Agenda

1. Approval of June 18, 2014 Meeting Minutes

2. Communications
   A. PACTS FY16-18 TIP Update
   B. Bike Corrals Pilot Program
   C. Electric Charging System

3. Action Items (Public Comment will be take on these items)
   A. Traffic Schedule Amendment- Endorse/forward to City Council
      1. Union at Fore Streets - Commercial Loading (Conversion from 2-hr to Loading Zone)
      2. Fox Street (N.Boyd to Anderson) - 2-hr parking
      3. Forest Avenue (Congress Square Apartments)

   B. Endorse Street Maintenance Parking Regulation Changes

4. Committee Updates/Input Sought
   A. METRO Bus Stop Consolidation
   B. Review Current Design/Development of Deering Oaks Pond Water Quality Improvements
   C. Pesticides Report

1. Approval Of June 18, 2014 Meeting Minutes

   Documents: 1. TSE MEETING NOTES 61814.PDF

2. Communications

2.I. PACTS FY16-18 TIP Update

   Documents: 2A. 16-18 TIP TABLE 1 FROM PACTS POLICY PACKET AUGUST 2014.PDF, 2A. 16-18 TIP TABLE 2 FROM PACTS POLICY PACKET AUGUST 2014.DOCX, 2A. PACTS 16-18 TIP.PDF

2.II. Bike Corrals Pilot Program

   Documents: 2B. BIKECORRALPILOTPROGRAMTSEMEMOSEPT10-14DRAFT.PDF

2.III. Electric Charging System

   Documents: 2C. ELECTRIC CHARGING SYSTEM.DOC

3. Action Items (Public Comment Will Be Taked On These Items)

3.I. Traffic Schedule Amendment - Endorse/Forward To Council

3.I.i. Union At Fore Streets

   Documents: 3A. 1. FORE AND UNION COUNCIL AGENDA REQUEST.PDF, 3A. 1. FORE AND UNION MEMO.PDF, 3A. 1. UNION AND FORE PARKING MAP EXHIBIT B.PDF, 3A. 1. UNION AND FORE STREET COUNCIL ORDER - EXHIBIT A.PDF

3.I.ii. Fox Street

   Documents: 3A. 2. FOX STREET EXHIBIT A COUNCIL ORDER.PDF, 3A. 2. FOX STREET COUNCIL AGENDA REVISED.PDF, 3A. 2. FOX STREET EXHBIT C - COMMUNITY PETITIONS.PDF, 3A. 2. FOX STREET MAP EXHIBIT B.PDF, 3A. 2.FOX STREET MEMO - REVISED.PDF

3.I.iii. Forest Avenue

   Documents: 3A. 3. CONGRESS ST. APARTMENTS REQUEST - EXHIBIT C.PDF, 3A. 3. FOREST AND CONGRESS AGENDA REQUEST.PDF, 3A. 3. FOREST AND CONGRESS MEMO REVISED.PDF, 3A. 3. FOREST AND CONGRESS STREETS COUNCIL ORDER EXHIBIT A.PDF

3.II. Endorse Street Maintenance Parking Regulation Changes

Documents: 3B. PROPOSED PENINSULA PARKING CHANGES.PDF, 3B. SERVICEAREAS.PDF, 3B. PARKING.PDF

4. Committee Updates/Input Sought

4.I. METRO Bus Stop Consolidation

Documents: 4A. METRO BUS STOP PLACEMENT STANDARDS.PDF

4.II. Deering Oaks Pond

Documents: 4B. DEERING OAKS MEMO.PDF

4.III. Pesticides

Documents: 4C SCHOOL GROUNDS BMP.PDF, 4C. AUDUBON ENVIRONMENTAL MANAGEMENT GUIDELINES FOR GOLF_1.PDF, 4C. COPY OF ATHLETIC FIELDS.PDF, 4C. PESTICIDES.PDF, 4C. COPY OF APPLICATIONS_1.PDF, 4C. MEMO RE HERBICIDES.PDF, 4C. PDD SERVICE MAP.PDF, 4C. POLICIES PORTLAND PUBLIC SCHOOLS.PDF, 4C. SCHOOLFACILITIESIPMBROCHURE2-13-13.PDF

5. Agenda

Documents: AGENDA 9-17-14.PDF

CITY OF PORTLAND, MAINE

Standing Committee on Transportation, Sustainability and Energy
Councilor David Marshall (D2), Chair
Councilor Jon Hinck (A/L), Vice Chair
Councilor Kevin Donoghue (D1)
Councilor Cheryl Leeman (D4)

June 18, 2014
Meeting Minutes

Attendees: Chair David Marshall, Councilor Kevin Donoghue, Councilor Cheryl Leeman, Councilor John Hinck, Councilor Ed Suslovic, Michael Bobinsky, John Peverada, Jeff Levine, Kathi Earley, Melissa Graffam

Chair David Marshall called the meeting at 5:30 pm

1. Approval of May 21, 2014 Meeting Minutes
Motion made by Councilor Donoghue to approve said meeting minutes. Seconded by Councilor Leeman. Passed 3-0. (Councilor Hinck was absent for the vote.)

2. <u>Communications</u>
A. Regional Transportation Plan/PACTS
B. Regional Passenger Transit Service – Portland North Study
These items were all Communications and the Committee did not have any questions or concerns.

<u>3. Committee Updates/Imput Sought</u>
A. Parking Ban Restriction Changes Timeline
Mike Bobinsky went over the timeline of the changes to the parking ban restrictions on the peninsula. Councilor Leeman asked why they are just doing these changes on the peninsula. She said that she often gets complaints about it from her constituents as well. She would like staff to look at this everywhere within in the city to be consistent.

John Peverada and Mike said that they are focusing on the peninsula because of the signage and the density of the population. Mike did say that staff will look into this and report back at a later date.

Councilor Marshall said that he would like to get rid of the odd/even parking and then relook at where to regulate.

Councilor Donoghue said he would like to see a more consistent odd/even "emergency" red signs for snow bans. This would allow residents to know what side to park on during a winter event.

B. Overview ULI Resiliency Presentation and Action

Jeff Levine did a quick overview of the presentation that was presented to Portland and South Portland by the Urban Land Institute in May. The ULI's focus was on building resiliency through a more diverse economy. With that they also focused on the sea level rise and environmental resiliency (our working waterfront).

They shared their concern that our economy is dependent on the waterfront/tourism. They had three (3) key recommendations and action items. (1) Diversity of our economy (need more resiliency) (2) create a climate risk data group (3) create a resilience working group.

Councilor Hinck asked what are the problems/challenges and what would be the cost associated? Jeff Levine said that at this time he does not know. Data has been collected but it needs to be analyzed, the working group would look at this. Jeff mentioned that there is a need for grant funding to help with this. Councilor Marshall talked about the need to change the building requirements as it relates to sea level rise.

4. Action Items

A. Traffic Schedule Amendment- Endorse/forward to City Council

1. Middle Street

Modification of a METRO stop on Route 8. The Change would result in a net increase of six (6) two-hour parking spaces on Middle Street.

Motion made by Councilor Leeman to approve the change. Seconded by Councilor Hinck. Motion Passed 4 – 0.

2. 118 Congress Street

One parking space being added on Congress Street, due to an adjustment of the site access at this new building site.

Motion made by Councilor Donoghue to approve the change, Seconded by Councilor Leeman. Motion Passed 4 – 0.

B. PACTS FY16-18 TIP – Endorse/forward to City Council

Motion made by Councilor Donoghue to approve the funding. Seconded by Councilor Hinck. Motion Passed 4 – 0.

Table 1: New PACTS "MPO Allocation" Projects for 2015 to 2018

			Set Asides	
Intersections		Amount	Actual	Budget
Biddeford	Intersection of Water/Hill/Main	$1,200,000		
Westbrook	Cumberland Mills Triangle Signalization	$1,271,000		
MaineDOT has committed $500,000 to help pay for this $1,771,000 Westbrook project.				
Portland	Two intersections near USM Law School	$2,868,800		
Portland	Congress St. signals: Stevens to Fore River Pkwy.	$330,000		
So. Portland	Broadway corridor and Mill Creek signal improvements	$402,050		
Falmouth	Intersection of Middle, Bucknam, and Falmouth Roads	$225,000	26%	20%
Road Rebuild				
So. Portland	Main St. Complete Streets - Thornton Heights	$1,246,664		
MaineDOT agreed in June to build this in 2015.				
So. Portland	Lincoln St. rehabilitation and multi-use path	$1,188,000	10%	10%
Bicycle-Pedestrian				
Regional	Bicycle wayfinding signs north and west of Ptld.	$100,000		
Five Towns	"North Portland Study" bike-ped improvements in	$100,760		
	Falmouth, Yarmouth, Cumberland, Freeport and North Yarmouth			
So. Portland	Eastern Trail connection into Scarborough	$376,000		
Portland	York St. Sidewalk and pedestrian signals	$143,000	3%	4%
STP Transit Capital				
Regional transit stop improvements (plus $69,000 shelters tabled)		$1,794,000	7%	9%
Collector Preservation Paving				
Falmouth	US 1_1	$1,142,724		
Falmouth	US 1_2	$107,690		
Falmouth	US 1_4	$1,361,657		
Portland	DANFORTH ST_1	$248,413		
Old Orchard Beach	SACO AV_1	$894,432		
Portland	VERANDA ST 1	$332,508		
Scarborough	PINE POINT RD_1A	$285,681		
Saco	INDUSTRIAL PARK	$714,505		
South Portland	OCEAN ST_2	$583,583		
Saco	MAIN ST_SAC	$886,688		
Cumberland	BLANCHARD RD	$657,030		
Saco	BRADLEY ST	$1,116,346		
Old Orchard Beach	CASCADE RD_1	$894,190		
Biddeford	POOL ST 4	$546,557		
Biddeford	HILL ST 5	$149,193		
Freeport	DESERT RD	$235,224		
Gorham	SOUTH ST_G1	$868,175		
Biddeford	HILL ST 6	$160,809		
Saco	INDUSTRIAL PARK 1	$807,433		
Old Orchard Beach	OLD ORCHARD ST	$418,297		
Gorham	SOUTH ST_G2	$365,783		
Collectors Set Aside unprogrammed balance		$261,032	54%	57%

Table 2: Final candidates, cost estimates, ranks and final recommendations

Note: This table does not show design budgets, nor year of construction, nor Holding PIN details.

The Executive Committee programmed the four italicized projects in May and June.

Intersection Proposals		Cost Estimates (1) Original	Revised	Rank	July 22nd Tech/Planning Committees' Recommend-ations	Final Executive Committee Recommend-ations
Biddeford	*Intersection of Water/Hill/Main*	*$1,200,000*	*$1,200,000*	*na*	*$1,200,000*	***$1,200,000***
Westbrook	Cumberland Mills Triangle Signalization (2)	$1,540,000	$1,771,000	1	$1,271,000	**$1,271,000**
Portland	**Two intersections near USM Law School**	**$1,958,000**	**$2,868,800**	**2**	**$2,868,800**	**$2,868,800**
Portland	**Congress St. signals improve: Stevens to Fore River Pkwy.**	**$302,940**	**$330,000**	**3**	**$330,000**	**$330,000**
So. Portland	**Broadway corridor and Mill Creek signal improvements**	**$320,980**	**$402,050**	**4**	**$0**	**$402,050**
Falmouth	**Intersection of Middle, Bucknam, and Falmouth Roads**	**$1,101,650**	**$1,540,000**	**5**	**$0**	**$225,000**
Road Rebuild Proposals						
So. Portland	**Main St. Complete Streets - Thornton Heights**	**$1,246,664**	**$1,246,664**	**1**	**$1,246,664**	***$1,246,664***
Portland	***Washington Avenue from Congress to Eastern Promenade***	***$3,690,000***	***$3,690,000***	***2***	***$0***	***$0***
Biddeford	***Elm Street (Rt 1) gateway corridor continuation project***	***$4,790,000***	***$4,790,000***	***3***	***$0***	***$0***
So. Portland	***Lincoln St. rehabilitation and multi-use path (see below) (3)***	***$385,000***	***$457,600***	***7***	***$1,051,000***	***$1,188,000***
Gorham	***Route 202/4 Gray Rd. drainage system replacement***	***$327,800***	***$415,800***	***8***	***$0***	***$0***
Bike-Ped Proposals						
Regional	***Bicycle wayfinding signs in corridors north and west of Ptld.***	***$100,000***	***$100,000***	***na***	***$100,000***	***$100,000***
Five Towns	"North Portland" study bike-ped improvements	$113,960	$100,760	1	$100,760	$100,760
So. Portland	Eastern Trail connection into Scarborough	$376,000	$376,000	2	$376,000	$376,000
So. Portland	Multi-Use Path from Billy Vachon to Broadway	$597,300	$698,500	3	incoln Street above.	
Portland	Martin's Point Multi-Use Path	$880,000	$1,892,000	4	$0	$0
Portland	York St. Sidewalk and pedestrian signals	$121,273	$143,000	5	$0	$143,000
STP Transit Capital Set Aside						
Regional transit stop improvement project (plus Holding PIN $70,000) (4)					$1,794,000	$1,794,000
Collector Preservation Paving Set Aside						
See list of projects in Table 1.					$12,645,000	$13,037,950
Notes			**Totals (5)**		**$22,983,224**	**$24,283,224**

1. Cost estimates include the 10% PACTS programming contingency.

2. The MaineDOT will provide $500,000 of the $1,771,000 from another source.

3. The $1,051,000 was a work-in-progress placeholder amount on July 22nd.

4. The June $69,000 staff proposal to the Executive Committee for bus shelters for proposed Freeport bus service was tabled to the fall.

5. The $1,300,000 more in the final column reflects the July 24th MaineDOT release of more funds from the PACTS Holding PIN.

Portland, Maine | Yes. Life's good here.

Michael J. Bobinsky
Director of Public Services

Memo

To: District 2 Councilor David Marshall, Chair, Transportation, Sustainability, & Energy Committee
At-Large Councilor Jon Hinck, Vice-Chair, Transportation, Sustainability, & Energy Committee
District 1 Councilor Kevin Donoghue, Transportation, Sustainability, & Energy Committee
District 4 Councilor Cheryl Leeman, Transportation, Sustainability, & Energy Committee

From: Michael Bobinsky, Director of Public Services

CC: Sheila Hill-Christian, Acting City Manager
Jeff Levine, Director of Planning & Urban Development
Suzanne Knight, Acting Finance Director
Kathi Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PTOE, PE, Transportation Systems Engineer

Date: September 12, 2014

Re: PACTS 2016-2018 TIP Update & Local funding commitments

The Department of Public Services (DPS) is providing this update to identify five (5) Transportation Projects recently approved through our regional Transportation Management Area funding agency known as PACTS. They are:

Location/Description	PACTS 110% estimate	25% Local Match required (excludes cost of ineligibles)
USM Roundabouts	$2,868,800	$717,200
Congress St Signal Coordination (Stevens to Fore River Parkway)	$330,000	$82,500
York St sidewalk & pedestrian signals	$143,000	$35,750
Danforth St Paving (York – High)	$248,413	$62,103
Veranda St Paving (I-295 Overpass – Falmouth Town Line)	$332,508	$83,127
	$3,922,721	**$980,680***

Michael J. Bobinsky
Director of Public Services

* **PLEASE NOTE** – This total ONLY represents the required Local Match; additional City costs will be finalized as the FY16 CIP is revised this Fall. Examples of ineligibles include: our utility system adjustments and repairs, upgrades to traffic signal systems, pavement markings, pedestrian features, and use of upgraded materials such as brick.

Tables 1 and 2 as attachments display the 2016-2018 TIP project approvals for the entire PACTS Region. Generally the awarded funds become available no sooner than October 2015. However – the use of Holding PIN funds will allow some projects to proceed more rapidly. As an example, the York St project will proceed in 2015; our Local Match obligation is already appropriated via FY14 CIP funding in account C14114.

We are in the process of negotiating the 2016-2018 timing decisions for the other four projects; the City's financial obligations for each are expected to be appropriated via the FY16 and FY17 CIP's.

Portland, Maine Yes. Life's good here.

Jeff Levine, AICP
Director, Planning & Urban Development Department

September 10, 2014

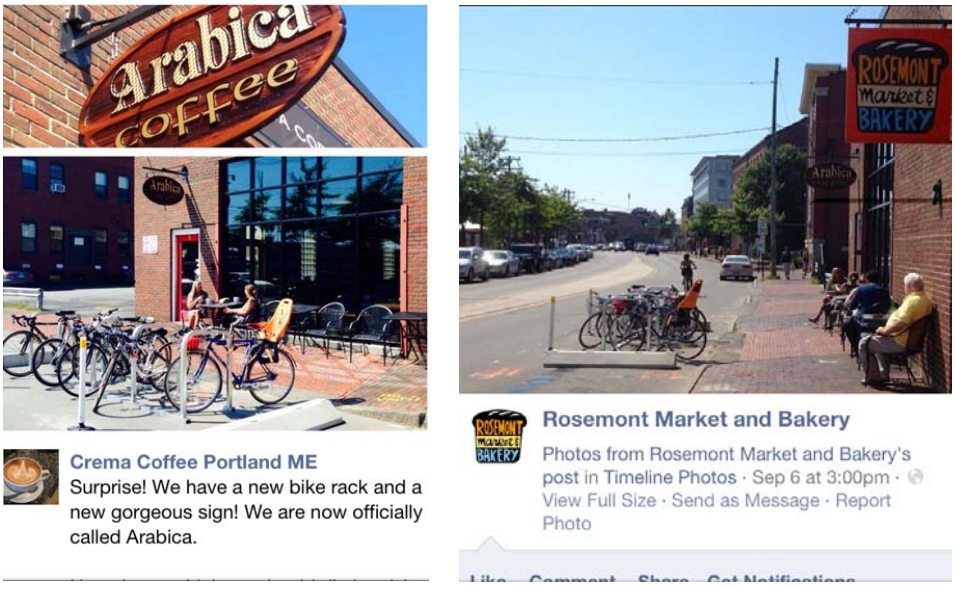
To: Councilor Marshall, Chair, TS&E Committee; Councilor Hinck, Vice Chair; Councilor Leeman and Councilor Donoghue

From: Bruce Hyman, Bicycle & Pedestrian Program Coordinator

Re: Bike Corral Pilot Program Status

This past Friday, September 5th, the Department of Public Services installed a Bike Corral at 9 Commercial Street to primarily serve Arabica Coffee and Rosemont Market at the request of these two businesses. A bike corral is in-street bicycle parking that takes the place of underutilized curb-side space or - as is done in many other communities - replaces an active on-street parking spot at the request of a business or businesses along a block.

