

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
September 11, 2024
5:00 PM

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom pursuant to its Remote Meeting Policy. Allow your computer to install the free Zoom app to get the best meeting experience. If you are not able to attend live either in person or via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

For public comment via Zoom, you will need to use the "raise your hand" feature. To raise your hand via the telephone, please hit *9. You will be unmuted by the host when it is time for public comment.

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

1. Review and approve minutes from July 10, 2024
 - a. Minutes
2. Sustainability Program Updates
 - a. Updates
3. Presentation and Discussion
 - a. Amendments to Chapter 30 - Vehicles for Hire
Presentation by Amy McNally and Zachary Lenhert
Public comment will be taken
 - b. Review and approval of license agreement to install EV charging equipment in the Marginal Way Parking Lot
Presenter: Troy Moon
Public comment will be taken
 - c. Update Regarding Transportation Priorities
Presenters, Keith Gray, Kevin Kraft
No public comment will be taken
 - d. Overview of the plan to convert State Street and High Street to two-way traffic and request for direction by the committee
Presenter: Jeremiah Bartlett
Public comment will be taken
 - e. Update on Franklin Street Franklin Street Master Plan and Request to Appropriate Funds for Grant Match

Presenter: Kevin Kraft
Public comment will be taken

- f. Downtown Worker Parking
Staff will present updated information on downtown worker parking options
Public comment will be taken.

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 July 10, 2024

Members Present: Councilor Phillips, Councilor Bullett, Councilor Pelletier, Councilor Rodriguez

Staff Present: Troy Moon, Erin Ferrell, Dena Libner, Mike Murray, Greg Jordan, John Peverada, Kayley Weeks

Meeting was called to order.

June 12 Minutes

The June 12, 2024 meeting minutes were approved unanimously.

Sustainability Update

Presented by Troy Moon

The Sustainability Office has been working with constituents such as Avesta Housing to make the DIY Electrify program more beneficial to the community. They recently added Energy Star-certified air conditioners, Instant pots, and rice cookers to the list of eligible items to their DIY Electrify! Program.

On July 17, the Sustainability Office held their second Landcare Lunchbreak webinar of the season. In the webinar “The Dirty Truth About Urban Runoff”, guest speaker Will Everitt, with Friends of Casco Bay, will discuss urban runoff and how landcare practices have affected our water ecosystems.

The next two Landcare Lunchbreak webinars will cover:

“Healthy Lawn Care Made Easy” with Cumberland County Soil & Water Conservation District
“Preparing Your Lawn for Winter” with landcare professional Jesse O’Brien

The Sustainability Office helped launch the City’s first electric trash truck on June 17. It is the first electric heavy duty truck in Maine. Our office secured grant funding to support the purchase.

On June 25, staff joined Avesta Housing staff and residents of Butler Payson and Carleton buildings for a lunch cookout. This was a great engagement opportunity to talk with residents about some of their initiatives, especially DIY Electrify! and their Community Composting Program.

The Sustainability Office will be partnering with Portland Bike Party, Bike Coalition of Maine, and others to host this month's in-person Climate and Coffee event at Orange Bike Brewing. Everyone is welcome to join this event.

Councilor Comment on Sustainability Update

Councilor Phillips thanks Sustainability Staff for their recent efforts.

Update from Greater Portland Metro

Presented by Mike Tremblay

Greater Portland Metro formed in 1966. They operate fixed route buses and ADA paratransit services. There are Ten bus routes serving 8 municipalities including: Brunswick, Falmouth, Freeport, Gorham, Portland, South Portland, Westbrook, and Yarmouth. South Portland may join this year. Metro employees over 100 people and growing. There were 2.1 million annual boardings in CY 2019. Metro operates 44 buses (31 diesel; 11 CNG; 2 Electric).

Greater Portland Metro's Mission is to "provide a public transportation experience that is frequent, fast, safe, and simple."

Transit Together is a study done to simplify transit for riders. Some of the recommendations include Route 1 - Munjoy Hill simplification and new service to the Jetport which have been completed. Under consideration is a simplified Maine Mall service and extensions to the Eastern Waterfront. Route 8 Bidirectionality is to be discussed.

The Jetport service changes to Route 7 increase service consistency to the Jetport and Hutchins Drive and adds service to Congress St. Additionally, the changes to Route 5 increase travel times between downtown Portland and Maine Mall, increase service consistency, and improve on-time performance..

Paused for Councilor Comment

Councilor Pelletier asked Mike Tremblay to expand on the Public Outreach done in May 2023 and what the general support was?

Mike Tremblay responds by stating that Greater Portland Metro involved the community by soliciting feedback on the finalized plan. Greater Portland Metro presented to S&T, held a virtual meeting, went directly to residents of 100 State St, and held a live public meeting at Portland Public Library all in May 2023. Greater Portland Metro also distributed flyers in places where changes to transit were happening.

Update from Greater Portland Metro Continued

Service expansion considerations follow a process and are first brought to the ridership committee, then Metro speaks to relevant city staff and counselors, cost estimate, community outreach, and implementation. These steps are why service expansion is a slow process.

There's currently no service to the VA Clinic because there would be a 9 minute deviation to get to West Commercial St, an extra bus would need to be added to this route to maintain the 30 min service. If Route 8 where to serve the VA Clinic it would have to be taken out of the neighborhood it currently serves where Butler School, Harbor Terrace, and 100 State St are located and moved to Valley St down West Commercial St. The best option to add service to the VA Clinic would be to add a route.

Paused for Councilor Comment

Councilor Phillips asked about South Portland rejoining the Greater Portland Metro, and if any of those routes would make sense to serve the VA Clinic.

Mike Tremblay stated that further research would need to be done since South Portland has not recently updated any of their bus routes, and he does not have an answer at this time.

Councilor Bullett asked if any of the routes currently have an express and a local option, and if that will ever be a consideration.

Mike Tremblay stated that we currently have that with the Husky Line and Route 4, and the Breeze. But, Metro doesn't currently have a system where express routes run on the same route.

Councilor Bullet asked if there's been an effort to survey any of the VA patients to find out where they are coming from.

Mike Tremblay stated VA staff are organizing a meeting as soon as next week about that topic. He hopes the information will inform Metro.

Councilor Bullett thanks Mike Tremblay.

Councilor Rodriguez asked how bus stop infrastructure is decided.

Mike Tremblay stated that it has to do with local right of way. Street width and easements from the adjacent property owner are considered. High boarding stops are usually considered for a shelter or a bench whereas low volume boarding stops are not.

Update from Greater Portland Metro Continued

Metro Service Improvement Priorities and Challenges for 2024-2027 include; implementing microtransit in Falmouth (2024), Route 7 service frequency improvement and high frequency corridor (2024, integrating of South Portland bus routes (2025), improving service to Eastern Waterfront (2025-2026), Route 8 route alignment and bidirectionality (2026), expanding

microtransit (2026-2027+), and the Gorham-Westbrook-Portland Rapid Transit Service (2029-2030).

Councilor Comment on Greater Portland Metro Update

Councilor Phillips asked about the Sunday schedule, holidays, and late night services.

Mike Tremblay stated that all of those things are possible, however, it's just about finding and funding bus operators.

Ed Suslovic thanked the councilors for the opportunity to have this discussion and to remember these ideas come budget time next year since these changes take resources.

Councilor Phillips thanks Ed Suslovic.

Councilor Bullett expressed her gratitude and asked if the bus fleet is owned or leased, and how much a bus costs.

Mike Tremblay responded that Greater Portland Metro owns their fleet and the general cost of a bus is \$500,000 and electric buses cost \$900,000 to a million dollars. These purchases are bonded and take years to plan for.

Councilor Bullett asked if Greater Portland Metro has the technology for buses to change traffic signals from red to green. If that technology hasn't already been purchased, what does that investment look like?

Mike Tremblay stated that they will be testing that technology next week on major corridors.

Councilor Bullett asked if other equity factors come into play when considering bus stop infrastructure. What can the council do to get funding and permission from property owners to add more shelters?

Mike Tremblay confirms equity is a factor. The Transit Stop Action Project that was not mentioned in this presentation includes research on accessibility. Mike mentioned another option if a property owner isn't willing to sign an easement agreement, Metro can also add a bulbout to the streetscape.

Councillor Bullett comments that she would like to see a cost benefit analysis for some of the improvements mentioned.

Greg Jordan closed the discussion by reminding the councilors of the ambitious goals stated in Portland Plan 2030 and One Climate Future for multimodal transportation and public transit. The City can help guide this shift by supporting financial decisions that include Greater Portland Metro.

Councilor Phillips supports adding this to the Council's goals, and Councilor Bullett expressed her support.

Update Worker Permit Sticker Program

Presented by Greg Jordan

Greg Jordan discussed the need for access to downtown street parking for downtown workers who cannot rely on public transportation due to late night work schedules.

First, the City is considering garage capacity by surveying garages. This would be the least expensive alternative. The city must consider the demand for short term parking. The City wants to incentivize parking that supports the City's goals previously outlined in One Climate Future and Portland Plan 2030. With a permit, downtown workers would still be required to pay the meter for the entire time they park.

Extending the operational hours for Route 8 is being considered by the City, however this would not help individuals working past 11pm.

Another consideration is increasing the 2 hour parking to 10 hour parking on some streets.

There are many logistics to consider such as application, and employee time.

More work is to be done on considering each of these alternatives. Greg Jordan and John Peverada will come back to the committee in September with more details about the program. If appropriate a public hearing will also be held in September.

Councilor Comment on Discussion and Workshop Regarding Downtown Worker Parking

Councilor Phillips thanks Greg and John for their work.

Councilor Pellitter commented that an employee survey would be useful to determine need. She also suggests a downtown worker informational campaign to explore different modes of transportation to work.

Councilor Bullett agreed there is work to be done to subsidize public transit. She also expressed the need for employers to fund parking for their employees.

Councilor Bullett suggested adding questions to the survey asking employees which factors make it feel unsafe to walk to your car at night, so that the City can improve those barriers if possible.

Motion to Adjournment

The motion was moved by Councilor Pellittier, and seconded by Councilor Bullett.

The motion was accepted unanimously.

Meeting Adjourned



Sustainability Updates

September 11, 2024

Landcare

We hosted our third and fourth Landcare Lunchbreak webinars of the season, “Healthy Lawncare Made Easy” with Cumberland County Soil & Water Conservation District and “Preparing Your Lawn for Winter” with landcare professional Jesse O’Brien. You can find recordings of any webinar in the Landcare Lunchbreak series on [our website](#) or our YouTube channel: www.youtube.com/@SustainPortME

Community Resilience

Our Sustainable Neighborhoods Program offers support to neighbors looking to build social connections and work together to build community resilience.

- Host a Block Party: Block parties are a great way to connect with neighbors, build community, and have fun! The Sustainability Office is offering free block party kits to reserve and (for a limited time) will waive the block party permit fee. Find more information at portlandmaine.gov/blockparty. Since announcing the program, we have been able to support 3 block parties (so far), a neighborhood seed swap, and the Portland Picks Up event.
- Host a Neighborhood Clean Up: Get to know more neighbors, reduce pollution, and help clean your neighborhood. The City offers support by lending “clean-up kits” for groups hosting community clean-up events in Portland as well as bagged trash pickup after a clean-up event. So far this summer, we have been able to support 4 neighborhood clean-up events.

The office is also supporting the West End Neighborhood Association with their ReForest the City campaign. WENA is sponsoring a number of community events, including tree identification “Tree Walks”, discussions with forest experts “Tree Talks”, volunteer tree planting events, and an “Adopt a Street Tree” program. Learn more at www.wenamaine.org/RESOURCES/REFOREST/

Community Garden Rebuild Series

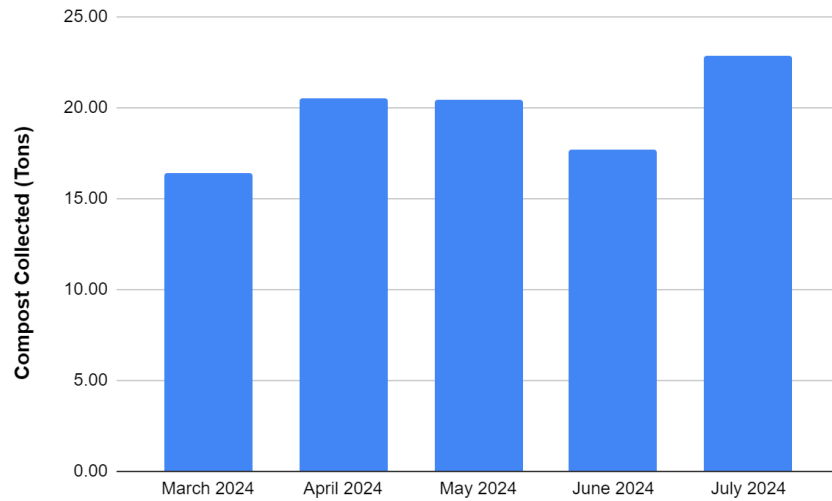
In collaboration with [Cultivating Community](#), the City hosted three workshops where community members worked collaboratively to rebuild the East End Community School learning garden, the Boyd Street Youth Garden, and new raised garden beds in a section of the Payson Park Community Garden. These workshops brought together community volunteers, both gardeners and nearby residents, and helped them develop stronger relationships by working together on a project. Participants left with new knowledge, experience, and instructions on how to build raised beds and were encouraged to share their knowledge with neighbors and build additional raised beds in their neighborhood. This project helps ensure that City community gardens are

safe and accessible spaces and expands access to garden plots for community members with low or no incomes, people of color, and New Mainers. Special thanks to the PRF Horticulture team for help clearing the sites and spreading landscape fabric.



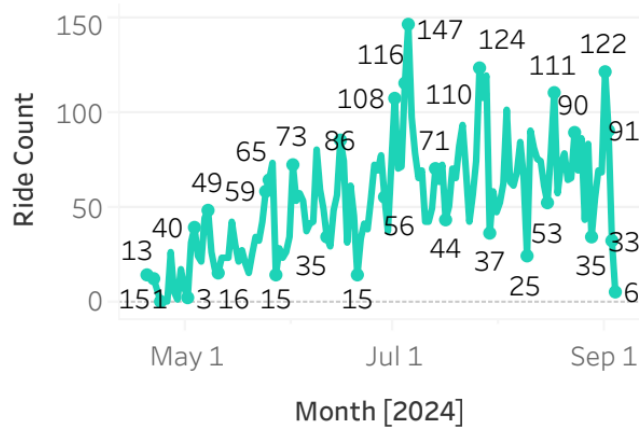
Waste Reduction

Our Community Composting Program continues to help Portland divert organic waste from the municipal waste stream. Over the past five months, the 10 public compost drop-off sites have collected 97.92 tons of organic waste. Note that the summer months are typically a higher rate than winter months.



