



Help us Fix the Marginal Way-Franklin St. Intersection!

- The intersection is choked with vehicles during peak travel times and is very uncomfortable for bicyclists and pedestrians to cross
- Traffic projections show that congestion at the intersection will get worse in coming years
- Moving around within East Bayside is not always easy for vehicles, bikes OR pedestrians!

Please come hear about possible solutions and tell the City of Portland representatives your thoughts on **how traffic affects customers, employees and residents.**

East Bayside
Neighborhood Meeting
Sept. 4, 5:30 pm at Zero Station

FMI Carol Morris/329-6502

Franklin Street/Marginal Way Intersection Fact Sheet

- Initial traffic analysis of Franklin Street, as part of the Franklin Street Redesign Study, showed serious problems with the Marginal Way intersection by 2035.
- We know this intersection is already congested during peak travel times and does not function well for bikes and pedestrians either.
- The challenge at the intersection is based partly on high traffic volumes (this is one of the highest traffic volume intersections in the state) and also on the number of conflicts, i.e., vehicles turning in multiple directions and the signal time needed to process them through the traffic movement.
- The below solutions have been analyzed:
 1. *A large-scale (2-3 lane) roundabout in one of two intersections (Marginal Way or Fox/Somerset)*
 2. *Relocating I-295 northbound off-ramps directly onto Marginal Way*
 3. *Retiming and rephasing traffic signals to move more traffic more efficiently on Franklin Street*
 4. *A raised center median on Franklin Street prohibiting through and left-turn access to Marginal Way*
 5. *Restricting left turn and through-movements out of east Marginal Way*
- Here is an overview of what we found:
 1. *A large-scale roundabout in one of two intersections (Marginal Way or Fox/Somerset):* This works from a traffic perspective. Traffic volumes are such that the roundabouts would be three lanes wide in some parts, which would impact adjacent properties and challenge bike and pedestrian safety.
 2. *Relocating the I-295 northbound off-ramps directly onto Marginal Way:* This worked very well to reduce traffic on Franklin but there is concern about the effects on I-295 as a result of shorter ramps: for example, inadequate deceleration and vehicles backed up onto the highway.
 3. *Retiming/rephasing of traffic signals to move more traffic on Franklin Street:* Due to the amount of traffic, this by itself did not make enough difference.
 4. *A raised center median on Franklin Street prohibiting access to Marginal Way:* This worked from a traffic perspective. It impeded access to/from East Marginal Way and diverted the traffic to areas such as the Fox/Somerset intersection).
 5. *Restricting left turn and straight-ahead movements out of East Marginal Way:* All vehicles *entering* east Marginal Way would get there the same way as now. Vehicles *leaving* East Marginal Way would still be able to make a right-hand turn to access I-295 north or south, but could not take a left to go up Franklin or continue straight onto West Marginal. Vehicles wanting to travel to another location on the peninsula would be re-routed to Fox Street. The traffic model shows only a small number of people travel in this direction. This works from a traffic perspective.
 6. **We want to hear from the businesses, customers and residents in the neighborhood regarding any changes.**

PLEASE JOIN US AT ZERO STATION, 222 ANDERSON STREET< ON SEPTEMBER 4 AT 5:30 PM TO HEAR DETAILS AND PROVIDE NEEDED FEEDBACK ON POTENTIAL SOLUTIONS!