The Public Services and Planning and Urban Development Departments had been working with these two businesses for over a year to meet their bicycle parking demand since their opening. With their blessing, a Loading Zone space (one of two) in front of Arabica and Rosemont Market was converted to the bike corral which can now safely and conveniently park up to 10 bicycles in the curb space that would typically be one on-street parking spot. The in-street corral preserves sidewalk space that now contains sidewalk café seating that isn't further occupied by multiple in-sidewalk bicycle racks.



Both Arabica and Rosemont are marketing the bike corral on their Facebook pages

The pilot installation consists of 5 'hoop' racks mounted on rails for parking for 10 bikes, 2 concrete curb stops and 2 delineator posts.

This installation is being considered a pilot project to gauge the demand at this particular Commercial Street location and consideration for future extension of the program to other locations next year. A key aspect of the program is sponsorship of the bike corral by one or more nearby businesses. Part of this sponsorship involves a commitment to the day-to-day upkeep of the bike corral (sweeping, removing any debris, reporting any damage, etc) and potential cost-sharing for the purchase of the corral.

The pilot bike corral will be removed in November for the winter, to be re-installed in the Spring should the pilot be deemed a success. If re-installed in 2015, Crema and Rosemont have committed to providing up to half of its capital cost. Staff has developed a Bike Corral Application and Maintenance Agreement that both business have signed for the pilot. Along with the businesses, staff will monitor the use of the bike racks and other operational issues. Another measure of success for the pilot will be the number of requests by other businesses for additional bike corrals.

Over the coming months staff intends to have discussions with the TS&E Committee about protocols for identifying potential in-street locations for future bike corrals.

Because of cost-efficiencies, a similar bike rack assembly that could become a second bike corral in the Spring was purchased at the same time. This rack will be installed for one day on September 19th in front of the Speckled Ax coffee shop at 567 Congress St for *Park(ing) Day 2014*. See www.parkingday.org/about-parking-day/ for more information about the concept in general or http://mainetoday.com/do-this-2/turn-a-parking-space-into-a-park-parking-day-in-portland/ for what's planned for Portland specifically. This is the third year Portland has participated in this international event.

Gregory A. Mitchell
Director, Economic Development Department

2C. Electric Charging System

Item will be available for the meeting

MEMORANDUM
Council Agenda Request

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
Michael Brennan, Mayor
Danielle West-Chuhta, Corporation Counsel
Sonia Bean, Executive Assistant
Nancy English, Administrative Assistant
John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: Department of Public Services, Parking Division

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes ____ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

DPS and Parking Division are sponsoring a request from the management of the Hyatt Place Hotel located at the corner of Fore and Union Streets. They are asking that from 100 ft. to 140 ft. from Fore Street on the east side of Union Street be changed from two hour metered parking to a commercial loading zone.

II. REASON FOR SUBMISSION

The request is the result of the establishment of the new Hyatt Place Hotel and parking and delivery needs for the hotel.

III. INTENDED RESULT

The conversion of approximately 40 linear feet on Union Street, will result in the loss of two metered parking spaces and income derived from these meters. However, additional parking has recently been provided nearby on Fore Street and Middle Street, more than offsetting this adjustment.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $400.00

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in Union and Fore Street Areas

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map

Prepared by:

_____ _____

Signature Date

MEMORANDUM

Transportation, Sustainability and Energy Committee Agenda Item

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
Michael Brennan, Mayor
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John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: Department of Public Services, Parking Division

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes ____ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

DPS and Parking Division are sponsoring a request from the management of the Hyatt Place Hotel located at the corner of Fore and Union Streets. They are asking that from 100 ft. to 140 ft. from Fore Street on the east side of Union Street be changed from two hour metered parking to a commercial loading zone.

II. REASON FOR SUBMISSION

The request is the result of the establishment of the new Hyatt Place Hotel and parking and delivery needs for the hotel.

III. INTENDED RESULT

The conversion of approximately 40 linear feet on Union Street, will result in the loss of two metered parking spaces and income derived from these meters. However, additional parking has recently been provided nearby on Fore Street and Middle Street, more than offsetting this adjustment.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $400.00

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in Union and Fore Street Areas

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map

Prepared by:

_____ _____

Signature Date


East Side of Union, 100 ft from Fore Street to 140 ft. from Fore St. – From 2 hr. Metered to Commercial Loading Zone
New Hotel
Union St, Portland, ME 04101, USA
Fore Street
Google earth

CITY OF PORTLAND
IN THE CITY COUNCIL

TRAFFIC SCHEDULE AMENDMENT

Ordered, that the City of Portland's Traffic Schedule be and is hereby amended as follows:

By Deleting: Eastside from a Point 61 ft. northerly of Fore Street to a point 161 feet southerly of Middle Street – Meter Zone 3 – 2 hour parking

By Adding: Eastside from a point 61 ft, northerly of Fore Street to a point 100 ft. northerly from Fore Street – Meter Zone 3 – 2 hour parking

Schedule XVIII

By Adding: Eastside from a point 100 ft. northerly of Fore Street to a point 140 ft Northerly from Fore Street - Commercial Loading Zone

Schedule XI

CITY OF PORTLAND
IN THE CITY COUNCIL

TRAFFIC SCHEDULE AMENDMENT

Ordered, that the City of Portland's Traffic Schedule be and hereby is amended as follows:

By adding under Fox Street:

South Side – from a point 85 feet easterly of North Boyd Street to a point 110 feet westerly of Anderson Street – Schedule XVIII – 2 Hour Parking

MEMORANDUM
Council Agenda Request

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
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John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: District 1 Councilor Donoghue, East Bayside Residents and Business Owners

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes _____ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

District 1 Councilor Donoghue is sponsoring a request from residents and business owners of the East Bayside neighborhood to change the south side of Fox Street between the North Boyd Trail to Anderson Street from unrestricted to two-hour parking. The area in question begins at a utility pole approximately 85 feet east of the Boyd Street path and extends approximately 510 feet to a utility pole 110 feet from the intersection of Fox Street and Anderson Street, or just over 25 standard City parking spaces.

II. REASON FOR SUBMISSION

The unrestricted parking in the area described has hindered users of the Kennedy Park area from finding on-street parking and many drivers have turned to the private business lots along the north side of Fox Street as well as other on-street areas in the

neighborhood, as long haul trucks often park on this portion of Fox Street for long periods of time.

The resulting constraint in supply due to lack of turnover has impacted business parking and on-street parking for residents in other parts of the neighborhood. Residents and businesses in the area actively support this change, and two petitions to DPS are enclosed providing more background on the situation and request.

III. INTENDED RESULT

It is the intent that the conversion of approximately 510 linear feet from North Boyd Street to approximately 110 feet westerly of Anderson Street will result in approximately 25 two-hour parking spaces and will encourage turnover for the businesses on Fox Street while allowing time for various activities on Fox Field.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services, as it will make this portion of the East Bayside neighborhood more responsive to growing needs and demands.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $750.00.

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in East Bayside.

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map
- Exhibit C: Community Petitions

Prepared by:

_____ _____

Signature Date

Proposal Regarding Parking Along the South Side of Lower Fox Street

August 28, 2014

Dear Mr. Bartlett:

The undersigned businesses and property owners located on Fox Street support a proposal to post time-limited parking restrictions to the south side of Fox Street, from Franklin Street to Anderson Street.

These restrictions have been proposed in response to the frequent use of Fox Street, which abuts a heavily-used city park, for parking by long-haul truckers who are resting or storing their trucks between hauls. These trucks are not associated with deliveries to neighborhood businesses. They often occupy much of the available on-street parking. This, in turn, leads those who are participating in activities at Fox Field to park in our private lots, which are reserved for our customers. The large trucks also obscure visibility of the park from the street and make crossing the street more difficult, both of which pose safety concerns.

We support the posting of a 3-hour limit to discourage long-term truck parking along the park, while providing a sufficient time frame for parking by those utilizing Fox Field for athletics and other community activities. We support the ability of cars displaying a neighborhood resident sticker to park on the street without a time restriction.

Signature

Heather Sanborn

Printed Name

Co-Owner, Rising Tide Brewing Co.

Business & Title

Signature

DAVID COREEN

Printed Name

Manager OAK Hurst Dairy

Business & Title

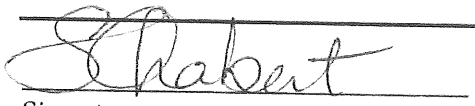
Signature

Steven Konstantino

Printed Name

Maine Green Bldg Supply

Business & Title President



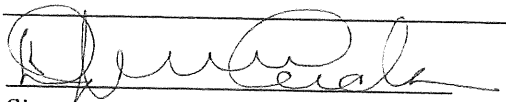
Signature

Sandrine Chabert

Printed Name

Portland's Greener Cleaner

Business & Title



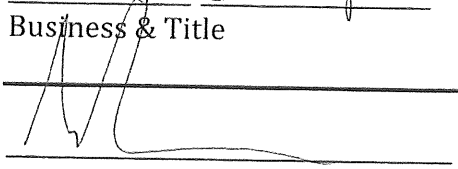
Signature

Douglas Cardente

Printed Name

Cardente Properties

Business & Title



Signature

N. Luke Davidson

Printed Name

Maine Craft Distilling

Business & Title

Proposal Regarding Parking Along the South Side of Lower Fox Street

August 28, 2014

Dear Mr. Bartlett:

The undersigned businesses and property owners located on Fox Street and its adjoining sidestreets support a proposal to post time-limited parking restrictions to the south side of Fox Street, from Franklin Street to Anderson Street.

These restrictions have been proposed in response to the frequent use of Fox Street, which abuts a heavily-used city park, for parking by long-haul truckers who are resting or storing their trucks between hauls. These trucks are not associated with deliveries to neighborhood businesses. They often occupy much of the available on-street parking. This, in turn, leads those who are participating in activities at Fox Field to park in the private lots of area businesses, which should be reserved for customers. The large trucks obscure visibility of the sidewalk and Fox Field from the street and make crossing the street more difficult, both of which pose safety concerns.

We support the posting of a 3-hour limit to discourage long-term truck parking along Fox Field, while providing a sufficient time frame for parking by those utilizing Fox Field for athletics and other community activities. We support the ability of cars displaying a neighborhood resident sticker to park on the street without a time restriction.

Signature

M. WENDY WEST

Printed Name

23 FOX ST. PORTLAND, ME 04101

Address

Signature

TOBY RZEPKA

Printed Name

13 FOX ST. PORTLAND, ME 04101

Address

Signature

Travis Dobson

Printed Name

9 Fox ST portland, ME 04101

Address

Signature

Christopher Brun

Printed Name

6 Fox Street (Business owner)

Address

Portland ME 04101

Mary Ann Maloney

Signature

Mary Ann Maloney

Printed Name

6 Hammond St (corner of Fox) Portland Me

Address

Signature

Scott Webber

Printed Name

19 Hammond St. Portland, ME 04101

Address

Signature

Rae Jean Webber

Printed Name

18 Hammond St. Portland ME. 04101

Address

Margaret Estes

Signature

Margaret Estes

Printed Name

11 Hammond St Portland ME 04101

Address

Linda Estes

Signature

Linda Estes

Printed Name

11 Hammond St portland Me 04101

Address

E. Woodward

Signature

Edie Woodward

Printed Name

28 Hammond St. Portland ME 04101

Address

Martha Voland

Signature

Martha Voland

Printed Name

28 Hammond St., Portland, ME 04101

Address

Signature

Greg DeVido

Printed Name

30 Hammond St., Portland ME

Address

Signature

Lindsay Matranga

Printed Name

30 Hammond St. Portland ME 04101

Address

Signature

Jason Wentworth

Printed Name

42 Hammond Street

Address

Portland Me 04102

S Chabert
Signature

Sandrine Chabert
Printed Name

42 Hammond St.
Address

Portland ME 04101

Signature

Hope Chaupeala
Printed Name

86 Anderson St
Address

Portland, ME 04101

Signature

Michele Castree
Printed Name

86 Anderson St
Address

Portland, ME 04101

* My preference would be to not allow tractor-trailer trucks to park there for safety/visibility reasons for crossing pedestrians.

Ellen F. Bailey
Signature

Ellen F. Bailey
Printed Name

17 Hammond St.
Address

Portland, ME 04101

Jessica Lockhart

Signature

Jessica Lockhart

Printed Name

29 Hammond St Pltd, ME 04101

Address

George Park

Signature

George Park

Printed Name

146 Washington Ave

Address

Portland, Me 04101

Carolyn Treat

Signature

Carolyn Treat

Printed Name

4 Hammond St. Pltd 04101

Address

Alex Lehnen

Signature

ALEX LEHNEN

Printed Name

51 HAMMOND ST

Address

Signature

James M Plunkett
Printed Name

56 Hammond Portland, 04101
Address

Signature

Louis B. Flanagan Jr
Printed Name

41 Hammond
Address

Portland

Signature

17 Fox St
Printed Name

Port ME
Address

Rebecca L. Leeman
Signature

REBECCA L. LEEMAN
Printed Name

23 Fox St
Address

PORTLAND, ME 04101

Signature

Rosalee Lamm

Printed Name

13 Fox St.

Address

Portland, ME 04101

Signature

Cynthia Cochran

Printed Name

17 Hammond Street, Portland ME 04101

Address

Signature

Casey O'Brien

Printed Name

Address

13 Hammond St. Apt #1 Portland, ME 04101

Signature

Nicholas Higgins

Printed Name

13 Hammond #2

Address

Portland, ME 04101

Signature

Chris Wright
Printed Name

8 Mann St Portland ME 04101
Address

Signature

Kathleen McKeen
Printed Name

53 Hammond St Portland ME 04101
Address

Signature

BENJAMIN S ROW
Printed Name

13 HAMMOND ST # 3
Address

PORTLAND ME 04101

Signature

Printed Name

Address


Fox St, Portland, ME 04101, USA
Red – current unrestricted parking.
Green – proposed 2 hour parking.
Change Unrestricted Parking to 2 hour Parking – feet south side of Fox Street Between 85 feet easterly of North Boyd and 110 deet westerly of Anderson Street
Marginal Way
Diamond St
N Boyd St
Fox St
Boyd Street Path
Bay Side Terrace
Mayo St
E Lancaster St
Everett St
Win Throp St
Washington Ave
Monroe St
Anderson St
Smith St
Oxford St
Marion St
295
ALT 1
26
© 2014 Google
Google earth
1997
43°39'55.63" N 70°15'22.58" W elev 19 ft eye alt 1528 ft

MEMORANDUM
Transportation, Sustainability & Energy Committee Agenda Item

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
Michael Brennan, Mayor
Danielle West-Chuhta, Corporation Counsel
Sonia Bean, Executive Assistant
Nancy English, Administrative Assistant
John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: District 1 Councilor Donoghue, East Bayside Residents and Business Owners

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes _____ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

District 1 Councilor Donoghue is sponsoring a request from residents and business owners of the East Bayside neighborhood to change the south side of Fox Street between the North Boyd Trail to Anderson Street from unrestricted to two-hour parking. The area in question begins at a utility pole approximately 85 feet east of the Boyd Street path and extends approximately 510 feet to a utility pole 110 feet from the intersection of Fox Street and Anderson Street, or just over 25 standard City parking spaces.

II. REASON FOR SUBMISSION

The unrestricted parking in the area described has hindered users of the Kennedy Park area from finding on-street parking and many drivers have turned to the private business lots along the north side of Fox Street as well as other on-street areas in the

neighborhood, as long haul trucks often park on this portion of Fox Street for long periods of time.

The resulting constraint in supply due to lack of turnover has impacted business parking and on-street parking for residents in other parts of the neighborhood. Residents and businesses in the area actively support this change, and two petitions to DPS are enclosed providing more background on the situation and request.

III. INTENDED RESULT

It is the intent that the conversion of approximately 510 linear feet from North Boyd Street to approximately 110 feet westerly of Anderson Street will result in approximately 25 two-hour parking spaces and will encourage turnover for the businesses on Fox Street while allowing time for various activities on Fox Field.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services, as it will make this portion of the East Bayside neighborhood more responsive to growing needs and demands.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $750.00.

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in East Bayside.

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map
- Exhibit C: Community Petitions

Prepared by:

_____ _____

Signature Date

CONGRESS SQUARE PLAZA APARTMENTS

www.harbormgmt.com

10 Congress Square Plaza • Portland, ME 04101
Tel: 207-775-2440 • TTY: 800-437-1220 • Fax: 207-772-4273 • congresssquare@harbormgmt.com

8/25/2014

City of Portland:

Congress Square Apartments is federally subsidized property for the elderly and people with disabilities. The entrance to the building along Forest Avenue is handicapped accessible and many of our residents use motorized wheelchairs and walkers. It would be beneficial to our residents if the curb space (cut out) outside of the entrance could be redesigned to accommodate wheelchairs.

We respectfully request that the parking division look at several spaces on Forest Avenue and remove **Meter #1-349, Meter 1-350 and Meter 1-351.**

We would like to have **Meter # 1-350 and Meter #1-351** replaced with a designated **15 minute drop off/pick up spot for residents living at Congress Square Plaza and for emergency vehicles.** Replacing **Meter # 1-349** and designating it a 30 minute commercial plate zone (load/unload) only, can only benefit the local businesses surrounding this block.

We are working along with Unified Parking Partners and Westin Hotel hoping a solution to the congestion on High Street with the Valet parking can be alleviated.

Several years ago, the spaces/meters listed above were designed this way. If the city would consider replacing the spaces as indicated above, we will be able to allow the hotel access to our private parking lot for the valet service that they provide for their patrons.

