

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Regina Phillips, Chair
Councilor Victoria Pelletier, District 2
Councilor Anna Bullett, District 4

Agenda
February 14, 2024
5:00 PM
Via Zoom

<https://portlandmaine-gov.zoom.us/j/87554450883?pwd=djNIY0wrTkNqbKQ1bDJQdGNRZmtrdz09>

1. Review and approve minutes from January 10
 - a. 1-10 Minutes
2. Sustainability Program Updates
 - a. Sustainability Updates
3. Presentation and Discussion
 - a. Kenwood Street Parking
Public comment will be taken
 - b. Community Resilience Self Assessment
Public comment will be taken
 - c. Committee discussion regarding the Cassidy Point coal pile
No public comment
 - d. Review Committee Work Plan and Objectives
No public comment
4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Regina Phillips (D3), Chair
Councilor Victoria Pelletier (D2)
Councilor Anna Bullett (D4)

Draft Minutes January 10, 2024

Members Present: Councilor Phillips, Councilor Pelletier, Councilor Bullett

Staff Present: Troy Moon, Erin Ferrell, Katie Tims

Guests: Chris Chop, Andrew Clark

Meeting was called to order.

October 19 Minutes

The October 19, 2023 meeting minutes were approved unanimously.

Sustainability Update

Presented by Troy Moon, Erin Ferrell, and Katie Tims

In lieu of a monthly update, the Sustainability Office team provided an overview of their work and responsibilities. The team covered key achievements made in the past few years and their progress toward the goals established in One Climate Future.

Councilor Comment on Sustainability Update

Councilor Pelletier shares her enthusiasm for how much the team has accomplished in the past few years noting the Neighborhoods Program, Composting Program, and expansion of accessibility and multilingual services around programs. Councilor Pelletier asks what the electric trash truck will be like for residents to experience. *It will be a truck on our streets, it will look just like the other trash trucks except much quieter.*

Councilor Philips thanks the Sustainability team for their outstanding work.

Presentation and Discussion regarding PACTS Rapid Transit Study - Locally Preferred Alternative

Presented by Chris Chop and Andrew Clark, Greater Portland Council of Governments Transportation Planners

The region's long-range transit plan includes four goals: make transit easier, create frequent connections, invest in rapid transit, and create transit-friendly places.

Gorham-Westbrook-Portland is the first of several corridors for further study. After evaluating the four alignment alternatives against project goals and objectives, developing infrastructure assumptions, cost estimates, ridership forecasts, and travel-time estimates, and conducting robust community engagement, this locally preferred alternative was selected. The Committee will be considering whether to affirm support for the locally preferred alternative with bus rapid transit as the preferred mode and Alternative 1 as the preferred alignment.

Councilor Comment on Presentation and Discussion regarding PACTS Rapid Transit Study - Locally Preferred Alternative

Councilor Phillips confirms with Troy Moon that a letter of support can come from the Sustainability and Transportation Committee, however the Chair can also recommend this to go to the full Council.

Councilor Pelletier asks for a reminder on what steps the Committee took last session on this project. *The Committee affirmed support for the study to happen and met with GPCOG Transportation planners for a project update/progress report. This is the first review of the LPA.* Councilor Pelletier agrees that a letter of support from Mayor Dion would be helpful.

Councilor Pelletier asks how late the rapid transit line would run, mentioning constituent concerns with late shift workers)? *The target is to have operations running from 6am-midnight.* Would a joint resolution or letter of support from multiple stakeholders or municipalities (Portland, Westbrook, Gorham) be helpful? *Not sure yet, but staff of each City or town have been supportive and next moves are going to each Council, Portland was first.*

Councilor Bullett appreciates how this community engagement had a strong equity focus, shares support for this alternative line and many of the transit improvements that this line would feature. Will the next phase, preliminary design, include consideration for pedestrian infrastructural improvements? *Yes, a comprehensive approach to the entire roadway like this is an opportunity to build funding for improvements for all modes of transportation.* Is there a place for a conversation in the next phase around offsite parking? *Yes, this was a key priority item for Gorham, with parking in Gorham for riders to leave their car and take the line west. Parking in Portland may more more difficult, but certainly something we are thinking about in the next phase of the study.*

Councilor Phillips asks if this service may expand service operations for holidays. *Cannot speak on behalf of METRO, but it is a strategy they are looking to expand.* Also asks how much a bus ticket costs? Would ticket prices increase for this line, given the new infrastructure and service? This will depend on cost and ridership projections. *In other Cities, rapid networks do tend to be slightly higher than City networks.* Can you speak to why this line does not connect to the transportation center or the Jetport? *One of the other alternative lines did consider this route, but ridership did not meet goals of the project and the route did not hit other key hubs such as USM. We also recently completed a study called "Transit Together" which resulted in some changes including better access to the Jetport and better access to the transportation center, but this occurs outside of this rapid line.* Funding sources? *Federal transit administration or federal highway administration, not requesting local/municipal funds for the preliminary design phase.*

Councilor Bullett asks if Phase 2 conversations with METRO will focus on transfers (especially for connecting to the transportation center or the Jetport)? *METRO is leading the next phase of design and we will certainly consider this feedback in the next phase.*

Public Comment on Presentation and Discussion regarding PACTS Rapid Transit Study - Locally Preferred Alternative

Ken Capron shares frustration that his alternative line was not considered as a viable option.

Abigail shares her experience riding METRO lines and bikeped in Greater Portland. Abigail provided feedback that bus drivers often don't see certain waiting riders in the dark. More bike stations and/or bike lockers would be a great feature along the lines. Predictability and consistency in the bus schedule is key.

Eamonn Dundon, Portland Regional Chamber, speaking in support of this project. Encourage to take advantage of this opportunity while there is federal discretionary funding.

Bill Weber, Portland Climate Action Team, shares appreciation for a well-developed project and how it addresses more non-car-focused transit solutions. Given the imperative to reduce carbon emissions in the city, how much equivalent CO2 will be reduced with the recommended project? *GPCOG Planners will follow up with Bill.*

Winston Lumpkins, Chair of PBPAC, asks if there is any competition for ridership between the Gorham to 295 project? Also, is it possible for this study to be implemented incrementally, i.e. convert the Husky line to this level of service as soon as possible? *Yes, had conversations with Maine Turnpike Authority early on, to discuss Gorham Connector and include it in the study design, decided that that project was not a certainty. We do not know the impacts of that connector with this project. Secondly, it is a possibility to implement this incrementally and we will decide that in the next phase of the project.*

Kevin Parker mentions its alignment with denser housing proposals and its sustainability goals.

John Clark shares appreciation for this project and feedback on the many pedestrian issues, i.e. improving sidewalks on Brighton corridor and would like to see the City commit to supporting that along with this project.

