



City Council Introduction
May 28th, 2019





Presentation Outline

- Project Background
- Public Involvement
- Design Concepts
- Next Steps
- Comments & Questions





Study Area



Date: 12/5/2018

Franklin Boulevard Transformation Study Area Extents

-  Buildings
-  Parcels
-  University of Oregon
-  Rail Line
-  Water
-  Parks and Open Space

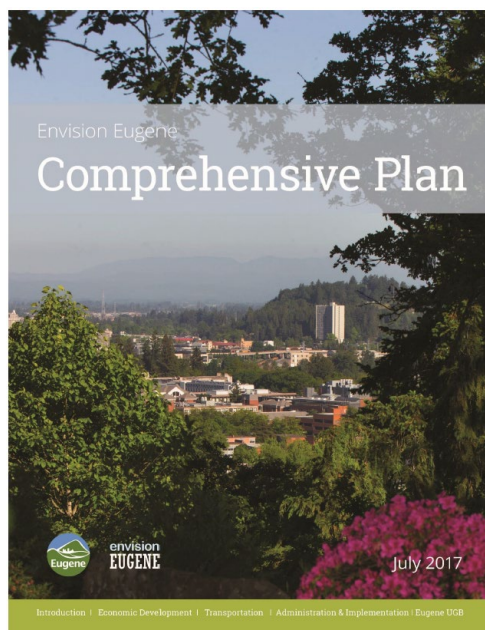
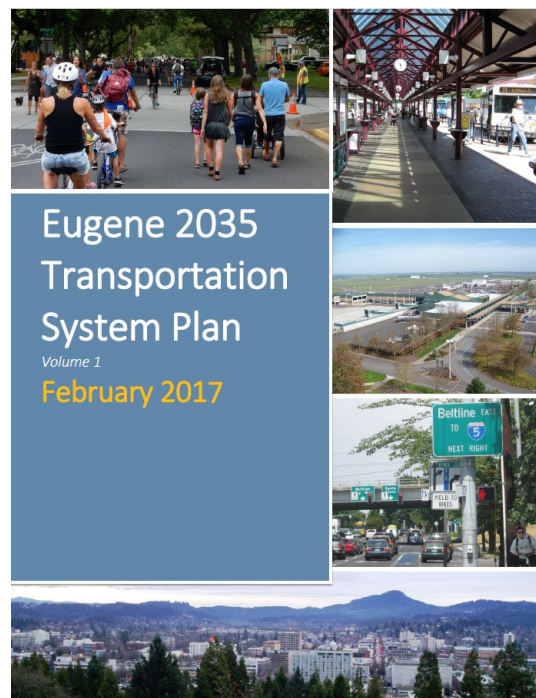
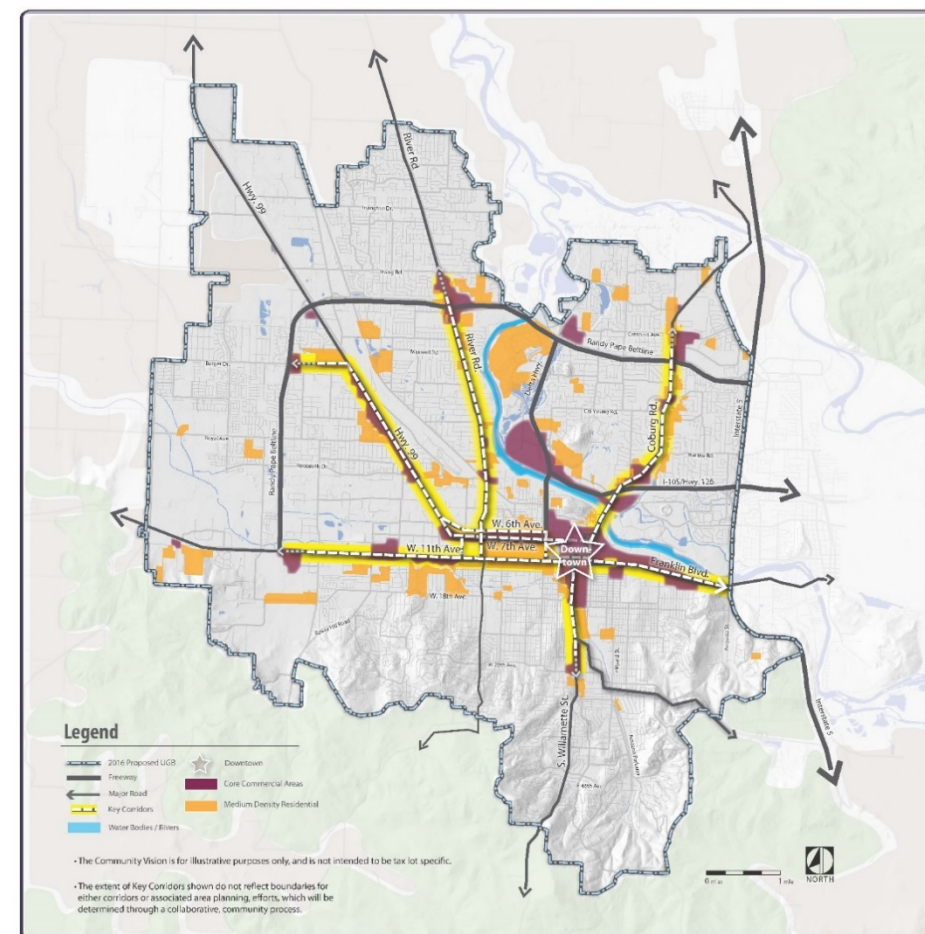
 Study Area