Thank you,

Kathleen Conway
Assistant Manager

MEMORANDUM
Council Agenda Request

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
Michael Brennan, Mayor
Danielle West-Chuhta, Corporation Counsel
Sonia Bean, Executive Assistant
Nancy English, Administrative Assistant
John Peverada, Parking Manager
Eric Labelle, PE, Assistant Director of Public Services/Operations Mgr.
Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: DPS, Parking Division, Acting City Manager's Office

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

DPS, Parking Division, and the Acting City Manager's Office are sponsoring a request from the management of Congress Square Apartments is requesting a 15 minute parking space be established on the West side of Forest Ave, 230 from Congress Street running northerly to 250 feet from Congress Street.

Currently, 100 ft. from 150 feet north of Congress to 250 feet is marked as a "No Parking/Bus Stop." There is room to reduce this area to 80 ft. and add a 15 minute parking space. There remains an additional 25 feet for a bus pullout area, so METRO operations will remain intact.

II. REASON FOR SUBMISSION

The request is the result of a request from Congress Square Apartments for more on-street parking flexibility, to be coordinated with anticipated changes taking place in association with operations at the Westin Eastland hotel.

III. INTENDED RESULT

It is the intent that the conversion of approximately 20 linear feet on Forest Avenue running northerly from Congress Street from 230 ft. to 250 ft, will result in approximately 1 minute parking space and will encourage turnover for the businesses.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $400.00

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in Forest Avenue and Congress Street Area.

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map
- Letter from Congress Square Apartments

Prepared by:

_____ _____

Signature Date

MEMORANDUM
Transportation, Sustainability & Energy Committee Agenda Item

TO: Councilor David Marshall, District 2, Chair, Transportation Committee
Councilor John Hinck, At-Large, Transportation Committee
Councilor Kevin Donoghue, District 1, Transportation Committee
Councilor Cheryl Leeman, District 4, Transportation Committee

FROM: Michael Bobinsky, Director of Public Services

DATE: September 11, 2014

DISTRIBUTION: Sheila Hill-Christian, Acting City Manager
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Katherine Earley, PE, Engineering Services Manager
Jeremiah Bartlett, PE, PTOE, Transportation Systems Engineer

SUBJECT: Order – Amendment to Traffic Schedule

SPONSOR: DPS, Parking Division, Acting City Manager's Office

COUNCIL MEETING DATE ACTION IS REQUESTED:
1st reading N/A **Final Action** October 6, 2014

Can action be taken at a later date: X Yes _____ No (If no why not?)

PRESENTATION: None

I. SUMMARY OF ISSUE

DPS, Parking Division, and the Acting City Manager's Office are sponsoring a request from the management of Congress Square Apartments is requesting a 15 minute parking space be established on the West side of Forest Ave, 230 from Congress Street running northerly to 250 feet from Congress Street.

Currently, 100 ft. from 150 feet north of Congress to 250 feet is marked as a "No Parking/Bus Stop." There is room to reduce this area to 80 ft. and add a 15 minute parking space. There remains an additional 25 feet for a bus pullout area, so METRO operations will remain intact.

II. REASON FOR SUBMISSION

The request is the result of a request from Congress Square Apartments for more on-street parking flexibility, to be coordinated with anticipated changes taking place in association with operations at the Westin Eastland hotel.

III. INTENDED RESULT

It is the intent that the conversion of approximately 20 linear feet on Forest Avenue running northerly from Congress Street from 230 ft. to 250 ft, will result in approximately 1 minute parking space and will encourage turnover for the businesses.

IV. COUNCIL GOAL ADDRESSED

This proposed change addresses both the Council goals of economic development and improving City services.

V. FINANCIAL IMPACT

The cost of staff and equipment mobilization, plus signs and posts is estimated to be approximately $400.00

VI. STAFF ANALYSIS & RECOMMENDATION

The Department of Public Services and Parking Division have reviewed this change, and recommend that future discussions take place about the changing parking demands in Forest Avenue and Congress Street Area.

VII. LIST ATTACHMENTS

- Exhibit A: Council Order
- Exhibit B: Map
- Letter from Congress Square Apartments

Prepared by:

_____ _____

Signature Date

CITY OF PORTLAND

IN THE CITY COUNCIL

TRAFFIC SCHEDULE AMENDMENT

Ordered: That the City of Portland's Traffic Schedule be and hereby is amended as follows:

To Be added: West Side of Forest Ave. – From a point 230 feet north of Congress Street running northerly to a point 250 ft. north of Congress Street – 15 minute Parking

Portland, Maine Yes. Life's good here.

Michael J. Bobinsky
Director of Public Services

To: Transportation Sustainability and Energy Committee
From: Michael J. Bobinsky, Director of Public Services
Date: September 12, 2014
Subject: Endorsement of the proposed Peninsula Street Maintenance Parking Restriction Changes

Summary of Issue

Over the past few years, City staff and District 1 and 2 City Councilors, have been addressing various complaints about the current Peninsula Parking Restriction program. To address complaints, staff with City Council support, have made adjustments to specific neighborhood area restrictions including implementing day time parking restrictions for the Munjoy Hill Neighborhood and recently the Park Side area as well. Resident complaints deal mostly with the impacts of frequent moving of parked vehicles to meet the restriction and an observation that municipal services are not consistently provided to warrant the current level of parking restriction. The Department of Public Services is responsible for the delivery of the public works type services, (street sweeping, snow removal, sidewalk repairs, utility repairs and tree work) and utilize the parking restriction program to provide these services. Budget cuts and program resource restrictions over the recent few years, have resulted in reducing the frequency to which these core services are provided and adding to the complaints over moving vehicles without services being provided.

Recently, the Department was asked by the City Council to work with the Parking Enforcement office and the City Manager's office on further adjustments and reductions in the frequency of when the parking restriction takes effect and to recommend specific changes to the Parking Ordinance to meet this expectation. Over the past year, staff has been working on a proposal that reduces the parking restriction from the current program where vehicles must be moved 4 times a month to 2 times per month on a street. Staff has also evaluated the frequency of services the Department deliveries and has determined minimum service level with some key programs like Street Sweeping that can match up with reducing the frequency of the on street parking restriction.

Following review and planning with the City Manager's office and the Parking Enforcement Division, the Department is now prepared to recommend the parking restriction changes that match up with a reduced parking restriction plan. The parking program changes will result in fewer restrictions and require an amendment to the Parking Ordinance addressing the City's Peninsula parking restrictions.

As a result, Corporation Counsel has advised that this program amendment must first be endorsed by the TSE Committee with a recommendation to the City Council to obtain program approval. Department staff will present the specific changes to the parking program at the September 17th, TSE Committee meeting and will be seeking an endorsement before seeking approval of the specific parking ordinance amendments. A copy of a map showing the current and proposed parking restriction zones is attached to this memorandum for your information and further review, examples of the new

signage will be presented as well.

Key Program Elements

- Current service area boundaries will remain the same. Vehicles will now be moved on either Tuesday or Wednesday nights depending on the service area. This will enable the Department of Public Services to provide service on one side of every street in every week.
- Days on which restrictions occur precede the day that Solid Waste and Recycling collection takes place. This feature is especially beneficial in the winter months as it allows the Department of Public Services the opportunity to widen snow narrowed streets by plowing, re-plowing and removing snow prior to rubbish collection.
- Daytime restrictions will be between 10 AM and 2:00 PM. This time frame is consistent with the current Parkside restriction and provides Parking Control Officers with the opportunity to complete school crossing guard tasks before assisting with parking oriented service delivery support.
- New signage will reflect a "time of restriction" change that will run from 12:01 AM to 7:00 AM. This change should be easier to understand than the current 11:00 PM to 7:00 AM restriction.
- Approximately 1,700 new parking restriction signs will need to be installed as replacements reflecting the new program. Staff is still working on the details of this work, but anticipates this will be a substantial effort by City personnel and will require several weeks before completion.
- Staff plans to submit the parking ordinance amendment proposal to the City Council for the October 6 and 20th City Council meetings. This will require two readings before enactment.

Intended Result

TSE and the City Council approval of the proposed Amendments to the Parking Ordinance addressing the Peninsula on street parking program. City staff initiating a sign replacement effort reflecting the new changes and public information campaign to educate Peninsula residents about the new program. Addresses past resident complaints about frequency of the parking restriction and implements more consistency with municipal service delivery in areas such as street sweeping. Following approval by City Council, Department staff will order the 1,700 new parking restriction signs and begin scheduling the replacement effort. An implementation schedule is currently being developed and will be finalized following the adoption of the Parking Ordinance amendments.

Michael J. Bobinsky
Director of Public Services

Recommendation

City staff recommends approval and endorsement of the proposed changes to the Peninsula parking program and amendments to the Parking Ordinance and to support staff with initiating a public education campaign on the new program.

Attachments

1. Map of the proposed Peninsula parking restriction program.

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/31/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 1	Service Area 2	Service Area 3	Service Area 4 & 8 - Overnight	Service Area 4 & 8 - Daytime	Service Area 6 - Overnight	Service Area 6 - Daytime	Service Area 5 & 7
Current: Weekly - Per Side of Street Odd: Sunday 11:30 pm to Monday 7:00 am Even: Tuesday 11:30 pm to Wednesday 7:00 am	Current: Weekly - Per Side of Street Odd: Monday 11:30 pm to Tuesday 7:00 am Even: Wednesday 11:30 pm to Thursday 7:00 am	Current: Weekly - Per Side of Street Odd: Sunday 11:30 pm to Monday 7:00 am Even: Tuesday 11:30 pm to Wednesday 7:00 am	Current: Weekly - Per Side of Street Odd: Sunday 11:30 pm to Monday 7:00 am Even: Monday 11:30 pm to Tuesday 7:00 am	Current: Weekly - Per Side of Street Odd: Monday 8:00 am to 12:00 pm Even: Tuesday 8:00 am to 12:00 pm	Current: Weekly Odd: Sunday 11:30 pm to Monday 7:00 am Even: Tuesday 11:30 pm to Wednesday 7:00 am	Current: Twice Monthly - Per Side of Street Odd: 1st and 3rd Thursday 10:00 am to 2:00 pm Even: 2nd and 4th Thursday 10:00 am to 2:00 pm	Current: Weekly - Per Side of Street Odd: Monday 11:30 pm to Tuesday 7:00 am Even: Wednesday 11:30 pm to Thursday 7:00 am
Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 12:01-7:00 am Even: 2nd and 4th Tuesday 12:01-7:00 am	Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 12:01-7:00 am Even: 2nd and 4th Tuesday 12:01-7:00 am	Proposed:Weekly - Per Side of Street NO CHANGE FROM CURRENT RESTRICTION	Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 12:01-7:00 am Even: 2nd and 4th Tuesday 12:01-7:00 am	Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 10:00 am to 2:00 pm Even: 2nd and 4th Tuesday 10:00 am to 2:00 pm	Proposed: Twice Monthly Odd: 1st and 3rd Wednesday 12:01-7:00 am Even: 2nd and 4th Wednesday 12:01-7:00 am	Proposed: Twice Monthly - Per Side of Street NO CHANGE FROM CURRENT RESTRICTION	Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Wednesday 12:01-7:00 am Even: 2nd and 4th Wednesday 12:01-7:00 am

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/30/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 1

Current: Weekly - Per Side of Street

Odd: Sunday 11:30 pm to Monday 7:00 am

Even: Tuesday 11:30 pm to Wednesday 7:00 am

Proposed: Twice Monthly - Per Side of Street

Odd: 1st and 3rd Tuesday 12:01-7:00 am

Even: 2nd and 4th Tuesday 12:01-7:00 am

1

2

WESTERN PROMENADE
CHADWICK ST
VAUGHAN ST
PINE ST
BOWDOIN ST
CARROLL ST
NEAL ST
THOMAS ST
WEST ST
MARSHALL ST
TROWBRIDGE PL
BRACKETT ST
NEAL ST
CARLETON ST
WALKER ST
HOULTON ST
DOW ST
HORTON PL
DEERINGS LN
DOUGLAS LN
PINE ST
LEWIS ST
CUSHMAN ST
CLIFFORD ST
SPRUCE ST
ORCHARD ST
STORER ST
EMERY ST
SPRING ST
TAYLOR ST
DANFORTH ST
MAY ST
CLARK ST
DERMOT CT
BRACKETT ST
ORANGE ST
BOND ST
SCHOOL ST
BRIGGS ST
DANFORTH PL
HAMLIN CT
SALEM ST
SUMMER ST
BEACH ST
WEST COMMERCIAL ST
CASSIDY POINT DR
CASSIDY POINT DR
AVON ST
AVON PL
MIC ST
CUMBERLAND
VERNON PL
AVON ST
HENRY ST
DEERING PL
HIGH ST
DELAND CT
FOREST AVE
OAK ST
HILBORN CT
CONGRESS ST
JOY PL
WINTER ST
STATE ST
PARK ST
SPRING ST PL
OAK ST
SPRING ST
PLEASANT ST
OAK ST
GRAY ST
MAPLE ST
DANFORTH ST
STRATTON ST
HIGH ST CT
NYE ST
STETSON CT
GUILFORD CT
HIGH ST
YORK ST
TATE ST
TYNG ST
YORK ST
N

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/30/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 2

Current: Weekly - Per Side of Street

Odd: Monday 11:30 pm to Tuesday 7:00 am

Even: Wednesday 11:30 pm to Thursday 7:00 am

Proposed: Twice Monthly - Per Side of Street

Odd: 1st and 3rd Tuesday 12:01-7:00 am

Even: 2nd and 4th Tuesday 12:01-7:00 am

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/31/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 3

Current: Weekly - Per Side of Street

Odd: Sunday 11:30 pm to Monday 7:00 am

Even: Tuesday 11:30 pm to Wednesday 7:00 am

Proposed:Weekly - Per Side of Street

NO CHANGE FROM

CURRENT RESTRICTION

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/30/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

8

4

Service Area 4 & 8 - Overnight	Service Area 4 & 8 - Daytime
Current: Weekly - Per Side of Street Odd: Sunday 11:30 pm to Monday 7:00 am Even: Monday 11:30 pm to Tuesday 7:00 am	Current: Weekly - Per Side of Street Odd: Monday 8:00 am to 12:00 pm Even: Tuesday 8:00 am to 12:00 pm
Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 12:01-7:00 am Even: 2nd and 4th Tuesday 12:01-7:00 am	Proposed: Twice Monthly - Per Side of Street Odd: 1st and 3rd Tuesday 10:00 am to 2:00 pm Even: 2nd and 4th Tuesday 10:00 am to 2:00 pm

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,750

Map Printed On: 7/30/2014

Service Area 5 & 7

Current: Weekly - Per Side of Street

Odd: Monday 11:30 pm to Tuesday 7:00 am

Even: Wednesday 11:30 pm to Thursday 7:00 am

Proposed: Twice Monthly - Per Side of Street

Odd: 1st and 3rd Wednesday 12:01-7:00 am

Even: 2nd and 4th Wednesday 12:01-7:00 am

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

FREDERIC ST
MARSTON ST
CHERRY ST
WESTFIELD ST
HEMLOCK ST
PARK AVE
COUNTY WAY
FORE RIVER PKWY
VALLEY ST
GILMAN ST
FOREST ST
BOYNTON ST
WEYMOUTH ST
A ST
CONGRESS ST
C ST
ST JOHN ST
D ST
CRESCENT ST
WESCOTT ST
CHARLES ST EXT
ELLSWORTH ST
HILL ST
BRAMHALL PL
RUSSELL ST
BRAMHALL ST
DEERING AVE
GRANT ST
STATE ST EXT
MELLEN ST
SHERMAN ST
CUMBERLAND AVE
STATE ST
DEERING ST
AVON ST
AVON PL
DEERINGS LN
DOUGLAS LN
VERNON PL
HENRY ST
DEERING PL
HIGH ST
MACMILLAN RD
TROWBRIDGE PL
NEAL ST
CARLETON ST
WALKER ST
HOULTON ST
DOW ST
HORTON PL
PINE ST
WEST ST
MARSHALL ST
BRACKETT ST
5
6
1
VETERAN'S BRIDGE
FORE RIVER PKWY
COUNTY WAY
WESTERN PROMENADE
CHADWICK ST
VAUGHAN ST
PINE ST
BOWDOIN ST
CARROLL ST
NEAL ST
THOMAS ST
LEWIS ST
CUSHMAN ST
CLIFFORD ST
SPRUCE ST
ORCHARD ST
SPRING ST
STORER ST
EMERY ST
DERMOT CT
BRACKETT ST
CASSIDY POINT DR
CASSIDY POINT DR
JOY PL
WINTER ST
STATE ST
PARK ST
SPRING
SPRING ST
CONGRESS ST
N

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/31/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 6 - Overnight	Service Area 6 - Daytime
Current: Weekly Odd: Sunday 11:30 pm to Monday 7:00 am Even: Tuesday 11:30 pm to Wednesday 7:00 am	Current: Twice Monthly - Per Side of Street Odd: 1st and 3rd Thursday 10:00 am to 2:00 pm Even: 2nd and 4th Thursday 10:00 am to 2:00 pm
Proposed: Twice Monthly Odd: 1st and 3rd Wednesday 12:01-7:00 am Even: 2nd and 4th Wednesday 12:01-7:00 am	Proposed: Twice Monthly - Per Side of Street NO CHANGE FROM CURRENT RESTRICTION

Peninsula Street Maintenance Parking Restriction Changes

Department of Public Services, Portland, Maine

1:5,000

Map Printed On: 7/30/2014

Legend

Service Areas

- Area 1 - Overnight
- Area 2 - Overnight
- Area 3 - Overnight
- Area 4 - Daytime
- Area 5 - Overnight
- Area 6 - Overnight
- Area 7 - Overnight
- Area 8 - Daytime