Dedication of Thomas Park

Presented by Ethan Hipple, Director of Parks, Recreation and Facilities

The Lowell St parcel is a 0.4-acre parcel of City-owned land bounded by Lowell St, Congress St and Burnham St. The property was donated to the City in 1913 by the Thomas family and is currently city-owned, but un-designated. It is not currently listed as a Park in Chapter 18 of City Code, however, the City continues to care for the space as public green space, to comply with the deed restrictions. In February of 2023, descendants of the Thomas family reached out to the City to ask that the parcel be restored as an officially dedicated park and that it be named Thomas Park, in honor of the family that gave it to the City. The Department of Parks, Recreation and Facilities spent multiple months considering the request and vetting the documentation, consulting with Corporation Counsel, GIS, and Archives Division, and our Transportation and Engineering Division at Public Works. We have held numerous meetings with the family and District Councilor Phillips. Dedicating this parcel as a park would further the Council goal of preserving green space in a historically low-income, CDBG-eligible neighborhood, and would further the City's goals of providing green spaces within a 10-minute walk of all residences.

As the City is already maintaining this space, the cost of maintenance will be negligible. There are no plans for major capital improvements at this time. Park improvements in the future would consist of picnic tables, signage, and park seating, which would be covered in the existing Parks Operating Budget. The neighborhood association is currently funding the installation of tree lighting. After this 9-month review process, the Department of Parks, Recreation and Facilities supports this proposal to dedicate this land as a park, and to name it Thomas Park in recognition of the family that gifted this public space to the people of Portland.

No public comment was presented.

Councilor Comment on the Dedication of Thomas Park

Councilor Bullett is in support of this dedication, but asks if there may be a plan with DPW and other departments to put in crosswalks and maybe pedestrian-level lighting. *Director Hipple notes that safety concerns have been discussed. This park is not an ideal location for playscapes and play equipment - busy road, close to 295, very close to Doherty Field and Western Prom. Wooden side rails and other safety features have been considered and the space will be changing quite a bit soon (Denny's lot).*

Councilor Phillips is familiar with this project and surrounding projects in the District. Councilor makes a motion to bring this to the attention of the full Council. Councilor Bullett moves the motion. This item will go to full Council.

Committee Work Plan

In alignment with Council goals, some of the items proposed for this committee include:

- Establishing a Sustainability Fund, needs Finance Committee action as well
- Commercial Street Sea-Level Rise
- Review ongoing work with Climate Resilience Overlay Zoning
- Reestablishing two-way traffic on State Street and High Street
- More non-car focused transportation opportunities
- Franklin Street Redesign

Motion to Adjournment

Motion to adjourn by Councilor Bullett. Second by Councilor Phillips. All adjourned.

Meeting Adjourned



Sustainability Updates

February 14, 2024

The Sustainability Office welcomed a new coworker, Kayley Weeks, an AmeriCorps with the GPCOG Resilience Corps Fellowship. Kayley will be helping the office with the upcoming Electrify Everything program and with the sustainable landcare educational programming this spring and summer.

Energy

Troy has been involved in a series of grid planning and modernization workshops, led by the Maine Public Utilities Commission, to identify priorities that the utilities must address. Stakeholder engagement in the grid planning process provides an opportunity to ensure that the grid will meet Maine's needs in the coming years. This is an opportunity to address the challenges posed by climate change and aging infrastructure while creating a more resilient, modern, clean, and affordable grid where customers are empowered to make energy decisions.

Energy Benchmarking reporting season started in January. Office staff are working with building owners to report energy and water usage to the City with reports due May 1 each year under the Energy and Water Use Benchmarking Ordinance. Roughly 300 buildings are currently required to report. Staff will host a commercial building efficiency workshop with guests from Efficiency Maine to help building owners and property managers understand their benchmarking reports and identify actions that can be taken to improve their metrics.

The Office is working towards launching the next round of Electrify Everything! At the beginning of March.

In January, Troy testified in support of LD 2077, "An Act Regarding Customer Costs and the Environmental and Health Effects of Natural Gas." If passed, this bill would restrict future expansion of natural gas infrastructure in the state, which is necessary to meet our statutorily mandated carbon reduction targets. It also protects ratepayers from bearing the costs of building out gas infrastructure that will become more expensive and hard to maintain as commercial and residential customers transition to clean energy sources. This measure also aligns with a policy goal stated in One Climate Future, to advocate in the Legislature for restrictions on intrastate and interstate gas lines.

Waste Reduction

The State of Connecticut is promoting new strategies to reduce the amount of waste going to landfills and invited Troy to present about Portland's Pay-As-You-Throw program at a webinar

for Connecticut cities and towns. Portland's story is compelling to others because we have reduced our waste disposal tonnage by more than 60% since 2000.

Landcare

Sustainability Office staff are working on reviewing Pesticide Applicator Reports which are due Feb 1 each year under the Landcare Ordinance. A summary report will be shared with the Committee in March.

Electric Vehicles

The City owned network of Chargepoint L2 chargers now includes 19 plugs dispersed around the City:

- 1 – City Hall
- 4 – Spring/High
- 8 – HSC
- 4 – Portland Jetport
- 2 – Payson Park

During the calendar year 2023, the network hosted almost 6500 charging sessions. The Spring/High location was the busiest, accounting for about 3500 of the sessions. The City Hall charger hosted nearly 1200 sessions.

We also host 4 DC fast charging plugs at the Spring/High St. lot in association with EVgo as well as 6 L2 plugs at Deering Oaks and 4 L2 plugs at East End School. We do not have usage metrics for the EVgo chargers at this time but anecdotally, these chargers are getting significant use. We have received feedback from community members that they purchased an EV because charging is available at these neighborhood charging hubs.

We will continue to work with private sector partners as well as Efficiency Maine to continue building out more charging infrastructure.

Community Support

We are working with Friends of Woodfords Corner to put on a Home Energy Expo, an in-person event in March that invites residents to learn valuable information about energy efficiency.

Education and Outreach

On February 6th, Erin and Katie presented to Baxter Academy students, sharing ideas for climate progress in the next ten years and raising hope for this future vision.

On February 14, Erin, Katie, and Troy all served as panelists for Casco Bay High School's Public Policy Symposium.

On January 12th, the One Climate Future Team hosted Coffee & Climate with several local EV owners to discuss real-world experiences owning and driving an electric vehicle.

On February 9th, we were joined by Portland International Jetport Director Paul Bradbury to talk about sustainability initiatives implemented at the Jetport and future plans to work towards meeting the goals set in One Climate Future.

The OCF newsletter is a once-a-month e-newsletter with more than 1,100 subscribers. We share information on upcoming events, programs launching, and educational information. You can sign up for the newsletter at oneclimatefuture.org.

Climate and Coffee events are community conversations that happen on the 2nd Friday of the month at 9 AM. We record sessions with guest speakers and post them on www.oneclimatefuture.org, along with other information about our work. You can also follow us on social media. Instagram @sustainableportlandme // FB @SustainablePortlandME

City of Portland | Executive Department

Danielle P. West, *City Manager*



To: Councilor Regina Phillips, Chair, and Members of the Sustainability & Transportation Committee

From: Dena Libner, Chief of Staff

Date: January 10, 2024

Re: Petition to remove parking restrictions on Kenwood Street

This memo is intended to share feedback from City staff on the constituent petition to remove all time-limited parking restrictions on Kenwood Street.