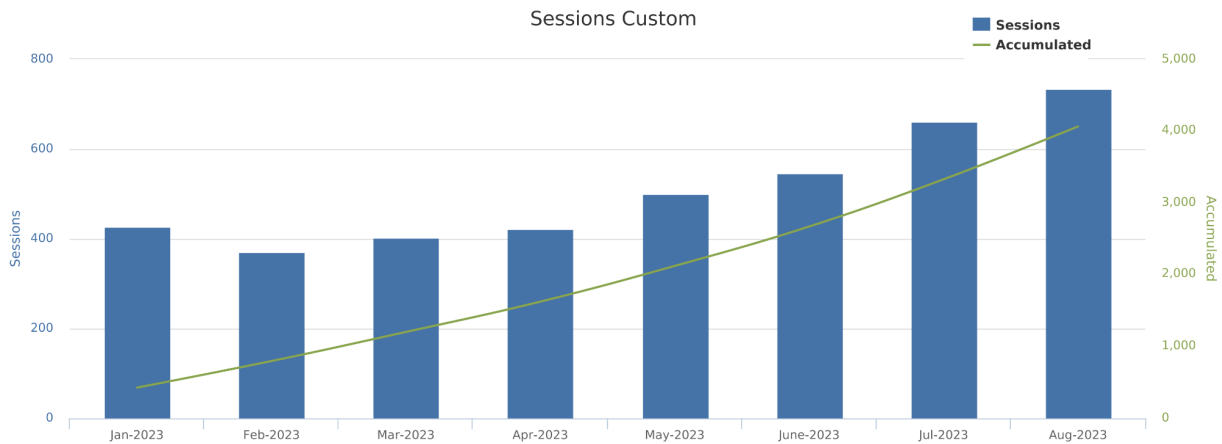
Bike Share Program

Total Portland Bikeshare system rides are down by about 15% this 2024 season compared to 2023, 4 full months into the season. As of 9/3/2024, there were 7,402 rides for the 2024 season. The full e-bike fleet was replaced over a month ago to deal with some mechanical issues with the prior e-bikes. Since the fleet replacement, e-bike rides increased 40% for August 2024 versus August 2023. This bodes well for a strong 2024 season finish. This is the 3rd of 3 years of the City's contract with Tandem Mobility.

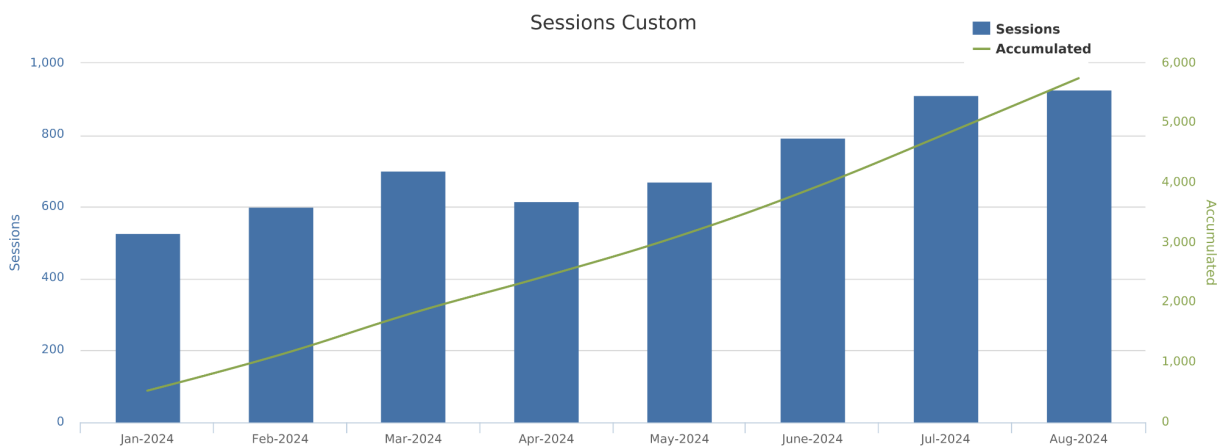


EV Charging

Use of the City's fleet of level 2 chargers continues to rise on a year over year basis.



In 2023 during the period of January - August, the chargers were used for 4,063 sessions. July and August saw the most usage with 660 sessions and 734 sessions respectively.



This year, we hosted 5,748 charging sessions in the same time period. July and August were once again the heaviest charging months with 912 sessions and 928 sessions. The DC fast chargers installed by EVgo in the Spring St. parking lot continue to have heavy use as well and we continue to work on opportunities to expand EV charging infrastructure in the City.

Community Engagement

On July 19, we hosted 2024's last in-person Coffee & Climate event with Portland Trails, Bicycle Coalition of Maine, and Portland Bike Party to celebrate inclusivity in the cycling community, the importance of equal access to transportation, and alternatives to car commuting.

On July 31 we hosted an informative webinar on community solar with experts from EnergySage and Revision Energy. We covered the different options for community solar, how they work, the process to enroll or invest, the financial aspects, and the environmental benefits for individuals

and communities. Learn more at portlandmaine.gov/GoSolar and find the recording of the webinar on our YouTube channel: www.youtube.com/@SustainPortME

Staff tabled at the second and third last Wayside Community Picnic as well as the Woodfords Corner Farmers Market to chat with community members about composting, beneficial electrification, climate change, and more.

On August 9th, Coffee and Climate focus on urban heat and the benefit of urban trees. Sheba Brown from the Gulf of Maine Research Institute described their program to develop a community science program to monitor urban heat islands and Tatyana Vaschenko and Mark Reiland from Portland's Parks and Recreation Department shared information about the Bayside tree planting initiative. Join us at 9 AM on Friday, September 12 when we host Dr. Nirav Shah who will talk about the intersection of public health and climate change. All past Coffee and Climate recordings can be found on our YouTube channel: www.youtube.com/@SustainPortME

As always, visit www.oneclimatefuture.org to sign up for our once-a-month newsletter where we share information on upcoming events, programs launching, and climate action progress. We also host monthly Climate and Coffee events, which are community conversations that happen on the 2nd Friday of the month at 9 AM. You can also follow us on social media. Instagram [@sustainableportlandme](https://www.instagram.com/sustainableportlandme) // FB [@SustainablePortlandME](https://www.facebook.com/SustainablePortlandME)

Sec. 30-63. Reserved.
Sec. 30-64. Reserved.
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Sec. 30-69. Reserved.
Sec. 30-70. Reserved.
Sec. 30-71. Reserved.
Sec. 30-72. Reserved.
Sec. 30-73. Reserved.
Sec. 30-74. Reserved.

ARTICLE IV. BICYCLE CABS*

***Editor's note**--Ord. No. 133-98, adopted Oct. 19, 1998, repealed art. IV of this chapter, relative to bicycle cabs, which consisted of §§ 30-75--30-92 and derived from Ord. No. 228-95, adopted Apr. 3, 1995.

DIVISION 1. GENERAL PROVISIONS

Secs. 30-75. Definitions.

As used in this article, unless the context otherwise indicates, the following words shall have the following meanings:

Bicycle cab means any vehicle that is powered by means of a person operating a ~~two or three wheeled~~ non-motorized vehicle, or vehicle powered by a motor having a maximum piston displacement of less than 25 cubic centimeters or an electric motor with a capacity not exceeding 750 watts and that also includes a separate seating area for passengers.

Tour bicycle cab means any bicycle cab that solicits, provides or offers rides to individuals or groups for profit that are pre-paid or pre-arranged.

Street, way, or public place means any street, way, trail, path, promenade, park, plaza, square, or other public property, or

portion thereof.

To operate means to pedal, push or otherwise cause the bicycle cab to move.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-76. General licensing provisions to apply.

Except to the extent that this article contains a contrary provision, all general licensing provisions of chapter 15 shall apply to this article.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

DIVISION 2. LICENSES

Sec. 30-77. Required.

No person shall operate a bicycle cab on any street or way or in any public place without a bicycle cab license. A separate license shall be required for each vehicle. Any license issued to an operator who is less than eighteen (18) years old shall be restricted to operation between the hours of 8 a.m. to 6 p.m.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-78. Applications.

In addition to the general provisions of chapter 15 relating to the contents of applications, applications for bicycle cab licenses shall contain the following:

- (a) A complete listing of all operators to be employed by or associated with the applicant, giving each person's full name, age and present address.
- (b) A complete record of disqualifying criminal convictions or civil offenses as defined in Section 30-33(b) (3-6), if any, for all operators to be employed by or associated with the applicant, and for the applicant, or if the applicant is other than an individual, for each principal officer of the applicant.
- (c) A detailed description of each bicycle cab and any other equipment to be used by the applicant, including a

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photograph of each bicycle cab and the specifications of each such vehicle.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-79. Licensing authority.

Notwithstanding any provision of chapter 15 to the contrary, the Permitting and Inspections Director, or his or her designee, (referred to hereafter as the "director") shall be the licensing authority for bicycle cab licenses.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06; Ord. 18-17/18, 8-21-2017)

Sec. 30-80. Conditions precedent to issuance.

Prior to the issuance of any bicycle cab license, and in addition to any other requirements of this article or chapter 15, the applicant shall file with the director the following:

- (a) A certificate issued by the license operator that the bicycle cab to be licensed and all operators thereof comply with the rules made under authority of this article by the director; and
- (b) An insurance policy covering the term of the license and executed by an insurance company authorized to issue such policies in this state in the usual form of vehicle or other liability insurance policies in this state for injuries to persons and property resulting from the use and operation of the bicycle cab to be licensed. Such policy of insurance shall be issued for a principal sum sufficient to provide indemnity in the amount of not less than four hundred thousand dollars (\$400,000.00) combined single limit, for bodily injury, death and property damage. A certificate of insurance bearing an endorsement thereon by the issuing agent shall be deposited with the director. Such certificate shall state that the issuing agent shall notify the director in writing no less than thirty (30) days prior to the cancellation thereof. For bicycle cabs that propose to operate in any city park or other public place, the City shall be included in the policy as an additional named insured.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06)

Sec. 30-81. Denial, suspension, or revocation.

In addition to the general provisions of chapter 15 relating to the grounds for denial, suspension or revocation of license, a bicycle cab license may be denied, suspended or revoked on any of the following grounds:

- (a) The applicant or licensee or any operator is less than seventeen (17) years of age or has had a disqualifying criminal conviction or civil offense as provided in Section 30-33(b) (3-6) .
- (b) Charging more than the fare established by this article, if applicable.
- (c) Disobeying any order or direction of the city traffic engineer, the license inspector, or any police officer.
- (d) Causing or permitting any violation of this article or chapter 25.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

DIVISION 3. OPERATING REQUIREMENTS

Sec. 30-82. Operation limited to roadways; carrying of passengers; prohibited locations.

Licensed bicycle cabs shall be operated within roadways only. Bicycle cabs shall not be operated upon sidewalks or bicycle paths, except those paths specifically designated for that purpose by the Director of Parks and Recreation. Bicycle cabs may carry passengers to locations chosen by the passengers or may follow an agreed-upon route for sightseeing purposes. The city traffic engineer shall have the right to prohibit bicycle cabs from streets or roadways where the operation of such cabs will present a threat to the safety of the bicycle cab operator and passengers or to other users of the street or roadway. The traffic engineer also shall have the authority to erect appropriate signs or markers, and to impose such conditions on the use of routes and locations as he or she deems proper, including limiting the number of such bicycle cabs in operation on the same route or at the same location at any one (1) time, and restricting the days, times, or other circumstances of operation on any such route or at any such location. No such vehicle shall stop, stand, or park in any place while on route, to load or unload passengers or otherwise, except in accordance with

traffic regulations, traffic-control devices, or the directions of a police officer or other authorized person. In no event shall a bicycle cab utilize a designated taxicab stand for any purpose whatsoever, unless required for an immediate response to an emergency situation. Bicycle cabs shall not be permitted at the Jetport.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-83. Not to obstruct traffic; police orders.

No licensed bicycle cab shall be operated in any manner which unreasonably or unnecessarily obstructs or impedes the free flow of vehicular or pedestrian traffic or otherwise endangers the public safety. Any police officer or the city traffic engineer may at any time order the operator of any such vehicle to move along, pull over, make way, or temporarily discontinue the use of any such route or location, or any portion thereof, for the public safety or convenience.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-84. Traffic regulations to apply.

Except to the extent that this article contains a contrary provision, all traffic regulations of chapter 28, article III, shall apply to the operation of licensed bicycle cabs.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-85. Maximum fare; rate card to be displayed on vehicle.

The fare for any trip in any licensed bicycle cab shall not exceed five dollars (\$5.00) per passenger per quarter hour or fraction thereof, regardless of the distance of the trip. A rate card to be issued by the director and bearing the following statement shall be displayed on each vehicle in such a manner as to be visible to passengers riding in the bicycle cab at all times while such vehicle is in service:

PASSENGER INFORMATION

The maximum fare for any trip in this vehicle is \$5.00 per passenger per quarter hour or fraction thereof, regardless of the distance of the trip. If you have questions or complaints about the fare you have been charged or the service you have received, please call the

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director of waterfront and transportation facilities of
the City of Portland at (207) 874-6900, or write to:

Director of Waterfront & Transportation Facilities
City of Portland
40 Commercial Street
Portland, Maine 04101

Please include your name, address and telephone number to
allow adequate follow-up by the city.

This provision shall not apply to Tour Bicycle Cabs.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute
Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06)

Sec. 30-86. Display of plate and badge.

A plate, to be issued by the director and bearing an
identification number shall be displayed in a conspicuous place on
each licensed bicycle cab at all times while in service. A badge,
to be issued by the director and identifying the wearer by number
as a licensed operator of such vehicle, shall be worn prominently
on his or her person by each such operator at all times while on
duty.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute
Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06)

Sec. 30-87. Solicitation of business.

No person shall solicit business in any manner for any
licensed bicycle cab while on route. Prohibited solicitation while
standing shall include shouting, hollering, whistling, clapping, or
making other loud noises, grabbing or otherwise annoying or
harassing passersby, or any other conduct detrimental to the image
or reputation of the trade or the public safety or convenience.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute
Ord. No. 16-00, 6-19-00)

Sec. 30-88. Passengers to be seated and well-behaved.

No operator of any licensed bicycle cab shall load or admit
more passengers at any one (1) time than may be fully seated in
such vehicle. Every passenger in any such vehicle shall be and
remain fully seated at all times while on route and shall refrain
from any other conduct or behavior detrimental to the safety or
comfort of passengers or others. No such operator shall refuse to

transport any orderly person upon request, unless such person requests transportation to a destination that exceeds the distance that the operator determines he or she can practicably travel.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-89. Care and maintenance of bicycle cab.

Each licensed bicycle cab shall be at all times clean and in good repair.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00)

Sec. 30-90. Conduct and appearance of operators; rule-making authority.

Every operator of any licensed bicycle cab shall be courteous at all times when on duty and shall refrain from any loud argument, fight or disturbance, or any other conduct or behavior detrimental to the image or reputation of the trade or the safety or comfort of passengers or others. The director shall have authority to make reasonable rules and regulations, consistent with the public safety and the image and reputation of the trade, governing the training and qualifications of such operators.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06)

Sec. 30-91. Unsafe vehicles; inspections; order from service.

No licensed bicycle cab shall be operated at any time while unsafe, defective or in disrepair. Any police officer or the license inspector may inspect any such vehicle at any and all reasonable times, while in service or otherwise, and may at any time order such vehicle to be removed from service for any defect, unsafe condition, or want of repair. No such vehicle shall be returned to service except upon reinspection by such officer, the license inspector or the director, and upon a finding that such repair has been made or that such defect or unsafe condition has been corrected.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute Ord. No. 16-00, 6-19-00; Ord. No. 173-05/06, 3-6-06)

Sec. 30-92. Storage of vehicles and equipment.

No bicycle cab or related equipment shall be kept or stored on any street or way or in any public place while not in service.

(Ord. No. 228-95, 4-3-95; Ord. No. 133-98, 10-19-98 repealed Art. IV; Substitute

MEETING DATE

September 11, 2021

AGENDA ITEM

License agreement with Gridwealth LLC to install EVSE in the Marginal Way parking lot

PURPOSE

Seek endorsement from the Sustainability and Transportation Committee for the license agreement.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The City's climate action plan, One Climate Future, calls for the deployment of EV charging infrastructure in order to spur the adoption of electric vehicles as a way to reduce greenhouse gas emissions.