Service Area Exceptions

- Area 4 - Overnight
- Area 6 - Daytime
- Area 8 - Overnight

Service Area 5 & 7

Current: Weekly - Per Side of Street

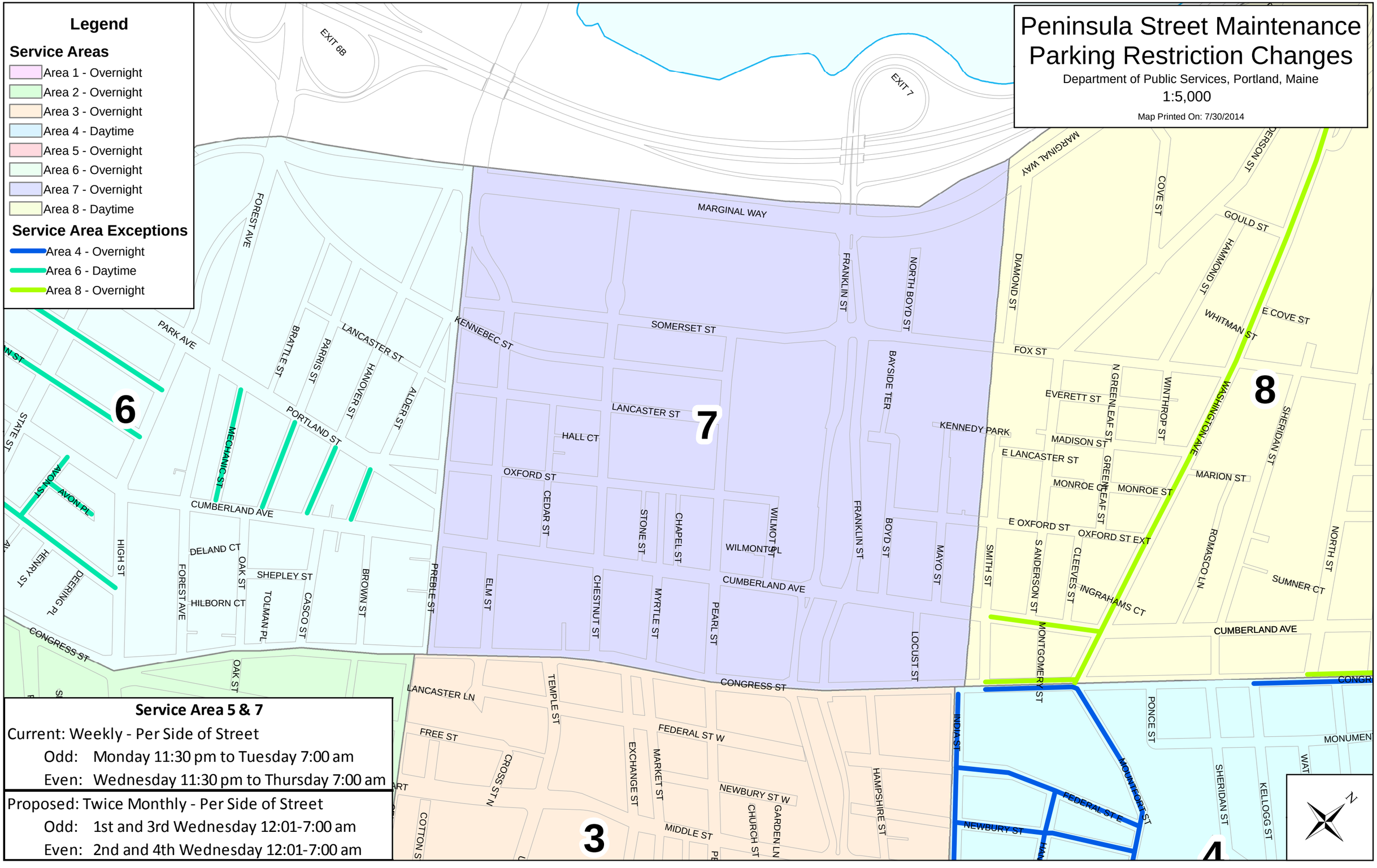
Odd: Monday 11:30 pm to Tuesday 7:00 am

Even: Wednesday 11:30 pm to Thursday 7:00 am

Proposed: Twice Monthly - Per Side of Street

Odd: 1st and 3rd Wednesday 12:01-7:00 am

Even: 2nd and 4th Wednesday 12:01-7:00 am



Greater Portland Transit District

TO: **City of Portland**
Councilor David Marshall, Chair
Council Committee on Transportation, Sustainability and Energy (TSE)

FROM: **Greg Jordan**
General Manager, Greater Portland Transit District (*Metro*)

DATE: **September 10, 2014**

SUBJECT: **Metro Bus Stop Placement Standards and Consolidation**

As part of an extensive public and stakeholder outreach effort, Metro is seeking the input of Portland's TSE Council Committee on the development of bus stop placement standards as well as the relocation/removal of up to 100 of Metro's 800 system wide bus stops.

The City of Portland's Portland Peninsula Transit Study (2008) and METRO's Strategic Plan (2014) point to a need to improve transit travel times. Moreover, at its April 2014 meeting, the Metro Board's Ridership Committee requested that staff include bus stop placements standards and consolidation as part of the Ridership Committee's work plan.

A key method to improve the speed of the transit system is to ensure bus stops are appropriately spaced to balance walking distance with bus travel time. Metro staff have analyzed the network and concluded that METRO's bus stops are not optimally positioned. In many cases bus stops are too close together causing routes to be unnecessarily slow. In other cases bus stops could be moved to improve a variety of aspects of the customers' experience and safety.

Below is a list of some of the many factors that affect bus stop positioning.

- **Access** – Positioning bus stops near side streets to allow customers better access to neighborhoods.
- **Proximity to crosswalks** – Positioning bus stops close to crosswalks allows passengers to safely complete their trips (most trips will include crossing at least one street).
- **Lighting** – Making sure that there is adequate lighting near bus stops allows customers to be seen by bus operators and gives customers a safer experience.
- **Safety** – Positioning bus stops where buses can stop without increased risk of traffic accidents (avoiding blind corners and/or stops immediately after hillcrests).

- **ADA accessibility** – Having the ability to deploy a ramp/lift onto a cement pad to board a passenger using a wheelchair or scooter. Also important is that the sidewalk has "tip-downs" to allow wheelchair users access to the sidewalks.
- **Proximity to major origins/destinations** – Locating bus stops close to the locations that generate a large number of trips.
- **Potential for bus stop amenities** – Locating bus stops where shelters/benches could be installed.
- **Connections** – Placing bus stops near intersections that are transfer points to reduce walking distance and increase the likelihood of a successful connection.
- **Far-side preference** – Placing bus stops on the far-side of intersections tends to help keep routes moving. Near-side bus stops tend to cause buses to stop twice (once for the bus stop once for the traffic signal) this can significantly reduce route speed.
- **Spacing** – The number of bus stops per route is directly related to the spacing of those bus stops. The more bus stops there are the slower the route speed will be. This is a major contributing factor when customers decide whether or not a transit system is works for them.

Rarely do bus stops meet all of the criteria listed above. In most cases trade-offs must be made. Safety is always the first priority when placing bus stops, however after safety has been addressed a number of other factors can be considered. Currently, METRO's bus stop placement provides its customers with excellent access but at relatively slow route speeds. Metro's analysis found that current bus stops are placed at an average 6-7 stops per mile or every 800-900 feet. It should be noted that this is an average (not a reflection of any current standard) and so stop spacing for portions of the system are shorter.

According to older reports published by the Transit Cooperative Research Program (TCRP), the number of stops per mile for "local" bus service in the United States has averaged between 6-8 (Report 88, 2003; Report 19, 1996). However, in Jarret Walker's *Human Transit* (2012), the author indicates that there is a growing recognition of the trade-offs between stop spacing and system speed, that agencies should be more strategic in their spacing methods in relation to their goals, and that many transit agencies are embarking on projects to reduce the number of stops per mile as a way to increase speed. In TCRP's 2013 report on *Commonsense Approaches for Improving Transit Bus Speeds*, the researchers report that surveyed transit agencies indicated the greatest improvements in system speed came by consolidating bus stops in comparison to other strategies.

There is industry agreement that that when walking distance exceeds one quarter mile potential ridership begins to diminish at an exponential rate. For this reason, staff recommend setting the maximum distance between stops on "local" bus service at no more than 1,320 feet or ¼ mile.

- Central Business Districts – Approximately every 660 ft. (1/8 mile)
- Urban Areas – Approximately every 660 ft. to 1320 ft. (1/8 to 1/4 mile)

- Suburban Areas – Approximately every 1320 ft. (1/4 mile)
- Rural Areas – Approximately every 1320 ft. (1/4 mile)

The purpose of these standards is to bring greater consistency and usefulness to Metro's bus stops, improve the speed of the service, shorten passengers' travel times, reduce unnecessary infrastructure in the field, and reduce wear and tear on the fleet.

An important note is that while maximum distance between bus stops may be ¼, this is not a direct representation of the walking distance from the interior of a neighborhood or area destination to bus stops. Many factors affect the walking distance from various points within a neighborhood to bus stops. These are intended to be general standards and Metro recognizes that the environmental characteristics at and around each bus stop will govern actual placements. If adopted the spacing standards would serve as only one guide for bus stop placement to be used in connection with the important factors listed above.

Out of the 800 bus stops in Metro's system, approximately 50 stop have been identified for re-location and 50 identified for removal. Attachments to this memo provide maps of the current distribution of bus stops (Attachment A), the locations identified for either relocation or removal (Attachment B), and a view of the system after the changes have been made (Attachment C).

All locations under review are in the cities of Portland and Westbrook. There were no sites identified in Falmouth that required changes. In many cases, the relocation of bus stops will improve conditions for passengers. However, final decisions on which stops to relocate and/or move will not be made until the stakeholder and public input phases of the project have been completed.

STAKEHOLDER INPUT

Metro staff has sought out input from stakeholder groups with an interest in public transportation. In particular, input from groups representing seniors, persons with disabilities and citizens overall is an important factor in developing final decisions.

The stakeholder involvement process included conducting outreach presentations to neighborhood associations, agencies which represent various ridership groups, and municipal Boards/Committees with interests in the transit system. As of this writing, the feedback from stakeholder groups has been positive and there have been no concerns raised about the proposed standards.

In addition to including this information in Metro Newsletter (distributed to 300+) and website, staff has reached out to the following organizations and groups and offered to meet and present the proposed changes. An asterisk indicates that a presentation/meeting was or will be conducted:

- Portland Neighborhood Associations*
- 75 State Street (Portland Assisted Living)*
- IRIS Network*

- Portland Citizen's Bike-Pedestrian Advisory Group*
- STRIVE University Students*
- City of Portland - Council Committee on Transportation, Sustainability and Energy*
- City of Westbrook – City Council*
- Westbrook Housing Authority
- Westbrook Community Center
- City of Portland Disability Advisory Committee*

PUBLIC INVOLVEMENT

Following preliminary Board review of the standards in August 2014, staff will initiate phase 1 of the public involvement process.

Phase 1 - will entail public meetings in Portland and Westbrook during the month of September. Residents were notified of the two public meetings through the normal communication methods, including 14 day advance newspaper notice, on-board bus tear-offs, Metro Connects newsletter, and notification to stakeholder groups.

At the meetings, residents will provided a presentation on the proposed standards and provided information on which bus stops will actually be affected. Staff will work with residents whose bus stops are affected to ensure they understand their alternatives. Metro staff will be open to re-evaluate sites where a high number of people rely on an affected bus stop and cannot usefully be expected to use an alternative site.

Final Board approval will be sought at the September 2014 meeting after which phase 2 of the public involvement process will be initiated.

Phase 2 - will entail placing notices at all affected bus stops. The notices will inform passengers that the stop is planned to be moved or eliminated in one (1) week. The notices will let residents know how to contact Metro to communicate questions to concerns. As with the first phase, Metro staff will re-evaluate requests to maintain current locations on a case by case basis.

FISCAL IMPACT

There is no immediate fiscal impact. Following implementation of the changes, Metro staff will evaluate changes route speed and incorporate into schedule changes in 2015. These changes may result in a reduction of annual revenue hours. Beyond any actual fiscal impact, faster routes will improve efficiency and can contribute to efforts to implement service improvements.

It is anticipated that this policy can potentially reduce costs and increase long-range fare revenue. Reducing bus stops would reduce brake wear and improve fuel economy. Faster routes will improve efficiency and can contribute to efforts to implement service level improvements. Finally, by operating a modestly faster transit system, passenger travel times will decrease making transit a more attractive mode of transportation. In connection with other improvements, this approach can contribute to ridership and fare revenue gains.

NEXT STEPS

Next steps in the process are summarized below:

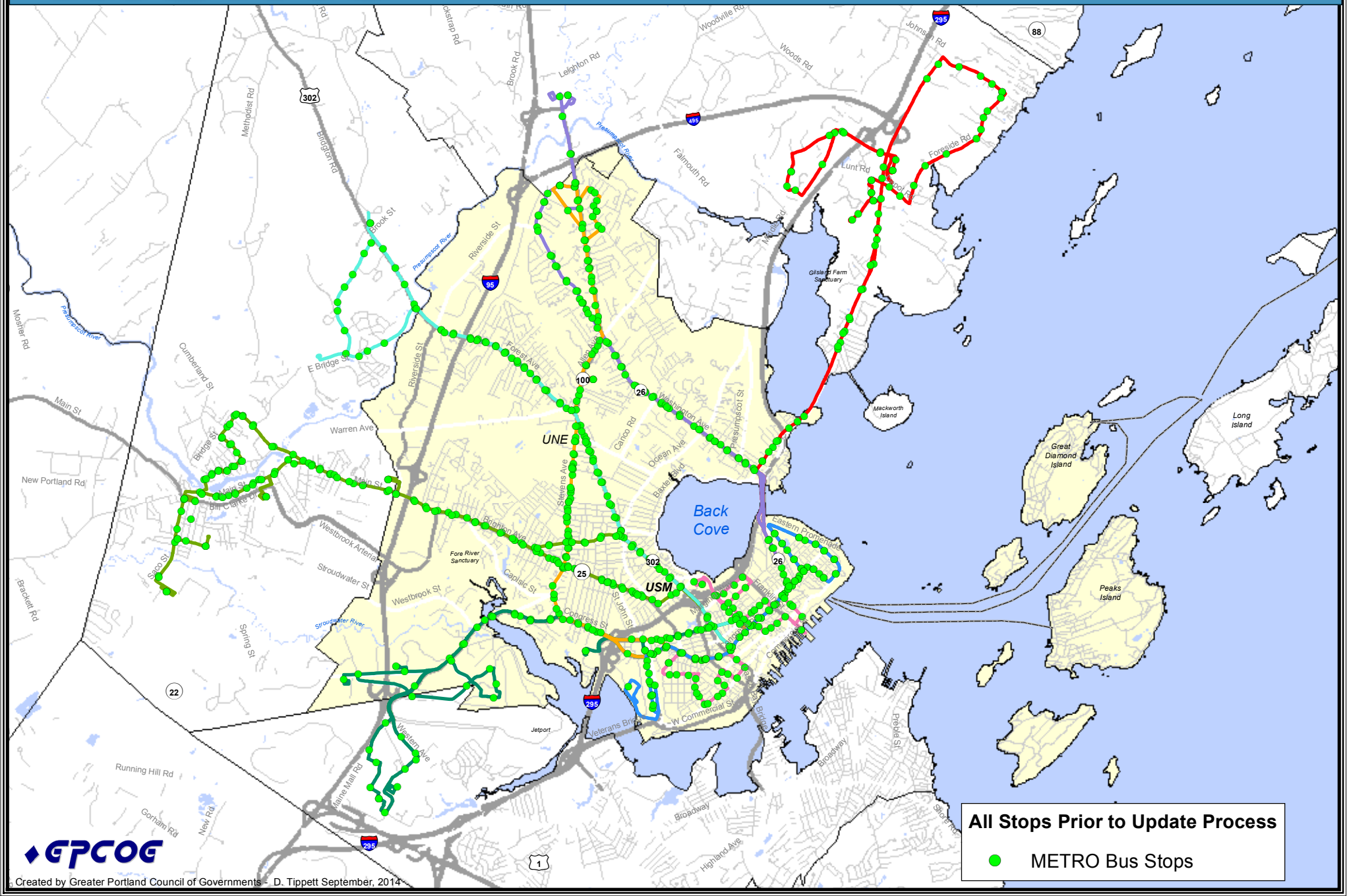
- Conclude remaining stakeholder outreach: Aug-Sep
- Public Meetings: Sep 15 and Sep 17
- Request Approval of Metro Board of Directors: Sep 24
- Public Notice at Affected Bus Stops (1-2 week period): Late Sep/Early Oct
- Implementation: Mid-Oct.