Public Works and Parking staff have reviewed the request, and do not oppose the removal of time-limited parking restrictions on Kenwood Street. Additional information about the petition process and the history of on-street restrictions in this area are included below, for your convenience.

Petition Process and Standards

In accordance with Sec. 28-24 of City Code, the City Council has the authority to “[c]hange [parking regulations] from time limit or metered parking to unregulated parking”. Constituents are welcome to request these changes. To help demonstrate that constituent-proposed changes have the support of the majority of residents that may be directly impacted by such changes, City staff developed a petitioning process in 2019.

In order for staff to submit a request to the Committee or Council for consideration, it must include the following:

- The specific change being requested;
- Verifiable signatures representing 60% of the household/business owners/property owners on the affected street;
- The date, address, and unit number (if applicable) associated with each signature.

The petition scheduled for the Committee’s consideration on February 14, 2024 was verified on January 2, 2024. Letters notifying Kenwood residents of the Committee’s consideration of this change (enclosed) were mailed the week of January 15, 2024.

City Staff Feedback

Kenwood Street is a dead-end street in Council District 3, and intersects with Brighton Avenue. Currently, on-street parking is restricted to one hour between the hours of 8 AM and 8 PM on the entire street, and signage communicating this restriction is visible all along it.

The general purpose of time-limited parking restrictions is to manage the demand for on-street parking by non-residents (usually associated with commercial or institutional activity), particularly when such demand makes it difficult for residents to find parking, welcome guests, or engage in other reasonable activities as a resident.

It is likely that the restrictions on Kenwood Street were originally introduced to manage the overwhelming parking demands of students and visitors to the University of Southern Maine, located nearby. However, since those restrictions were introduced, USM has developed two parking garages that are free for commuters to use. As a result, the demand for on-street parking by commuters is probably not what it used to be.

In summary, Parking and Public Works staff that reviewed this request do not oppose the removal of time-limited parking restrictions on Kenwood Street.

Petition for Parking/Traffic Calming Changes



Petitioner information

Name: Ed Suslovic
Address: 46 Kenwood St Portland ME 04102
Email: eslovic@gmail.com
Phone #: 207-671-6320

Do you reside in a property located on this street? ☒ Yes ☐ No

Location of parking change request

Street: Kenwood St entire length
Cross street 1: Brighton Ave
Cross street 2: Dead End

Time-limited parking requested (circle one):

Odd side

Even side

Both

Time limit (circle one):

1 hour

2 hours

Please remove time limits !!!

The petition must contain signatures of at least 60% of households and/or businesses (a unit of housing, e.g., single family home, a unit in a multi-family building, commercial businesses) on the requested block. No more than one signature per household or business may be represented on the petition.

Submit petition by mail or email to:

Office of the City Manager
Re: Parking/Traffic Petition
Room 208
Portland, ME 04101



Petition for Parking Changes

Include the nature of the change you're requesting here:

Remove time limits

Address	Unit #	Printed Name	Signature	Date	# of vehicles in household	Email *If you wish to be contacted by email in the event of a public meeting
23 Kenwood		Meghan Curtis Sunbner	<i>[Signature]</i>	12/31/23	4	mcscrib33@gmail.com
23 Kenwood		Kate Harrod	<i>[Signature]</i>	12/31/23	2	Kate.harrod@yahoo.com
48 Kenwood		Chris Tenney	<i>[Signature]</i>	12/31/23	3	C.
41 Kenwood St		Richard Stathins	<i>[Signature]</i>	1/1/2024	1	
23 Kenwood St		Carleen Williams	<i>[Signature]</i>	1/1/2024	1	
12 Kenwood St		Torah Moss	<i>[Signature]</i>	1/1/24	1	
11 Kenwood St		Amanda Mahake	<i>[Signature]</i>	1/1/24	1	amanda.mahake@gmail.com

For Office Use Only

Received: _____ Name _____ Date _____

389 Congress Street • Portland, Maine 04101 • 207-874-8300

info@portlandmaine.gov • www.portlandmaine.gov

JAN 02 2023

Valid: 7
HDL

Petition for Parking Changes

Include the nature of the change you're requesting here: remove five limits



Address	Unit #	Printed Name	Signature	Date	# of vehicles in household	Email *if you wish to be contacted by email in the event of a public meeting
✓ 46 Kenwood		Edward T. Siskare	<i>[Signature]</i>	12-24-23	2	eswburc@gmail.com
✓ 41 Kenwood		Michelle Burnett	<i>[Signature]</i>	12-26-23	2	
✓ 51 Kenwood		J. A. Dunin Jr	<i>[Signature]</i>	20 Dec 23	1	
✓ 58 Kenwood St		Cynthia Casanova	<i>[Signature]</i>	12/24/23	2	
✓ 62 Kenwood		Jessica Ateio	<i>[Signature]</i>	12/24/23	2	jessica.ateio@gmail.com
✓ 17 Kenwood		John H. Arnold	<i>[Signature]</i>	12/24/23	2	
✓ 55 Kenwood St		Bonnie Arnold	<i>[Signature]</i>		1	
✓ 74 Kenwood St		Christen Sorenson	<i>[Signature]</i>	12/21/23	2	
✓ 77 Kenwood		Melissa M. Stary	<i>[Signature]</i>	12/26/23	2	

For Office Use Only

Received: _____ Name _____ Date _____

VALID: 9

X *[Signature]*

389 Congress Street • Portland, Maine 04101 • 207-874-8300

info@portlandmaine.gov • www.portlandmaine.gov

JAN 02 2024

City Manager

Ken J. Jof

January 12, 2024

Current Resident
4 Kenwood Street
Portland, ME 04102

Dear Kenwood Street Resident:

The Portland City Manager's office recently received a petition requesting that all time-limited parking restrictions on Kenwood Street be removed. As required by the City of Portland's petition process for parking changes, this petition was signed by at least 60% of the households on Kenwood Street.

This letter is to inform you that this request will be considered by the Portland City Council's Sustainability & Transportation Committee on February 14, 2024 at 5:00 PM. This meeting will be held remotely. To attend via Zoom, please follow the instructions on the meeting agenda, published at www.portlandmaine.gov/agendas no later than February 12.

Members of the public are welcome to provide public comment on the proposal either in writing or in person. To submit written public comment, please email it to sustainability@portlandmaine.gov by February 13, 2024 at 12:00 PM.

Once the Sustainability & Transportation Committee has considered the request, it will appear on an upcoming City Council meeting agenda for the consideration of the full body. To review upcoming City Council agendas, please visit www.portlandmaine.gov/agendas.

If you have questions about this or any other matter, please contact the Office of the Portland City Manager at citymanager@portlandmaine.gov.