BACKGROUND/ANALYSIS

Demand for EV charging infrastructure continues to increase as more and more Portland residents and visitors purchase and operate electric vehicles. Staff identified the Marginal Way parking lot near the Miss Portland Diner as an ideal location for DC Fast Chargers because of its proximity to Interstate 295 as well as amenities such as dining and shopping. It is also located in close proximity to existing multi-tenant housing. (See attached plan indicating the location of the proposed charging equipment.) Earlier this year, Efficiency Maine Trust issued an RFP seeking locations to install DC fast chargers along designated travel corridors as part of the Federal NEVI program. Two different charging companies submitted proposals using the Marginal Way location as the basis of their proposal. Gridwealth LLC was successful and has entered into an agreement with EMT to install the equipment. City staff have worked with representatives from Gridwealth LLC on a license agreement with Gridwealth LLC for them to install, own, and operate charging equipment that includes four plugs. This will occupy five existing parking spaces and will include a handicap accessible charging station. The necessary transformers and switchgear will be installed in the space between the existing curb and I-295. Per the agreement, Gridwealth LLC will be fully responsible for the operation and maintenance of the charging equipment. The City will retain the responsibility for plowing and routing parking lot maintenance. We have already determined that the local distribution circuit has capacity to serve the installed charging equipment. Moving forward with the agreement will make driving electric vehicles more convenient and help spur further adoption of EVs.

FISCAL IMPACT

As part of the agreement, Gridwealth LLC will provide a monthly payment of \$1,000 for use of the four parking spaces where EVSE will be installed. There is currently no paid parking in this parking lot so this will be a revenue increase of \$12,000 per year.

CONCLUSION(S)

Staff seek support from the Committee members to authorize the City Manager to execute this agreement. If so recommended, this item will then move to the Council for a formal vote to authorize the agreement.

PRIOR REVIEW

Staff met with the Housing and Economic Development Committee in March, 2023 to discuss the plan to install EVSE in the Marginal Way parking in order to ensure that this would not conflict with future opportunities to support housing. The Committee agreed that installing charging near the Miss Portland Diner would not impact future housing development and aligned with City goals to support electrification of transportation.

ATTACHMENTS

City of Portland Letter of Support for Gridwealth LLC's NEVI application
Site plan showing the location of the proposed EVSE

City of Portland | Sustainability Office
Troy Moon, Sustainability Director



To: Yasmin Tayeby, Operations Manager, Champlain Energy
From: Troy Moon, Sustainability Director
Date: November 28, 2023
Re: NEVI Grant Proposal, Marginal Way

Dear Ms. Tayeby,

The City of Portland is very interested in expanding the number of electric vehicle charging stations available to our residents and visitors. Therefore, we are pleased to partner with Gridwealth LLC on a proposal to the Efficiency Maine Trust to install DC Fast Chargers in the City owned parking lot located at 140 Marginal Way as part of the NEVI grant program.

On April 4, 2023, City staff met with our City Council's Housing and Economic Development Committee to discuss using this parking lot for EV charging. The Committee indicated that EV charging aligns with their vision for future development in the neighborhood and supported staff efforts to pursue opportunities to install EV Supply Equipment (EVSE) there. *However, should your company be awarded a NEVI grant by Efficiency Maine Trust, we will need to obtain City Council approval for a license agreement that authorizes the installation and operation of EVSE.* We are unable to negotiate and seek approval of such an agreement prior to an award, but City staff would be in support of negotiating and entering into a license agreement on terms agreeable to the parties should your company be awarded a NEVI grant.

Such a license agreement would grant Gridwealth LLC the right, at its own expense, to install, maintain, and operate EVSE at the site and would include provisions addressing rent for Gridwealth LLC's use of the location, a term of a certain number of years, typical City insurance and indemnification provisions, and other terms and conditions that the parties agree upon. The agreement will also provide that the City shall not incur any expense related to the installation, maintenance, or operation of EVSE equipment installed as part of the NEVI grant award. Gridwealth LLC will be responsible for all costs to develop EV charging at the site including legal fees, surveys, site preparation, and all expenses related to the electric utility company until the commissioning of the EVSE on site, including third party easements that may be required for utility poles or other equipment necessary to supply adequate power. Gridwealth LLC will also be responsible for any operational expenses, equipment insurance, and the cost of the electric consumption of the EVSE through a separate electric meter.

I have attached Exhibit A demonstrating the approximate location and boundaries of the proposed site. It includes use of five (5) existing parking spaces for DC fast charging plugs and access to the vegetated area between the parking lot and the existing fence to install electrical infrastructure necessary to power the chargers. Please note that at least one of the DCFC plugs will need to be handicap accessible.

As noted above, any license agreement negotiated by City staff will be subject to approval by the City if your NEVI grant is successful.

We are very excited about the prospect of having EVSE equipment at this location as it will serve both residents and visitors to Portland. It is conveniently located between exits 6 and 7 on Interstate 295 and nearby amenities include Miss Portland Diner, Trader Joes, Walgreens, and Planet Fitness. Over the course of the next decade, we anticipate more than 800 units of housing will be built in the vicinity, which will necessitate installation of additional EVSE to serve the needs of the residents in these units. Having four more DC fast chargers in Portland will help meet the growing need for chargers.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Troy Moon', with a stylized flourish at the end.

Troy Moon
Sustainability Director



The red lines indicate the approximate project area for NEVI grant proposals. This includes 5 existing parking spaces for up to four DCFC plugs. At least one proposed plug must be accessible. Proposals may include use of the vegetated area between the parking lot and the existing fence for electrical infrastructure needed to support the DCFCs.

Please note that 3 phase power is on the poles across Marginal Way from the project site. The project developer will be responsible for securing access to the necessary power, which may include installation of an additional pole. Any easements for the installation of equipment outside of the City ROW will be the developer's responsibility.



To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE

September 11, 2024

AGENDA ITEM

Major Transportation Priorities UPDATE

PURPOSE

Staff update on the current status of major transportation projects as previously presented on March 8th, 2023.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects have been stated as an important topic and goal by the Sustainability and Transportation Committee.

BACKGROUND/ANALYSIS

Over the past several years, the City of Portland has been working with regional and state partners, including PACTS and MaineDOT, on a number of significant projects that will improve our transportation infrastructure for the priorities of today and tomorrow. This work complements the Department of Public Works' ongoing programs to address a variety of City transportation infrastructure needs, including paving, sidewalk, traffic signal, and various active transportation and transit-supportive projects.

For these efforts as well as stand-alone projects, the City's fundamental goals and objectives around urban transportation projects include but are not limited to:

- Multi-modal – making streets work for all users
- Safety – reducing speeding and reducing conflict points
- Climate change – smart transportation design to reduce carbon and other emissions
- Economic development – access to existing goods/services, while creating opportunities for new

- Local context – land uses, neighborhoods, and zoning as inputs to transportation outcomes
- Housing – focusing on transportation outcomes that foster housing opportunities

In addition to our ongoing programs, City transportation staff in the Department of Public Works and Planning, are currently focused on the following **major transportation priorities**:

- ☒ **Franklin Street**
- ☒ **Libbytown Safety & Accessibility**
- ☒ **Brighton Avenue: Rosemont Corner**
- ☒ **Forest Avenue: Morrill’s Corner (Smart Corridor Study: Phase II)**
- ☒ **Forest Avenue: Marginal Way to Park Avenue (Smart Corridor Study: Phase III)**
- ☒ **Forest Avenue: Revere Street to Bedford (Smart Corridor Study: Phase IV)**
- ☒ **State & High Street Two-Way Conversion**
- ☒ **Active Transportation Projects**
- ☒ **Transportation Masterplan**

Franklin Street Transportation & Land Concept

Project Description:

Redesign of Franklin Street to reconstruct the street as a more urban, downtown street that better supports the context for urban development, re-establishes missing neighborhood connectivity and creates state of the art active transportation facilities. The project will update the transportation concept from the 2015 Master Plan and create a complementary land use plan for Franklin Street in order to reflect changes along the corridor and emerging best practices for urban street design. The project will also integrate significant stormwater and sewer separation components to eliminate combined sewer outfalls into Back Cove and Portland Harbor.

Cost and Funding:

\$300,000 for EPS, split equally between the City and MaineDOT. Estimated construction cost is \$26M.

Status and Next Steps:

A RFP for consultant services was issued by the City in August 2024 with responses due mid-September. This phase is expected to be completed by January 2026. In addition, the DOT and City are currently working on a Reconnecting Communities-Neighborhoods Planning Grant application that would advance the project through design

City Priorities & Concerns:

- Priority level determination
- Achieving community consensus on transportation and land use concepts
- Project phasing
- Identification of funding sources for design and construction.

Libbytown Safety and Accessibility Project

Project Description:

Reconstruction of Congress St./Park Ave. between I-295 and St. John St. Establishes two-way traffic on one-way streets; includes a roundabout near former Denny's location, separated bike lanes, signal improvements, and streetscape enhancements (lighting, furniture, plantings).

Cost and Funding:

Project estimated cost was \$28 million (\$25M construction; \$3M engineering). MaineDOT and City received \$22.4M in federal funding (Reconnecting Communities-Neighborhoods Grant Program). MaineDOT and the City are sharing equally the 20% local match of \$4.48M (\$2.24M each). Project estimates are still preliminary and additional funding may be needed.

Status and Next Steps:

Next public meeting tentatively scheduled for 10/17/24, Preliminary Design Review (PDR) to be completed by late 2024; final design in 2026. Grant funding requires construction by 2027.

City Priorities & Concerns:

- Project management: scope, schedule, and budget.
- Goals for climate resiliency, urban design and water quality compliance.
- Protected intersections for cyclists and pedestrians at St. Johns at Congress and Park.

Brighton Avenue: Rosemont Corner Intersection Improvements

Project Description:

Intersection improvements at the five-way Rosemont Corner intersection. Intersection will either be a revised traffic signal intersection or a roundabout design.

Cost and Funding:

Funding is currently available for the feasibility study and for 50% design (PDR). Construction cost is to be determined as part of the alternatives selection process and preliminary design. The PACTS Transportation Improvement Program (TIP) has

allocated \$2 million for construction of the Brighton Ave Multi-Modal Project; that project has been placed on hold and funding approved for the construction of the Rosemont Corner improvements.

Status and Next Steps:

The study began in July 2024 with the alternative analysis and preferred alternative to be completed in 2025. The project would then proceed to PDR.

City Priorities & Concerns:

- Priority level determination and sequencing.
- Possible expansion to include roadway segments to Hastings & Fleetwood.
- Integration with Bus Rapid Transit outcomes and scope of active transportation elements
- Coordination with future short-term paving projects.

Forest Avenue: Morrill's Corner (Smart Corridor Study: Phase II)

Project Description:

Redesign of Forest Avenue and the three intersections from Warren Avenue to Stevens Avenue to improve safety and enhance predictability of operations. Redesign will focus on enhanced streetscape, active transportation facilities, and access management/turning movement restrictions at key locations, including Bishop Street.

Cost and Funding:

No current estimate, but costs are expected to exceed \$10M. MaineDOT has identified either a RAISE or CDS grant as funding options. Local/state match percentage will be determined.

Status and Next Steps:

The City and MaineDOT are working toward completing PDR in late 2024.

City Priorities & Concerns:

- Priority level determination
- Scope of active transportation/street design features.
- Construction funding and timing.

Forest Avenue: Marginal Way to Park Avenue (Smart Corridor Study: Phase III)

Project Description:

Redesign of Forest Avenue to improve accommodations for active transportation from just south of Exit 6 through to Park Avenue. This work is anticipated to include the

realignment of Kennebec Street to allow for two-way traffic access from Forest Avenue as well as the extension of the Bayside Trail from Brattle Street to Forest Avenue. In addition, a realignment of High Street is envisioned to reduce conflicts with vehicle queues at Forest and State, as well as reducing impacts to Deering Oaks.

Cost and Funding:

\$200,000 available for preliminary design level engineering (\$150,000 PACTS/\$50,000 City); construction costs and potential funding to be determined following this stage.

Status and Next Steps:

This effort is awaiting outcomes from the State and High Two-Way Study as well as property discussions to determine the final configuration for design.

City Priorities & Concerns:

- Determining most appropriate alignments of streets in project area
- Timeline for property negotiations
- Coordination with State and High outcomes if two-way conversion proceeds

Forest Avenue: Bedford Street to Woodford Street (Smart Corridor Study: Phase IV)

Project Description:

Redesign of Forest Avenue between Woodford's Corner and USM/Exit 6 with evaluation of improving safety for all users, active transportation options and reducing congestion. This is a PACTS-sponsored project. The focus is on a short-term redesign concept to align with an expected paving project within the next five years, potentially to include a 'road diet' that would reduce lanes from 4 to 3 and allow in-street bike lanes. More in depth design will be needed for a longer term, more transformational project that could include extensive sidewalk and streetscape rehabilitation and sidewalk-level cycle tracks.

Cost and Funding:

Currently funded for feasibility only. MaineDOT is evaluating this section of Forest Avenue for a potential paving project approximately 2027-2028 that could provide the opportunity to implement the short-term recommendations.

Status and Next Steps:

The existing conditions analysis was completed in August 2024. The alternatives analysis is underway with a preferred concept selected and the project completed by the end of November 2024.

City Priorities & Concerns:

- Priority level determination
- Achieving consensus between City and MaineDOT on acceptable traffic level of service
- Complex multi-project coordination
- Funding for paving (short-term) and construction (long-term).

State & High Street Two-Way Conversion

Project Description:

Update to 2015 study determining the feasibility of converting State and High to two-way streets which provides safety improvements and provision of bike lanes. Project seeks to minimize impacts to parking, trees and Level of Service (LOS). Coordination required with York Street, Forest Ave., and MaineDOT's State-High Signal Replacement.

Cost and Funding:

See separate presentation

Status and Next Steps:

See separate presentation

City Priorities & Concerns:

See separate presentation

Active Transportation Projects:

Union Branch and Union Branch Connector Pathways

Project Description:

These pathways will fill gaps in the existing pathway network from Forest Avenue to the Fore River Parkway Trail pathway when completed. The Union Branch Pathway will convert the rail line from Forest Avenue to Park Avenue to a shared use pathway (0.7 miles). It will include a 12' paved pathway, pathway lighting, landscaping, connections to Deering Oaks Park, Fitzpatrick Stadium and Hadlock Field and a stone dust jogging path by infilling between the remaining rails. The Union Branch Connector will cross Park Avenue to Valley Street, Congress Street and connect to the Fore River Parkway Trail.

Cost and Funding:

The Union Branch Pathway design is funded with 80% federal/20% local funding. The pathway's construction is funded 100% by state funding up to \$2.8M as well as a CIP

allocation for costs the MaineDOT construction funding won't cover (e.g., landscaping). The Union Branch Connector is funded through design with 80% federal/20% local funding. There is no construction funding currently.

Status and Next Steps:

Final design of the Union Branch Path will be completed in December 2024 and expected to be bid in January 2025 to begin construction in the Spring 2025. The Union Branch Connector design is anticipated to be completed by Spring 2026.

City Priorities & Concerns:

- Finalizing the design to meet project budget targets
- Coordination of Union Branch Connector design with Libbytown Safety and Accessibility Project.

West Commercial Street Pathway

Project Description:

The West Commercial Street Pathway will, when completed, extend from the terminus of the Fore River Parkway Trail path at Cassidy Point Drive to High Street/Hobson's Landing. The remaining segment (Phase III, 0.5 miles) is from Beach Street to High Street/Hobson's Landing.

Cost and Funding:

A funding application to the MaineDOT for Phase III for design and construction, approximately \$1M, was submitted this summer which would be 80% federal/20% local funding.

Status and Next Steps:

Phase II, from the Fore River Parkway Trail to the Star Match Building, was completed Summer 2024. Much of it was constructed as part of the site development process of the VA Clinic. Phase I was completed by the MaineDOT in 2018 as part of an International Marine Terminal expansion project.

City Priorities & Concerns:

- Securing design and construction funding in a very competitive funding program for the final phase.

Transportation Master Plan

Project Description: As Portland continues to evolve, we must ensure that our priorities evolve as well, especially in how we move around our city. The city's last transportation plan dates from the early 1990s, and a new transportation master plan

would be a strategic document that outlines the methods and strategies to move Portland forward, ensuring that our city and its people can travel safely and sustainably into the future. The transportation master plan would engage the public, identify and prioritize transportation goals, and identify the capital projects, programs, and policy initiatives necessary to achieve them.