ATTACHMENTS

Attachment A – Current Region-wide Distribution of Bus Stops
Attachment B – Sites Identified for Relation/Removal
Attachment C – Post-Implementation Distribution of Bus Stops

ATTACHMENT A - CURRENT BUS STOPS

Bus Stop Location Update Project



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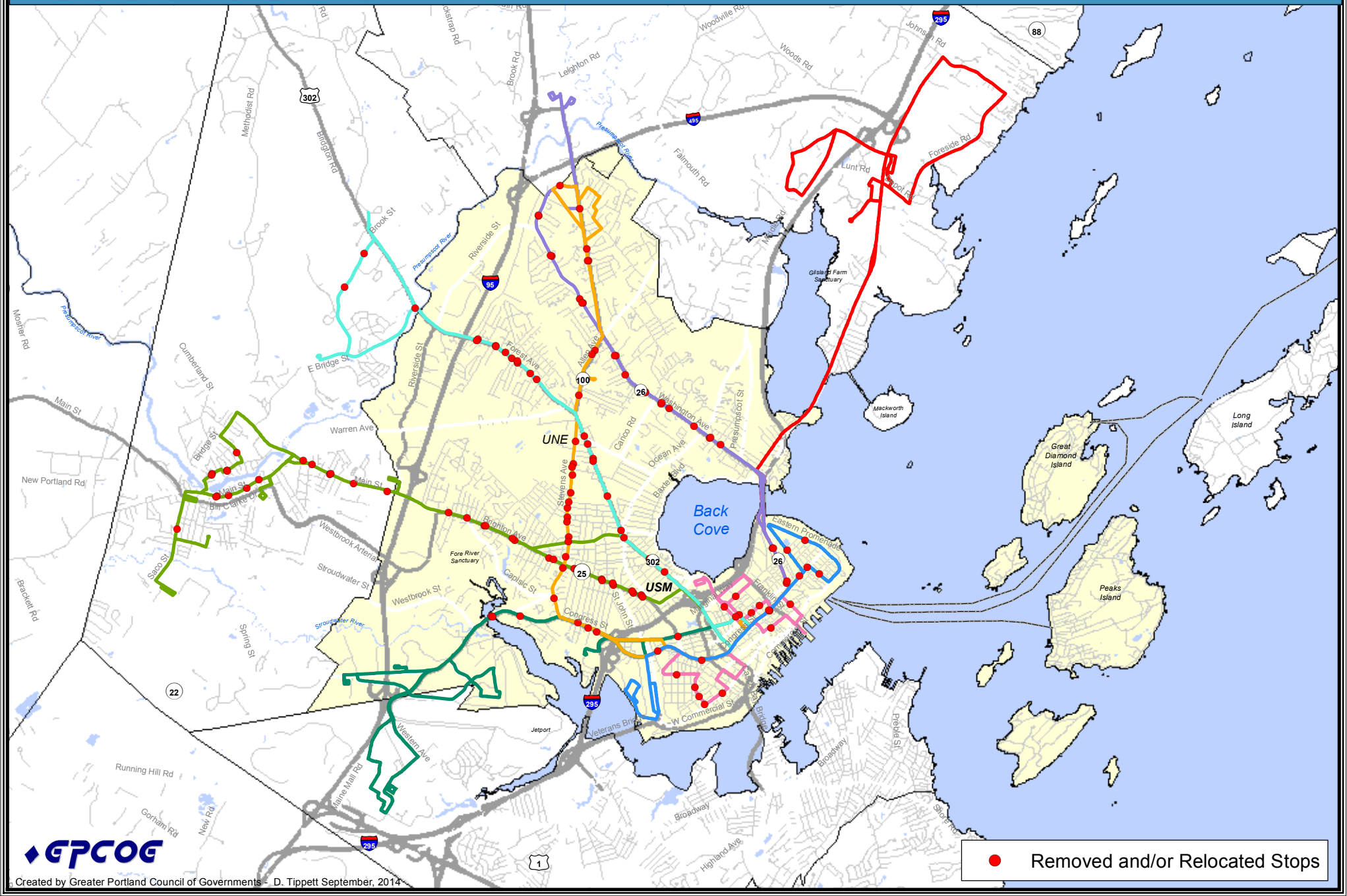
ATTACHMENT B - SITES IDENTIFIED FOR RELOCATION/REMOVAL

METRO

Bus Stop Location Update Project



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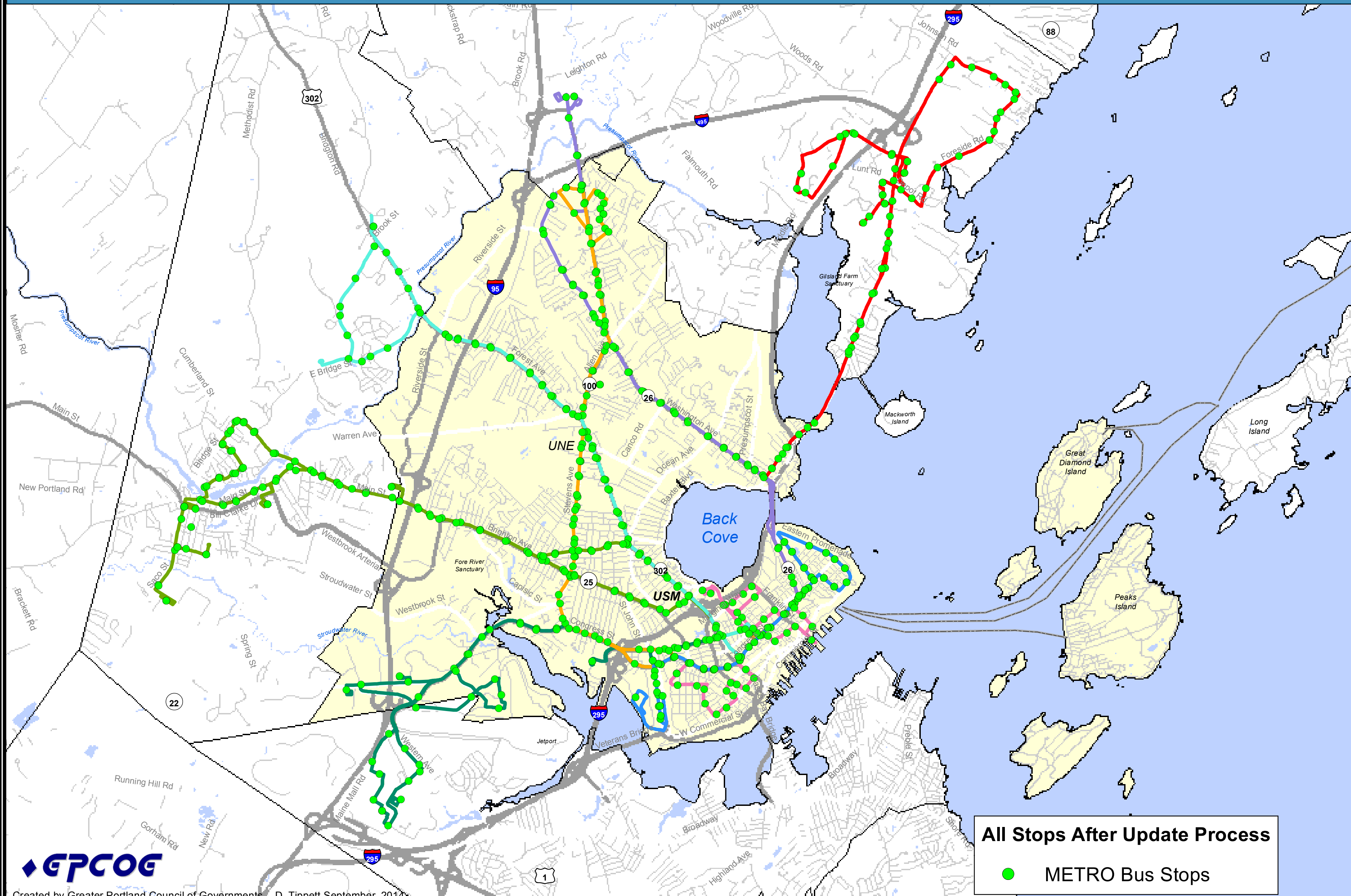
● Removed and/or Relocated Stops

ATTACHMENT C - BUS STOP LOCATIONS AFTER IMPLEMENTATION

Bus Stop Location Update Project



Michael J. Bobinsky
Director of Public Services

To: Transportation, Sustainability and Energy Committee
From: Michael J. Bobinsky, Director of Public Services
Date: September 12, 2014
Subject: Review Current Design Development of the Deering Oaks Pond Bottom Project

Summary of Issue:

The Department of Public Services received an EPA STAG Grant in 2012, for designing and constructing water quality improvements for Deering Oaks Pond to include the replacement of the pond bottom for enhanced maintenance. The grant award followed several years of advocating for capital improvement funds both from the City's CIP budget and from federal grant resources. The grant allowed the project to expend up to $1.2 million with a required local match. Following evaluation and preliminary design review we designed a project with an estimated value of approximately $1,000,000 and funded the local match requirement of $500,000 in the City's FY 13 CIP Budget.

Department staff selected Woodard and Curran to conduct an initial investigation into pond bottom design and treatments and determined that a new gravel bottom with solid concrete surface around the edges of the pond was the most cost effective and practical design for the project. Staff and the project team worked with representatives of the Friends if Deering Oaks, as well as staff from the Department of Public Services, and from the Department of Planning and Urban Development. Site plan approvals were granted by the City Planning Department under an administrative review, and the Historic Preservation Commission reviewed and approved the overall project from a compatibility with the Historic Landscape designation of Deering Oaks Pond. The engineering on the project is nearly complete and construction documents are in progress for solicitation of construction bids planned for later this fall.

Recently, the Department was asked to stop design and development of the current project at this time, in order for the project to be further reviewed by the TSE Committee and the City Council to ensure design best reflects water quality goals for Deering Oaks Pond. Staff and the project consultant was asked to consider if introducing wetland plantings rather than replacement of the pond bottom is a preferred outcome to enhance water quality in the pond. Staff and our consultant will make a presentation at the September 17th TSE Committee meeting on the project, and will provide background on current design approach for a new gravel pond bottom, while addressing questions raised about a wetlands design option.

In addition, the presentation will include the History of Deering Oaks Park and the Pond, how the Pond was created, source of water for the Pond, estimated operating expenses to clean and maintain the Pond, how the proposed plan addresses water quality concerns, and what are the anticipated impacts to wildlife and environmental aspects of the Pond with the current plan.

Michael J. Bobinsky
Director of Public Services

55 Portland Street / www.portlandmaine.gov / tel, 207•874•8801 / tty, 207•874•8936 / fax, 207•874•8816

Adopted by BPC 2/24/2012

Best Management Practices for Athletic Fields & School Grounds

#1 Goal—Reduce human pesticide exposure!

- Minimize pesticide use
- Maintain healthy plants
- Choose pest resistant plant varieties
- Apply spot treatments whenever possible
- Choose products proven to be effective at low application rates
- Choose products that leave little or no residue
- Apply when school is not in session or over extended vacations
- Keep people off treated areas for as long as possible
- Check product label for minimum reentry time

Introduction

In 2011, The Maine Legislature directed the Board of Pesticides Control to evaluate the use of pesticides on school grounds and to develop Best Management Practices (BMPs) for pesticide use with a goal of minimizing human exposure to pesticides. This brochure explains how schools should implement these BMPs. Applying these recommendations should also help schools keep maintenance costs down while improving the safety and appearance of school grounds.

Getting Started

Schools should identify the employees who are involved in school grounds maintenance decisions, including the IPM coordinator, the facilities manager, the athletic director and varsity coaches. The IPM coordinator must be included so that management decisions involving pesticides will be consistent with state law and all notification requirements will be followed.

These grounds maintenance decision makers should assign a Grounds Maintenance Priority Level to all school grounds.* How fields are classified will vary by school and by district, based on use, priorities and available funds.

Assigning Grounds Maintenance Priority Levels

The grounds care BMPs are separated into four levels that roughly correspond to the intensity of use and aesthetic importance of each area. High impact varsity athletic fields may be Level 1 or Level 2. Due to the intensity of use, practice fields that need a high level of maintenance are usually designated Level 2 or 3. Lawn areas and playgrounds generally won't warrant a high level of maintenance and will be assigned to Level 3 or 4. Making a simple map of the maintenance levels for future reference will be helpful to both maintenance personnel and the decision makers (*see map example on opposite side and attached Level-Specific BMPs*).

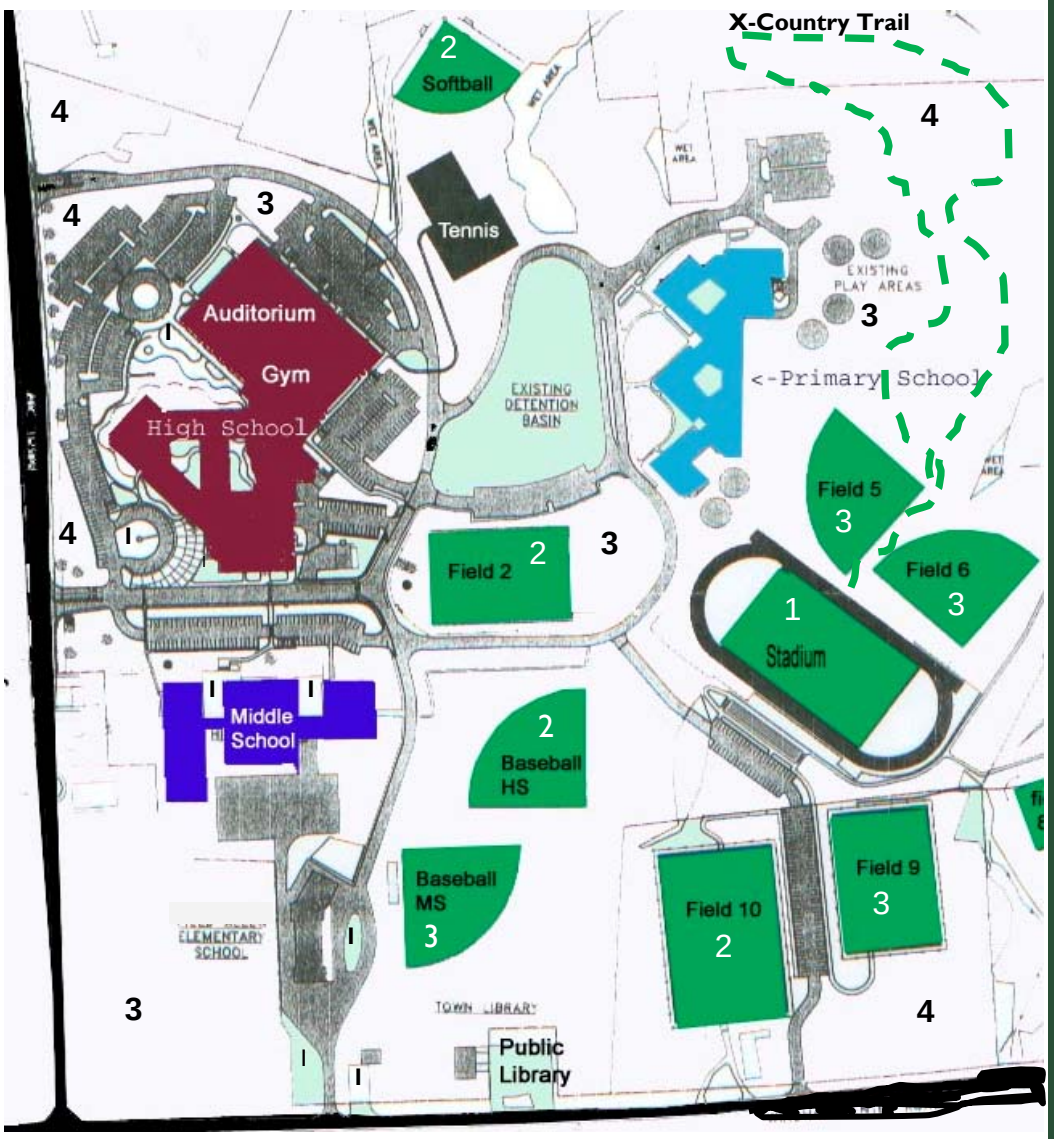
Other Key Points for Maintaining Quality Grounds and Reducing Risks

- Maintain good communication between staff and contractors involved in grounds maintenance and the IPM coordinator
- Emphasize practices that improve turf density and help minimize need for pesticides
- Identify pests specifically and confirm a pest exceeds threshold levels before authorizing any treatments
- Make sure all pest control products (weed, insect, rodent or plant disease controls) are labeled for use on school grounds and applied by licensed commercial pesticide applicators
- Confirm that all contracts for grounds maintenance services follow these BMPs and the guidelines shown on the opposite side of this bulletin
- Develop a maintenance schedule for the more intensively managed areas so that key steps aren't missed
- Keep detailed records of soil tests, aeration, seeding, top dressing, nutrients and pesticides applied for at least two years

**School grounds means: land associated with a school building including playgrounds, athletic fields and agricultural fields used by students or staff of a school and any other outdoor area used by students or staff including property owned by a municipality or a private entity that is regularly utilized for school activities.*

Adopted by BPC 2/24/2012

Grounds Maintenance Priority Levels



Numbers indicate the grounds maintenance priority level

Grounds Maintenance Priority Levels

Level 1—Highest care areas, e.g., some varsity playing fields

Level 2—High care areas, e.g., practice fields or multipurpose fields. May include varsity fields or high visibility lawn areas depending on the school

Level 3—Moderate care areas, e.g., playgrounds, low-use areas, common areas. May include practice fields and some lawn areas depending on the school

Level 4—Lowest care areas, e.g., most lawn areas, natural areas, fence lines, property edges, slopes, utility areas, ditches or trails

Other Important Guidelines

Informed Product Choice

- Read labels and MSDS thoroughly prior to making a choice
- Choose products with proven efficacy at low use rates
- Choose products that pose the lowest exposure potential (watered into the soil, little to no surface residues, low volatility & low drift potential)
- Choose selective products that affect a narrow range of organisms
- Avoid products like weed and feed that require broadcast application

Grounds maintenance contracts should clearly establish:

- The goals of the IPM program
- What services are provided and how they are implemented
- Posting and notification responsibilities
- Consultation with the IPM coordinator
- The population levels of specific pests that can be tolerated without treatment
- Appropriate least-risk procedures to correct pest problems
- The restrictions on pesticide use: types of applications, timing of applications, restricted locations, materials that can be used
- The pest management actions that are the responsibility of the school district

For More Information:

Maine Department of Agriculture, Food and Rural Resources

- Maine Board of Pesticides Control
  thinkfirstspraylast.org
- Maine School IPM Program
  thinkfirstspraylast.org/schoolipm

28 State House Station, Augusta, ME 04333-0028 • 207-287-2731

The University of Maine Cooperative Extension

umaine.edu/ipm/

491 College Ave, Orono, ME 04469-5741 • 207-581-3880

The "Level Specific BMPs" can be found at www.maine.gov/agriculture/pesticides/schoolipm/