Planning Priority: Key Corridor

- Envision Eugene
- Eugene 2035 Transportation System Plan





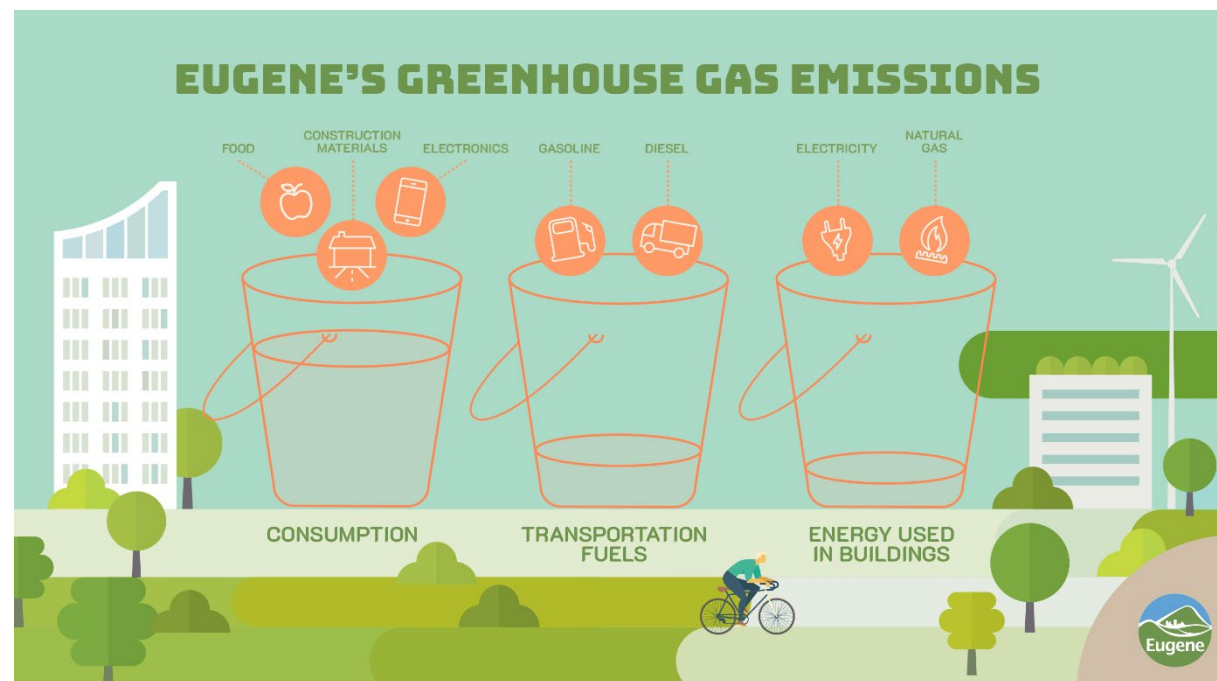
Priority: Climate Recovery Goals

Climate Recovery Ordinance

- Reduce community fossil fuel use by 50% of 2010 levels by 2030

Eugene 2035 TSP

- By the year 2035 triple the percentage of trips made on foot, by bicycle, and by transit from 2014 levels





Walnut Station Specific Area Plan

- Adopted in 2010
- Study area includes parcels ¼ mile of Agate and Walnut EmX Stations
- Adopted form based code
- Proposed multi-way boulevard concept
- Created special setback for Walnut Station Specific Area

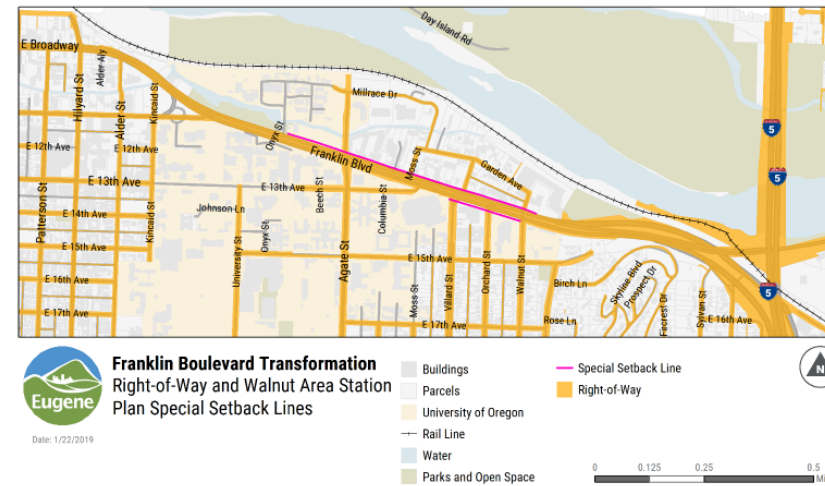
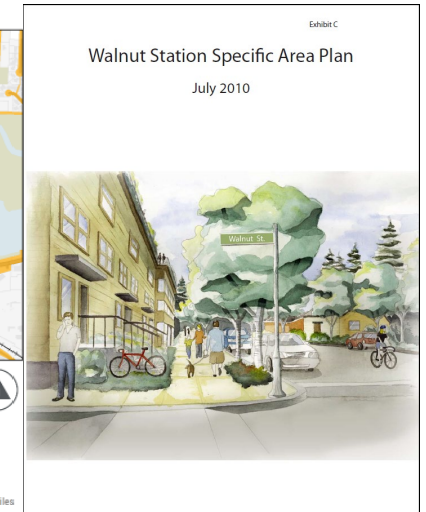


Figure 11. Existing Right-of-Way





Purpose

- Transform Franklin Boulevard from an automobile-oriented arterial to:
 - a safe, comfortable, high quality, walking, biking, and transit street while accommodating drivers;
 - be consistent with adopted land use and transportation plans; &
 - be supportive of changes in urban form and mixed use development.



Project Timeline

- 2019: Concept Design/Planning
 - Design Workshop #1 – January 28th-31st, 2019
 - Concepts → Alternatives
 - Design Workshop #2 – May 29th & 30th 2019
- 2020: NEPA (National Environmental Policy Act)
- 2020-2021: Grant Applications
- 2022+ Reconstruction (dependent on grant funding)



Public Involvement to Date

Public Involvement & Communications Plan

1. Earned Media Interviews
2. Stakeholder Briefings
3. Presentations
4. E-newsletters
5. Corridor Canvassing
6. Tabling on and around campus
7. Corridor Mailings
8. Design Discovery Workshop #1
9. Online Surveys
10. City Council

44 Saturday, January 13, 2018 The Register-Record

OPINION

OUR VIEW

Redesign of Franklin sets standard for involvement

The front door to Eugene and the University of Oregon needs a makeover. City officials are wisely ensuring that local residents help with the design.

The city is launching an intensive planning effort to redesign 1.5 miles of Eugene's signature shopping district, Franklin Boulevard, from near Interstate 5 to Alder Street. Franklin handles more than 12,000 vehicles each day, and its prominence will only grow as the I-5 continues to expand north across the border to the Willamette River. The university also is considering a major re-evaluation of its historic (and mostly property) East 19th Avenue and Franklin.

The city is years and millions of dollars away from constructing potential changes to the boulevard. But it's exciting that the city is launching what appears to be an open and transparent planning process. The planning starts with a long-day workshop this month and continues into November.

Starting on Jan. 26, the public will have three opportunities to have ideas and contribute their own during the workshop, which will involve city staff, other agencies and consultants.

Once a dirt road, and later a street matched with railroad tracks, Franklin has evolved into a four-lane thoroughfare offering rapid transit as an alternative for the daily commute. For cyclists and pedestrians, it is not so inviting.

Franklin was the first segment of Lane County Transit's Rapid Bus lanes, and it remains the most heavily used. One idea for increasing service and reducing traffic congestion is adding another bus lane near I-5. Potential stationing at all sorts of these should be considered, including ways to make the thoroughfare safer and more inviting for people who walk, bicycle or use wheelchairs or strollers.

It's exciting that the city is launching what appears to be an open and transparent planning process. The planning starts with a long-day workshop this month and continues into November.