Cost and Funding:

No current estimate. Staff is exploring funding options.

Status and Next Steps:

Identify funding options, project timeline, structure process

City Priorities & Concerns:

- Multi-modal - making streets work for all users
- Safety - reducing speeding and reducing conflict points
- Climate change - smart transportation design to reduce carbon and other emissions
- Public transit - support and enhance the accessibility, reliability, and efficiency of public transit
- Project management: scope, schedule, and budget.
- Achieving community consensus on transportation priorities and strategies

FISCAL IMPACT

See above descriptions for estimated costs. The majority of these projects will not advance to construction without securing Federal funding with commitment of local match requirements, often 10-20% of total cost.

CONCLUSION(S)

The information provided is a high-level staff update on the current status of major transportation priorities. We welcome any input/direction the Committee might have.

PRIOR COMMITTEE REVIEW

Transportation and Sustainability Committee – March 8, 2023

PREPARED BY

Keith Gray, PE
Engineering Services Manager
City Engineer
Department of Public Works

ATTACHMENTS

City of Portland | Department of Public Works
Mike Murray, Director

To: Sustainability and Transportation Committee
Regina Phillips, Chair



MEETING DATE

September 11, 2021

AGENDA ITEM

State and High Two-Way Feasibility Study

PURPOSE

Staff update on current status of Two-Way Feasibility Study for consideration, and request for formal endorsement of two-way conversion.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

State and High have been stated as an important topic and goal by the Sustainability and Transportation Committee.

BACKGROUND/ANALYSIS

The State and High Two-Way Feasibility Study, ostensibly an update of a previous study in 2015, has reached the conclusion that, as it was in 2015, a two-way conversion is feasible. Some initial findings were presented to the S&T Committee on May 8, 2024. Since then, concept plans have been created and a public meeting held on September 5, 2024, which had generally positive feedback, although there were questions on potential for vehicle congestion, tree impacts and the long-term direction and type of bicycle facilities to be included in the ongoing design work.

In addition, MaineDOT provided feedback to the City that they concur with the finding of feasibility for a two-way conversion.

The presentation for S&T will largely focus on the proposed concept plans, a discussion on parking impacts, and a request for feedback on potential bicycle facilities. Staff are seeking Committee endorsement of the two-way alternative to allow this topic to be considered by the City Council as well as to ensure that design development can continue.

FISCAL IMPACT

This project is still at the conceptual stage, but if the City and MaineDOT can arrive at a two-party agreement for the project as part of the signal replacement project, the cost to the City is currently estimated to be between \$1.3M and \$1.7M for the signal conversion, and would be in place prior to the 2027 construction year (likely FY27). This assumes integration into MaineDOT's project, and does not include a cost for off-road bicycle facilities, as more design work is required for a cost estimate. At this time, DPW has an initial rough estimate of \$2M to \$3M for that work to be completed.

CONCLUSION(S)

Staff seek formal support from the Committee members for the conversion in concept, as well as supporting funding for future project delivery, potentially in conjunction in a future MaineDOT signal project. This item will then move to the Council for a formal vote of support.

PRIOR COMMITTEE REVIEW

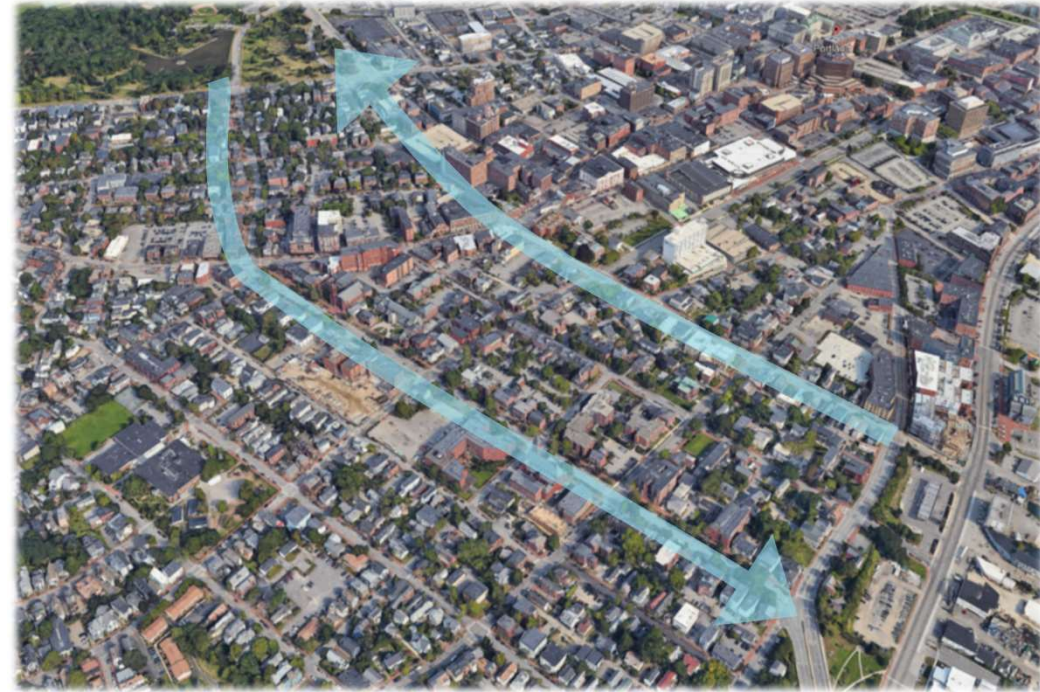
Transportation and Sustainability Committee – May 8, 2024

PREPARED BY

Jeremiah Bartlett Transportation Systems Engineer Department of Public Works	
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ATTACHMENTS

Attachment A – State and High Two-Way Study Update – Presentation Slides



State and High Streets Two-Way Conversion

Sustainability and Transportation Committee

September 11, 2024 Update

Previous Discussion – Existing Conditions

Traffic Volumes and Traffic Level of Service (LOS)

- Peak Hour Traffic volumes $\approx$ 20% less than in 2015
- Generally peak hours operate at LOS 'B' 'C' or 'D'
- Relatively little delay for vehicles in an urban center

Vehicle Crash Analysis

- Several intersections/roadway links with crash issues
- Crash issues generally more severe on waterfront side

Vulnerable Users/Active Transportation Crashes

- Numerous pedestrian and bike crashes on both streets
- Multiple lane threat likely a factor

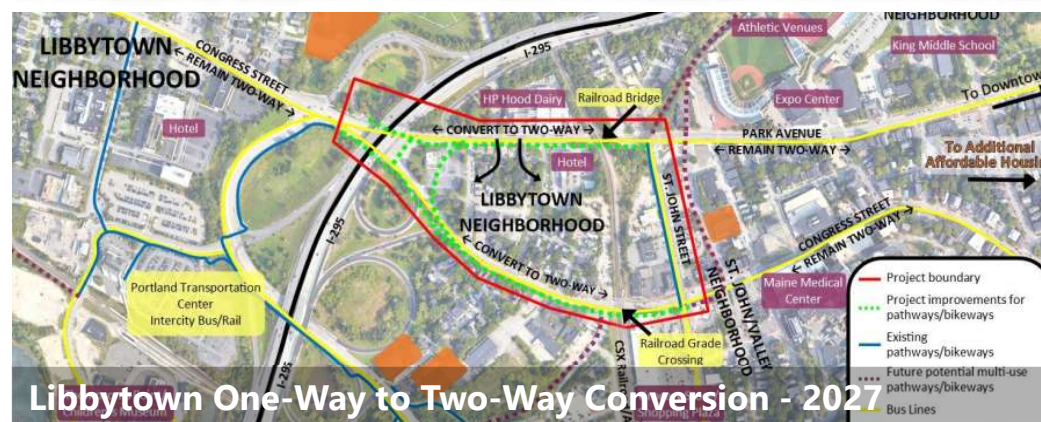
Parking Occupancy Counts

On-Street Parking Occupancy Counts Summary			
Parking Occupancy (% Occupied)			
	Capacity	Wednesday October 4, 2023	Saturday October 14, 2023
High Street			
2 PM	155	95 (61%)	103 (66%)
9 PM		129 (83%)	120 (77%)
State Street			
2 PM	199	111 (56%)	136 (68%)
9 PM		188 (94%)	188 (94%)

Parking demand greatest in the evening

Parking on State Street effectively fully utilized in evenings

Contemporary Factors



Alternatives Analysis

Two-Way State and High Analysis

- Operations analysis indicates feasibility
- Reduced volumes reduce needs for some turn lanes
- Shorter turn lanes reduce parking impacts
- State Street bridge approach requires two, not three lanes
- MaineDOT concurs with finding of feasibility

Two-Way State Street and One-Way High Street Alternative

- One-Way High allows for two-way in street bike facility
- Reduces overall access and redundancy outcomes
- MaineDOT does NOT support this alternative

Impact of Two-Way State and High Streets

Impact to Level of Service

- Generally peak hours operate at LOS 'B' 'C' or 'D' with small increases to delay compared to existing conditions
- This is relatively little delay for downtown urban conditions

Impact to Parking

- Loss of 7 parking spaces along State Street (New Capacity 192 spaces) – looking at new parking on Spring Street
- Gain of 12 parking spaces along High Street (New Capacity 167 spaces)

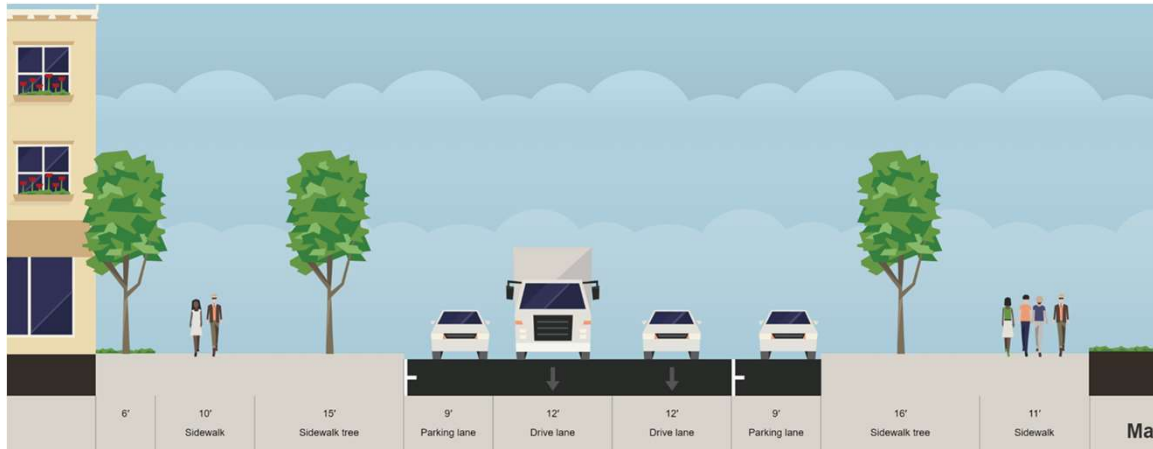
Mobility

- Two-Way improves mobility on both corridors
- Bicycle facilities would need to be provided outside of existing curb line

Safety

- Reduces vehicle speeds
- Eliminates double threat to pedestrians on both corridors

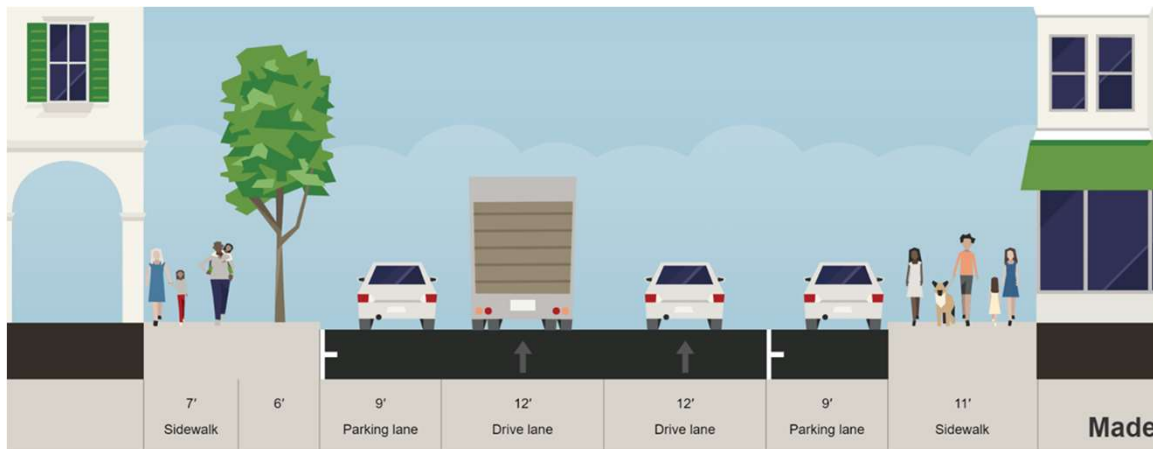
Bicycle Facilities – Today



State Street south of Pine Street

Currently bikes
"share" lanes

Insufficient space
inside curb



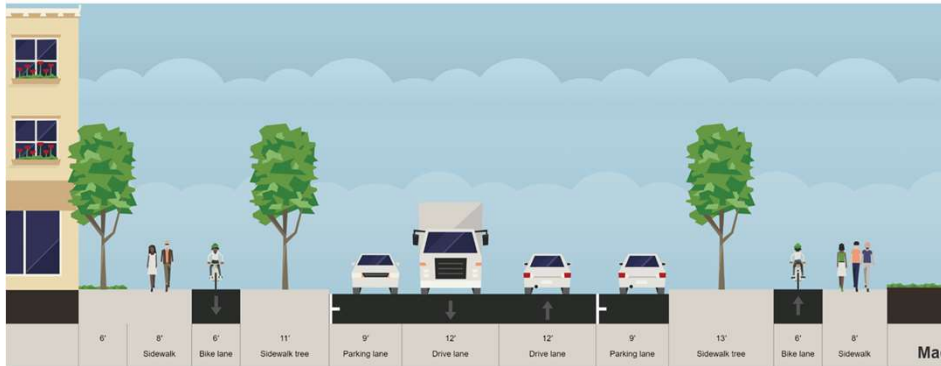
High Street south of Pine Street

Currently bikes
"share" lanes

Insufficient space
inside curb

Bicycle Facilities – Two-Way State and High

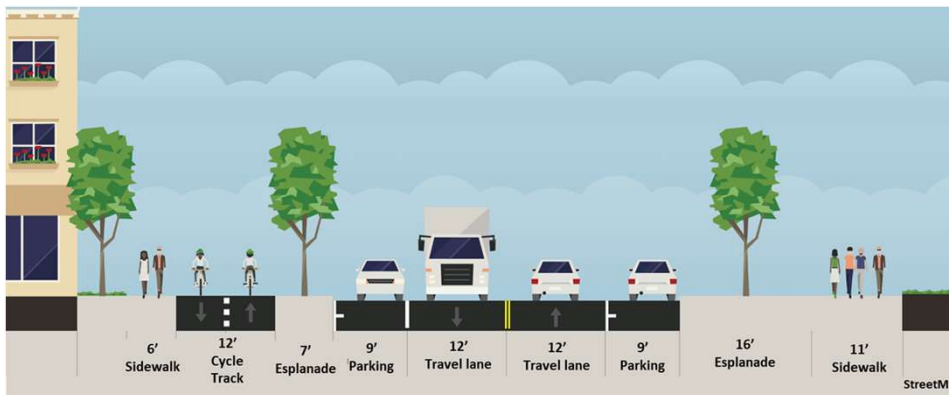
State Street south of Pine Street – **One Way Cycle Tracks**



Adjustments to treed
esplanade, sidewalks needed

Cycle tracks outside of
curbed area

State Street south of Pine Street – **Two-Way Cycle Track**



Impact to one side only, but
greater impact

Two-Way Facility Another
Option

Concept Plans State Street



Concept Plans State Street



Concept Plans State Street



Concept Plans High Street



Concept Plans High Street



Preliminary Potential Costs to City

Signal Costs

- Current MaineDOT cost estimate \$5M
- New mast arms and equipment at all locations
- 25%-30% cost increase for two-way conversion
- Likely \$1.3 – 1.7 million for signal work

Bicycle Facility Costs

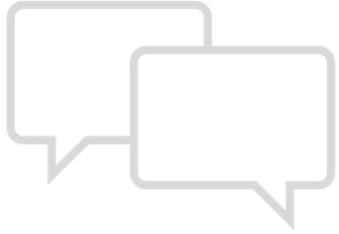
- This component needs more design – public meeting attendees generally supportive of facilities but concerns about tree impacts
- Final configuration, impacts and costs to be determined, but cost initially believed to be somewhere between \$2M and \$3M

Requested S&T Actions and Next Steps

- Request of formal endorsement of two-way conversion to send to Council for approval
- City to seek two-party Agreement with MaineDOT for two-way conversion following Council approval
- Begin more formal design of bicycle facilities
- City staff to determine with MaineDOT if part of DOT project or separate effort

Actions

Bicycle Facilities



Questions?