Adopted by BPC 2/24/2012

Level Specific BMPs for Athletic Fields and School Grounds

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
	High impact athletic game fields, e.g. varsity football, soccer, field hockey fields	• Low impact athletic game fields, e.g. baseball, softball • Multipurpose fields • Athletic practice fields	• High visibility lawns • Moderate use areas • Playground fields	• Utility areas, slopes, ditches • Natural areas • Fence lines/property edges • Lawns
Field Use Restrictions	• Whenever possible restrict field use when soils are saturated and surface water is present • If field size allows, move goal areas regularly			
Soil Test	At establishment and before renovation and every 1-3 years when pH needs to be adjusted Every 2 – 5 years otherwise Soil test should determine: • Nutrient levels • pH • Level of compaction • Soil texture and structure (Level 1 only) • Percent organic matter • Thatch depth • Rooting depth		At establishment and before renovation or repair and every 1-3 years when pH needs to be adjusted Every 3 – 5 years other wise • test for nutrient levels and pH	At establishment and before renovation test for nutrient levels and pH
Irrigation for Maintenance of Established Turf	• Supplement rainfall when needed to provide a total of 1" of water per week when grass is actively growing (April – November) • Water turf early in the morning	• As needed to promote active turf growth and prevent summer dormancy • Water turf early in the morning	Only required during renovation or repair, otherwise allow summer dormancy	
Aeration	• 2-6 times/year at a depth of 3-12 inches using a combination of hollow core, solid tine, or shatter aeration • At least one of the aerations should be deep tine or shatter to a depth of at least 8 inches • Intense use areas require the most aeration • Avoid spring aeration when seeding of crabgrass or other summer annuals is a threat	• 1-2 times/year as needed • Use a combination of hollow core, solid tine, or shatter aeration at a depth of 3 – 8 inches • Avoid spring aeration when seeding of crabgrass or other summer annuals is a threat	• Once every two years or as needed • Avoid spring aeration when seeding of crabgrass or other summer annuals is a threat	Never

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
Fertilization and Nutrients	• Only apply amendments and nutrients as indicated by soil test, including phosphorus and potassium • Follow soil test recommendations when establishing new seed • Apply N at a rate of 2-4 lbs per 1,000 sq.ft per year in several applications rather than all at once • Fertilize frequently (7 to 10 applications) throughout the season • Apply no more than 0.5 pound of soluble nitrogen per 1,000 square feet per application • Slow release nitrogen (N) fertilizers that are 40-60% water insoluble can be applied at higher rates and less often • Fertilizer rate should be reduced or fertilization eliminated during hot and dry periods unless irrigation is available • Sand based fields may require additional fertilizer • Apply calcitic or dolomitic limestone in spring and/or fall to maintain soil pH within the 6.0 – 6.5 range and to meet soil test requirements for calcium or magnesium	• Only apply amendments and nutrients as indicated by soil test, including phosphorus and potassium • Follow soil test recommendations when establishing new seed • Apply N at a rate of 1-3 lbs per 1,000 sq.ft per year with 2/3 in the fall and 1/3 in the spring • Apply in several applications rather than all at once • Apply no more than 0.5 pound of soluble nitrogen per 1,000 square feet per application • Slow release nitrogen (N) fertilizers that are 40-60% water insoluble can be applied at higher rates and less often • Apply calcitic or dolomitic limestone in spring and/or fall to maintain soil pH within the 6.0 – 6.5 range and to meet soil test requirements for calcium or magnesium	• Only apply amendments and nutrients as indicated by soil test, including phosphorus and potassium • Follow soil test recommendations when establishing new seed • If the turf begins quality is not acceptable, apply N at a rate of 1-2 lbs/1,000 sq.ft per year with 2/3 in the fall and 1/3 in the spring • Apply no more than 0.5 pound of soluble nitrogen per 1,000 square feet per application • Slow release nitrogen (N) fertilizers that are 40-60% water insoluble can be applied at higher rates and less often • Apply calcitic or dolomitic limestone in spring and/or fall to maintain soil pH within the 5.5 – 6.5 range and to meet soil test requirements for calcium or magnesium	• Follow soil test recommendations when establishing new seed • Seldom to never after establishment
Mowing	• Proper mowing height and frequency prevents weeds • Mow to greatest height tolerable for the sport, e.g. 1 to 3 inches depending on type of sport and required playing schedule • Mow to 3 inches or higher during off-season and gradually lower to desired height for play over several mowings • Do not remove more than 1/3 of plant height at each mowing • Keep mower blades sharp • Unless the turf has an active fungal disease or play will be interrupted, return the grass clippings • Use a mulching mower		• Proper mowing height and frequency prevents weeds • Mow to a height of not less than 3 inches • Do not remove more than 1/3 of plant height at each mowing • Keep mower blades sharp • Whenever possible return the grass clippings • Use a mulching mower	• Mow as needed to maintain function of area • Do not remove more than 1/3 of plant height at each mowing when appropriate for the site, use and grasses present • Keep mower blades sharp • Whenever possible return the grass clippings • Use a mulching mower • Utility and low maintenance turf areas need only be mowed in late fall

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
Seeding	• Depending on level of management available, athletic fields should be either a 100% blend of Kentucky bluegrass cultivars, or a 100% blend of improved turf-type tall fescue cultivars, or a mix of Kentucky bluegrass and perennial ryegrass • Maintain vegetative cover by repeated seeding any time soil is exposed. This may be 4-8 times/year • Mid-August-early October is ideal timing • Mid-April-early June to repair worn areas • Select hardy, wear-, pest-, and drought-tolerant grass seed species and cultivars including: tall fescues, perennial ryegrass and Kentucky bluegrass • Use a variety of seeding strategies: ▪ Drill seed in 2 to 4 directions ▪ Use pre-germinated seed and sand mix to fill worn areas and divots ▪ Broadcast seed before each game to allow players to "cleat-in" the seed ▪ Broadcast seed prior to dragging aeration cores	• Lawns should be primarily mixtures of fine fescue or tall fescue with limited Kentucky bluegrass or perennial ryegrass • Higher traffic areas should be seeded with mixes that contain a low percentage of fine fescues • Mid-August through early-October as needed • April to repair worn areas or establish new grass areas • Drill seed or broadcast seed and drag in combination with aeration • Select hardy, wear-, pest-, and draught-tolerant grass seed mixture including tall fescues, perennial ryegrass and Kentucky bluegrass	• Lawns should be primarily mixtures of fine fescue or tall fescue with limited Kentucky bluegrass or perennial ryegrass • Higher traffic areas should be seeded with mixes that contain a low percentage of fine fescues • Repair as needed to maintain turf density and prevent erosion • Without irrigation, seed only September to mid-October when adequate moisture is anticipated	• Lawns should be primarily mixtures of fine fescue or tall fescue with limited Kentucky bluegrass or perennial ryegrass • Higher traffic areas should be seeded with mixes that contain a low percentage of fine fescues • Utility areas can be seeded with native conservation grasses, forbs or perennial flowering plants • Repair as needed to maintain turf density and prevent erosion • In September when adequate moisture is anticipated
Seeding continued	• Irrigation is essential during germination and establishment of new seed • Choose seed mixtures based on soil type and intensity of use • Rescue seeding can be done with high quality perennial ryegrass blends • For seed selection use the National Turf Evaluation Program spreadsheet[++]			
Re-sodding	• Intense use areas, such as soccer goals and between the hash marks on football fields, every 1 to 3 years as needed • Irrigation is essential at installation and during grow-in period	• Intense use areas, such as around pitcher's mound or baseball infields • Irrigation is essential at installation and during grow-in period	Never	Never

[++]http://apps.hort.iastate.edu/turfgrass/extension/InteractiveNTEPSpreadsheet.xlsm

<table>
<tr><th></th><th colspan="2">Level 1 – Highest Care</th><th>Level 2 – High Care</th><th>Level 3 – Moderate Care</th><th>Level 4 – Lowest Care</th></tr>
<tr><td>Topdressing</td><td colspan="2">• Apply in combination with aeration to prepare seed bed, modify soil and smooth field
• Use finished composts with low nitrogen and phosphorus content, or
• Use a soil mix that is similar to the existing soil in the root zone
• In all cases avoid forming soil layers which may cause shallow rooting depth and interfere with water movement in the soil</td><td>Never</td><td>Never</td></tr>
<tr><td>Weeds</td><td>• Following the previous BMPs will establish a healthy, thick turf which will outcompete broadleaf weeds
• Depending on weed species present, accept up to 15 - 20% weeds</td><td>• Following the previous BMPs will establish a healthy, thick turf which will outcompete broadleaf weeds
• Depending on weed species present, accept up to 20 - 30% weeds</td><td>• Hand-pull weeds, use a weed whacker or use heat or steam to kill weeds
• Use mulch in flower beds and around landscape plantings to reduce weeds
• Use landscape fabric under playground shock absorption materials
• Depending on weed species present, 50% weeds or more is acceptable in most lawns
• Use broadleaf herbicides only when needed, based on monitoring, to reduce weed populations to acceptable levels
• Use targeted spot treatments whenever possible and avoid broadcast applications</td><td>• Hand-pull weeds
• Use a weed whacker, heat or steam around fences and other structures
• Spray fence lines only when necessary and schedule when students will not be in the area for several days
• Use herbicides to control invasive and noxious plants when necessary
• Use targeted spot treatments whenever possible and avoid broadcast applications</td></tr>
<tr><td></td><td colspan="2">• Use broadleaf herbicides only when needed, based on monitoring, to reduce weed populations to acceptable levels
• Use targeted spot treatments whenever possible and avoid broadcast applications
• Coordinate any herbicide use with annual over-seeding program so desirable turf seed is not damaged
• Apply pre-emergent herbicide in spring primarily for crabgrass if needed, based on weed monitoring during the previous year
• Broadleaf weed control every 2-3 years, only as needed
• Broadleaf weed control in spring or fall is more effective, but to reduce student exposure applications may be more acceptable during the summer when school is not in session
• Summer herbicide applications should only be done when the weeds are actively growing
• When weeds are drought stressed, water the area to be treated for a few days prior to herbicide application
• Herbicides should not be applied in temperatures above 85° F to avoid turf damage and reduced efficacy
• Effective post-emergent crabgrass control is available and may be used as an alternative to routine pre-emergent crabgrass applications when areas of crabgrass are limited</td><td></td><td></td></tr>
</table>

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
Insect Pests • **White Grubs** are the larvae of Japanese beetles, May/June beetles, European Chafers, Asiatic garden beetles, Oriental beetles and other scarabs. Turf injury occurs from late July through November and from April - June and is often localized. A site-specific strategy should be practiced • **Action Thresholds** for non-irrigated turf (grubs/sq.ft.) Action thresholds may be increased 30% with irrigation • **European chafer: 4 to 6/sq.ft.** • **Japanese beetle: 6 to 12/sq.ft.** • **Oriental beetle: 6 to 12/sq.ft.** • **Asiatic garden beetle: 10 to 20/sq.ft.**	• Monitor July-September • Beginning of spring and fall sports seasons coincides with peak turf injury from white grubs • Action threshold levels are species dependent (see cell to left) • Irrigate as needed to promote grass root growth throughout the growing season • Insect parasitic nematodes can be very effective when applied properly[%%] • Consider preventative grub control applications on fields that are infested more than 2 – 3 years in a row	• Monitor July-September • Action threshold levels are species dependent (see cell to far left) • Irrigate as needed to promote grass root growth throughout the growing season • Action thresholds may be doubled with irrigation • Insect parasitic nematodes can be very effective when applied properly[%%]	• Monitor July-September • Scarab beetles (adult white grubs) often avoid laying eggs in low maintenance non-irrigated turf • Action threshold levels are species dependent (see cell to far left) • Action thresholds may be doubled with irrigation • Insect parasitic nematodes can be very effective when applied properly[%%]	Pesticide treatment never required
Insect Pests • **Chinch Bugs**	• Supplement rainfall when needed to provide a total of 1" of water per week during summer • Avoid over-fertilizing to prevent thatch build-up. Dethatch and/or core aerate if thatch exceeds ¾ inch • Pesticide applications only as needed when damage is evident and more than 5-10 chinch bugs per sample using coffee can-float monitoring method[&&] • If seeding, select resistant, endophytic varieties of tall fescue, perennial ryegrass or fine fescue suitable for athletic fields		• If seeding, select resistant, endophytic varieties of tall fescue, perennial ryegrass or fine fescue suitable for athletic fields	• If seeding, select resistant, endophytic varieties of tall fescue, perennial ryegrass or fine fescue suitable for athletic fields
Turf Diseases[@@] • **Brown Patch** • **Dollar Spot** • **Leaf Spot**	• Apply no more than 0.5 pound of quick release nitrogen per 1,000 square feet per application • Time fertilization and liming to avoid disease critical periods (e.g. avoid fertilization in early spring and just before hot, humid weather) • Remove dew from fields early in the morning, by dragging with a bar • Improve air circulation over turf areas • Irrigate early in the morning only			
Turf Diseases[@@] • **Snow Mold**	• Avoid fertilizing turf after mid-October • Continue mowing until growth ceases and gradually increase or reduce mowing height to achieve 2 inches at last mowing • Overseed with tolerant grasses and resistant cultivars, especially if damage has been severe			

[%%]http://www.yardscaping.org/lawn/documents/Beneficial_Nematodes.pdf
[&&]http://www.gardening.cornell.edu/lawn/lawncare/pestpro.html
[@@]http://extension.umass.edu/turf/publications-resources/best-management-practices

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
Other Pests • **Mice, Rats or Other Rodents**	• Seal or fill in all potential nesting sites • Reduce potential food sources by maintaining covered and sealed dumpsters and trash cans • Clean up all food scraps and waste left out by students, staff or visitors • Avoid installation of bird feeders • Compost piles or bins should be inaccessible to rodents			
• **Stinging Insects** • **Yellowjackets** • **Wasps** • **Hornets** • **Bees**	• Beginning in early spring, monitor for stinging insect hives or nests and remove before they become established • Fill in abandoned animal dens (including rodent burrows) in areas students use • Seal cracks and crevices within walls of buildings and on play structures • Restrict outdoor eating and drinking in the late summer/fall when yellowjackets are foraging • Keep garbage cans covered • Install stinging insect traps outside of areas that people frequent • Use RTU aerosol sprays in emergency situations			
• **European Red Ants** are stinging insects found primarily along the coast. Nests in a variety of habitats including bark mulch, lawns, forested areas, leaf litter, and under rocks and human debris	Contact the University of Maine Cooperative Extension (1-800-287-0279) to confirm suspected infestations and obtain current management recommendations			
• **Mosquitoes**	• Eliminate sources of standing water and keep all roof gutters free flowing • When monitoring indicates the potential for mosquito vectored disease, restrict outdoor activities to mid-day • Encourage students, staff and visitors to use insect repellents during activities that expose them to biting mosquitoes • When the Maine CDC determines there is a credible threat for mosquito-borne disease near a school, consider hiring a licensed commercial pest management company to apply mosquito controls			
• **Ticks**	• Move all play structures or class areas at least 3 yards away from forest or brushy edges of school yards • Install a 3 foot wide strip of mulch or crushed rock next to any forest or brushy edges of school yards • Do not allow students to walk into forest or brushy areas next to schools • Keep trails cleared to at least a 6 – 8 foot width to prevent students from brushing up against brushy areas • Remove stone walls or other structures that provide harborage for squirrels, mice and other small mammals • Do not feed birds or other animals on school grounds • Encourage students, staff and visitors to use insect repellents during activities that might expose them to tick habitats • Encourage proper attire to prevent ticks from accessing skin areas • Encourage tick checks each time students and staff enter tick habitats • Keep play areas mowed • Avoid any pesticide application to control ticks unless students or staff must frequently use forest or brushy areas that provide suitable deer tick habitat and deer tick numbers are high			

	Level 1 – Highest Care	Level 2 – High Care	Level 3 – Moderate Care	Level 4 – Lowest Care
Artificial/Synthetic Turf	• **Do not** apply disinfectants or sanitizers to the field on a routine basis • Use disinfectants only when necessary to clean up blood/body fluids; follow specific label directions to clean and decontaminate against HIV on surfaces soiled with blood/body fluids • To remove mold, dirt or dust, clean field with detergent and surfactant • To remove small leaves, seeds or other small debris, use leaf blowers, rakes or sweepers, being careful not to displace large amounts of infill material • To remove gum, freeze it with ice cubes or aerosol freezing agents • Inspect all equipment for leaks before operating on the field • Monitor and maintain proper infill depth by topdressing just prior to sweeping and grooming • Follow manufacturer guidelines for sweeping and grooming • Go over the field with a magnet periodically to pick up stray metals • For static, apply wetting agents to the infill • Use extreme care when removing snow or ice from the field so not to move the infill or tear seams • Keep all sources of fire or ignition away from the field surface • Never fill gasoline tanks on the field • Aerate infill materials to maintain G-Max value for every test point at less than 200g's (as measured in accordance with ASTM Standard F355-A and ASTM Specification F1936			

Audubon International

Fact Sheet

Environmental Management Practices for Golf Courses

Since its inception in 1991, the Audubon Cooperative Sanctuary Program for Golf Courses (ACSP) has been assisting golf courses in their efforts to blend environmentally responsible maintenance practices into day-to-day golf course operations. Drawing upon the expertise and experience of golf course superintendents, golf industry experts, university researchers, and environmental professionals from diverse backgrounds, Audubon International has developed Standard Environmental Management Practices that are generally applicable to all golf courses. These practices form the basis for the ACSP's certification guidelines.

Environmental Planning

Evaluation and planning helps course managers to balance the demands of golf with their responsibility to the natural environment. An initial site assessment and environmental plan, followed by yearly review and goal setting, helps golf course superintendents and others to responsibly care for the land, water, wildlife, and natural resources upon which the course is sustained.

- Conduct a site assessment to evaluate current environmental management practices, and identify strengths and liabilities.
- Develop a map of the course that highlights wildlife habitats, water resources, and management zones to use for planning and project implementation.
- Set goals and priorities and assign responsibilities to staff.
- Evaluate progress toward goals and objectives at least once per year.
- Train employees regarding the importance of environmental performance and specific techniques for ensuring environmental quality.
- Communicate regularly to employees, customers, stakeholders, and community members about environmental goals, issues, project implementation, and progress.
- Document environmental activities and results to assist with planning and to track progress.

> *"When I first came to Sumner Meadows the golf course was mowed wall to wall. Everything was expected to be kept 'short and green'. Being involved with Audubon International has helped to change that perception. Not only have naturalized areas increased habitat, it has also reduced maintenance costs. The changes we have made have added an important new dimension, aesthetically, to the course. Areas that were once just more rough, are now a sharp contrast to the green fairways and greens. The tall golden grass is visually appealing along with providing habitat for birds and other animals."*
>
> - Mark Seman, Sumner Meadows Golf Links, Sumner, WA

Wildlife and Habitat Management

Implementing environmental management practices enhances existing natural habitats and landscaping on the golf course to promote wildlife and biodiversity conservation. The great variation in golf course location, size, and layout, as well as special wildlife species and habitat considerations, must be accounted for when planning and implementing appropriate practices.