City officials want to get people out of their cars and into other modes of transit. That is a worthy goal for environmental and health reasons, and the \$170,000 planning process certainly makes sense.

It is off to a good start. At every step of the way, the city must continue to keep the public informed and involved. Planners must be very mindful of all users, from the 100,000 who drive to work or school to the 10,000 who walk, bicycle, skateboard and others.

Through that approach, Eugene on wheels, the most robust and cost-efficient solution, will also be setting a gold standard for how to meaningfully involve the public.

Franklin Boulevard project timeline

- Jan. 18: Kickoff meeting, 6 to 7:30 p.m. Ford Alumni Center, 1720 S. 25th Ave. City officials will ask for feedback on what currently works well on Franklin and what doesn't, and what Eugene residents desire for the future. The meeting will be recorded and streamed online.
- Jan. 26: Open workshop, 9 to 12 p.m. Business Building, 2020 Franklin Blvd. The public can stop by to see how the early design are presented and comment on the designs.
- Jan. 26: Workshop panel, 6 to 7:30 p.m., John A. Rogers Center for Student Activities, 1015 S. 13th Ave. This event will showcase the workshop's progress. City officials will present possible street cross-section and intersection designs, along with information about how those options would affect various modes of transportation.
- February-May: Planners develop project alternatives.
- May: Second community workshop to present alternative for public discussion.
- May-August: Continued project design and refinement.
- August-November: Final design and recommendations for how to design and implement an updated Franklin Boulevard.

Franklin Boulevard is a major thoroughfare in Eugene, and it's exciting that the city is launching what appears to be an open and transparent planning process. The planning starts with a long-day workshop this month and continues into November.

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Multi-Day Design Workshop



Will Hume,
Senior
Transportation
Engineer,
HDR



Ian Lockwood,
Livable
Transportation
Engineer,
Toole Design
Group

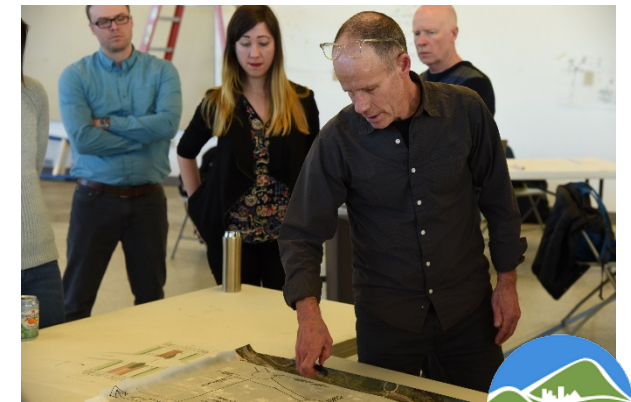


Patrick Sweeney,
Urban Designer,
Toole Design
Group



Jessica Zdeb,
Senior Planner,
Toole Design
Group

Rob Burchfield, Traffic
Engineer, Toole Design Group



Dan Jenkins, Landscape
Architect, SERA



Design Discovery Week Recap

01/28/19, Kick Off Meeting





Design Discovery Week Recap

01/29/19, Stakeholder Interviews

- Property and Business Owners
- University of Oregon Community
- Commuters
- Tree Community
- Vulnerable Street Users





Design Discovery Week Recap

01/29/19, Open Studio Hours





Design Discovery Week Recap

01/31/19, Reveal Presentation





Questions

- 1) List key values that should shape Franklin Boulevard and area?
- 2) What do you like & wish to preserve?
- 3) What do you dislike & want to change?
- 4) What is missing that you would like to see created?



List key values that should shape Franklin Boulevard and area? What We Heard: Values

- A destination/place to be
- Welcoming
- Safety for all modes
- Convenience for all modes
- Green (natural environment)
- Equitable
- Access to neighborhoods and businesses



What do you like & wish to preserve?

What We Heard: Likes

- EmX!
- Range of businesses
- The Mill Race
- Green/open space
- Trees



What do you dislike & want to change?

What We Heard: Dislikes

- Conflicts among modes
- Bus crowding
- Narrow sidewalks
- Left turn conflicts
- Lack of pedestrian lighting
- High speeds
- Uncomfortable
- Aesthetics
- Lack of place



What is missing that you would like to see created? What We Heard: Missing

- A welcoming front door
- A sense of place
- Pedestrian crossings
- Access to neighborhoods
- Bike facilities

- More green space/trees



Design Concepts

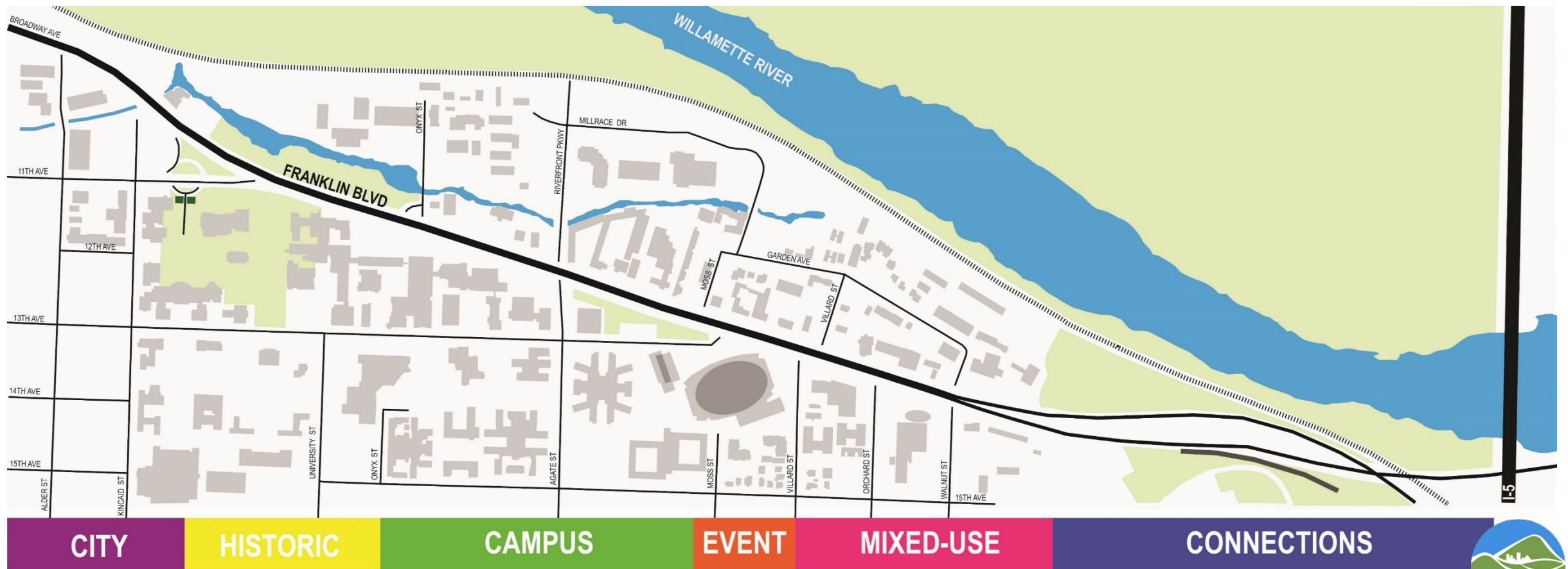


Goals + Objectives

- Dedicated EmX lanes that can go both directions at the same time
- Change the street so people walking and cycling are accommodated safely, comfortably, and conveniently
- Accommodate motorists and freight
- Improve area for businesses, residents, and the university population
- Welcome people to the City and the University of Oregon
- Make the area pleasant, (naturally) green, and connected



