

FRANKLIN BOULEVARD TRANSFORMATION





PRESENTATION TOPICS

1. Project Overview
2. Why Transform Franklin Blvd?
3. Public Involvement
4. Preferred Design Concept
5. Roundabouts



PROJECT OVERVIEW

PROJECT AREA MAP



PROJECT SCHEDULE

EmX Opens	2007
Walnut Station Planning	2007 – 2012
Design Concept Development	2019 – 2020
Grant Applications	2020 & 2021
Design Concept Refinement	2020 - 2023
Corridor Analysis and Recommendation Report	2023
NEPA (National Environmental Policy Act)	2023
Design Engineering	2023 – 2025
Phase 1 Franklin Reconstruction	2026 – 2028

PURPOSE of TRANSFORMING FRANKLIN BOULEVARD from a street focused on moving automobiles to:

1. A safe, comfortable, and high-quality street designed for people walking, biking, and taking the bus while also accommodating people who drive;
2. Be consistent with adopted land use and transportation plans;
3. Be supportive of changes in urban form and mixed-use development.



WHY TRANSFORM FRANKLIN?





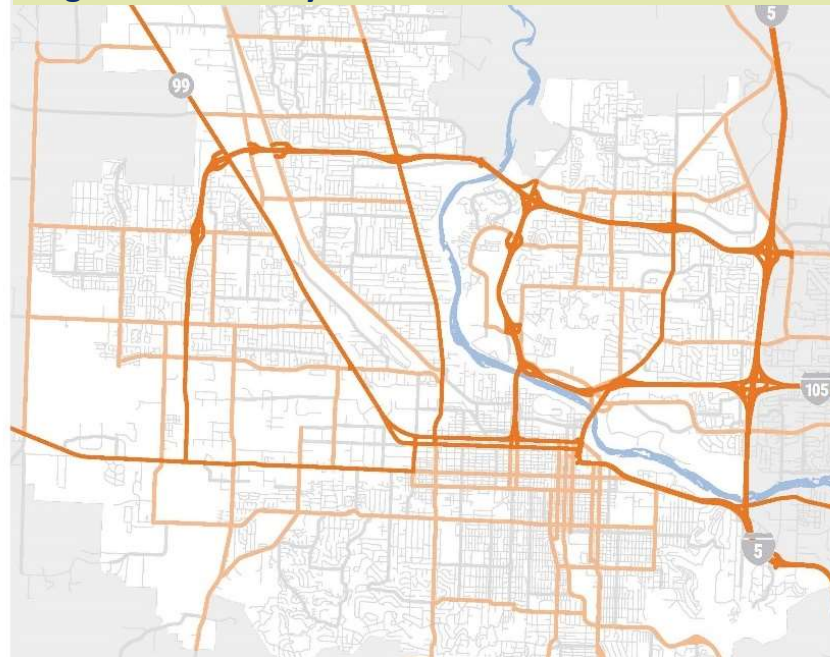
WHY TRANSFORM FRANKLIN?