Sincerely,



Dena Libner
Chief of Staff



Troy Moon <thm@portlandmaine.gov>

Comment re petition to remove all time-limited parking restrictions on Kenwood Street

Robert Bruce <rbruce@oakmontadv.com>

Sun, Feb 4, 2024 at 3:41 PM

To: "sustainabilityoffice@portlandmaine.gov" <sustainabilityoffice@portlandmaine.gov>

Dear Members of the Sustainability & Transportation Committee,

I am writing on behalf of myself and my wife, Cindy Czajkowski, to register our strong support for the removal of all time-limited parking restrictions on Kenwood Street. We have lived at 58 Kenwood Street for the past 33 years and have never observed any issues with parking on the street. We do not anticipate that removal of the current "One Hour Parking" signs will have any negative impact on us or our fellow residents.

Thank you for the opportunity to comment on this neighborhood petition.

Sincerely,

Robert Bruce

[58 Kenwood Street](#)

[Portland, ME 04102](#)



Troy Moon <thm@portlandmaine.gov>

Addendum to Kenwood St Parking Restrictions

Ed Suslovic <esuslovic@gmail.com>

Mon, Feb 5, 2024 at 10:08 AM

To: sustainabilityoffice@portlandmaine.gov

I have attached 3 photos taken at 9:45am Monday February 5. Two of the photos are looking east and west along Brighton Ave taken from where Kenwood St intersects with Brighton. The third photo is looking up the length of Kenwood St from Brighton Ave.

As you can see from the photos, there is plenty of on street parking available thus making the case for lifting the time restrictions currently in place. The neighbors are aware that should this situation drastically change in the future the option exists to petition for the restoration of time restrictions.

Once again, I urge you to support the wishes of the vast majority of Kenwood St residents and lift the time restrictions currently in place.

Thank you for your attention to this matter.

Ed Suslovic
207-671-6320



Troy Moon <thm@portlandmaine.gov>

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Ed Suslovic

207-671-6320







Resilience and Climate Vulnerability



Sustainability and Transportation Committee
February 14, 2024





Governor's Office of Policy Innovation and the Future

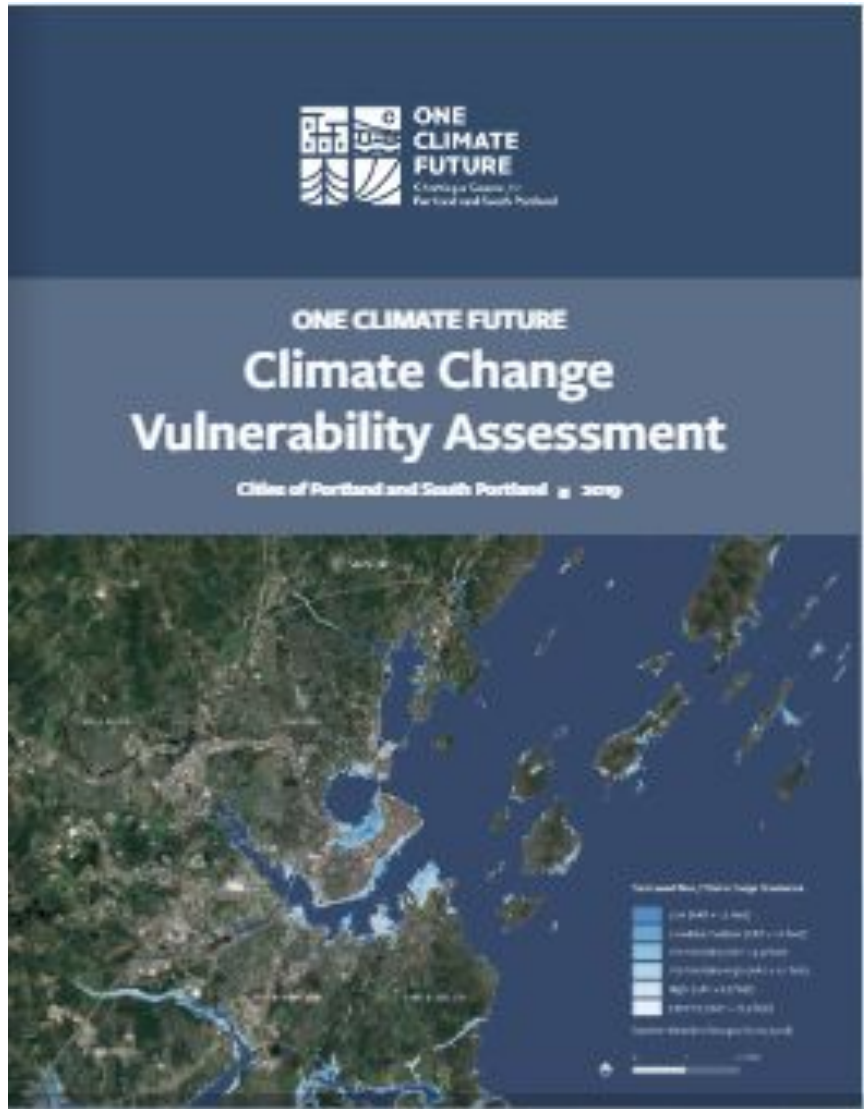
Community Resilience Partnership

Offers grants to Maine communities to advance resilience

Portland has received three grants so far to fund:

- Climate Resilient Overlay Zoning
- Sustainable Neighborhoods Program
- Electrify Everything!

Total of \$112,000



Comprehensive assessment completed as part of One Climate Future

Breaks down threats due to:

- **Climate** – SLR, Heat, more powerful storms
- **Infrastructure** - damage to transportation, energy resources, water resources, communications equipment, haz waste facilities
- **Environmental Hazards** – marsh migration, lost habitat, damaged ecosystems
- **Socio-economic risk** – threats to housing, local economy, health systems
- **Inequity and social risk** – climate vulnerabilities amplified for vulnerable communities