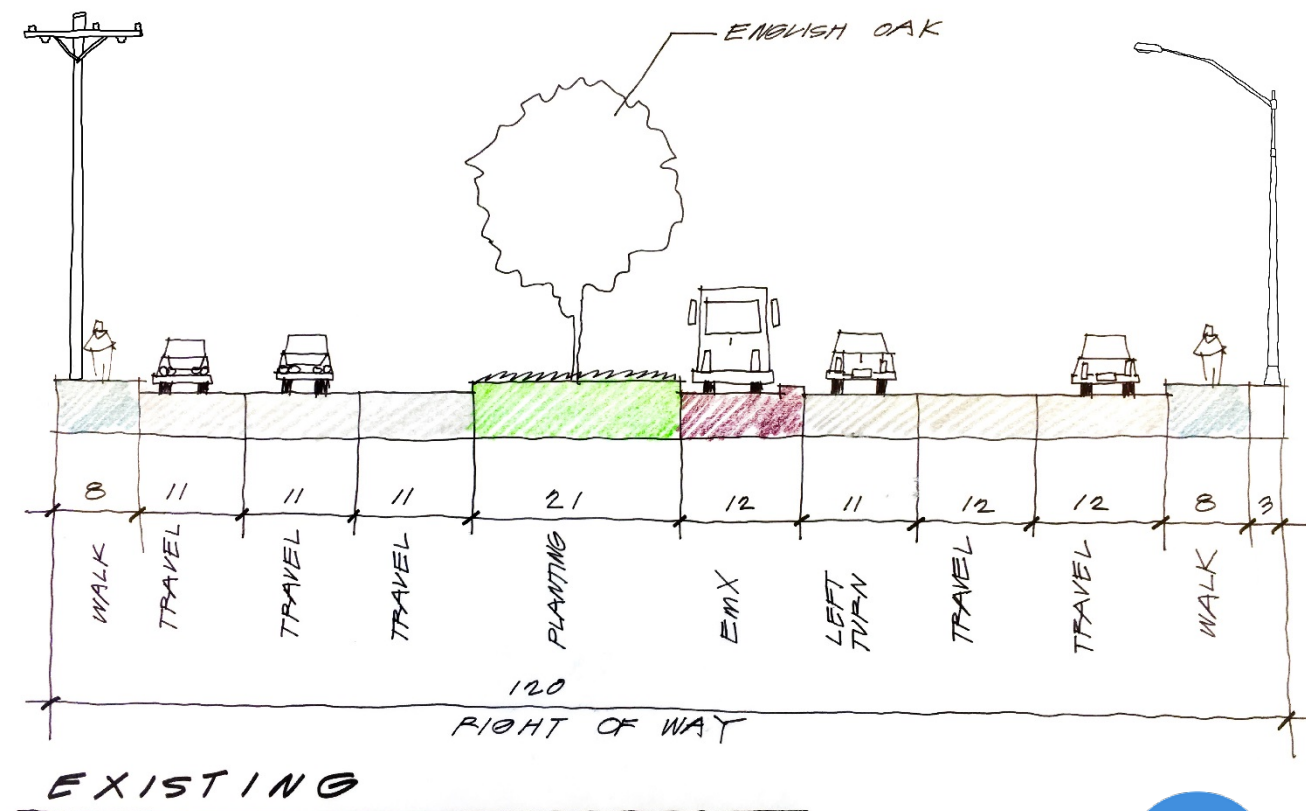
Corridor Zones





Street Configuration Options Overview

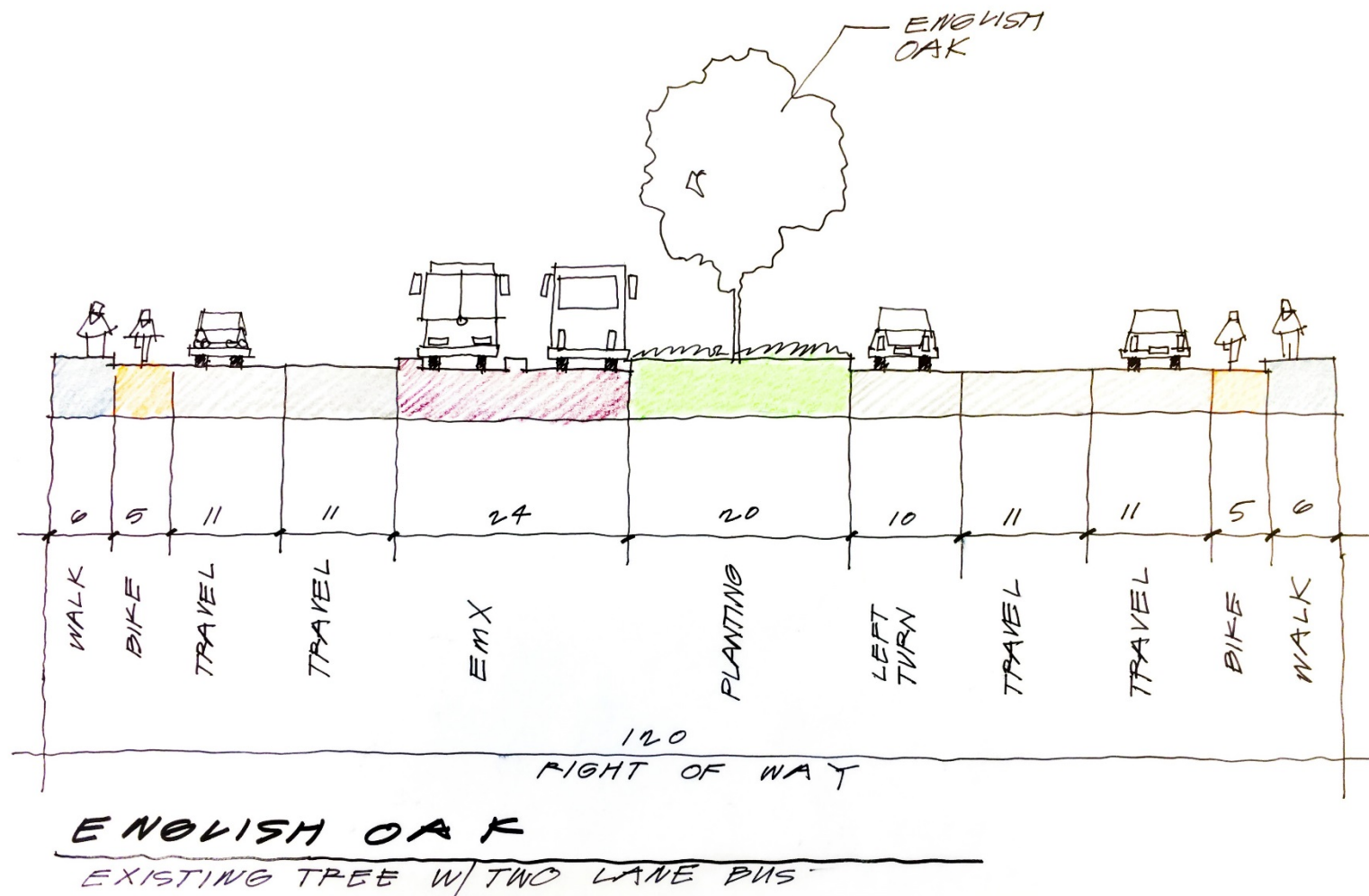
- English Oaks Option
- Multiway Boulevard Option
- Median Bikeway Option
- Edge Trees Option
- Treed Boulevard Options
 - Mixed Traffic Control
 - Signalized Intersections
 - Roundabouts





