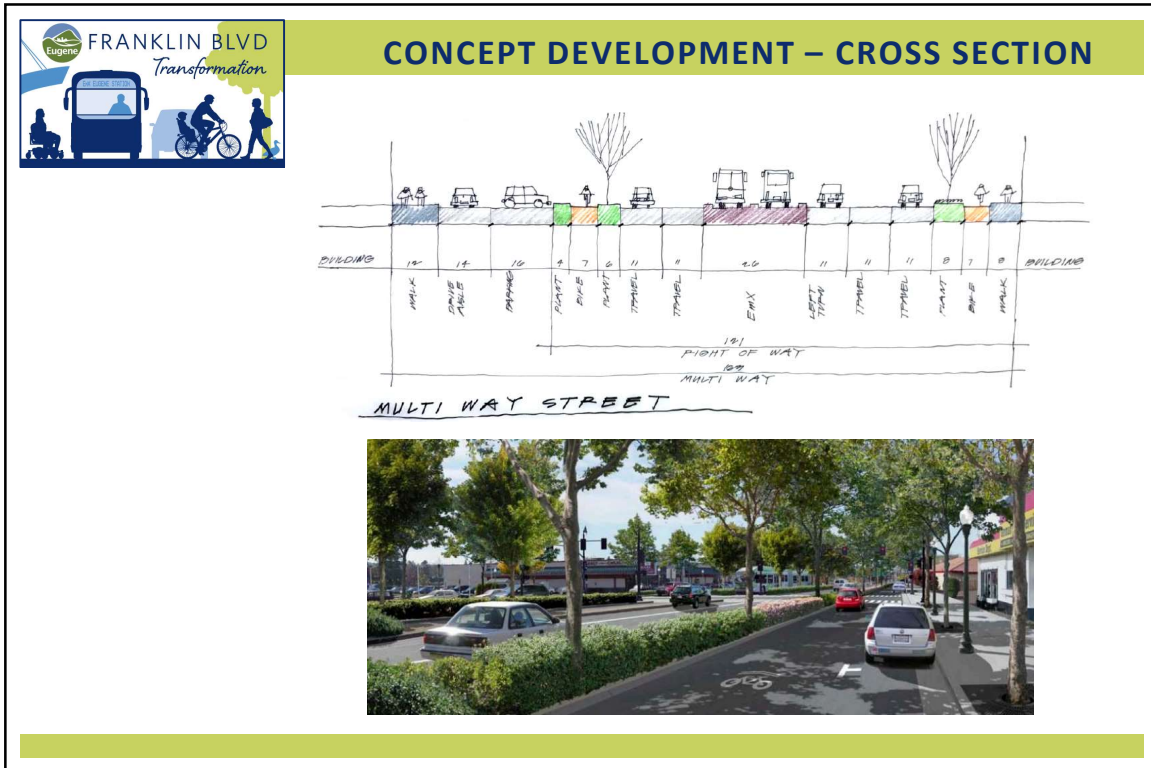


COMMUNITY INPUT

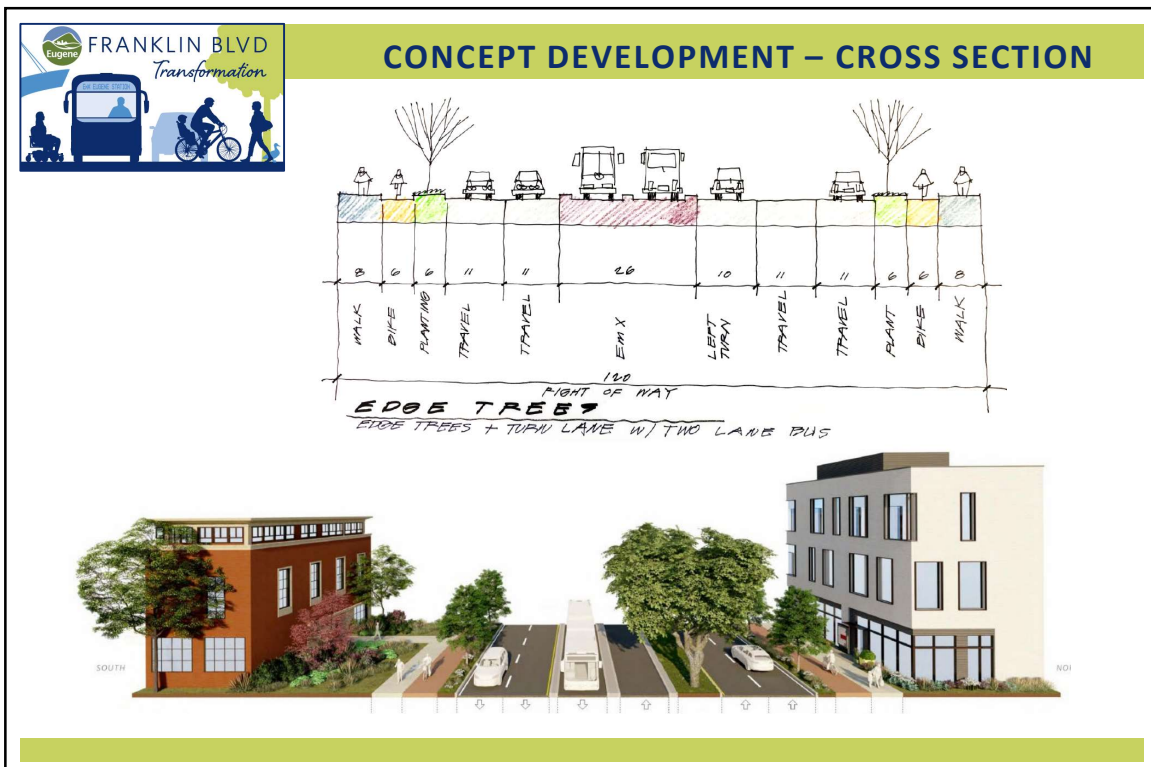
Community Desires for Franklin Boulevard from the Design Discovery Charrette

- *Create a place where people want to be*
- *Improve the area for businesses, residents, travelers, and the university population*
- *Change the street so people walking and bicycling are accommodated safely, comfortably, and conveniently*
- *Provide two lanes for the EmX*
- *Welcome people to the city and university in a uniquely Eugene way*
- *Make the area attractive, green, and connected*
- *Accommodate motorists and freight*
- *Add green space and trees*

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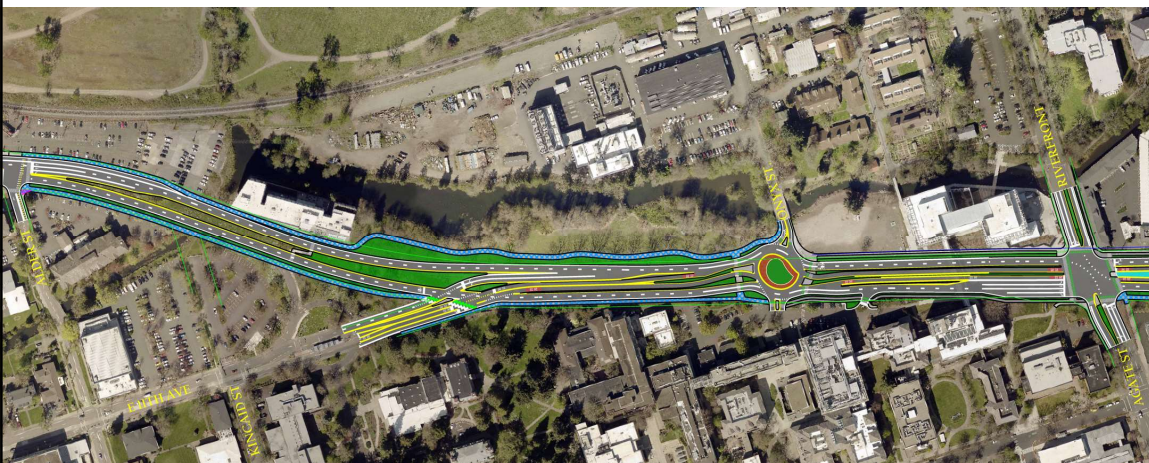


ALTERNATIVES DEVELOPMENT – INTERSECTIONS



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PREFERRED DESIGN CONCEPT



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PREFERRED DESIGN CONCEPT

Phase 1 Roundabouts

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PREFERRED DESIGN CONCEPT

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DESIGN CONCEPT OVERVIEW – KEY ELEMENTS OF PROJECT VISION

- Wider sidewalks, shared use paths and protected bike lanes along the edges of the street along with street trees.
- One EmX lane in each direction through entire corridor.
- Replaces signalized intersections at Walnut, 13th/Moss, and Onyx with roundabouts.
- Roundabouts have raised crosswalks and stutter flash devices at crosswalks.
- Fixes awkward intersection at Villard.
- Removes left-turn lane at Orchard.
- Adds new Eastern Gateway Roundabout east of Walnut.
- Adds new crosswalks at 13th/Moss and at Eastern Gateway Roundabout.
- Has two continuous vehicle lanes in each direction on Franklin.
- Changes access in and out of Laurel Hill Valley.