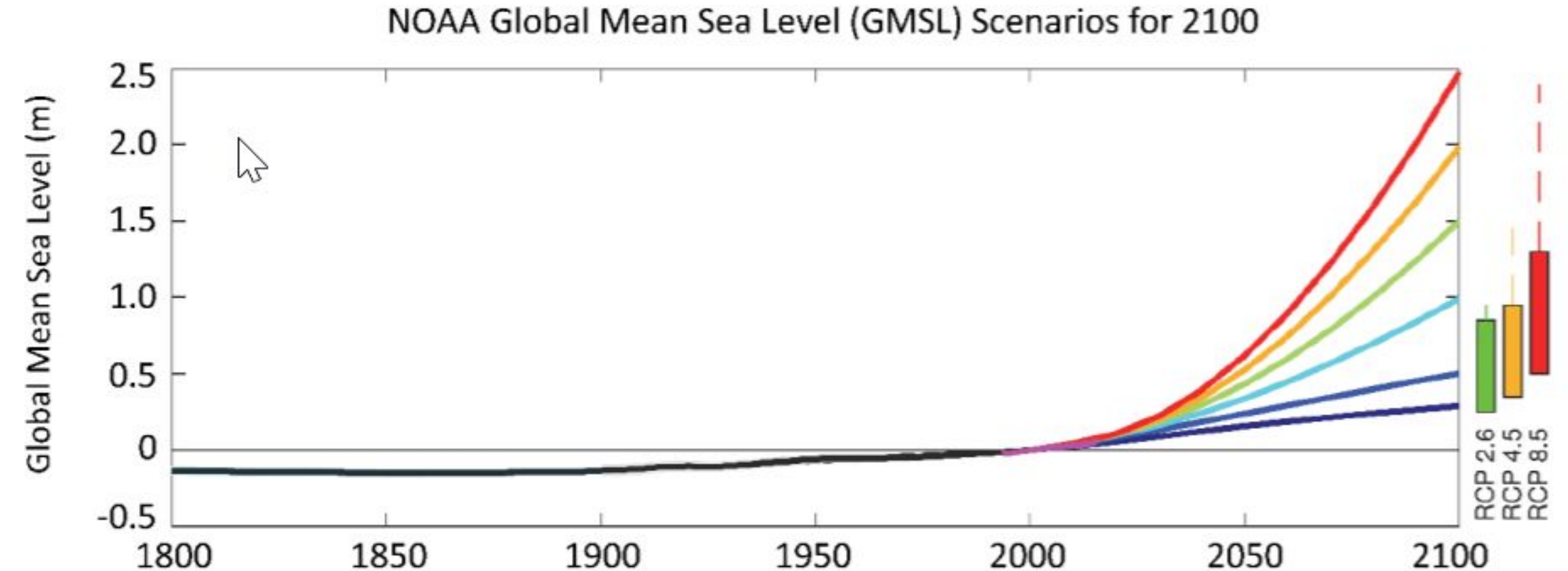
Shocks and Stressors

Shock -- Acute event such as a storm that results in immediate disruptions from damage and requires action to keep people safe.

Stressor -- Chronic condition that will challenge us gradually as climate changes. These include nuisance flooding, worsening air quality, hotter days.

Both exacerbate existing problems, especially for vulnerable populations.

Scale of Uncertainty...



What Sea Level Rise Means for Us...

Scenario	2050		2100	
	Relative Sea Level Rise (feet)	Mean Sea Level (feet, relative to NGVD29)	Relative Sea Level Rise (feet)	Mean Sea Level (feet, relative to NGVD29)
Low	0.62	1.08	1.12	1.58
Intermediate Low	0.82	1.28	1.53	2.00
Intermediate	1.48	1.94	3.84	4.30
Intermediate High	2.16	2.63	6.00	6.46
High	2.95	3.41	8.72	9.19
Extreme	3.38	3.84	10.79	11.25



Portland, ME

Portland Pier

High Tide

September 22, 2020

12.07 feet

2.1 feet above MHHW



Portland, ME

Portland Pier

High Tide

January 13, 2024

14.57 feet

4.6 feet above MHHW

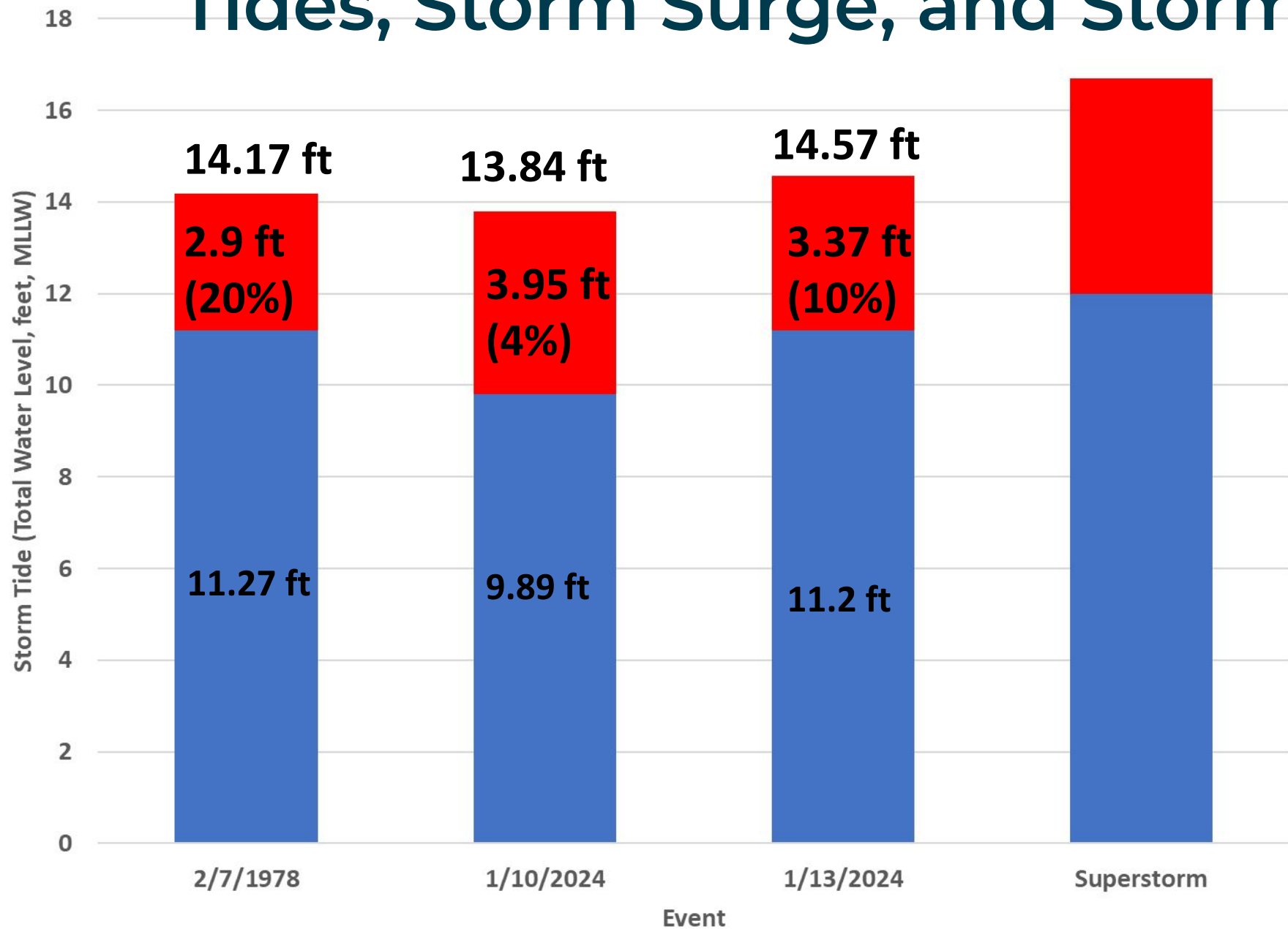


Public Information Statement
National Weather Service Gray ME
1244 PM EST Sat Jan 13 2024

...New Flood of Record at the Portland Maine Tide Gauge...

At 12:06 pm...the water level at the Portland Tide gauge registered 14.57 feet MLLW. This breaks the all time record at this location of 14.17 feet MLLW set in 1978. Records at the Portland gauge extend back to 1912.

Tides, Storm Surge, and Storm Tides



???