Street Configuration

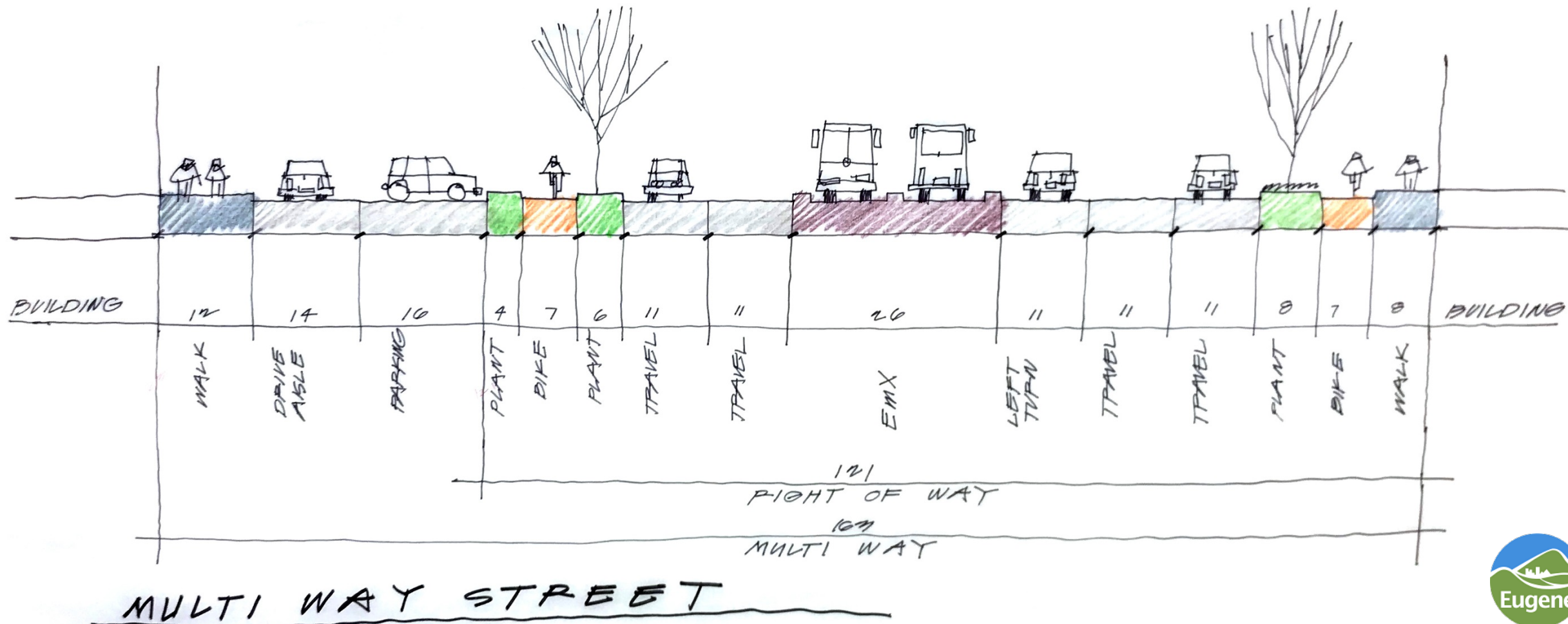
English Oak Option





Street Configuration

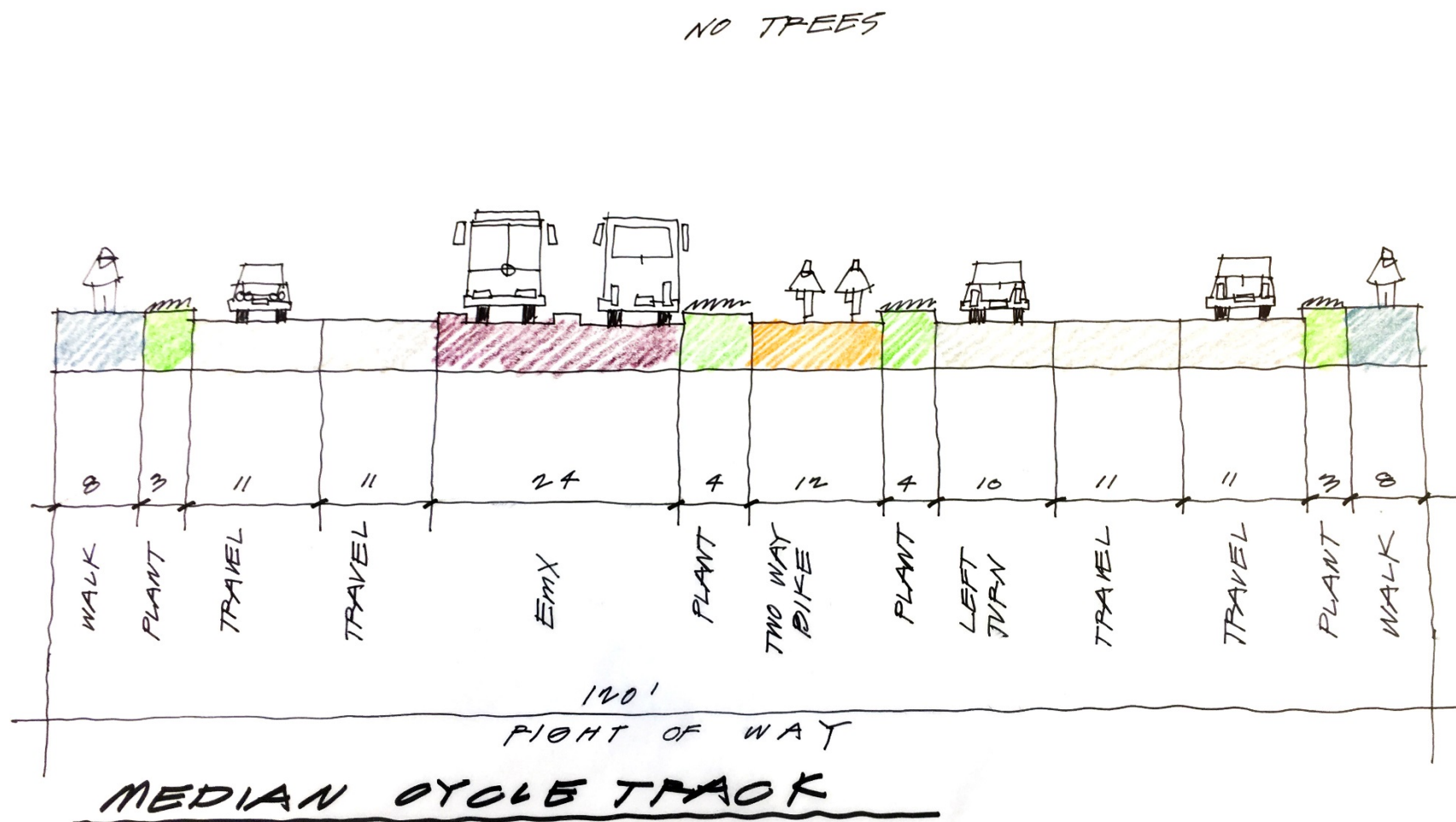
Multi-Way Boulevard Option





Street Configuration

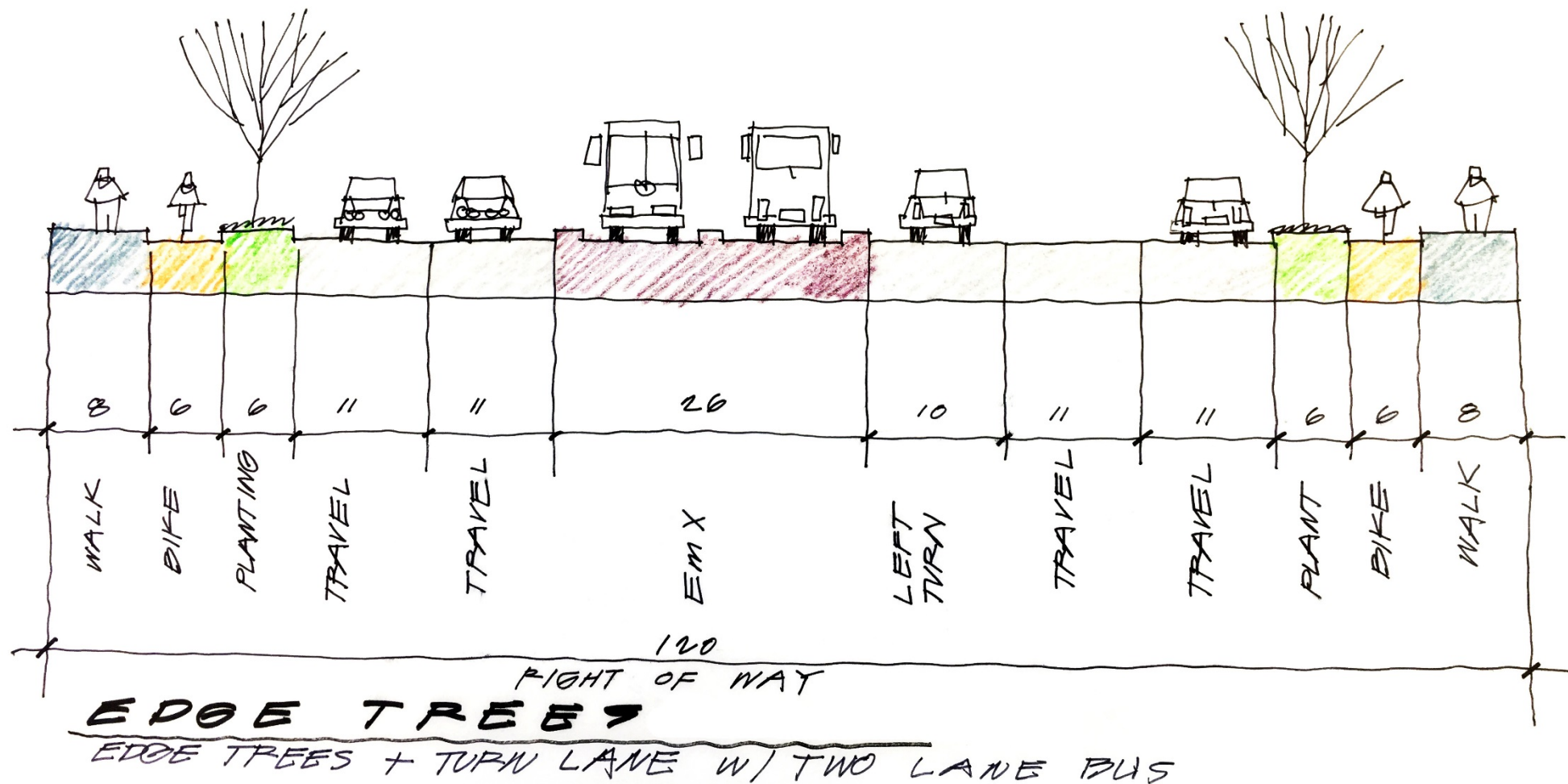
Median Bikeway Option





Street Configuration

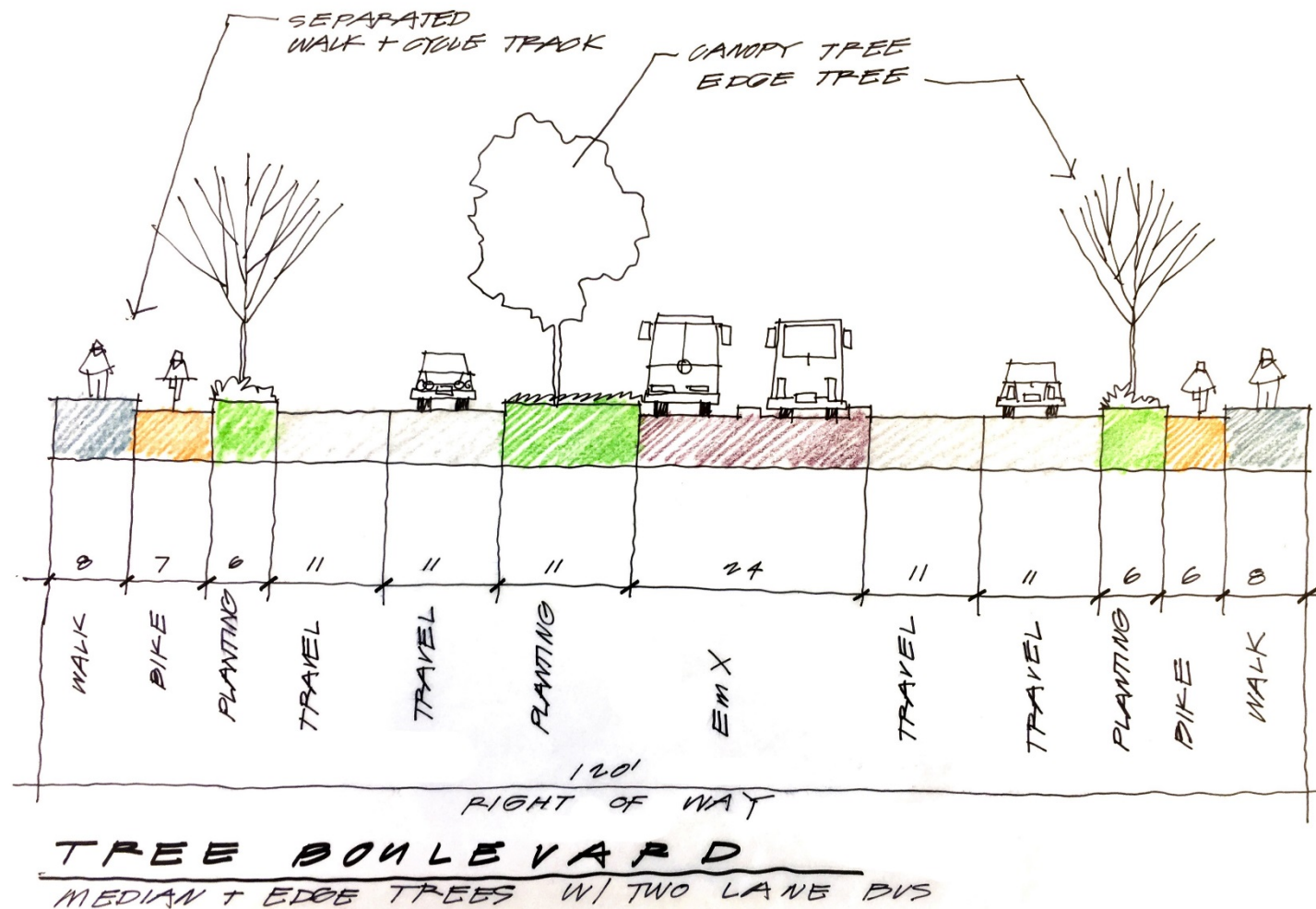
Edge Trees Option





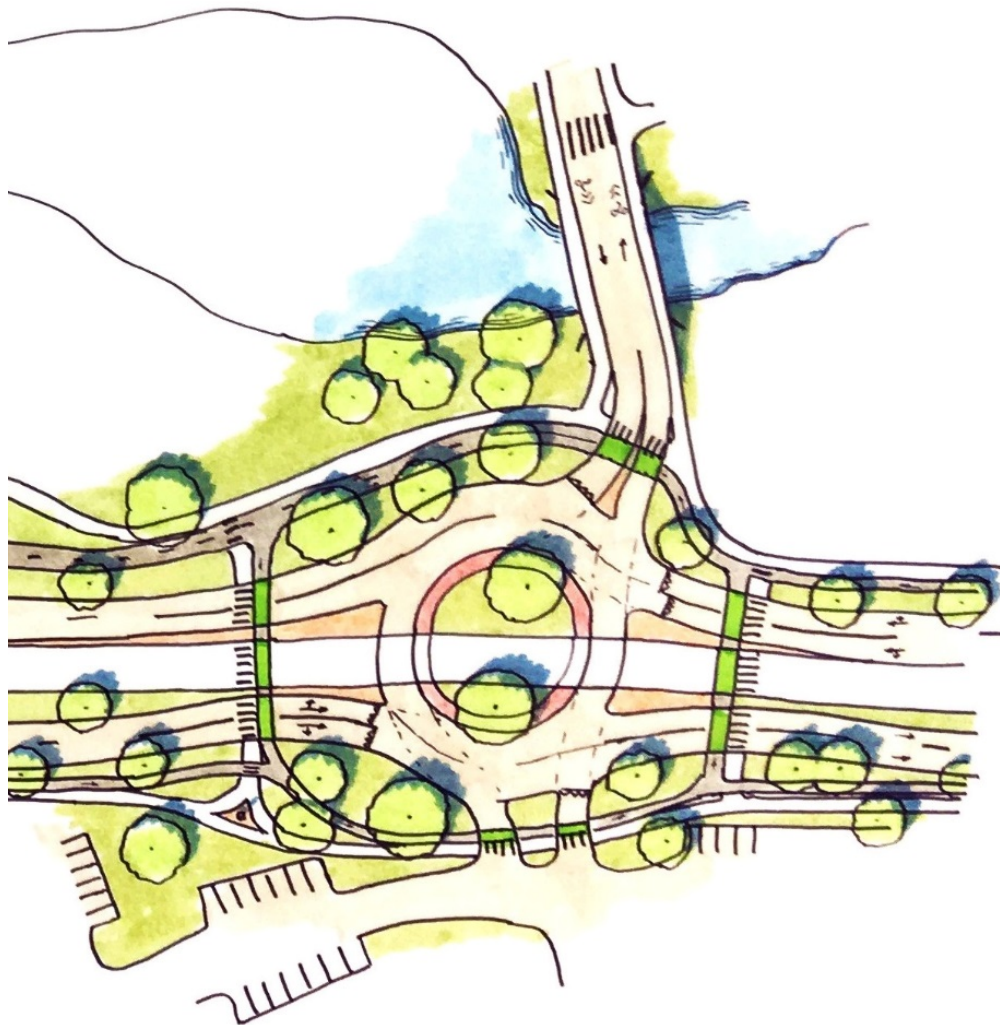
Street Configuration

Tree Boulevard Option



Intersection Design

