

Franklin Street Redevelopment Study Phase II
Peaks Island Outreach Meeting
February 4, 2015
6:15-7:30 pm
Peaks Island Community Center

Staff: Carol Morris, Morris Communications; Markos Miller, PAC Co-Chair, Councilor Kevin Donoghue, PAC Co-Chair; Bill Hall, PAC Island representative; Bill Needelman, City of Portland Waterfront Coordinator; Mike Murray, City of Portland Islands Liaison

Attendees who signed in: Sharoan Cohen, Sandra Radis, Timmi Sellers, Dan Wartenberg, Mary Anne Mitchell, Cheryl Miner, Peggy Peretti, Chris Hoppin, Carol Eisenberg, Christine Cassidy, Arthur Fink.

Bill Hall opened the meeting with introductions of staff members, and provided a quick overview of the study and its purpose. He then turned the meeting over to Markos Miller and Carol Morris, who jointly presented the attached powerpoint illustrating the goals of the study and the key recommendations developed thus far.

Attendees asked questions throughout, with the final half hour devoted solely to discussion. Most of their concerns focused on the segment by the Ferry Terminal, with issues around crowding and access to the terminal. Other larger issues around Portland transportation and development were also discussed.

- There were no concerns with the realignment of the road.
- Questions were asked as to what other solutions had been looked at regarding the Marginal Way intersection, with a specific question on a raised exist ramp linking into Franklin further south. There were also questions about the possibility of adding a raised pedestrian bridge.
- No concerns were raised about increasing the size of Lincoln Park.
- Concerns were raised about losing two lanes on the south end of Franklin, noting that there is a lot of traffic there in the summer. Most of the concern about this was centered on the Franklin/Commercial intersection. The bullet points provided by Jeremiah Bartlett, Portland traffic engineer, seemed to allay most concerns about the street segment.
- There were significant concerns about the ability of a roundabout to manage the traffic capacity. The explanation that a roundabout will facilitate more traffic than the current signal was cautiously accepted; what was not accepted was that it would also accommodate pedestrians in the numbers that are generated by cruise ships in the summer. It was noted that these pedestrians do not stop to allow cars though now. Other concerns with the intersection included taxi service, school buses, Metro and vehicles lining up to get on the ferry.

- There were concerns about mainland parking for island residents and island visitors, with a request for a specified island parking area. (This is an ongoing issue).
- It was asked if transit was considered as part of the redesign, noting that transit that connects to the ferry was important to them. Questions were also asked about larger transit issues. Staff noted that the redesign had ensured that space for a dedicated transit system was there if needed, but that it was not part of the study's scope to identify what the best transit solution would be. Councilor Donoghue talked about transit plans Portland-wide, referencing the upcoming HUB study and other previous transit studies.