What might
Portland's
Superstorm
look like

???

credit to:

Not only Commercial St:



Marginal Way @
Plowman Street

January 13, 2024

Island Communities



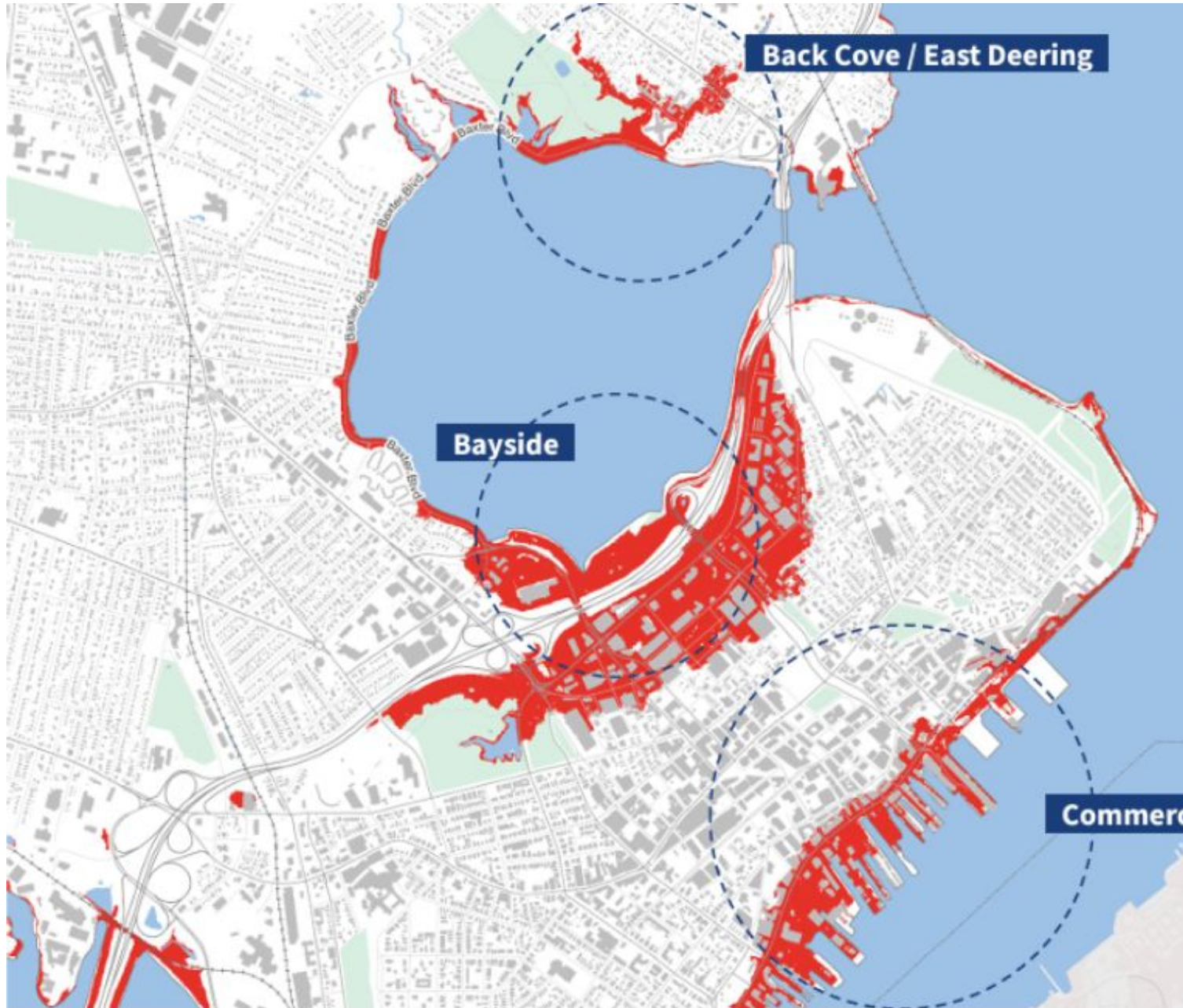
A: Seashore Ave,
Peaks Island

B: Spar Cove,
Peaks Island

C: Cliff Island Barge
Landing

Jan. 14, 2024

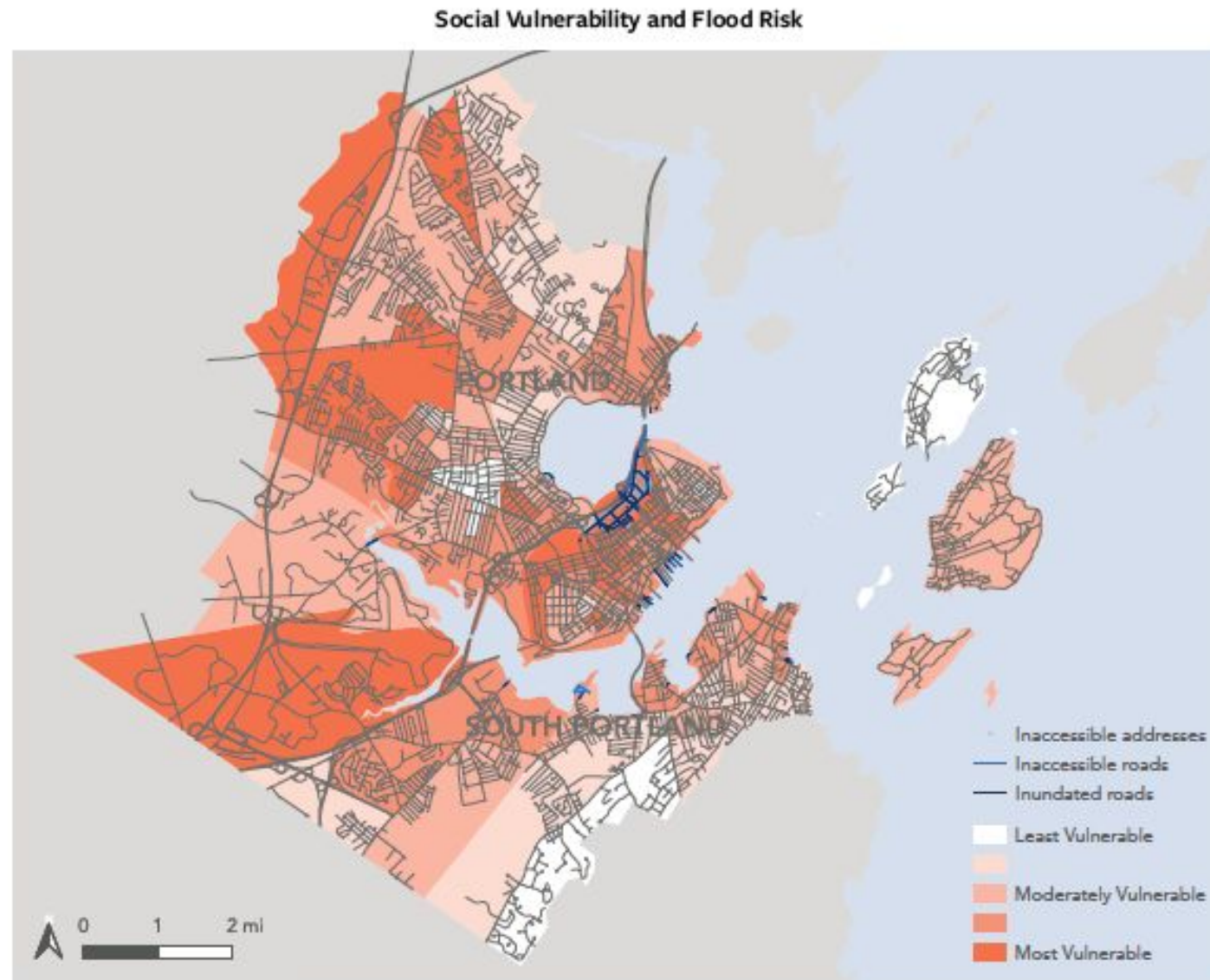




Sea level rise of 3.9 feet and
100 year storm

Basis of CROZ proposal

Developing Safely With Climate Change



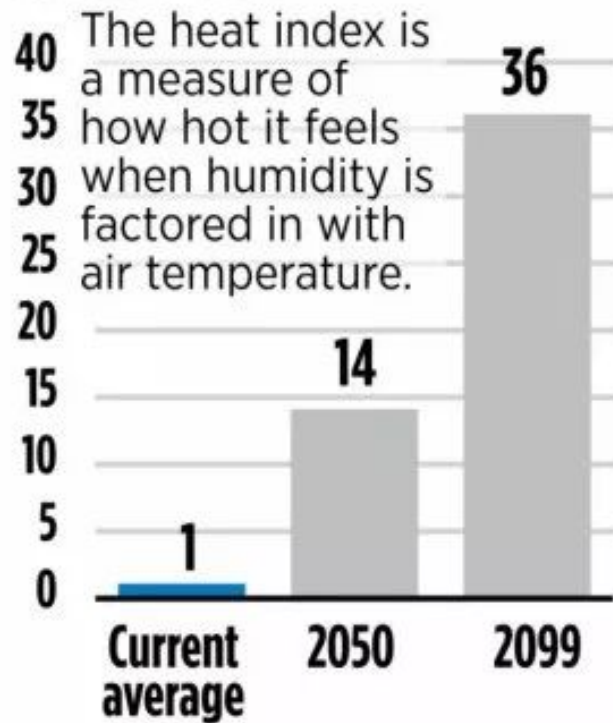
Record rainstorm causes 'life threatening' flooding, road closures in southern Maine

Flood waters had receded in Portland by Thursday morning after more than 6 inches of rain fell Wednesday night.



Maine heats up

Projected number of days a year when Maine's heat index is above 90.



SOURCE: Union of Concerned Scientists
STAFF GRAPHIC | MICHAEL FISHER

“A new climate report from the Union of Concerned Scientists predicts that Maine could see more than a 10-fold increase in the number of 90-plus degree days by midcentury and up to 11 days by century’s end when temperatures top 100 degrees.”