✉ jbartlett@portlandmaine.gov

☎ (207) 874-8891

🌐 [Portland, ME - Official Website | Official Website \(portlandmaine.gov\)](http://portlandmaine.gov)



Thank You!





September 9th, 2024

Chair Phillips, Members of the Sustainability and Transportation Committee,

The Portland Bicycle and Pedestrian Advisory Committee, a passionate ad-hoc group of street users who strive to advocate for safe, enjoyable, and convenient transportation options for those who can not or choose not to go by private automobile, would like to submit our feedback on the updated design presentation regarding the restoration of State and High Streets to two-way traffic.

During its May meeting, members of the S&T committee expressed strong support for restoring two way traffic to State and High Streets. Councilors made comments on the importance of pedestrian safety on the many busy crosswalks and sidewalks of these core downtown streets. City staff also were interested in gauging the priority of the committee for a protected cross-peninsula bicycling facility. **All councilors stated in May that including some sort of protected bike facility was important and should be included in this project.**

Unfortunately, we are not on track to achieve those council priorities. During the September 5th public information presentation, the plan presented by city staff and VHB (the contractor hired to follow up on the 2015 State and High study and make recommendations for current conditions) did not show any marked design progress in achieving these priorities.

Our first objective in making these changes should be increased safety for all street users, and an elimination of serious crashes in this high crash corridor. The restoration of 2 way traffic must be done to accomplish that goal, but we can't stop there. The Portland Bicycle and Pedestrian Advisory Committee has studied these plans and offer the following comments in support of that goal:

Overall, **we are concerned with the lack of detail provided by this study**, and the amount of sizable, important street design decisions still left up in the air. During last week's meeting, city staff asked the attendees once again how important bicycle facilities were. Not much progress had been made on incorporating people on bicycles, electric scooters, and other forms of vulnerable micro-mobility as legitimate users of the city's street network.

The proposed "operational design" only focuses on and prioritizes private vehicle traffic. If this plan is detailed enough to enumerate and plan for parking spaces, it should be detailed enough to plan for safe, protected bicycle facilities. Overall it is headed in a safer direction than the current street realities, as two way-traffic should slow automobile speeds,

increase pedestrian crossing visibility, and eliminate dangerous lane-jockeying. It is however very different from the initial concepts presented at the May S&T Committee meeting. We understand that the DOT does not want to support a progressive design such as the two-way State, one-way High with a two-way cycle track, but that does not mean we should give up completely on any design that has the opportunity to include important anchors to an on-street bike network. We know that the city is trying to get this done on a limited budget and work with MaineDOT's timeline, but it must listen to the stated goals of its citizens and councilors, and provide the appropriate amount of time to plan carefully balanced transportation facilities designed to include and protect all users.

Although this is still a work in progress design, many of the included details are cause for concern. **Most importantly, there are a number of areas that take away sidewalk, park, and public space from pedestrians.** Notably, Longfellow Square is reduced by 10%-15% to justify truck turning radiuses. This is a problem that could instead be fixed with different signal phasing, or a sign that prevents trucks from turning right there (such signage is proposed at the bottom of State Street, preventing a turn left off of the Casco Bay Bridge). This change also results in the lengthening of two very high traffic crosswalks, at State and Congress, and State and Pine Streets. In a design that is meant to protect pedestrians and reduce crashes involving vulnerable users, we can not afford to give up any more public space to cars. Similar turn radius changes and crosswalk lengthenings occur further down, adjacent to Park Avenue and Deering Oaks.

Additionally, the addition of 12 parking spaces on State Street and addition of 7 spaces on Spring Street (adjacent to High Street), to make up for lost spaces, further supports the unsafe, car-centric transportation paradigm. If parking studies show us that we have adequate supply (or a slight surplus) of parking on these streets, then **adding even more parking is a decision that moves against our safety and transportation goals.**

In a subsequent, evolved design, we would like to see bike and pedestrian facilities called out with specific treatments that elevate the safety of these users whilst also calming automobile traffic. Examples are, but are not limited to: raised crosswalks or speed tables, more curb bumpouts, advanced bicycle stop boxes, green conflict paint on the roadway, high visibility crosswalks, rectangular rapid flashing beacons, bike and pedestrian specific signal equipment, bike and pedestrian specific signal phases, and flexible plastic bollards, planters, or concrete barriers.

Our priority is to have dedicated, protected space for bicyclists to travel across the peninsula. Between State and High Streets, we are looking for one such lane that goes northwest towards Parkside and the Back Cove, and one that goes southeast towards Commercial Street and the Casco Bay Bridge.

In order to achieve the stated goal of protecting vulnerable street users (those who do not use automobiles or buses), the proposed design needs to go further to reduce the spatial and traffic flow priority for cars, in favor of making walking, biking, or using other

forms of micro-mobility more safe and attractive options than the current streets do. In our opinion, it is important to have a better understanding and be presented with plans for safe, useful, and navigable bicycle facilities before sending this proposal to the city council. We need a better understanding of the design, project timeline, and approval process to ensure that there is adequate time and thought given to achieving this outcome.

Additionally, we believe that it is important that if/when the city enters into a two-party agreement with the MaineDOT for this project, that the city retains project management capacity.

We trust city staff to guide this project and believe that they can propose a solution that supports the sustainable, multi-modal transportation future that our city wants to see.

Special thanks to Jeremiah Bartlett for responding to our questions and concerns in an expedient, transparent, and factual manner.

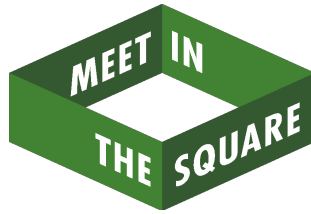
Sincerely,

The Portland Bicycle & Pedestrian Advisory Committee,
<https://www.portlandbikeped.org/>

Gordon Platt, Chair
jgsplatt@gmail.com

Winston Lumpkins IV, Past Chair,
winston.lumpkins@gmail.com
207-408-1508

The Portland Bicycle and Pedestrian Advisory Committee is an ad hoc group of Portland-area residents working to make the city and region a better place to walk, bicycle, and wheelchair. We advocate and educate on bicycle, transit, and pedestrian issues, including handicap accessibility. We work in collaboration with other organizations including the Bicycle Coalition of Maine, Portland Trails, PACTS, the Portland Department of Public Works and the Portland Planning Department.



FRIENDS OF CONGRESS SQUARE PARK

September 10th, 2024

Dear members of the Sustainability & Transportation Committee,

Friends of Congress Square Park (FoCSP) respectfully submits the following regarding the proposed changes to State and High Streets.

FoCSP is in favor of a two-way conversion of High Street (and also State), insofar as that change will positively impact Congress Square via slower traffic, easier access, and a safer pedestrian environment as a result. These goals also align well with those of the broader Congress Square Redesign project. Similarly, FoCSP would prefer shorter pedestrian crossings and protected bicycle routes wherever possible to ensure the safest access to CSP for the widest population of people. Many of our park users do not own a vehicle and/or use mobility assistance devices; accommodating these members of our community should remain a top priority in decisions regarding street design.

FoCSP would prefer to see the preservation of public space wherever possible when it comes to neighboring parks/plazas, especially Longfellow Square. The size of Longfellow Square is already quite small, and its social impact punches above its weight class. Slicing off a bit of it would make for a more car-dominant space and erode its role as a critical piece of social infrastructure for the community.

Sincerely,

C.J. Oppershauser
Executive Director, Friends of Congress Square Park

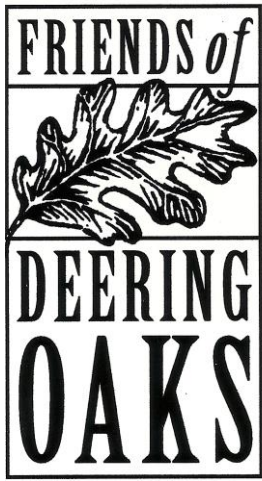
- i) *The Friends of Congress Square Park is the 501(c)(3) non-profit place manager of Congress Square Park, an urban public open space in downtown Portland. We seek to create an inclusive, welcoming and vibrant community gathering place accessible to all through neighborhood engagement, programming, and the arts.*

CONGRESSSQUAREPARK.ORG

FOLLOW US



@congresssquare



MISSION STATEMENT

The Friends of Deering Oaks is a non-profit citizen organization committed to preserving, protecting and enhancing the physical condition of Portland's historic Deering Oaks Park and promoting its use by residents and visitors. The 1994 Deering Oaks Master Plan will guide the activities of the Friends of Deering Oaks.

Friends of Deering Oaks
P.O. Box 10416
Portland, Maine 04104
(207) 774-0437

September 9, 2024

Sustainability and Transportation Committee
City of Portland
389 Congress Street
Portland, ME. 04101

Dear Councilors:

Representing Friends of Deering Oaks, I attended last week's Public Forum on an update on restoring two-way traffic on State and High Streets, as they were historically until changed in the early 1970s.

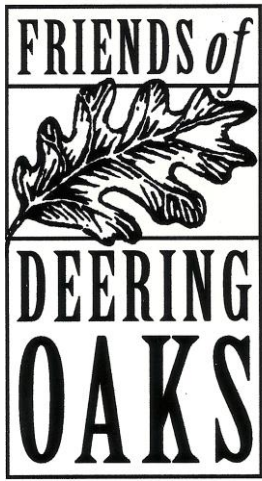
It was heartening that, after decades of advocacy by our group and others, this change might finally occur. Data demonstrates that traffic volumes are 20% below prior study volumes and are unlikely to return to higher levels due to change in work patterns. Unfortunately, despite this reduction in volume, accidents and bike/ped incidents with cars have increased, raising serious safety concerns. And significantly, MDOT's planned signal replacement presents the opportunity, together with these factors, to restore these two neighborhood streets to their original character, without major traffic disruption. Now is the time to move this project forward for a Council vote!

Approval of this feasibility analysis will move the project into further design development with MDOT to address concerns raised, especially the need for more work on how best to accommodate safe cross-peninsula bike travel. As is the usual course of events, final Council action will take place after further design development, budget projections, and sources of funds identified and committed.

With redevelopment of Franklin Street also on your Agenda, this community is at an exciting turning point, reversing two decades-long bad decisions that that have had many unintended consequences. Now is the time to act!

Sincerely,

(s) Anne B. Pringle
President



MISSION STATEMENT

The Friends of Deering Oaks is a non-profit citizen organization committed to preserving, protecting and enhancing the physical condition of Portland's historic Deering Oaks Park and promoting its use by residents and visitors. The 1994 Deering Oaks Master Plan will guide the activities of the Friends of Deering Oaks.

Friends of Deering Oaks
P.O. Box 10416
Portland, Maine 04104
(207) 774-0437



Hello Councilors and members of the Sustainability & Transportation Committee,

My name is Alex Redfield, I'm a resident of South Portland and appreciate you taking the time to review my comments about the State and High St. opportunities in front of you. I apologize if I'm misunderstanding anything about the decisions or process – I'm a real amateur here.

I have two young daughters, age 5 and 1. My older daughter has been enrolled in the Children's Nursery School cooperative housed at the State Street Church at 159 State St for three years, and we hope our daily trek to school continues through the next four years as well.

For four days a week, for potentially eight years, my partner and I have to decide how to get our kids to school. This is a daily, seemingly simple decision, but one that incorporates factors of safety, convenience and schedules, and climate and health. We typically bike, or drive, and – just for fun – we might take the bus. When we choose to bike to school (maybe 3 days/week, even through the winter), entering Portland off the Casco Bay Bridge leaves us with several undesirable options.

1. We can ride as a vehicle, taking the lane off the bridge to turn left on High Street, then biking up to a left turn on Congress, and left on State. This is the “legally” advisable option as I understand the rules of the road, but insane to do with kids. Merging traffic, biking up hill with parked cars and opening doors, needing to shift lanes multiple times, this route is never a good choice for us.
2. We can get out of the bike lane coming off the bridge, get on to the sidewalk, cross as a pedestrian, and cycle up Winter or Brackett. This option pushes me to cycle on the sidewalk too – getting on to the sidewalk is almost impossible pulling a kid in a trailer. Additionally, I have to either break the rules going against 1 way traffic on Pine St. or take a big loop on Dow, Congress, and back on to State.
3. We get out of the bike lane, on to the sidewalk, and bike up the sidewalk on State st. We do this most frequently, it's fine – but pedestrians aren't always so accommodating and

the slippery leaves in fall, and bricks in the winter or rain, prove that it's not really designed for us to do this.

Yes, this is just my route to daycare, and the City of Portland shouldn't be making decisions about what's easiest for me to get to daycare – but, these streets are **hugely important as a connector, both as a divider between the residential neighborhood in the West End and the rest of downtown, and as a Portland/South Portland connection.**

If we want to make progress in these municipal, state, and regional goals of encouraging mode shift, reducing gridlock, improving health and well being – this area of Portland has huge potential in making it easy, convenient and safe to travel to and from South Portland. People won't start getting out of their cars until their entire route is safe, but nobody is making the first move to make any part of this essential connection safer for active transportation:

- The CBB is being repaved by DOT right now, no vertical infrastructure/physically separated bike lane is being put in, despite federal guidance suggesting this road *needs* safer cycling infrastructure.
- York St. is being redesigned in 2027, right now it's home to one of the most dangerous intersections for cyclists in the area.
- Broadway in SoPo is in the spotlight as our city explores options for additional housing density, the Greenbelt connection is separated and safe – but doesn't lead to anywhere safe.

In short:

- If we want to see progress in reducing vehicle miles traveled, improving safety, and reducing emissions – we need to redesign the built environment to make that happen.
- Reconfiguring State and High St. to two-way traffic is a good thing.
- Redesigning State and High St. without built-in consideration for bike infrastructure is a huge missed opportunity. It sets neighborhoods *back* in terms of truly making progress towards our shared goals and vision.
- Recognizing the savings that coordinating this work with DOT's signal improvements, there is real work for the Cities of Portland & South Portland to communicate with State counterparts – DOT's schedule and priorities continue to make partial improvements that leave real benefit and impact on the table.

Coordinated efforts, utilizing multi-scale perspectives and implementing essential improvements to take advantage of diverse funding opportunities, is what we need more of instead of piecemeal progress that fails to meet the moment.

Thanks so much for your consideration and your continued service.