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



Legend

- Major Arterial
- Minor Arterial
- Collector
- Local

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



Exhibit A
to Administrative Order 06-19-04



ONE TRAFFIC DEATH IS TOO MANY



2018-2023
Vision Zero Action Plan



1. Safety

- 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."*

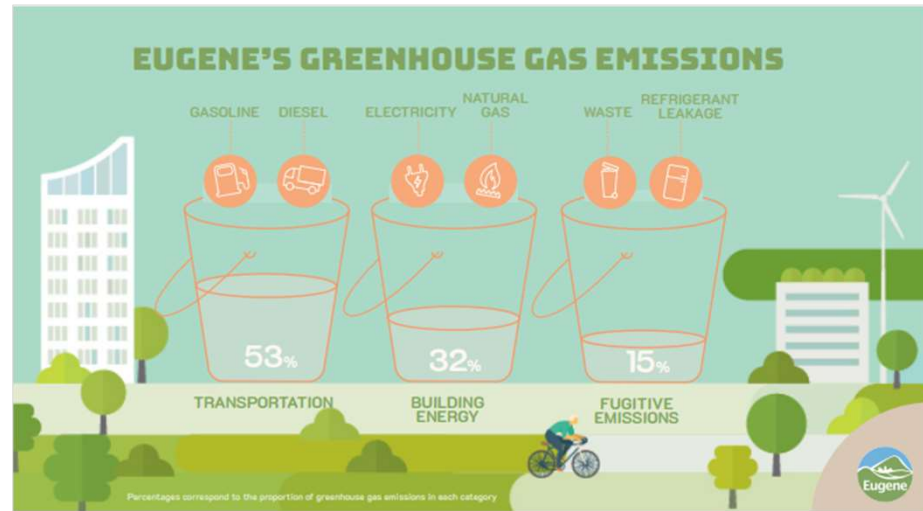
"I live in the Laurel Hill neighborhood, so my daily commute is along Franklin Blvd. I never feel safe skating, biking, or walking on the sidewalk between the I-5 entrance and Walnut. There is no separation between the high-speed road and the pedestrians. It is also extremely dirty and uncared for. The 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**



WHY TRANSFORM FRANKLIN?

2. Climate



Eugene's Community Climate Action Plan 2.0: A Roadmap for Eugene's Climate Journey

Summer 2020

Climate Recovery Ordinance

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

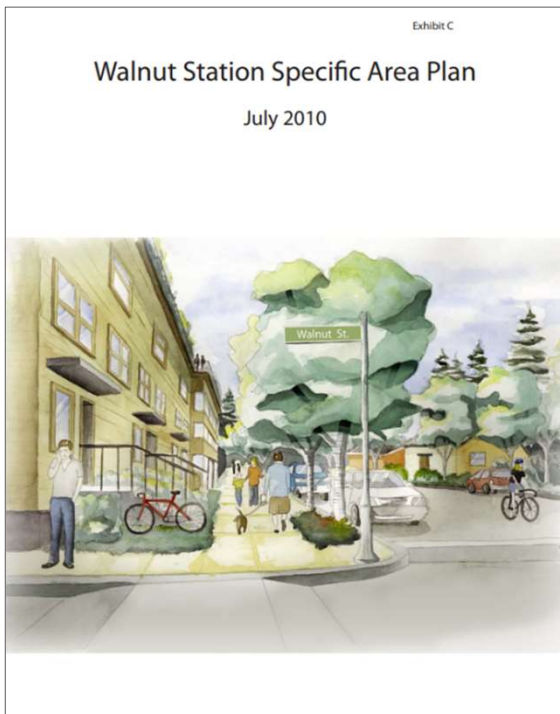
Eugene 2035 Transportation System Plan

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



WHY TRANSFORM FRANKLIN?

3. Urban Growth



2125
FRANKLIN



WHY TRANSFORM FRANKLIN?