Roundabout Intersection

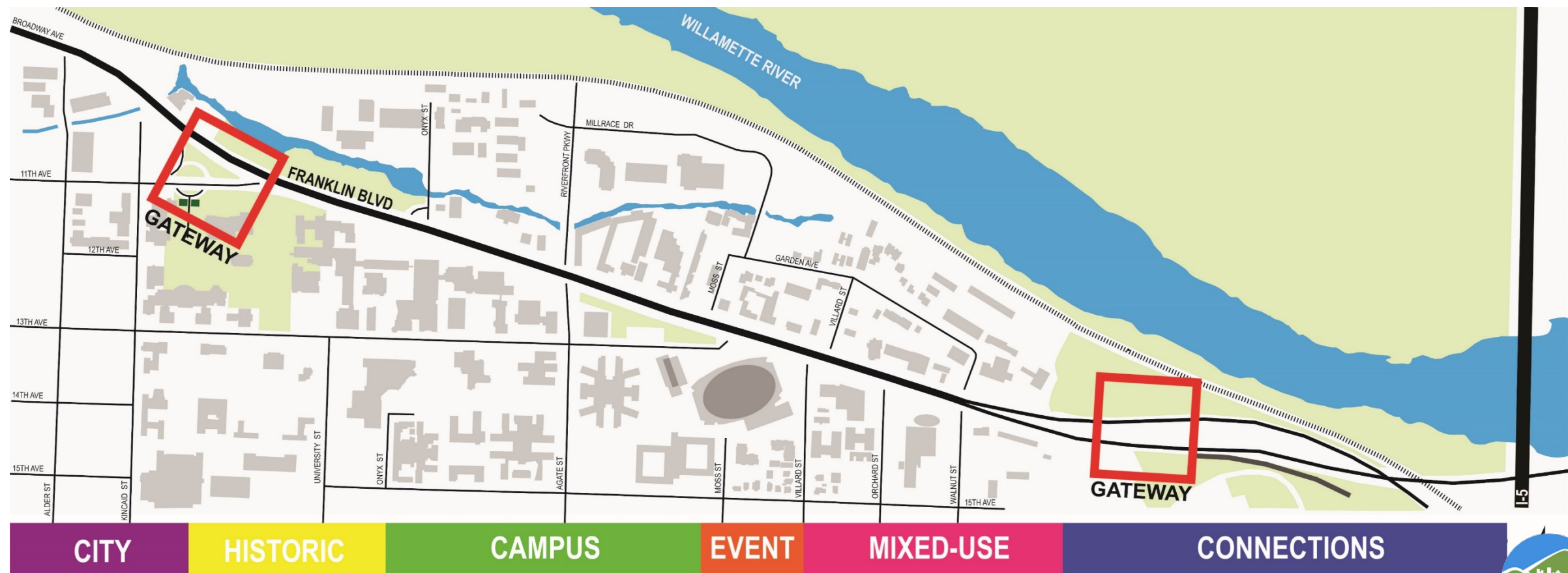


Signalized Intersection





Design Scheme: Gateways







Miller Theatre Complex
(University Theatre)



East Gateway





East Gateway





Next Steps

- ✓ Develop a design direction for Franklin Boulevard & area
- ✓ Develop two or more preliminary concept designs of the street to support the vision
- 3. Listen, test, evaluate and refine the designs: February – May
concepts → alternatives**