Take care,

Alex Redfield

31 Cooper St.

South Portland, ME



Staff Memo To:

Sustainability & Transportation Committee

Councilor Regina Phillips, Chair

MEETING DATE

September 11, 2024

AGENDA ITEM

Agenda Item 4 – Franklin Street Update

PURPOSE

Provide an update on the status of the Franklin Street Master Plan. Additionally, staff is seeking endorsement of the Franklin Street Update Project as well as a recommendation to the City Council to approve use of \$250,000 from existing impact fee funds to provide a 10% local match, in partnership with MaineDOT, to apply for \$2 million in funding from the U.S. DOT's Reconnecting Communities and Neighborhoods grant program.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The Franklin Street Update closely aligns with the City Council's 2024 goals of improving diversity, equity and inclusion and housing affordability while acting on the recommendations of [One Climate Future](#). Further, it helps achieve objectives outlined in the City's Comprehensive Plan ("[Portland's Plan 2030](#)"). Both of these guiding documents emphasize the importance of enhancing equity, sustainability, and promoting sustainable land use and transportation policies. A redesigned Franklin Street would promote sustainability by reducing reliance on car-centric infrastructure, support alternative transportation modes such as biking, walking, and public transit. The shift to a more multimodal street design would also create opportunities for new, dense, mixed-use development in the city center and reconnect neighborhoods by re-establishing the street grid, thereby improving east-west connectivity.

BACKGROUND/ANALYSIS

The Franklin Street project has evolved over many years of study and public participation. The [Reclaiming Franklin Street](#) study was adopted by the City Council in 2009, establishing a design concept that converts Franklin Street to a more standard urban street and re-stores lost neighborhood connectivity to the street's east and west. [The Franklin Street Master Plan](#), adopted by the Council in 2015, refined the urban street concepts from the *Reclaiming Franklin Street* study into a recommended street concept that included a reduced street footprint, improved bikeways and streetscapes, and street connectivity at Oxford, Newbury and Federal Streets.

At a [September 2023 City Council workshop](#), city staff presented an update on Franklin Street, reintroducing the project to the Council and providing a rationale for revisiting and updating the Master Plan concept. The presentation included an overview of the changes that have occurred since 2015, including significant development along and nearby Franklin Street, post-pandemic shifts in traffic conditions, and the opportunity to obtain new significant federal funding for projects like Franklin Street. The strong sentiment of the Council at the workshop was that the time is right to re-engage with the public and advance an update to the Master Plan concept.

Subsequently, following Council support, the City of Portland and the MaineDOT entered into a Village Partnership Initiative (VPI) agreement to update the 2015 Master Plan through the Franklin Street Enhanced Project Scoping project. A Request for Proposals (RFP) for this work was released by the City of Portland on August 14, 2024, and

proposals are due by September 12, 2024. The Enhanced Project Scoping project is anticipated to be completed by January 2026.

FISCAL IMPACT

In April 2024, the City of Portland and the MaineDOT entered into a Village Partnership Initiative (VPI) agreement to update the 2015 Franklin Street Master Plan through the Franklin Street Enhanced Project Scoping project. The total agreed cost of the Planning Study is \$300,000. The City of Portland is contributing \$150,000 and MaineDOT will cover the remaining \$150,000.

At the City Council's 9/16 meeting, City Staff will be requesting that the Council approve the use of existing impact fee funds in the total of \$250,000 in order to provide a 10% local match for the MaineDOT Reconnecting Communities and Neighborhoods federal grant application for the Franklin Street Design phase, which will begin following the completion of the Enhanced Project Scoping project. The remaining funding would be \$250,000 (10%) from MaineDOT and \$2,000,000 (80%) in federal funds, contingent upon the successful award of the grant.

Anticipated potential funding sources for future phases include the Reconnecting Communities & Neighborhoods grant, the Safe Streets for All (SS4A) grant, RAISE grant, and Congressionally Designated Spending (CDS) earmarks. Potential local funding sources for future phases may include proceeds from future parcel sales, development revenue, TIF revenue, impact fees, CIP funds, and water resources funds.

CONCLUSION(S)

Subject to committee input and direction, staff recommends the committee 1) endorse the Franklin Street Update Project and 2) recommend the City Council approve use of \$250,000 (from existing impact fee funds) to provide a 10% local match, and partner with MaineDOT to apply for \$2 million in funding from US DOT's Reconnecting Communities and Neighborhoods grant program to fund the future design phase.

PRIOR COMMITTEE REVIEW

City Council Workshop - September, 11, 2023 (Franklin Street Project reintroduced)
Sustainability & Transportation Committee - March 8, 2023 (Transportation Overview)

PREPARED BY

Kevin Kraft
Director
Planning & Urban Development

Greg Jordan
Assistant City Manager
Executive Department

ATTACHMENTS

Information regarding the Franklin Street project, including the 2009 Reclaiming Franklin Street, 2015 Franklin Street Master Plan, and previous council and committee presentations are available on the project website:
<https://portland.civilspace.io/en/projects/franklin-street-2023-update>



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

September 11, 2024

AGENDA ITEM

Agenda Item #3F – Downtown Employee Parking

PURPOSE

Assess downtown parking availability and evaluate options to improve convenience for workers.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Downtown parking is not directly identified in either the committee’s work plan or the City Council’s 2024 priorities. However, the City’s Comprehensive Plan (“[Portland Plan 2030](#)”) and [One Climate Future](#) both identify effective parking management as a key to achieving the city’s goals on sustainable development and climate action.

BACKGROUND/ANALYSIS

Individuals working in the downtown area have expressed concern that there is insufficient long-term parking that is in close enough proximity to places of employment. For individuals choosing to use on-street metered parking, they have expressed concerns about having to move their vehicles every two hours until 6:00 p.m. As a result, such workers must take time away from work to move their vehicles or risk receiving a ticket.

At the May 6, 2024 City Council meeting, members of the public submitted comments advocating for parking accommodations for downtown workers. Follow-up engagements with City Councilor(s) resulted in submission of a proposal that would allow downtown workers to use on-street metered parking longer than 2 hours (see **Attachment A**).

As part of evaluating this issue, city staff sought to consider the following elements along with additional options.

- Scope and degree of the problem
- Peer review
- Other policy considerations
- Alternative solutions

Scope and Degree of Problem

To deepen our understanding of the problem's scope and degree, staff met with the group of workers advocating for the proposal, conducted a survey of downtown workers and business owners, and tracked garage monthly permit rates and capacity.

- *Met with the group of workers proposing sticker program*

In early August, city staff met with representatives of workers who are advocating for the parking proposal. The meeting was an opportunity to hear directly from workers about their challenges accessing parking in close proximity to workplaces. Representatives expressed the view that garages/lots generally do not have capacity, are not affordable, and do not allow late night exits. They also communicated a concern about personal safety related to walking from work sites to parking garages. Due to these concerns, workers who choose to use on-street metered parking must move their vehicles every 2 hours (through 6pm) in order to avoid tickets.

- *Survey of downtown workers and business owners.*

A survey was designed and issued by city staff and included separate sets of questions for self-described workers and business owners. The survey was released on August 26 and closed on September 6. The survey was distributed through city channels and assistance was requested from proposal advocates, the Portland Downtown District, and Portland Chamber of Commerce. Of the total 861 completed submissions, there were approximately 600 completed responses to the worker survey and about 100 completed by business owners. The balance of responses were from individuals who were neither a worker nor business owner and exited the survey. Key findings are noted below and **Attachment B** provides complete survey results.

Key Survey Results for Workers

- 68% of respondents indicated they are Portland residents.
- 68% of respondents indicated they work for a restaurant/bar or retail business.
- 84% stated they either always or often drive to work.
- Most workers are using on-street metered or free parking; few report using garages or lots.
- 74% report that they cover the cost of parking entirely on their own.
- 39% report paying under \$100 per month for parking; 44% pay between \$100-\$300 per month, and 17% pay over \$300.
- Nearly 50% of workers walk from their vehicles to work in 5 minutes or less. 40% walk 5-10 minutes, and 11% walk over 10 minutes.
- When asked about using garages and surface lots within a 10 minute walk to work sites, workers were either very or extremely concerned about parking

affordability (69%), followed by late night garage access (35%), personal safety (29%), walking distance (27%), and accessibility (20%).

- When asked about options to make mobility/parking easier, workers expressed the most interest in a worker sticker pass (76%) followed by added downtown parking (37%), free transit passes (33%), safety-security improvements (29%), improved bike-pedestrian infrastructure (25%), pre-tax commuter benefits (23%), and late night bus service (18%).
- Only 17% reported awareness of the Portland Downtown District's Park and Work Program.

Key Survey Results for Businesses

- 70% of respondents indicated they own or manage a restaurant/bar or retail business.
- Business owners indicated that affordable housing and the cost/availability of parking make it harder to recruit and retain employees.
- 41% reported providing some financial assistance to employees to help with parking costs.
- When asked about options to make mobility/parking easier, business owners expressed the most interest in a worker sticker pass (63%) followed by added downtown parking (49%), safety-security improvements (37%), free transit passes (32%), improved bike-pedestrian infrastructure (20%), late night bus service (19%), and pre-tax commuter benefits (16%).
- 67% of business owners expressed that customer parking would be very or somewhat impacted by allowing workers to park for extended periods in 2 hour meters.
- Only 15% of business owners reported knowing about the Portland Downtown District's Park and Work Program.

- *Monthly Permit Availability*

Consistent with what workers report, current data indicates there is limited monthly permit capacity at garages/lots, and locations have variable walking distances to different employment sites. As of May 2024, a survey of garage and lot capacity indicates the following (**Attachment C**):

- **Garage Capacity** - There are 8,264 parking spaces spread across 20 public and private garages. As of May 2024, 305 spaces (4%) were available for monthly purchase. The average monthly permit cost is \$172.

- **Surface Lot Capacity** - There are 3,89 parking spaces spread across 32 lots. As of May 2024, 172 spaces (4%) were available for monthly purchase. The average monthly permit cost is \$150.

Peer Review

City staff conducted a peer review and identified eight municipalities that provided parking programs aimed at downtown workers. The search was confined to New England states, and while not exhaustive, a few themes emerged from those municipalities (see **Attachment D** for more information):

- All but one municipality had parking permit programs aimed at downtown workers. These programs appear to be mainly focused on keeping parking affordable.
- Among the municipalities that have programs for downtown workers, all restrict permit use to certain garages or lots. These locations are generally located along the peripheries of downtown districts. None allow permit holders to park for extended periods in the central business district's 2 hour metered parking spaces.
- Most municipalities provide a balance of short and long-term metered parking with 2 hour parking in the core of central business districts, and 10 hour parking farther out.

Other Policy Considerations

As it relates to managing the city's parking resources, the following policy considerations should be considered.

- *Convenient Customer Access to Businesses* - Short-term metered parking in the downtown area is mainly provided to support the general public and local businesses by facilitating convenient customer access. The two-hour time limit fosters high turnover which is conducive to both customer needs and retail business/restaurant owners' desire for high traffic. As the peer review indicates, this approach to on-street parking in downtown business districts is common.

Lowering the supply of available short-term, metered parking should be expected to reduce the general public's ability to conveniently access downtown businesses. An industry accepted benchmark suggests that an on-street parking space generates \$45,000 to \$95,000 in annual retail sales.

- *Smart and Sustainable Development* - The city's comprehensive plan (Portland Plan 2030) and One Climate Future climate action plan outline objectives for balancing the incentives for automobile use and multimodal transportation, and specifically call for strategies that reduce parking demand and improve opportunities for walking, biking and using public transportation.

Alternative Solutions

While the survey results indicate strong support for the sticker program, the approach would allow workers to park beyond the 2 hour limit in the highest demand areas of the city. Such a program would be expected to reduce the supply of parking for customers and the general public. Where peer municipalities provide programs that aim to support downtown workers, these focus on making outlying parking more affordable while preserving high-turnover parking in core downtown districts.

City staff share the goal of making parking easier and more affordable for workers, and suggest we consider alternatives that balance the needs of workers with customers and local businesses.

- *Improve Affordability and Access to Parking Garages/Surface Lots* – Survey results suggest that affordability and accessibility are the top concerns related to using parking garages and surface lots. The peer review indicates that many municipalities offer discounted parking options at area garages and surface lots while preserving short-term metered parking for customers and the general public.

Portland Downtown District's Park & Work Program provides individuals earning at or below 50% of the area median income with 48 stamps for \$100. Each stamp is valid for 3 hours and may be used at city owned and operated garages (Elm Street and Spring Street). Staff would need to investigate how late night exits can be made possible by scanning the QR codes at entry points and kiosks upon exit. The equivalent full price value of the stamps is \$576.

Survey results indicate insufficient knowledge about the program. In addition to improving communications about the program, the city and PDD could consider raising or eliminating the income cap in order to help more downtown workers afford the city's garages, and work to expand participation at private garages.

- *Increase Metered Parking Time Frames at Underutilized Location(s)* – The peer review indicates that other municipalities work to strike a balance between short-term (2 hours) meters and long-term meters (10 hours). Although free on-street parking with no time limit is available in certain areas of the peninsula, Portland does not provide any on-street metered parking beyond 2 hours.

Consider converting certain 2 hour metered parking to 9 hours. On-street metered parking along the south side of Spring Street (between Holiday Inn and Cross Insurance Arena) includes 30-40 spaces and is consistently underutilized. The 2 hour time limit at this parking area could be increased to 9 hours. The Old Port as well as portions of Commercial Street and Congress Street are within a five minute walk.

- *Improve Overall Communications about Parking Options* – Improving communications on parking options may be helpful as well. For example, downtown workers may not be

aware that most garages offer 24/7 access for monthly permit holders, that the Fore St. Parking Garage offers an “evening” monthly rate of \$110 a month for parking between 5:00 p.m. and 6:00 a.m., or that the Angelo’s Acre lot (at Commercial/Park) is available for \$5 per 24 hours.

- *Free Transit Pass Program for Downtown Workers* – According to the survey results, over 60% of respondents report spending at least \$1,200 per year on parking, and 17% are spending at least \$3,600.

A transit pass program would put unlimited access, free transit passes in the hands of downtown workers. While public transportation services are not available past 10:30 p.m., the existing network can improve both affordability and access for some workers. Incentivizing transit use for those who can use the system will reduce overall parking demand, among other well documented benefits.

- *Expand Metro’s Peninsula Circulator* – An expanded peninsula circulator would connect many more points of the peninsula with frequent bus service and better connect work sites with parking areas and residences.

FISCAL IMPACT

General fiscal impact assessments of the programs under review are noted below.

- *Downtown Worker Sticker Program* – the program should be expected to impact customer parking and by extension, impact sales to retail businesses and restaurants. Additionally, staff cannot rule out potential impacts to municipal parking revenue due to the reduction in parking space turnover.
- *Expanded PDD Park and Work Program* – Raising the income caps to qualify for this program would assist workers in accessing more affordable parking options. To the extent the program is used, meter feeding among this group should tend to decrease, possibly reducing parking revenue. However, staff would expect customer and general public parking to fill in any gaps. Additionally, increased use of the Park and Work program could lead to a reduction in parking revenue from city garages, but only if increased demand from workers using the program means less capacity for customers paying full price.
- *Convert Spring Street Meters to 10 Hours* – no material financial impact is anticipated as the current meters are underutilized.
- *Transit Pass Program* – the cost to support a free transit pass program for downtown workers requires additional modeling and discussion with the Portland Downtown District, Greater Portland Metro, and other partners.

- *Expand GP Metro's Peninsula Circulator* - Subject to funding, GP Metro plans to expand the existing peninsula circulator (Route 8) within the next 2-3 years. The scope of the city's financial share in that expansion is not yet determined.

CONCLUSION(S)

To assist downtown workers with parking affordability and access, in balance with other priorities, staff recommend 1) expanding eligibility of the PDD's Park and Work Program, 2) converting Spring Street's 2 hour meters to 9 hours, 3) working with PDD (and other partners) to pilot a free transit pass program for downtown workers.

