Commercial Street Operations and Master Plan

- Welcome and Introductions
- Portland Plan 2030
- Data Collection Summary
- Stakeholder Discussion Summary
- Issues & Opportunities
- Visioning Exercises
Portland’s Plan 2030: Vision
Portland’s Plan 2030
Portland’s Plan 2030: Waterfront Background

- Three distinct districts
- Working port
- Commercial core
- Multi-modal transportation hub
- Recreational resource
- Historic resource
- Ecological resource
- Tourist destination
- Foundational to city identity
- Major economic driver
- Area of potential growth

[Map showing Portland's Waterfront areas: Eastern Waterfront, Central Waterfront, Western Waterfront]
Portland’s Plan 2030: Policy Guidance

- Support Commercial Street as a key connection in city’s transportation & recreation network
- Continue to support the vision for the Eastern, Central Western waterfronts
- Balance traditional and emerging water-dependent uses with compatible non-marine uses
- Maintain truck, loading, and staging access for marine industries
- Balance mobility needs of marine industries with other users
- Promote a multi-modal, accessible transportation system for all users
- Encourage physical and visual access to waterfront
- Recognize the area as an economic and transportation center of regional significance.
Portland’s Plan 2030: Policy Guidance

Waterfront Use Hierarchy

- Water Dependent
- Marine Related
- Compatible Non-Marine

Marine Uses
Specific Non-Marine Uses

Relative Revenue Potential
Portland’s Plan 2030: Waterfront Challenges

- Maintenance of infrastructure
- Public access
- Neighborhood integrity - on and near the waterfront
- Dredging needs
- Changing industry needs, including transportation
- Stormwater impacts
- Climate change
Traffic Count Data Collection Summary

- Pre 2018 Counts (various dates)
- Peak Summer (8/23) | 65-77, Dry; 8/24 Site Visit
- Peak Summer with Cruise Ships (8/29 – 9/1) | No rain; 8/29 Site Visit
- Fall with Cruise Ship (10/18, 10/20) | 34-44, 38-64; Dry
- Supplemental Fall (11/1, 11/3) | Rain both days
Summer & Fall Vehicle Count (Weekday PM Peak Hour)

- South of Franklin St: Summer ≈ 800, Fall ≈ 700
- North of Union St: Summer ≈ 1,000, Fall ≈ 800

Summer & Fall Pedestrian Counts (Weekday PM Peak Hour)

- Commercial crossing Franklin: Summer ≈ 100, Fall ≈ 50
- Commercial crossing Pearl: Summer ≈ 200, Fall ≈ 150
- Commercial crossing Moulton: Summer ≈ 300, Fall ≈ 250
- Pearl crossing Commercial: Summer ≈ 50, Fall ≈ 30
- Moulton crossing Commercial: Summer ≈ 50, Fall ≈ 30
Existing Issues
Beach St. - Cross St.
Existing Issues

Cross St. - India St.
Pedestrian Conflicts & Constraints
Existing Issues & Opportunities: Public Comment Summary

- Economic Development
- Pedestrian Operations
- Vehicle Operations
- Parking
- Fish/Deliveries
- Development Pattern
- Public Transit
- Snow Maintenance
- Safety

% of Total Responses

- Works Well
- Doesn’t Work
- Ideas
Project Visioning and Discussion
Group Discussion

What is the #1 issue you want this study to address?
Small Group Discussion

• What words would you use to describe your vision of what Commercial Street will be 10 years from now?
• What are possible priorities for the corridor? (E.g. Working waterfront, economic development, tourism & visitors, resident quality of life, employers & employees, through traffic, other)
• What are principles that should help guide us in planning for the future? (E.g. fairness, equity, speed, convenience, freight deliveries, safety, balance, pedestrian needs?)
• Other visioning thoughts?
Commercial Street Operations and Master Plan

• Next Steps

• To Provide Comment to:
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