A diversity of wildlife and habitats add to the nature of the game such as these young American kestrels at Stone Creek Golf Club in Oregon City, OR.

General Knowledge

- Identify core habitats, such as mature woodlands, wetlands, or stream corridors, and special habitat concerns, such as endangered or threatened species, on the property.
- Train staff to understand that management practices may positively enhance or adversely impact wildlife species and habitats on the property.
- Identify the dominant native plant community and ecological region in which the golf course is located.
- Maintain an on-going written inventory of at least bird and mammal species to document and track wildlife use of the property.

Wildlife Habitat Enhancements

- Maintain natural wildlife habitat in at least 50% of all minimally used portions of the property.
- Connect small and large natural areas as much as possible to improve wildlife movement throughout the golf course and from the course to neighboring natural areas. For instance, connect woods, meadows, stream corridors, and ponds with corridors of natural vegetation.
- Maintain or plant varying heights and types of plants, from ground cover to shrub and tree layers in habitat areas such as woods, desert, or prairie (*e.g.,* leave understory in woodlands; maintain grasses and herbaceous plants in tall grass areas).
- Leave dead trees standing when they do not pose a safety hazard.
- Maintain a water source for wildlife with aquatic plants and shrubbery or native landscaping along the shoreline (*i.e.,* not turfgrass). This could be a pond, stream, wetland, or river corridor. On smaller properties, this may also include a birdbath or created “backyard” pool.
- Naturalize at least 50% of out-of-play shorelines with emergent aquatic and shoreline plants. Give special attention to shallow water areas (<2ft. deep) since wildlife is most abundant when shallow water includes emergent aquatic vegetation.
- Choose flowers for gardens or container plants that will provide nectar for hummingbirds or butterflies.
- Maintain nesting boxes or other structures, when appropriate, to enhance nesting sites for birds or bats.

Habitat Protection and Biodiversity Conservation

- Complete any mitigation projects required by permit.
- Protect wildlife habitats, and any endangered or threatened wildlife or plant species, from disturbance by golfers and maintenance activities. Use buffers, mounted signs, fencing, or designated “environmentally-sensitive zones” (per USGA rules) as needed.
- Establish and maintain at least 80% of the landscaped trees, shrubs, and flowers, excluding turfgrass, with plants that are indigenous to the native plant community of the ecological region of the property.
- Purchase landscape plants from locally-grown sources, whenever possible, to support the genetic integrity of local native plant communities.
- Avoid disturbing known bird nests or den sites until after young have dispersed. Stake or flag such areas when needed (*e.g.,* rope killdeer nests; avoid removing shrubs or trees during bird nesting season if nests are present; do not mow fields until after bird nesting season).
- Restore degraded habitats, such as eroded slopes, compacted soils, polluted water sources, or areas overrun with invasive exotic species.
- Clean up trash from habitat areas when necessary.
- Confine roads, cart paths, trails, and necessary vegetation removal to the edges of existing habitats to minimize habitat disturbance and fragmentation.

Chemical Use Reduction and Safety

Golf courses must employ best management practices and integrated pest management techniques to ensure safe storage, application, and handling of chemicals and reduce actual and potential environmental contamination associated with chemical use.

Environmental management practices begin at the maintenance facility with staff training and the proper storage and handling of equipment and chemicals.

General Knowledge

- Meet applicable state/provincial and federal regulations for chemical storage, handling, application, and disposal.
- Train maintenance staff in the basic tenets of integrated pest management.
- Educate maintenance staff about the risks to human health and the environment associated with chemical manufacturing, use, storage, and disposal, including: acute and chronic health problems, degraded water quality and soil health, and negative impacts to wildlife and habitats.

Cultural Practices and IPM Techniques

- Maintain green, tee, and fairway mowing heights at levels that can be reasonably maintained on a day-to-day basis without continually stressing turf or maximizing chemical inputs.
- Inventory soil types for all playing surfaces and assess conditions such as soil structure, nutrient levels, organic content, compaction, and water infiltration.
- Regularly work to improve soil health. This may include: amending organic content, aerating, and improving water infiltration to cultivate a diverse, living biotic soil community.
- Base fertilizer applications upon soil test information.
- Maximize turf health and minimize resource inputs by improving turf conditions.
- Plant pest-resistant or stress-tolerant cultivars on playing surfaces and in landscaping. Select plant species/cultivars best suited for climate, soils, and growing conditions.
- Designate and train key staff to monitor plant health and pest populations as part of the IPM program.
- Identify and record turf “hot spots” where disease or insect outbreaks first occur. Identify other areas where poor growing conditions often lead to problems.
- Use scouting forms to record the type, severity, location, and treatment of pest problems.
- Establish aesthetic and functional thresholds for *insects*, *fungal diseases, and weeds* for all managed areas.
- Evaluate potential control measures, including alterations in cultural management, biological, physical, and mechanical controls, and chemical methods.
- Consider the environmental impact of pest control measures, *e.g,* leaching and runoff potential, toxicity to non-target organisms, soil absorption capacity, pesticide persistence, water solubility, effects on soil microorganisms.
- Actively work to reduce turf stresses and change cultural practices or other conditions to prevent or discourage recurrence of problems.
- Maintain records of treatments employed and their effectiveness and use them to guide future pest control decisions.

Proper turf management ensures healthy turf and a healthy environment.

Best Management Practices for Chemical Use

- Pesticides are applied by a trained, licensed applicator or as directed by law.
- Maintain a current Material Safety Data Sheet (MSDS) for each chemical at the facility.
- Read and follow label directions when using chemical products.
- Apply pesticides only when and where scouting indicates that pest threshold levels have been exceeded.
- Treat problems at the proper time and under the proper weather conditions to maximize effectiveness and minimize harmful environmental impacts.
- Employ practices and use products that reduce the potential for contamination of ground and surface water, *e.g.,* curtains on application equipment, spoon-feeding, slow-release products, selected natural organic products.
- Eliminate potential chemical runoff and drift by avoiding applications during high winds or prior to heavy rains.
- Establish "no spray zones" and buffer areas, particularly around water features and other environmentally sensitive areas.

Communication and Education

- Train and encourage continuing education for maintenance staff, including state/provincial licensing, professional association training, and IPM certification. If applicable, provide non-English speaking employees with training in their native languages.
- Communicate with employees and clientele regarding the IPM program to maintain a dialogue regarding thresholds, epidemics, and control measures in relation to environmental quality.
- Communicate with the green committee, club manager, and club pro, as appropriate, to coordinate and assure support for needed golf maintenance activities.

Reminding golfers to replace divots and repair ball marks raises awareness of the importance of proper turf care. Above, a tee marks the spot of each unrepaired ball mark on a green at an event at North Shore Country Club in Glenview, IL.

Maintenance Facility and Equipment

- Chemical storage structure should be secure, well ventilated, and allow limited personnel access.
- Organize maintenance facility for efficient and proper storage of equipment and supplies.
- Properly calibrate all equipment used to apply materials.
- Prevent gasoline, motor oil, brake and transmission fluid, solvents, and other chemicals used to operate and maintain equipment and vehicles from contaminating soils, surface waters, or ground water.
- Clean and maintain equipment in ways that prevent wash water from draining directly into surface waters (*e.g.,* lake, pond, stream).
- Properly store all chemicals. Pesticides and fertilizers are stored on plastic or metal shelving to keep them off the floor.
- Store liquid products below dry materials.
- Handle all pesticides over an impermeable surface.
- Keep a spill containment kit readily available and follow spill containment procedures.
- Triple rinse, puncture, and properly dispose of empty chemical containers.

Additional Maintenance Facility Standards

NOTE: The following maintenance facility specifications are considered standard for environmentally-responsible chemical storage and handling. Because they involve *infrastructure* standards, we strongly recommend them, but do not require them for certification in the ACSP for Golf Courses.

- Fuel is stored on an impervious surface that has spill containment and a roof.
- Chemical storage structure is fire proof.
- Explosion-proof lights are used in chemical storage and maintenance areas.
- Chemical storage area has a sealed metal or concrete floor, and spills are contained by a sump located near the middle of the floor, and a lip along the edges.
- Grass clippings are blown off equipment with compressed air instead of, or prior to, washing with water.
- A catch basin to collect grass clippings, grease, and oils is installed and maintained.

Water Conservation

Water conservation on the golf course involves maintaining irrigation equipment to maximize efficiency and minimize waste, as well as employing water conserving irrigation practices.

Hand watering dry spots often saves water by eliminating the need to run the entire irrigation system.

General Knowledge

- Prioritize water conservation and train employees to employ conservation techniques.
- Identify water sources used for irrigation and drinking water.
- Train key staff to operate and manage the irrigation system correctly.

Proper Installation and Maintenance of Irrigation Equipment, Retention Structures, and Plumbing Fixtures

- Eliminate uncontrolled releases of water out of water retention structures.
- Design, install, and test the performance of the irrigation system to maximize the efficient use of water.
- Inspect the irrigation system for proper water distribution in all irrigated areas at least once per year.
- Adjust rotation speed and operating pressure to match sprinkler spacing to nozzle performance.
- Check all irrigation equipment daily and maintain the system on a regular schedule.
- Fix leaks in a timely manner.
- Eliminate non-target watering (*e.g.,* sidewalks, ponds, habitats).
- Maintain the pump station regularly to ensure efficient operation.
- Upgrade the irrigation system, or components of system (*e.g.,* valves, sprinkler heads, nozzles, computer software), to reduce inefficiency and malfunction and reduce water use.
- Install part-circle irrigation heads where possible, to save water.

Proper Watering Practices and Turf Care

- Incorporate evapotranspiration rates or weather data into daily irrigation decisions.
- Avoid running the irrigation system at peak evapotranspiration times.
- Water “hot spots” to target needed areas only, rather than running the entire irrigation system during the peak of the day.
- Maintain soils and turfgrass to maximize water absorption and reduce runoff and evaporation, including: maintain soil cover, improve soil structure, add or maintain natural organic matter in the soil, and improve drainage).
- Reduce or eliminate irrigation on all unused or minimally used portions of the property.
- Monitor daily water use, tally monthly usage, and set targets for yearly improvement.
- Use turfgrass on greens, tees, and fairways that is appropriate for the local climate and growing conditions.

Water Quality Management

The use of best management practices helps golf courses to protect the health and integrity of water resources. Water quality monitoring provides a valuable tool for evaluating whether management practices are working.

General Knowledge

- Prioritize the protection of water quality, both on and off the golf course, and train staff to use BMPs to prevent pollution.
- Identify the specific watershed in which the property is located, including where wastewater and runoff go after leaving the property.

Best Management Practices (BMP) and Structural Controls

- Eliminate/mitigate erosion to water bodies, such as streams, lakes, and ponds.
- Employ environmentally-sensitive plant management techniques within 25 feet of all water bodies and well heads to minimize nutrient and chemical inputs.
- Eliminate potential chemical runoff and drift near water bodies by designating “no spray” zones, using spot treatments, increasing thresholds for pest problems, using covered booms, and taking the weather into account prior to application.
- Raise mowing heights along in-play shorelines to slow and filter runoff. (Research has shown that, on a slight slope, a 25- foot buffer of 3-inch turf provides filtering benefits.)
- Reduce the potential for nutrient loading to water bodies by employing BMPs, such as: using slow-release fertilizers, spoonfeeding, and filtering drainage through vegetative or mechanical filters prior to entering water bodies.
- Calibrate and adjust fertilizer and pesticide equipment to prevent misapplication.
- Maintain and clean maintenance equipment in a manner that eliminates the potential for on-site or off-site contamination of water bodies.
- Store all chemicals in a manner that eliminates the potential for onsite or off-site contamination of water bodies.
- Mix and load pesticides in an area that guarantees spill containment.
- Handle and apply fertilizers, pesticides, and other chemicals in a manner that eliminates potential on-site or off-site contamination of water bodies.
- Dispose of all chemical containers and all waste materials in a manner that eliminates the potential for on-site or off-site contamination of water bodies.

Streams add beauty and challenge to golf courses, as well as valuable wildlife habitat. Employing BMPs protects water quality both on and off the course.

- Reduce/eliminate the need for chemical algae control in ponds through proper aeration, nutrient reduction, bio-filters, vegetation management, or bio-controls.
- When aquatic weed management is required, seek a physical solution (*e.g.,* hand removal of plants) first, and then seek the least toxic method of chemical weed control. Address any underlying causes of the problem.

Water Quality Management: Monitoring

- Visually monitor water bodies for water quality problems, such as erosion, algae, aquatic “weed” growth, fish kills, sediment buildup, *etc.*, as part of regular IPM scouting activities.
- Report water quality problems immediately to supervisors and, if required, regulatory agencies for appropriate action.
- Establish baseline data for representative water bodies and water sources that may be adversely affected by golf course operations. Testing practices may include:
    - If there is a creek/stream/river that flows through the golf course, water is tested where water enters and exits the property
    - Physical characteristics: dissolved oxygen, pH, temperature, and specific conductivity
    - Nutrients- nitrogen (nitrate and ammonia) and total phosphorus
    - Macroinvertebrates- surveys for aquatic organisms to determine water quality in streams
    - Baseline tests conducted 4x/year for at least a year
    - Re-test water sources at least one time per year, or sooner if problems occur
- Keep written records of monitoring activities, results, and control measures taken if needed.

Outreach and Education

Golfer support for the environmental management program is essential to its long-term success. A variety of education and outreach activities assist golf course maintenance staff in communicating with patrons and community members and invite participation where appropriate. The ACSP for Golf Courses requires that golf courses form a *Resource Advisory Group* to help plan and implement environmental projects and educational efforts. Representatives from the golf course, as well as the local community, often participate to offer advice or volunteer assistance.

Community groups often welcome opportunities to participate in golf course environmental projects, such as water monitoring, wildlife surveys, and nest box construction.

Communication, Education, and Involvement

- Communicate environmental goals, objectives, and projects to patrons, staff, and company decision makers.
- Provide regular updates about progress and accomplishments. Activities may include: one-on-one communication, presentations to the board and committees, environmental display board, newsletter articles, special brochures, signage, posters, scorecard information, course tours, and workshops.
- Invite employees, patrons, and community members to help with stewardship projects, as appropriate. For instance, monitoring nest boxes, inventorying wildlife species, hosting workshops or tours.
- Communicate with neighboring property owners, homeowners' associations, and community groups to inform them of the course's involvement in the various environmental stewardship projects (*e.g.,* letters to neighbors; press releases; presentations at workshops, seminars, committee meetings).

Letting individuals know the who, what, where, how, and why of projects is important to gain acceptance and, thus, the continued success of different projects such as naturalizing shorelines. Keller Golf Course in Maplewood, MN uses signs as part of their education efforts.

Wanting to create a garden that could be enjoyed by all members of the club, the staff at Cattail Creek Country Club in Glenwood, MD partnered with a local elementary school to create a butterfly garden off the back patio of the clubhouse.

Facility	Acres		Number of individual Fields	Priority Levels	Types of Sports played
Recreation & School Fields Maintained byt the City					
Breakwater Field	2.4		3	**3**	Football, Soccer & Little League
Deering High Fields	12.6		7	**1**	Configured into 7 different fields
Deering Oaks Fields	5.7		4	**1**	Baseball, Softball, FH & FB
Dougherty Field Complex	22.25		8	**1**	Configured into 8 different fields
Fox Field - Bayside	4		3	**1**	FB, Soccer, Rugby,Lacrosse
"Jack" East End School	3		3	**3**	Softball, Soccer & Kickball
Kiley Softball Field	2.75		3	**2**	Softball, Soccer, Kickball
Lyman Moore Complex	7.9		7	**1**	Configured into 7 different fields
Ocean Ave School Field	1		1	**3**	Soccer
Payson Park Fields	11.2		3	**1**	SB, FB, Rugby, lacrosse, Kickball, soccer
Preble St Field - Large	3.8		1	**1**	Soccer/lacrosse/rugby
Preble St Field - Small	2		1	**3**	Soccer/lacrosse/rugby
Presumpscot Field	2		2	**3**	SB, Soccer & Lacrosse
Reiche Field	2		2	**3**	Lacrosse, Soccer
Riverton Field Complex	7.8		3	**2**	SB, FB, Rugby, lacrosse, soccer
Sub Totals	88		48		
Little League Fields Maintained by the leagues and City					
Deering Center LL Fields	2		2	**3**	LL BB, SB, soccer
Dougherty Field	3		2	**3**	LL Baseball Field, soccer
Eastern Prom	1.5		2	**3**	LL Baseball Field, soccer
Hall School	1.5		2	**3**	LL Softball Field, soccer
Lyman Moore	1		1	**3**	LL Baseball Field
Peaks Island LL Field	1		2	**4**	LL Baseball Field, soccer
Pedro Field	2		1	**3**	Little League Softball
Riverside Little League	1		1	**3**	LL Baseball Field
Sub Totals	8		9		
Totals	**96**		**57**		

To: Chairperson and Members of the Energy & Environmental Sustainability Committee

From: Anita LaChance, Director of Recreation & Facilities Management

Subject: Pesticides Use

Date: September 11, 2014

Attached is information regarding the use of pesticides in the Recreation & Facilities Management Department.

Ballfields

Over the past several years, we have moved away from using pesticides on our ball fields as much as possible. We are committed to following the "Best Management Practices for Athletic Fields & School Grounds" as recently adopted by the State. I have attached a summary of that program which assigns tiers, levels 1-4, for the maintenance of different types of grounds. I have also included a chart, which shows the priority level assigned to each of our athletic facilities. Our ball field staff makes an effort to stay abreast of new organic products as they are developed; and within available resources, experiments with new products to find effective organic solutions to our turf management issues.

Attachments: State Best Practices

Athletic Facilities Chart

Golf Course

Over the past several years, the golf course has spent between $20,000 and $25,000 on pesticides. The use of pesticides at the golf course is more intensive than our other facilities, given the nature of the business, however we are committed to doing everything we can to minimize the use.