In the event one or more of the above measures are advanced, staff recommend a re-evaluation of downtown workers' parking needs within 12 months of implementation.

PRIOR COMMITTEE REVIEW

Sustainability & Transportation Committee (June 12, 2024 - Item introduced

Sustainability & Transportation Committee (July 9, 2024) - Initial assessment/discussion

PREPARED BY

John Peverada
Director
Parking Division

Greg Jordan
Assistant City Manager
Executive Department

ATTACHMENTS

Attachment A - Worker Permit Sticker Proposal (included in packet)

Attachment B - Survey of Downtown Workers and Businesses

Attachment C - May 2024 Garage & Lot Inventory

Attachment D - Peer Review Summary

Proposal to Amend Portland's Parking Ordinance for Workers

Executive Summary

This proposal seeks to amend the current parking ordinance in the City of Portland to better accommodate the needs of all workers. The existing ordinance requires vehicles to be moved every two hours to different blocks, which is impractical for workers who are unable to leave their jobs to comply. Currently, workers' only options are parking garages, walking and public transportation. This proposal seeks to create a Worker Permit Sticker to allow workers to park in the same zone for extended periods.

Background

Current Ordinance

The City of Portland's parking ordinance defines "prolonged parking" as parking beyond the maximum time limit without moving the vehicle to a different block (Sec. 28-1). The ordinance mandates that vehicles must be moved to another block after the metered time or time zone expires and cannot return to the original block for at least three hours (Sec. 28-84). The fine for prolonged parking is \$25 (Sec. 28-20). Additionally, vehicles with three or more unpaid violations can be immobilized or towed (Sec. 28-39).

City-Owned Parking Garages

Portland owns four parking garages with varying hours of operation:

- **Elm Street Parking Garage:** Mon-Fri, 6 am - 10 pm; Sat, 8 am - 10 pm. \$25 after-hours lock-out fee. Currently has a waiting list.
- **Spring Street Parking Garage:** Mon-Sat, 6 am - 1 am; Sun, 8 am - 1 am. Limited availability at \$150 per month.
- **Casco Bay Garage:** Mon-Sun, 4:30 am - 11:45 pm. 16-month waitlist
- **Temple Street Garage:** Mon-Sat, 7 am - 12 am; Sun, closed. Monthly cardholders have 24/7 access.

Public Transit

Portland and surrounding areas are served by the METRO bus system, which has eight routes with varying hours of operation. However, the bus schedules do not accommodate late hours. Below is the schedule for the eight routes offered by Metro.

The Metro has eight (8) routes.

Metro Route 1 – Congress St

Hours of Operation

Monday – Friday Buses from 5:08 am until 11:10 pm

Saturday 5:08 am until 11:10 pm

Sunday 7:43 until 6:35 pm

Metro Route 2 – Riverton

Hours of Operation

Monday – Friday 5:45 am to 10:56 pm

Saturday 6:20 am to 10:23 pm

Sunday 8:20 am to 4:15 pm

Metro Route 3 – Westbrook Crosstown

Hours of Operation

Monday – Friday 5:40 am to 10:30 pm

Saturday 6:45 am to 10:34 pm

Sunday 9:15 am to 6:00 pm

Metro Route 4 – Westbrook

Monday – Friday 5:15 am until 11:40 pm

Saturday 5:45 am until 11:40 pm

Sunday 8:15 am to 7:45 pm

Metro Route 5 – Maine Mall

Monday – Friday 5:20 am until 10:40 pm

Saturday 6:10 am until 10:50 pm

Sunday 7:55 am until 5:40 pm

Metro Route 8 – Peninsula Loop

Monday – Friday 6:40 am until 6:05 pm

Saturday 7:50 am until 6:17 pm

Sunday 8:50 am until 4:17 pm

Metro Route 9A – North Deering

Monday – Friday 5:15 am until 10:25 pm

Saturday 7:30 am until 10:25 pm

Sunday 8:30 am until 4:25

Metro Route 9B – North Deering

Monday – Friday 5:40 am until 9:53 pm

Saturday 8:10 am until 10:10 pm

Sunday 9:10 am until 5:10 pm

Problem Statement

The current parking ordinance is detrimental to Portland’s working class because it requires them to leave their jobs and move their vehicles every two hours. This is impractical for workers. The city’s proposed solutions (ie. Walking, garages, public transport) are not viable alternatives. Parking garages are not open late enough to serve these workers. Walking to and from work late at night is unsafe. The public transportation schedule does not meet the needs of downtown workers who often leave work after 11:00 pm. Rising rent costs have also pushed workers to live outside the city, making commuting more challenging.

Proposed Solution

The city of Portland currently offers Residential Permit Stickers, which allows Portland residents who live in residential sticker zones to apply for a parking sticker for the area which they live. The sticker is displayed on the vehicles rear windshield, and exempts them from time limit restrictions, allowing residents to park in the one- or two-hour time zones.

We propose the creation of a Worker Permit Sticker. This sticker would allow workers to park in the same zone for more than two hours, exempting them from time limit restrictions. Workers would still be required to pay the standard hourly parking fee and would be subject to the same fines for failure to pay.

Implementation Details

- **Eligibility:** Workers employed in Portland.
- **Application Process:** Workers apply for the permit through the City of Portland.
- **Permit Display:** The sticker is displayed on the vehicle's rear windshield.

Benefits

This proposal would alleviate a current burden placed on downtown workers, at veritably zero impact to parking congestion. It would also keep our late-night workers safe during their commutes home from work. The effects of this proposal passing would make downtown Portland a more attractive area to work in, as well as promote retention of downtown workers despite a growing number of suburban developments.

**CITY OF PORTLAND PARKING DIVISION
ANNUAL PARKING SURVEY OF
DOWNTOWN GARAGES AND LOTS
MAY 2024**

The information in this survey was is believed to be accurate; however, before quoting from it, we suggest you verify the information with the individual facility.

NOTE: Availability of spaces often changes; therefore, interested parties are encouraged to check with the facility to see if they have a waiting list. Most people have their names on multiple lists. **RATES AND AVAILABILITY ARE SUBJECT TO CHANGE.**

The Parking Survey consists of the following:

- List of Downtown Parking Facilities
- Detailed list of garages and lots showing the number of spaces and rates
- Map of Downtown Parking Facilities

DOWNTOWN PARKING FACILITIES MAY 2024

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
Garages - On Map				
Arts District Garage	48 Brown St	9	761-8016	761-8016
Casco Bay Parking Garage	54 Commercial St. (Maine State Pier)	32	358-7888	774-8653
Chestnut St. Parking Garage	Chestnut / Lancaster / Oxford Sts.	3	747-4230	712-1235
Cumberland County Courthouse Garage	188 Newbury St.	18	871-5890	871-8275
Custom House Square Parking Garage	25 Pearl St.	28	358-7888	774-2203
Elm St. Parking Garage	21 Elm St.	6	874-2842	871-1106
Fore St. Parking Garage	419 Fore St.	21	871-1290	871-1290
Gateway Parking Garage	181 High St.	11	761-1568	761-1568
Harbor Plaza Parking Garage	10 Union St.	26	747-4230	none
Holiday Inn By The Bay	60 Spring St.	24	9561850	none
Monument Square Parking Garage	Cumberland Ave. & Brown St.	8	747-4230	773-2761
Ocean Gateway Garage	167 Fore St.	37	747-4230	772-6327
One City Center Parking Garage	One City Center	15	871-1080	775-0444
Public Market Garage	Preble St. / Cumberland Ave. / Elm St.	2	7474230	774-0027
Spring St. Parking Garage	45 Spring St.	13	874-2861	874-2842

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
Temple St. Parking Garage	11 Temple St.	17	358-7888	772-5762
Garages - Off Map				
101 York Street Gagare	101 York St		774-5908	774-5908
110 Thames St Garage	110 Thames St		800-7159	800-7159
Cambria Hotel	25 Hancock		747-4230	747-4230
WEX	100 Fore St		747-4230	747-4230
Lots on Map				
2 India St Parking Lot	2 India St	29	747-4230	n/a
385 Congress St	Congress and Pearl	5	747-4230	699-2927
66 Pearl St. Parking Lot	66 Pearl St.	7	747-4230	n/a
Angelo's Acre	441 Commercial St.	1	874-8444	874-8444
Cotton & Center Parking Lot	Center / Cotton / Spring Sts.	23	791-3300	
DiMillo's Parking Lot	25 Long Wharf, Commercial St.	33	747-4230	772-2216
East Brown Cow Parking Lot	75 Commercial St.	31	747-4230	n/a
Fish Pier Parking Lot	300 Commercial St.	35	8742842	874-2842
Fisherman's Wharf Parking Lot	Commercial St.	34	747-4230	747-4230
Free St Parking Opposite Cross Arena	Center & Free Sts.	14	747-4230	n/a
Free St. Parking - Maine Health	120 Free St.	12	662-8065	662-8065
Middle & Pearl Parking Lot	Middle & Pearl Sts.	19	774-1000	n/a
Midtown Parking Lot	44 Free St.	16	774-5908	772-7716
Ocean Gateway Lot	2 Commercial St	38	207-874-8443	207-874-8443
Portland Square Monthly Lower Lot	Cross / Commercial / Center Sts.	25	747-4230	874-6000
Portland Square Upper Visitor Lot	Cotton / Fore / Cross Sts.	22	747-4230	874-6000
Regency Hotel Parking Lot	Silver St.	27	774-1000	n/a
Simba / Hale Parking Lot	Fore St.	30	772-5354	772-5354
Thames St. Lot	Thames St.	36	874-8444	
Top of the Old Port Parking Lot	119 Pearl St.	4	871-1080	828-1212
Venture (VIP) Parking Lot	11 Forest Ave.	10	747-4230	
Lots Not on Map				
14 York St Parking Lot Cannery Lot	14 York St		774-5908	

NAME	ENTRANCE ADDRESS	MAP #	MGR PHONE	GARAGE LOT PHONE
57 York St. Parking Lot	57 Danforth St. & York St.			n/a
66 - 68 Danforth St. Parking Lot	66 - 68 Danforth St.		7745908	n/a
68 Commercial St	68 Commercial St		747-4230	
Amato's Federal St. Parking Lot	Federal St.		828-5981	774-3975
Baxter Place Lot	305 Commercial St.		774-1400	n/a
Center St. Parking Lot	Center St.		671-8584	
Hub Furniture Parking Lot	291 Fore St.		773-1789	n/a
Jetport	1001 Westbrook St		207-772-7028	772-7028
Maine Historical Society Parking Lot	Brown St.		747/4230	n/a
Shepley St. Parking Lot	Casco / Shepley / Oak Sts.		747-4230	
The Lot at 1 Marina Way	58 Fore St		517-1100 ext 200	693-2677
Unified Parking Valet			207-747-4230	207-747-4230

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

GARAGES - On Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Arts District Garage Office: 761-8016 Site: 761-8016	9	270	0	\$160.00	\$5 Just CC	\$45.00	Yes	Open 24 hours. Hourly parking at \$5.00 per hour ground level. Access from Brown St. or Cumberland Ave,
Casco Bay Parking Garage Office: 358-7888 Site: 774-8653	32	419	0	\$190.00	\$5	\$40.00	No	waiting list. 4:45am-11:45pm... Rate increase to \$200 p/mo July 1
Chestnut St. Parking Garage Office: 747-4230 Site: 712-1235	3	450	10	\$150.00	\$3	\$0.00	No	Access card required. Security cameras in place. *Group discounts available Some Available Spaces!! Call for more info. Top level open to the public
Cumberland County Courthouse Garage Office: 871-5890 Site: 871-8275	18	328	0	\$160.00	\$4 Cashless... Monthly Rate 7/1/23	\$30.00	Yes	Fully automated garage Located less than a block from the ferry terminal, in the heart of the Old Port. Anticipate rate increase monthly rate to \$160p/m starting 7/1/23 Cashless
Custom House Square Parking Garage Office: 358-7888 Site: 774-2203	28	761	35	\$190.00	\$5	\$40.00	No	Closed major holidays and Sundays.... July 1 monthly Rate increase to \$195
Elm St. Parking Garage Office: 874-2842 Site: 871-1106	6	398	10	\$150.00	\$3	\$28.00	Yes	Open 1/2 hour after Merrill Auditorium events. Snow Ban Parking \$3.00 in after 5pm out by 8am. Closed major holidays: Thanksgiving, Christmas, Memorial Day, July 4th., Labor Day Accepts Park & Work stamps. 24/7 Access Pay on Foot.... July 1 Rate increase to 160.00p/m and 4.00p/h
Fore St. Parking Garage Office: 871-1290 Site: 871-1290	21	423	0	\$210.00	\$7	\$60.00	Yes	Special Rates for Monthly Nights Only Snow Ban Hours: In after 6pm out by 8am \$8.00
Gateway Parking Garage Office: 761-1568 Site: 761-1568	11	655	100	\$195.00	\$5 5.00 first hour, 2hrs \$14	\$40.00	No	Open 24 hours. CC Only \$90 per month excluding 8:00am-3:30pm M-F
Harbor Plaza Parking Garage Office: 747-4230 Site: none	26	195	0		\$5 Dynamic Pricing No Max Daily		No	Public Parking Nights only; Sat./Sun. all day Dynamic Pricing
Holiday Inn By The Bay Office: 9561850 Site: none	24	285	35	\$140.00	\$2.75 Call for monthly rate and availability	\$28.00	No	Call for monthly rate and availability

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

GARAGES - On Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Monument Square Parking Garage Office: 747-4230 Site: 773-2761	8	340	0				No	CLOSED
Ocean Gateway Garage Office: 747-4230 Site: 772-6327	37	720	10	\$200.00	\$8	\$56.00	Yes	
One City Center Parking Garage Office: 871-1080 Site: 775-0444	15	600	0	\$180.00	\$5	\$50.00	N/A	Credit Card Only - Open 24/7
Public Market Garage Office: 747-4230 Site: 774-0027	2	600	70	\$165.00	\$5 \$10 per day Special (8hrs then \$5.00 p/h)	\$35.00	Yes	24 hour access for monthly cardholders Closed Weekends
Spring St. Parking Garage Office: 874-2861 Site: 874-2842	13	565	20	\$150.00	\$3 Snow Ban Rate \$3	\$28.00	Yes	Cross Arena event parking available. Snow Ban Parking \$3.00 in after 5pm out by 8am. Closed the major holidays Thanksgiving, Christmas, Memorial Day, July 4th, Labor Day. Accepts Park & Work stamps. 24/7 Access. July 1 Rate increase to 160p/m 4.00 p/h
Temple St. Parking Garage Office: 358-7888 Site: 772-5762	17	620	5	\$190.00	\$5	\$40.00	Yes	Monday - Saturday 7:00am - 12 Midnight 24-hour access for monthly parkers only. Open some holidays. Closed Sundays July 1 Rate increase to \$195 monthly