4. Bus Rapid Transit

CENTRAL LANE
METROPOLITAN PLANNING ORGANIZATION

2045 Regional Transportation Plan

JANUARY 2022



CENTRAL LANE
MPO

LCOG



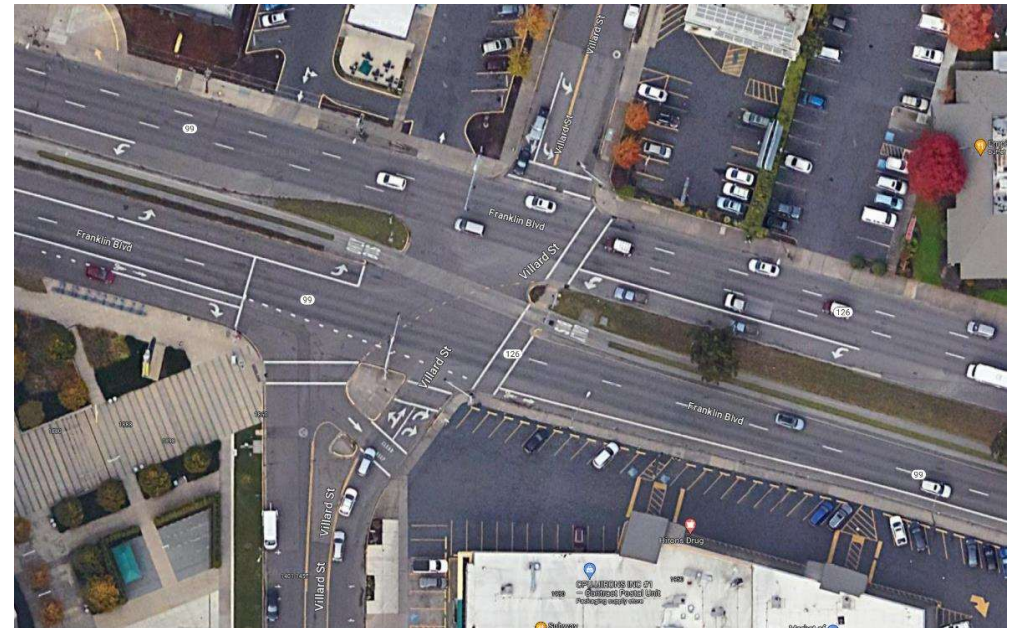
Infill missing segments of BRT track

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



WHY TRANSFORM FRANKLIN?

4. Bus Rapid Transit





PUBLIC INVOLVEMENT

High Level Design Concept Development

Jan 2019

Design
Discovery
Workshop

May 2019

Alternatives
(3) Open
House

March 2020

Preferred
Alternative
Open House

Preferred Alternative Design Refinement

2021

RAISE Grant
Award

Feb 2023

Community
Open House





PUBLIC INVOLVEMENT





PUBLIC INVOLVEMENT





PUBLIC INVOLVEMENT



DESIGN CONCEPT OVERVIEW – KEY ELEMENTS

- 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.