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PHASE 1 ELEMENTS – TO BE CONSTRUCTED IN 2026 - 2028



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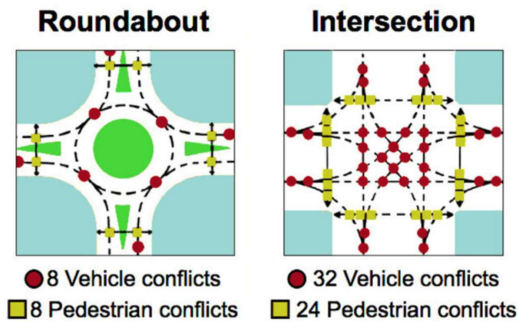


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BENEFITS OF ROUNDABOUTS

1. Safety

- 35% fewer crashes overall
- 90% fewer fatalities
- 75% fewer injuries

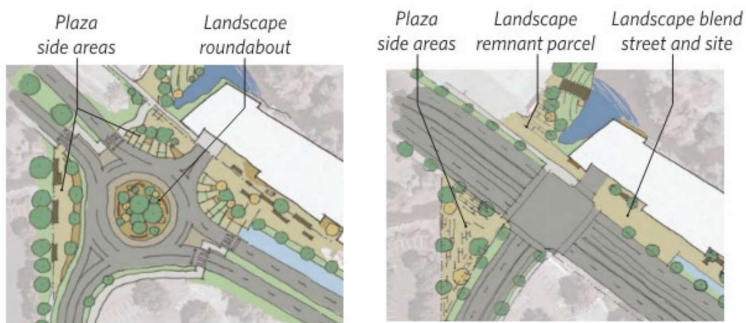


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BENEFITS OF ROUNDABOUTS

2. Environment & Place

- Less air and noise pollution
- Less fuel used
- Landscaping/Art potential



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BENEFITS OF ROUNDABOUTS

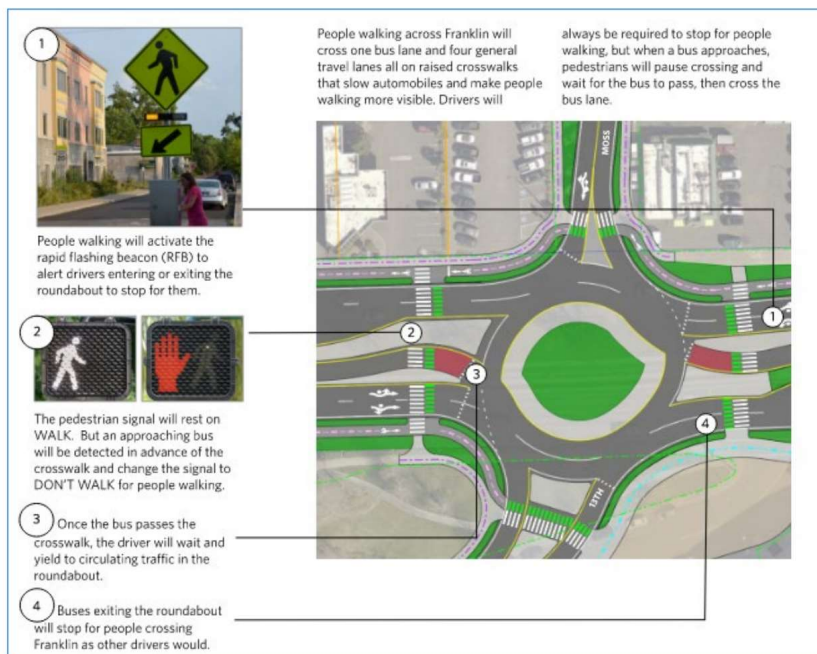
3. Money Saved



- Reduced fuel used = money saved at pump
- No traffic signals = money saved on power

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ROUNDABOUTS & PEOPLE WALKING



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PUBLIC OUTREACH





Franklin Boulevard Transformation: Safer for All
 Former state highway Franklin Boulevard is getting a much-needed update, one that is informed by community feedback and that makes the street safer and more attractive for everyone, whether they are walking, biking, driving or rolling. Planning to redesign Franklin Boulevard began in late 2018, aimed at transforming it to include safe crossings, protected and connected bikeways, sidewalks and dual EnX lanes. After five years and thousands of comments, the design concept is done and the engineering of phase one is underway!