Portland Press Herald
July 16, 2019

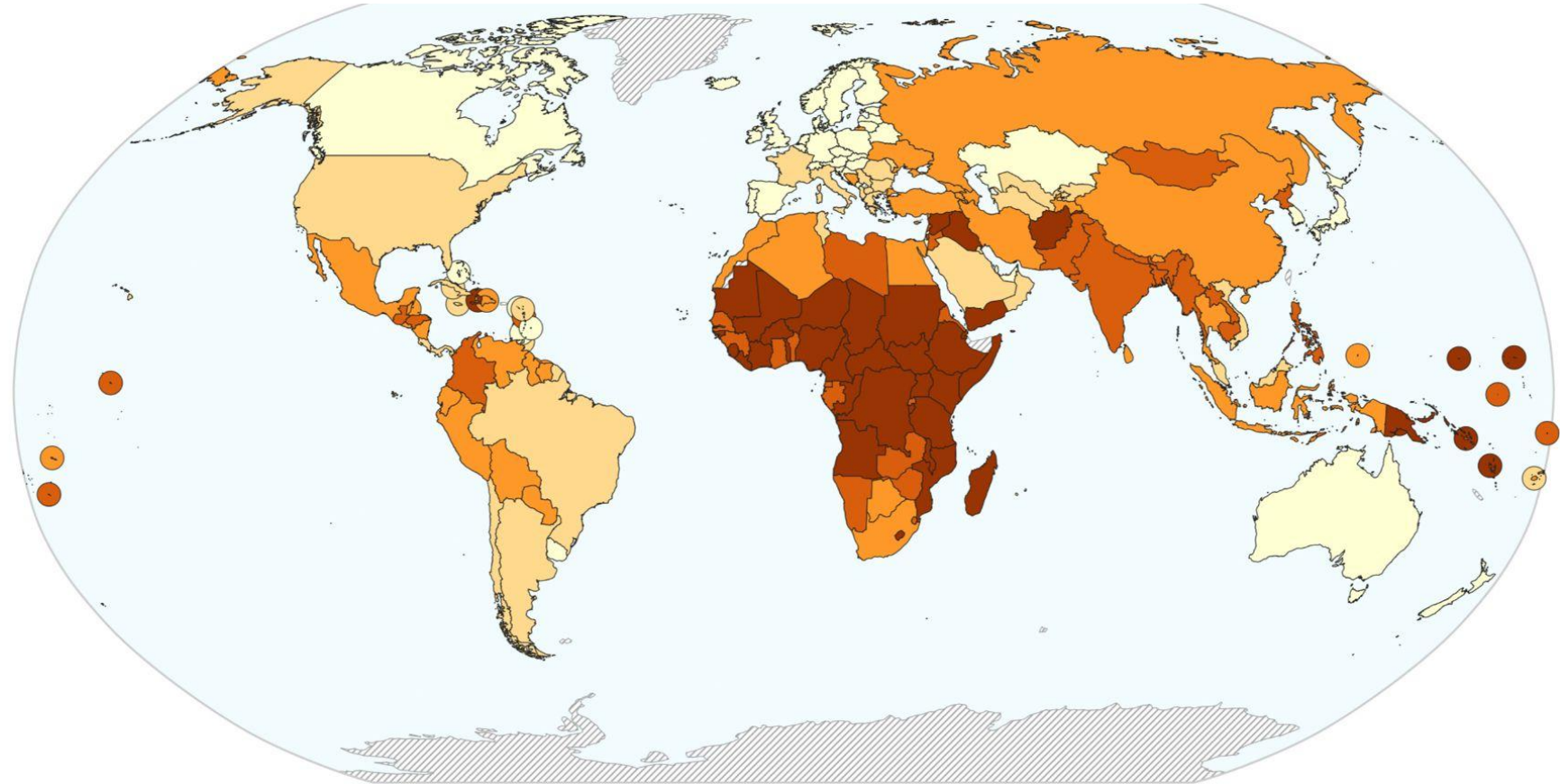


Vector-Borne Diseases

Worldwide Climate Vulnerability 2022

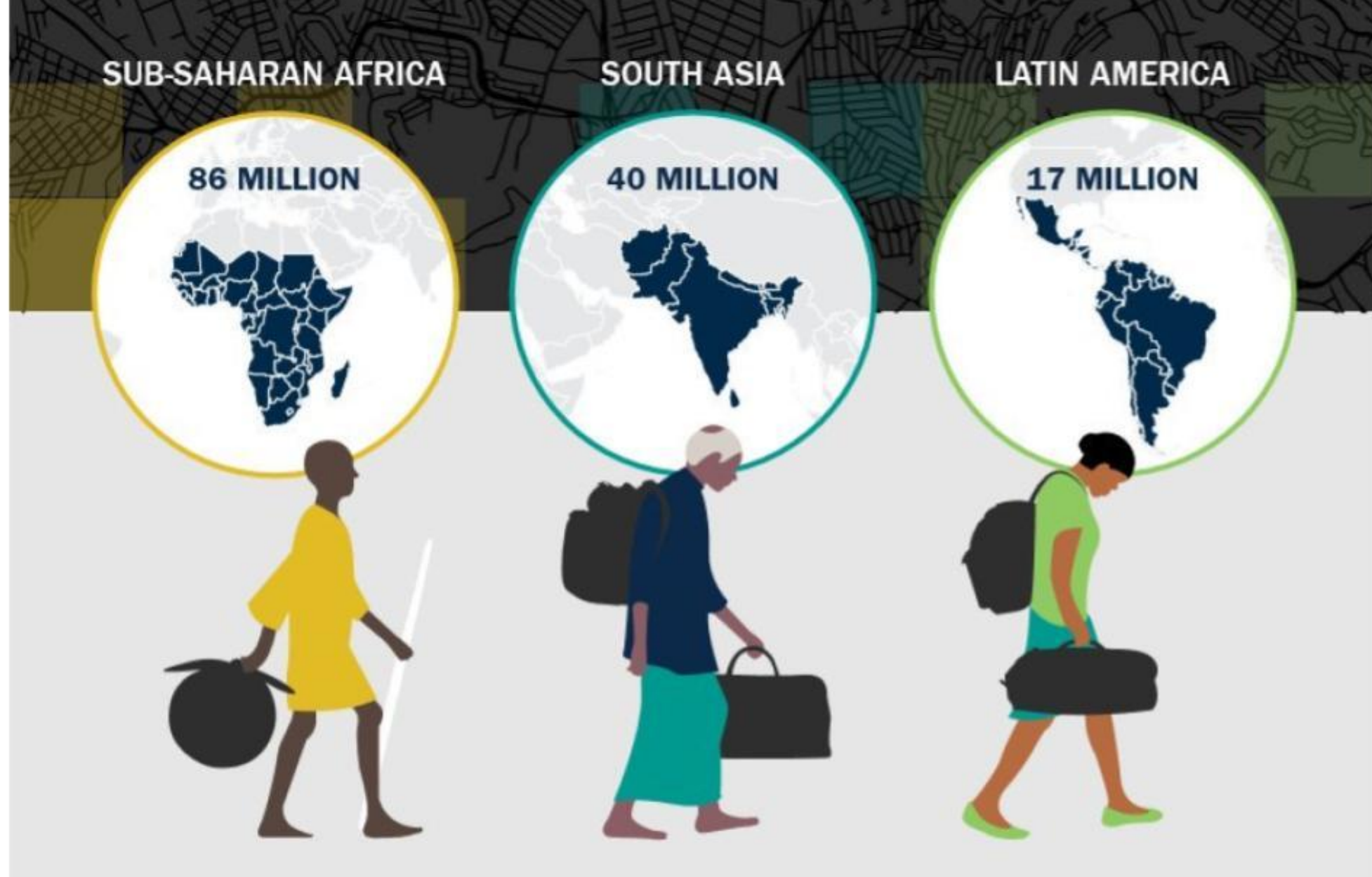
B: INFORM

Level of vulnerability



From Science and the Total Environment: Jan, 10 2022

(<https://www.sciencedirect.com/science/article/pii/S0048969721051408>)



Climate Refugees Anticipated by 2050 -- World Bank

SEA CHANGE >

Posted September 17, 2017 | Updated September 17, 2017

Climate refugees could see safety in Maine

And how can we prepare for migration triggered by extreme weather.

“The population of Maine will increase dramatically in the next 20 years,” predicts Paul Mayewski, director of the University of Maine’s Climate Change Institute. “I truly believe that.”

<https://www.pressherald.com/2017/09/17/sea-change-climate-refugees-could-see-safety-in-maine/>

Resilience Self Assessment

The City does a good job of preparing for emergency situations including storms, fires, accidents (shocks)

We have work to do for long term resilience in relation to climate change.

Emergency Response:

- Emergency Management System is well established and coordinated with County, State, and Federal EMAs
- We have an Emergency Management Coordinator
- We collaborate on the County emergency management plan
- We drill and plan out responses to a variety of emergency situations



Governance

- The City has the governance structures to make decisions during emergencies.
- Professional staff with subject matter expertise in City administration, emergency management, infrastructure, health, and public safety
- The Council meets regularly and can convene more often if necessary.
- The City has financial reserves to carry out emergency operations during a crisis.



Building Community Resilience

- Our climate vulnerability assessment maps census data to indicate where vulnerable populations are at risk to climate hazards.
- We work with community members on hazard mitigation.
- We have mutual aid agreements with neighboring communities.
- We're actively seeking to address housing crisis



Long Term Resilience