- 4. Present alternatives to public + stakeholders: May 29th & 30th
- 5. Select the preferred alternative design: Early Fall 2019
- 6. Present preferred alternative to City Council: Fall 2019



Comments & Questions

Save-the-Date

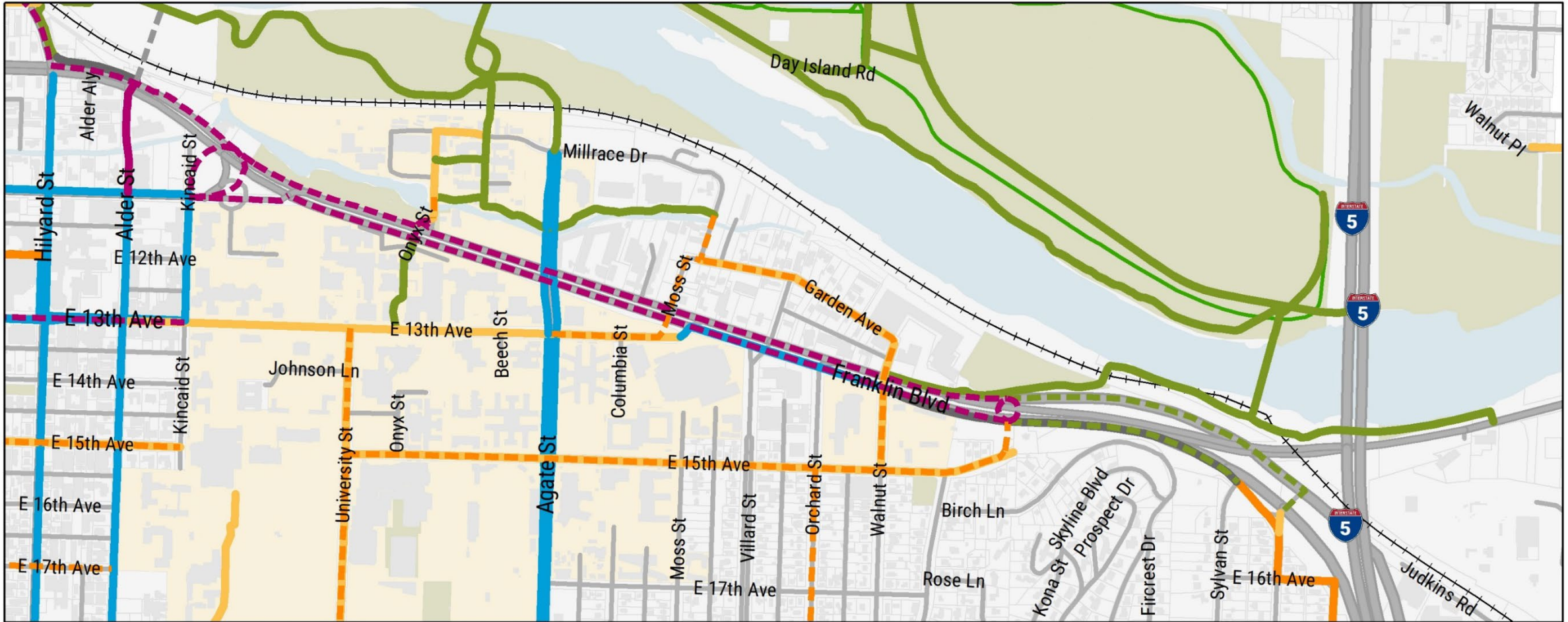
Open House
Wednesday, May 29th
3:30-6:30pm
Romania Building
2020 Franklin Blvd

Contact

Larisa Varela

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City of Eugene
Public Works-Engineering
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LVarela@eugene-or.gov





Date: 1/31/2019

Franklin Boulevard Transformation Proposed Bicycle Network

- Buildings
- Rail Line
- Parcels
- Water
- University of Oregon
- Parks and Open Space

Recommended Bicycle Projects

- Neighborhood Greenway
- Bike Lane
- Protected Bike Lane
- Shared Use Path
- Grade Separated Crossing

Existing Bicycle Network

- Bike Route
- Neighborhood Greenway
- Bike Lane
- Protected Bike Lane
- Shared Use Path
- Sidewalk