Improving Safety
 Traffic studies have shown that Franklin Boulevard desperately needs safety upgrades. Indeed, during one five-year stretch—2017 to 2021—there were 94 crashes on Franklin, including several that resulted in death or life-altering injury. The Franklin Boulevard Transformation design includes speed reduction elements such as roundabouts, raised crosswalks and flashing pedestrian beacons to help prevent future crashes and to save lives.

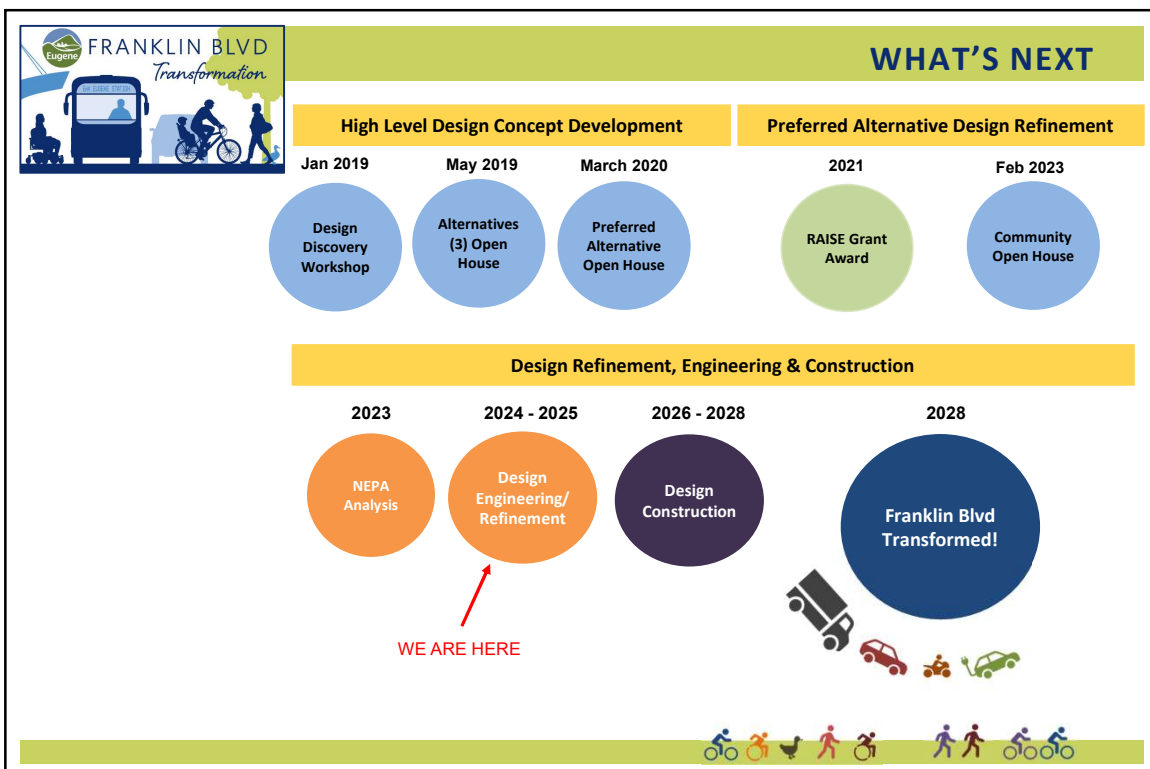
Supporting Density and Development
 Every year, more people live, work, go to school and access other services along the street. The transformation of Franklin not only serves the needs of today, but also prepares it for the needs of the future.

Increasing Walking, Biking, Rolling and Taking the Bus
 Franklin Boulevard is a “key corridor” in Eugene, meaning that nearby retail businesses, parks, housing and employment centers attract lots of people who walk, bike, roll or use EnX. Did you know more than 5,000 people travel Franklin on the bus each day? Access to two major sports venues and dozens of businesses depend on Franklin, and that means thousands of people need safe paths to their destinations.

Phase One
 The Franklin Boulevard Transformation will occur in more than one construction phase. The goal for construction phase one, which will begin in 2026 at the earliest, includes continuous and separated facilities for walking, biking and rolling, two lanes for EnX, and the construction of two priority roundabouts.



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