- We need to incorporate more robust design standards for new development.
- Implement climate resilience overlay zones
- Ensure that new infrastructure projects are designed for a future of climate change.
- Electrify everything & boost local clean energy production



Two Areas To Improve in Short Term

- Work with the community including private property owners to prepare for the impacts of sea level rise.
- Improve resilience and reduce threats from climate change by updating land use code / adopting resilience overlay zones.



Important to Address Long Term

- Ensure that the transition to a clean energy economy includes **all members of the community** and that everyone has equitable access to energy resources.
- Ensure access to wild harvest seafood and aquaculture resources in a future where species shifts and dynamic environmental conditions become the norm.
- Work collaboratively with property owners and community members to develop strategic plan for areas vulnerable to floods
- Work to position the Portland waterfront to be competitive in marine industry including wild harvest, aquaculture, and offshore wind.

Priorities

- Electrification and weatherization of homes and business.
- Reduce dependency on cars by advancing policies that promote transit & bike/ped.
- Revising the land use code to support goals established in One Climate Future and Plan 2030 (Comp plan).
- Implementing Climate Resilience Overlay Zones described in One Climate Future.
- Support the Portland Fish Exchange as the state's largest landing location for groundfish.

Sustainability and Transportation Committee
Tentative Agenda Items for Committee Discussion

March 13

Electrify Everything! launch

Landcare Ordinance (Chapter 34) Amendments recommended by Landcare Committee

Sustainability Fund

Climate Resilience Overlay Zone Presentation

LID ordinance amendments

April 10

Sustainable Neighborhoods presentation / Earth Day

Bayside Tree Planting / Forestry update from Parks

Bird Safe Ordinance

May 8

State/High Street Conversion

DEP presentation re: coal pile

June 12

Tentative: Bike / Ped discussion

TBD: Franklin Street