Riverside is comprised of an 18 hole North Course, a 9 hole South Course and a 3 hole practice course, which combined encompass 240 acres. The North Course dates back to the 1930s, the South Course to the late '60s and the practice course was constructed in the past decade. The practice course with its newer, healthier turf requires 40% less pesticide than the North and South courses. As part of our 5 year CIP submission, we propose to develop a master plan for the course. A significant factor in developing the master plan will be efficient maintenance of the course, including proper drainage which helps maintain turf health, which in turn helps

minimize water and pesticide use.

We are also committed to seeking Audubon certification for the golf course. Only 2 courses in Maine are currently certified, the Portland Country Club and Bangor Municipal Golf Course which achieved certification just a year ago. Audubon certification begins with a site assessment and the development of an environmental plan. Certification components include wildlife management, chemical use reduction and safety, water conservation, water quality management and outreach and education. Certification typically takes 2 to 3 years to achieve.

Attachment: Audubon Fact Sheet on Environmental Management Practices for Golf Courses

Herbicide Applications -- Streets

PDD	Curblines	See map	Product glyphosate
	Address	Project Area	
D1	Plowman Street	Traffic Island at Anderson Street	glyphosate
	Marginal Way	Traffic Island at Franklin Street	glyphosate
	Marginal Way	Traffic Island at Preble Street	glyphosate
	Frankin Street	Traffic Island at Cumberland Avenue	glyphosate
	Franklin Street	Curb Line, Marginal Way to Cumberland Avenue	glyphosate
	Preble Street	Traffic Island at Baxter Boulevard	glyphosate
	Forest Avenue	Curb Line, Marginal Way to Fessenden Street	glyphosate
	Washington Avenue	Curb Line, Tukey's Bridge to Congress Street	glyphosate
	Fore Street	Curb Line from India Street to the Eastern Promenade, South Side Onl	glyphosate
	Preble Street	Curb Line in Back Cove Parking Lot	glyphosate
D2	Deering Avenue	Curb Line from Park Avenue to Washburn	glyphosate
	Park Avenue	Traffic Islands at St. John	glyphosate
	Park Avenue	Under RR bridge	glyphosate
	State Street	Traffic island at York Street	glyphosate
D3	Park Avenue	Large traffic island near Denny's	glyphosate
	Congress Street	Curb line, inbound from Denny's to St. John Street	glyphosate
	Congress Street	Traffic island at Frost Street	glyphosate
	Congress Street	Traffic island at Johnson Road	glyphosate
	Congress Street	Curb line and sidewalk, Westbrook St. to Elks Club	glyphosate
	Johnson Road	Curb line, Congress St. to South Portland Line & traffic islands	glyphosate
	Congress Street	Overpass - bridge & guardrail	glyphosate
	Brighton Avenue	Traffic islands at Rand Road	glyphosate
	Rand Road	Curb line, Pine Tree Pkwy to interstate toll booths	glyphosate
	Brighton Avenue	Traffic island at Riverside Street	glyphosate

	Forest Avenue	Curb line around Woodfords Corner intersection	glyphosate
D4	Forest Avenue	Curb line, Walton Street to Read Street	glysphosphate
	Baxter Boulevard	Brick Bridges and walls	glysphosphate
	Forest Avenue	around the planter at Saunders Street	glysphosphate
D5	Riverside Street	Curb line, Warren Avenue to Washington Avenue	glysphosphate
	Warren Avenue	Curb line, Riverside Street to Joker's	glysphosphate
	Forest Avenue	Traffic island at Warren Avenue	glysphosphate
	Bishop Street	Curb line, Forest Avenue to Mayfield	glysphosphate

Herbicide Treaments -- Parks and Open Spaces

Eastern Cemetery	Fence Line and walls
Winslow Park	Curb Line and Sidewalk
1812 Cemetery	Fence Line
Eastern Promenade	Railroad Tracks near Cutter Street Crossing
Back Cove Trail	Fence Line
Back Cove Trail (spur under Tukey's Bridge)	Fence Line
Cleave Monument	Inside fenced area
Urban Squares	Spot treatment around benches & planters
Valley Street	Anchor Park (around Anchor only)
Veteran's Memorial (Fore River Pkwy)	around memorial
Western Cemetery	Area above tombs (applied to woody vegetation after mowing)
Devonshire Park	Brick Sidewalks only
Heseltine Park	Curb line on Ocean Avenue and Irving Street only
Ocean Avenue Landfill Cap	Apply to Knotweed annually per DEP maintenance plan
Evergreen Cemetery	Spot treatments on walks and fence lines as needed
Fessenden Street Park	Spot treatments in flower beds to control weeds 1 -3 x yearly
Deering Oaks Park	Spot treatments in flower beds to control weeds 1 -3 x yearly
Eastern Promenade	Spot treatments in flower beds to control weeds 1 -3 x yearly
Western Promenade	Spot treatments in flower beds to control weeds 1 -3 x yearly
Longfellow Square	Spot treatments in flower beds to control weeds 1 -3 x yearly

Michael J. Bobinsky
Director of Public Services

To: Members of the Transportation, Sustainability and Energy Committee
From: Troy Moon, Environmental Programs and Open Space Manager
Re: Herbicide Applications by the Dept. of Public Services
Date: 9/12/2014

At the request of your committee, we are providing information about the Department's use of chemical herbicides.

Streets:

Our department has a limited program to apply glyphosate (Round Up) strategically to control the growth of weeds in highly visible and/or difficult to maintain areas. See attached the list of locations for spot treatments. I have also provided a map of the Portland Downtown District service map. Our contract requires weed control. To facilitate this services, we apply treatment to curb lines and around street furniture on most streets in this service area.

The purpose of the application is to prevent the growth of weeds which are unsightly but, more importantly, damage infrastructure if left to grow unchecked. Our staff has found that ongoing treatment under the current program has reduce the amount of treatment required as weed growth is kept controlled in key locations.

These programmed applications are conducted under contract with a licensed applicator. The annual cost is $10,000.

Parks and Open Spaces

We make every effort to minimize the use of chemical treatments in our parks and open spaces. For example, we recently redesigned the Rose Circle in Deering Oaks to feature only hardy, disease and drought resistant varieties that do not require any chemical treatment at all. Previously, the Rose Circle required extensive use of pesticides and herbicides in order to maintain visually pleasing roses. We do not perform broadleaf weed control.

- Trees – The program primarily involves spot treatments around trees before mulching to prevent weed growth. It is important to provide a buffer between the mowed space and the trees to limit mower damage. We have a limited program of injections for Hemlock Trees to control Hemlock Wooly

Adelgid and for the few remaining Elm trees

- Flower Beds – Staff uses spot applications to inhibit weed growth in display gardens. These include beds in Deering Oaks, Fessenden Park, Eastern & Western Prom, Longfellow Square. Applications occur 1 – 3 times per year.

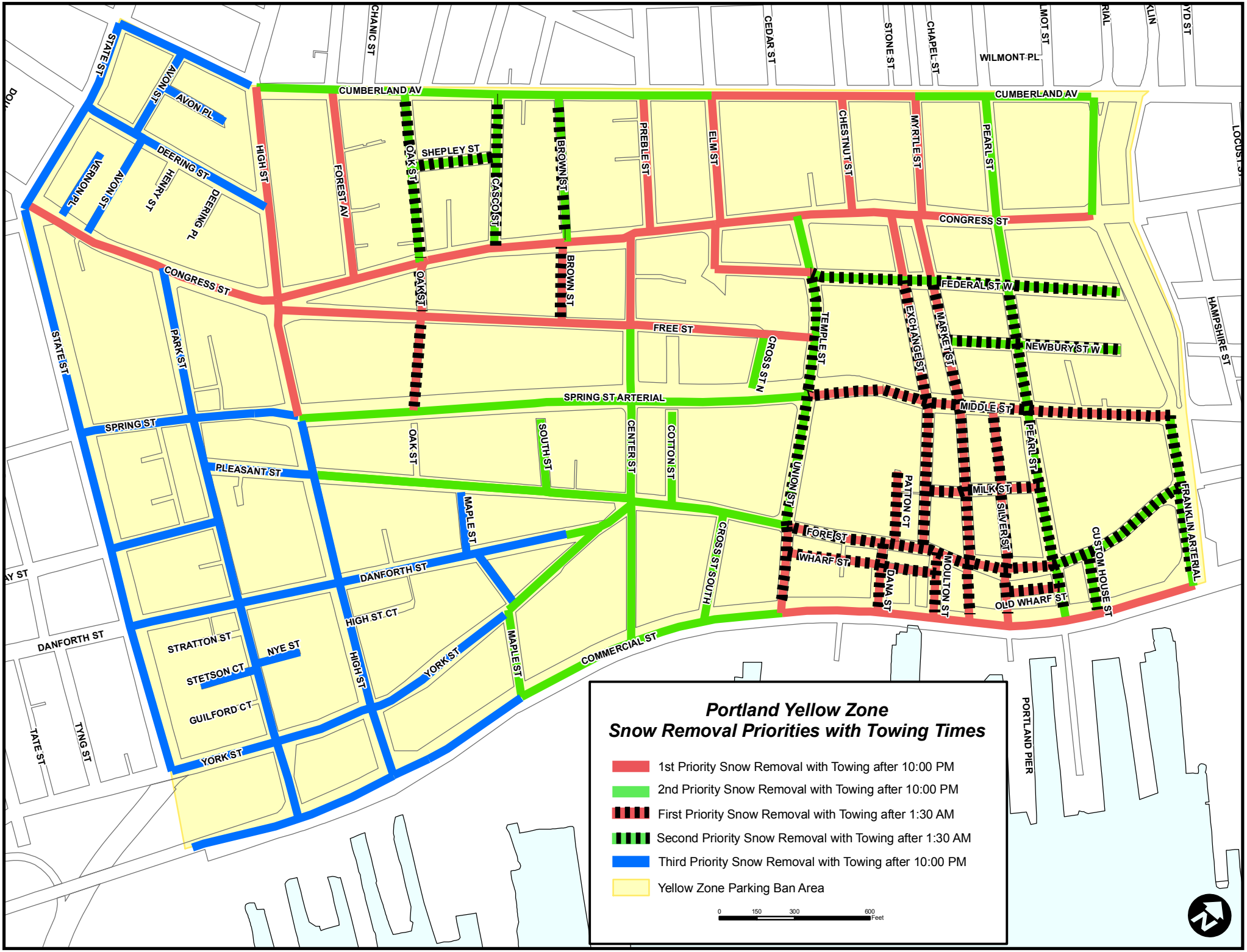
- Invasive or Hazardous Species Control – While mowing is the primary method for controlling invasive plants, the Department makes some applications to control plants such as Japanese Knotweed and Poison Ivy. The largest area of application if on the Ocean Avenue Landfill Cap where our DEP approved maintenance plan requires aggressive control of woody growth – in this case, Japanese Knotweed.

Licensed Department staff members perform most horticultural applications. The budget for product is $250. For larger areas, such as the Ocean Avenue Landfill or other areas that may require treatment, we work with a licensed contractor. The cost may vary from year to year but is approximately $3,000 - $5,000.

Schools

The Department of Public Services collaborates with the School Department on maintenance of grounds around school buildings. This involves limited spot applications of herbicide in key locations – along sidewalks, curb lines and planting beds. The licensed contractor strictly follows notification requirements and adheres to the School Department's policy regarding use of chemical treatments. Please see attached policy.

The Department of Public Services will have staff available to answer questions.


Portland Yellow Zone
Snow Removal Priorities with Towing Times
1st Priority Snow Removal with Towing after 10:00 PM
2nd Priority Snow Removal with Towing after 10:00 PM
First Priority Snow Removal with Towing after 1:30 AM
Second Priority Snow Removal with Towing after 1:30 AM
Third Priority Snow Removal with Towing after 10:00 PM
Yellow Zone Parking Ban Area
0 150 300 600 Feet
CUMBERLAND AV
CONGRESS ST
FREE ST
SPRING ST ARTERIAL
SPRING ST
PLEASANT ST
DANFORTH ST
YORK ST
COMMERCIAL ST
FEDERAL ST W
NEWBURY ST W
MIDDLE ST
MILK ST
FORE ST
WHARF ST
OLD WHARF ST
CUSTOM HOUSE ST
FRANKLIN ARTERIAL
STATE ST
PARK ST
HIGH ST
FOREST AV
OAK ST
SHEPLEY ST
CASCO ST
BROWN ST
PREBLE ST
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DEERING ST
HENRY ST
DEERING PL
PATTON CT
DANA ST
MOULTON ST
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PORTLAND PIER
CHANIC ST
CEDAR ST
STONE ST
CHAPEL ST
WILMONT PL

Policies | Portland Public Schools
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School Board

- Agendas
- Attendance
- Meeting Packets
- Minutes
- School Board Calendar
- School Board Members
- Policy Manual

Footer Menu

- Admin
- Site Map

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Complying with Maine Laws

All Maine schools serving any grades K-12 must adhere to the following, which applies to all buildings and grounds including sports fields, gardens and greenhouses, even organic ones:

- Adopt a school board-approved Integrated Pest Management policy.
- Designate a school employee as the IPM Coordinator to coordinate and approve pest management activities.
- Keep updated IPM and pesticide application records for two years.
- Notify parents and staff five days in advance of pesticide applications.
- Post approved notices two days before pesticide applications.
- Allow only people with a valid pesticide applicator's license to apply pesticides on school properties.

Maine Board of Pesticides Control
28 State House Station
Augusta, ME 04333
Phone: 207-287-2731
Fax: 207-287-7548

For More Information:

Maine Department of Agriculture, Conservation and Forestry

School IPM Program
28 State House Station
Augusta, ME 04333
Phone: 207-287-7616
Fax: 207-287-7548
E-mail: kathy.murray@maine.gov

www.thinkfirstspraylast,org/schoolipm

University of Maine Cooperative Extension
Pest Management Office
491 College Avenue
Orono, ME 04473
Phone: 1-800-287-0279
Fax: 207-581-3881

http://umaine.edu/ipm/ipddl/

Northeastern IPM Center

This brochure is supported, in part, with funding from the Northeastern IPM Center (NortheastIPM.org) and the USDA National Institute of Food and Agriculture.

Pests, Pesticides and Maine Schools– What You Need to Know

Integrated Pest Management

Best Practices for Healthy, Well-Managed School Buildings and Grounds

Maine Department of Agriculture, Conservation and Forestry
School IPM Program

Pesticide Use

Is your school doing all it can to minimize health risks from pests and pesticides?

State pesticide regulations are enforced to safeguard the health and safety of students and staff at all Maine's K-12 schools. Read Maine's pesticide regulations at

www.thinkfirstspraylast.org/schoolipm

Anyone applying pesticides on school-owned or school-used properties must be licensed by the Maine Board of Pesticides Control.

Pesticides include:

- Insect sprays, granules, and bombs
- Mouse/rat poisons
- Ant 'traps' with insecticidal bait
- Plant disease products
- Weed killers
- Any product applied to control insect, weed or rodent pests

Not pesticides:

- Mouse and rat traps with no poison

Photo credits: Mike Merchant, Texas AgriLife Extension Service.

Why Use IPM?

Academic Achievement – Healthy environments lead to reduced absenteeism and enhanced academic performance.[1]

www.epa.gov/iaq/schools/student_performance/references.html#6

Asthma – Maine has one of the highest childhood asthma rates in the U.S. Most attacks are due to environmental triggers such as common pests like mice and cockroaches. Pesticides can also be a trigger.

Disease Vectors – Rodents and other pests can carry disease, and bee stings can cause anaphylactic shock and death. IPM can reduce pest complaints by 78% to 90% with no long-term increase in costs.[2]

Children & Pesticides – Children have greater metabolic demands, as well as anatomic and physiological differences that increase risks associated with pesticide use.

Teacher Retention – A recent study showed schools with good environmental conditions have 5% lower teacher turnover rates when compared with schools with poor building environmental quality.[3]

1-"Improved Academic Performance." EPA.gov. 5 April 2012. <http://www.epa.gov/iaq/schools/student_performance/references_html#6>.

2- **Gouge, D.H., M. L. Lame and J. L. Snyder. 2006.** Use of an implementation model and diffusion process for establishing Integrated Pest Management in Arizona schools. *American Entomologist* 52(3): 190-196.

3- **Paladino and Company, Inc. 2005.** *Washington High Performance School Buildings: Report to the Legislature.* 67 pp.

Need Help?

Start or improve your Integrated Pest Management program and comply with regulations—we can help!

For forms, training materials, guidelines and more see our website:

www.thinkfirstspraylast.org/schoolipm

Or contact us at:
Phone: (207) 287-7616
E-mail: Kathy.murray@maine.gov

For Pest Identification:

University of Maine Cooperative Extension Pest Management Office
http://umaine.edu/ipm/ipddl/
1-800-287-0279

-or-

Identify common pests and find solutions at:
www.gotpests.org

CITY OF PORTLAND, MAINE
The Transportation, Sustainability and Energy Committee

Transportation, Sustainability and Energy Committee

DATE: 9/17/2014
TIME: 6:00 PM
LOCATION: Room – Council Chambers
City Hall

AGENDA

1. Approval of June 18, 2014 Meeting Minutes

2. Communications
   - A. PACTS FY16-18 TIP Update
   - B. Bike Corrals Pilot Program
   - C. Electric Charging System

3. Action Items: (Public Comment will be taken on these items)
   - A. Traffic Schedule Amendment- Endorse/forward to City Council
     1. Union at Fore Streets – Commercial Loading (Conversion from 2-hr to Loading Zone)
     2. Fox Street (N.Boyd to Anderson) – 2-hr parking
     3. Forest Avenue (Congress Square Apartments)
   - B. Endorse Street Maintenance Parking Regulation Changes

4. Committee Updates/Input Sought:
   - A. METRO Bus Stop Consolidation
   - B. Review Current Design/Development of Deering Oaks Pond Water Quality Improvements
   - C. Pesticides Report

B. Power Purchase Agreement
   - C. Electric Charging System
   - D. Renewable Energy Credits
   - E. Pesticides Report
   - F. METRO Bus Stop Consolidation

Councilor David A. Marshall, Chair

Councilor Jon Hinck, Vice Chair
Councilors Cheryl Leeman and Kevin Donoghue