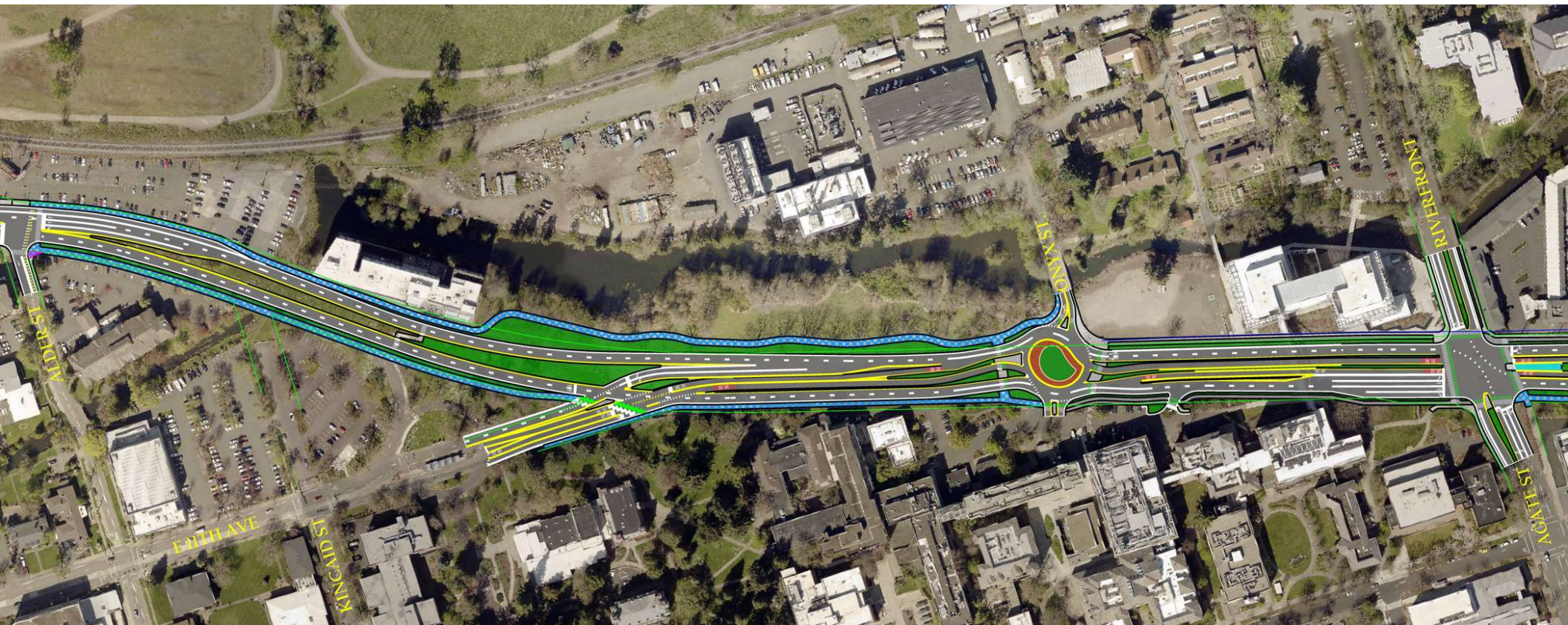


PHASE 1 ELEMENTS

- Roundabouts at Walnut and 13th/Moss.
- Wider sidewalks, shared use paths and protected bike lanes along the edges of the street along with street trees. Plus street trees.
- One EmX lane in each direction through entire corridor.



PREFERRED DESIGN CONCEPT



PREFERRED DESIGN CONCEPT



PREFERRED DESIGN CONCEPT



BENEFITS OF ROUNDABOUTS

1. Safety

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

VISION
ZERO
EUGENE

BENEFITS OF ROUNDABOUTS

2. Climate

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



BENEFITS OF ROUNDABOUTS

3. Money Saved

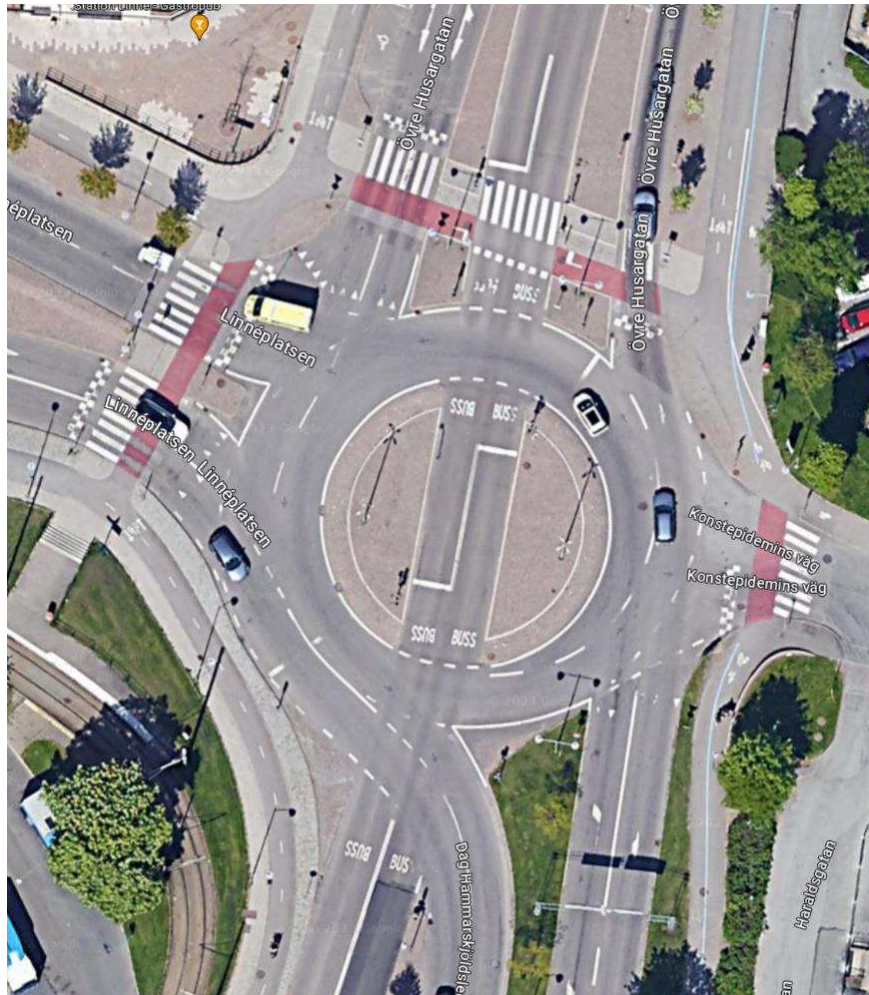
- Reduced fuel used = money saved at pump
- No traffic signals = money saved on power



ROUNDBABOUTS & PEOPLE WALKING



Transit & Roundabouts in Other Places



Gothenburg, Sweden

Transit & Roundabouts in Other Places

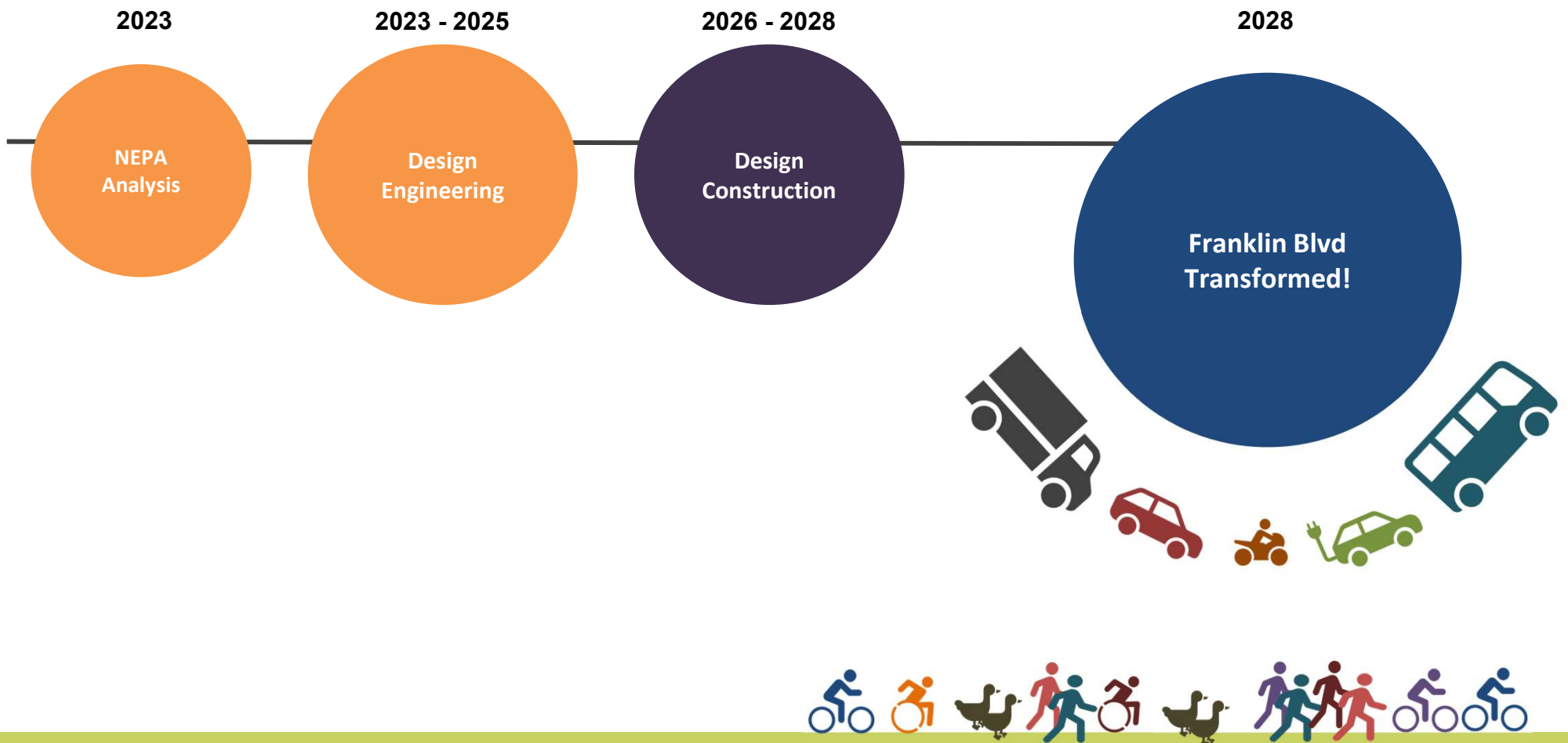


Gothenburg, Sweden



WHAT'S NEXT?

PHASE 1: FUNDED THROUGH RAISE GRANT



WHAT'S NEXT?



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