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

Lots on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
2 India St Parking Lot Office: 747-4230 Site: n/a	29	20	0				No	Pay by Plate Text/QR Code available Dynamic Pricing
385 Congress St Office: 747-4230 Site: 699-2927	5	130	0	\$150.00	\$7		No	Pay by Plate Text/QR Code available
66 Pearl St. Parking Lot Office: 747-4230 Site: n/a	7	44	0	\$150.00			No	Tenants only during the day. Text/QR Code available
Angelo's Acre Office: 874-8444 Site: 874-8444	1	100				\$5.00	Yes	No monthly parking. No RVs and no Trailors. \$5.00 for 24 HRs . 15 Day Max Pay and Display machine. Look for signs. CC PAY BY PLATE or Mobile Payment App
Cotton & Center Parking Lot Office: 791-3300 Site: none	23	50	2	\$115.00			No	Private Lot, for Memic use only
DiMillo's Parking Lot Office: 747-4230 Site: 772-2216	33	317	10	\$185.00	\$8	\$45.00	No	Parking lot is intended to serve resturant guests, monthly parkers, and marina tenants.
East Brown Cow Parking Lot Office: 747-4230 Site: n/a	31	46	0				No	No overnight parking. Pay and Display Machine, Credit Card Only Pay by Plate Text/QR Code available Dynamic Pricing
Fish Pier Parking Lot Office: 8742842 Site: 874-2842	35	165	4	\$140.00		\$10.00	No	* Monthly permits need to be purchased at the Spring St. Garage; daily permits are available at the Spring St. Garage and by phone - call 874-2842 July 1 Rate increase to 150p/m daily \$15
Fisherman's Wharf Parking Lot Office: 747-4230 Site: 747-4230	34	250	0	\$190.00	\$8 Dynamic Pricing		No	Pay by Plate/Mobile Payment by Text/QR Code Rates may lower during Winter Call for info Dynamic Pricing
Free St Parking Opposite Cross Arena Office: 747-4230 Site: n/a	14	44	0		\$8 Pay by Text/QR Code		No	Available to tenants during day. Nights and weekends pay machine \$8 p/h Look for signs. Event Parking Available for Cross Arena Dynamic Pricing

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

GARAGES - Off Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
101 York Street Garage Office: 774-5908 Site: 774-5908		92	0	\$140.00	\$4	\$32.00	No	
110 Thames St Garage Office: 800-7159 Site: 800-7159		0	10	\$180.00	\$7.5	\$56.00	No	
Cambria Hotel Office: 747-4230 Site: 747-4230		0	0	TBD	\$0	\$0.00	No	
WEX Office: 747-4230 Site: 747-4230		543	0	TBD	\$5	\$0.00	No	No Overnight Parking

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

Lots on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
Free St. Parking - Maine Health Office: 662-8065 Site: 662-8065	12	155	0				No	Maine Health use only business days. Contact Maine Health for Night and Weekend Use.
Middle & Pearl Parking Lot Office: 774-1000 Site: n/a	19	208	0	\$170.00			No	Pay and Display machine Nights and Weekends look for signs. No overnight parking
Midtown Parking Lot Office: 774-5908 Site: 772-7716	16	115	0		\$4		No	Monthly for Tenants of Building Only...CROSS ARENA EVENTS
Ocean Gateway Lot Office: 207-874-8443 Site: 207-874-8443	38	250	0			\$20.00	No	May-October 15 day max, no monthly parking>>>>Lot Closing Sept 2024>>>July 1 Rate Increase to \$25 p/d
Portland Square Monthly Lower Lot Office: 747-4230 Site: 874-6000	25	300	0				No	Dynamic Pricing
Portland Square Upper Visitor Lot Office: 747-4230 Site: 874-6000	22	237	0				No	Cross Arena event parking. after 6:00 pm Mon.-Thurs. Fri. & Sat. nights. Out by 1:30am
Regency Hotel Parking Lot Office: 774-1000 Site: n/a	27	45	0				No	Parking for hotel guests only, never public parking.
Simba / Hale Parking Lot Office: 772-5354 Site: 772-5354	30	115	0	\$170.00		\$20.00	No	Overnight \$30.00
Thames St. Lot Office: 874-8444 Site: none	36	30	0			\$10.00	No	No monthly parking. No Buses, No RV's and No Trailers. \$10.00 for 24 hours. 15 Day Max Pay and Display machine look for signs. CC Only Pay By Plate or Passport Mobile App July 1 Rate increase \$15 p/d
Top of the Old Port Parking Lot Office: 871-1080 Site: 828-1212	4	540	0	\$150.00	\$5.75	\$50.00	No	Open for Merrill Auditorium events. \$10 per. Group rate: \$120 for groups of 10 or more
Venture (VIP) Parking Lot Office: 747-4230 Site: none	10	48	0				No	Open evenings and weekends for Portland Stage performances. May add pay and display machine for after hours, look for signs.

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

Lots NOT on Map

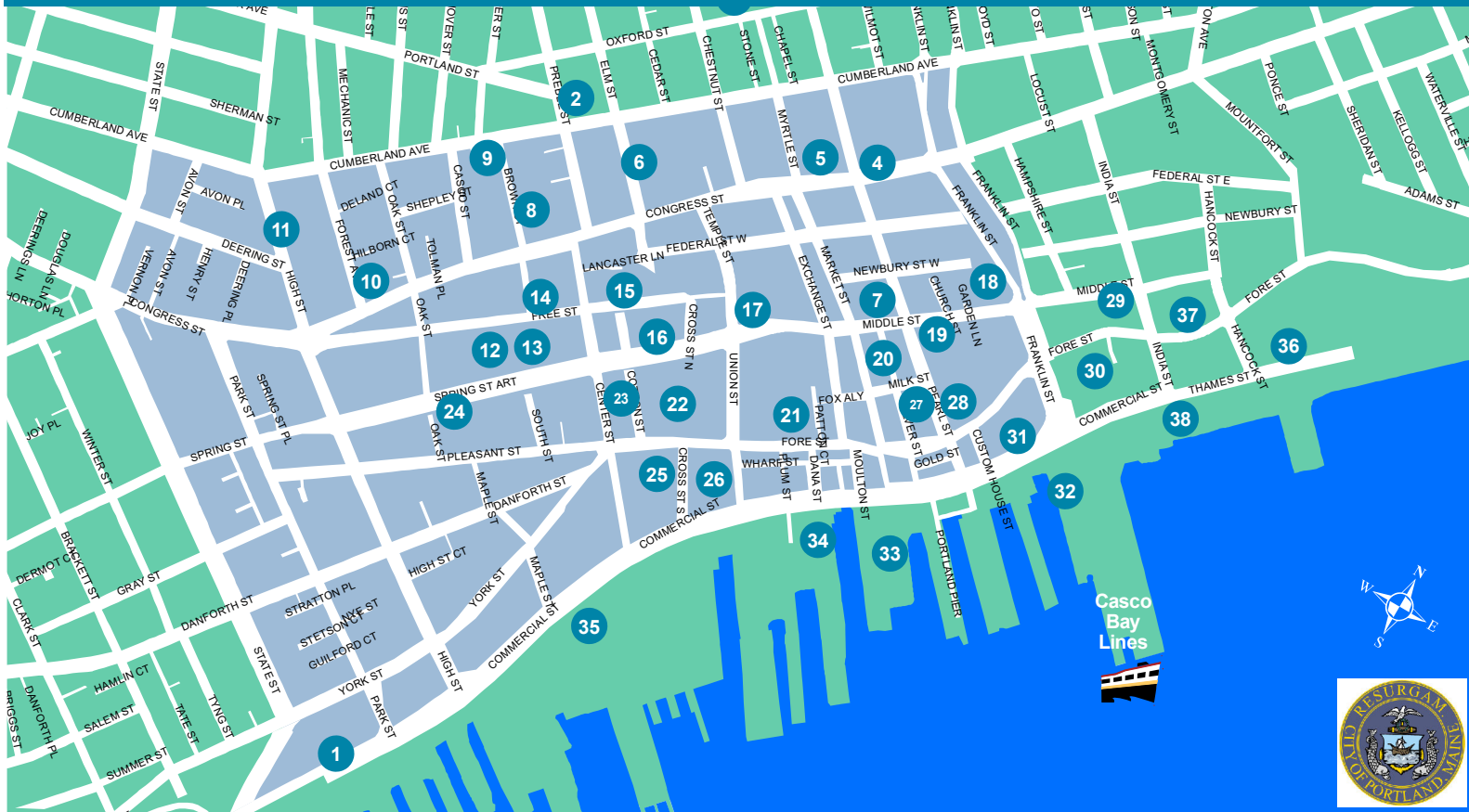
Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
14 York St Parking Lot Cannery Lot Office: 774-5908 Site: none		66	25	\$140.00	\$4	\$32.00	N/A	Monthly Parking Only, Daytime Permit Required Business Days. \$4.00 Hourly Rate after 5:00 pm and Weekends Look For Signs
57 York St. Parking Lot Office: Site: n/a		40	0				No	Permit Parking Only (Hang Tags)
66 - 68 Danforth St. Parking Lot Office: 7745908 Site: n/a		135	75	\$140.00	\$4	\$32.00	No	
68 Commercial St Office: 747-4230 Site: none		14	0	TBD	\$8 Can switch to Dynamic Pricing	\$0.00	N/A	Look For Signs Text/QR Code available
Amato's Federal St. Parking Lot Office: 828-5981 Site: 774-3975		25	0	TBD	\$0	\$0.00	No	Amato's customers only
Baxter Place Lot Office: 774-1400 Site: n/a		100	6	\$140.00			No	\$140 Monthly 9-5 business hours \$200 Monthly 24/7
Center St. Parking Lot Office: 671-8584 Site: none		63	0				No	Cross Arena event parking available nights/weekends.
Hub Furniture Parking Lot Office: 773-1789 Site: n/a		32	0	\$110.00		\$15.00	No	Some special event and evening parking available. \$15 for Day \$15 for Evening and Special Events
Jetport Office: 207-772-7028 Site: 772-7028					\$2	\$14.00	No	\$48 Daily \$2 per hour short term lot... \$14 daily and \$1 per hour long term... Remote Pink Lot \$1 per hour \$5 max>>>Credit Card Only
Maine Historical Society Parking Lot Office: 747/4230 Site: n/a		37	0		\$7		No	Nights and Weekends
Shepley St. Parking Lot Office: 747-4230 Site: none		59	0	\$150.00	\$7 Rear Lot \$50; \$5 for special events.		No	Text/QR Code available

City of Portland Parking Survey
Prepared by the Parking Division
MAY 2024

Lots NOT on Map

Facility Name	Map No	Total # Spaces	# Monthly Spaces Available	Monthly Rate	Hourly Rate	Daily Rate	Snow ban parking? Hours	Additional Information
The Lot at 1 Marina Way Office: 517-1100 ext 200 Site: 693-2677		100	50	\$150.00	\$5	\$40.00	No	Enter beyond end of Thames St
Unified Parking Valet Office: 207-747-4230 Site: 207-747-4230							No	Varrious Valet services and lots; including Casco Bay Islands... Call for details

PORTLAND DOWNTOWN PARKING



- 1 Angelo's Acre Lot**
441 Commercial St 207-874-8443
- 2 Public Market Garage**
315 Cumberland Ave 207-774-0027
- 3 Chestnut Street Garage**
82 Chestnut St 207-747-4230
- 4 Top of Old Port Lot**
119 Pearl St 207-871-1080
- 5 Central Parking Services**
385 Congress St 207-747-4230
- 6 Elm Street Garage**
21 Elm St 207-874-1106
- 7 Pearl Street Lot**
66 Pearl St 207-775-2252
- 8 Monument Square Garage**
53 Brown St 207-773-2761
- 9 Art District Garage**
48 Brown St 207-615-4406
- 10 Venture Parking Lot**
11 Forest Ave 207-747-4230
- 11 Gateway Parking Garage**
181 High St 207-761-1568
- 12 Free Street: Maine Health Lot**
102 Free St 207-662-8065
- 13 Spring Street Garage**
45 Spring St 207-874-2842
- 14 Free Street Lot: Opposite Arena**
59 Free St 207-747-4230

- 15 One City Center Garage**
23 Free St 207-871-1080
- 16 Midtown Parking Lot**
44 Free St 207-772-7716
- 17 Temple Street Garage**
11 Temple St 207-772-5762
- 18 County Courthouse Garage**
188 Newbury St 207-871-8275
- 19 Middle & Pearl Lot**
33 Pearl St 207-774-1000
- 20 Portland Regency Hotel Lot**
20 Milk St 207-774-1000
- 21 Fore Street Garage**
419 Fore St 207-772-7738
- 22 Portland Square Upper Lot**
470 Fore St 207-747-4230
- 23 Cotton & Center Lot**
57 Center St 207-791-3300
- 24 Holiday Inn by the Bay Garage**
263 Commercial St 207-775-2311
- 25 Portland Square Lower Lot**
486 Fore St 207-747-4230
- 26 Harbor Plaza Garage**
10 Union St 207-747-4230
- 27 Regency Lot #2**
27 Silver St 207-774-1000
- 28 Custom House Sq Garage**
25 Pearl St 207-774-2203

- 29 2 India Street Lot**
2 India St 207-747-4230
- 30 Simba / Hale Parking Lot**
216 Fore St 207-772-5354
- 31 East Brown Cow Lot**
75 Commercial St 207-775-2252
- 32 Casco Bay Garage**
54 Commercial St 207-774-8653
- 33 DiMillo's Parking Lot**
25 Long Wharf 207-772-2216
- 34 Fisherman's Wharf Lot**
202 Commercial St 207-773-6649
- 35 Portland Fish Pier Lot**
320 Commercial St 207-874-2842
- 36 Thames St Lot**
40 Thames St 207-874-8443
- 37 Ocean Gateway Garage**
167 Fore St 207-772-6327
- 38 Oceangateway Queuing Lane**
2 Commercial St 207-874-8444

Beyond map area

Portland Int'l Jetport,
1001 Westbrook St Tel: 207 772-7028

For additional parking facilities info & rates:
<https://www.portlandmaine.gov/DocumentCenter/View/1362>

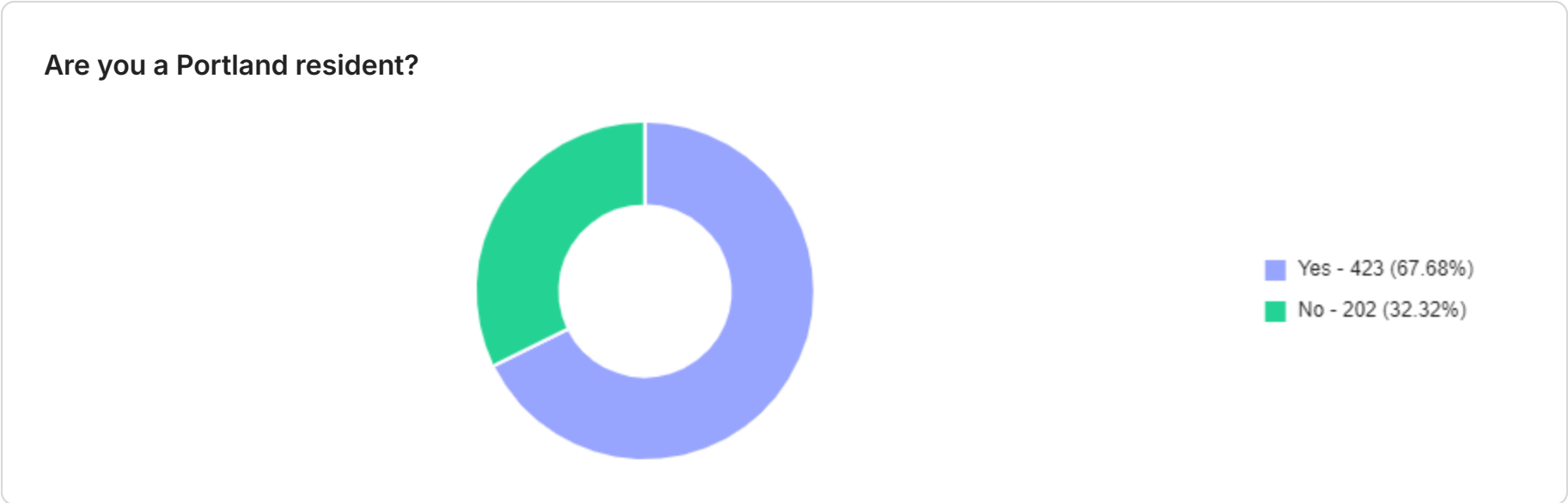
Engagement Results for Downtown Worker Parking Survey

Downtown Worker Parking Survey

Date range: Aug 27, 2024-Sep 06, 2024

Total submissions: 861

Total responses: 25338

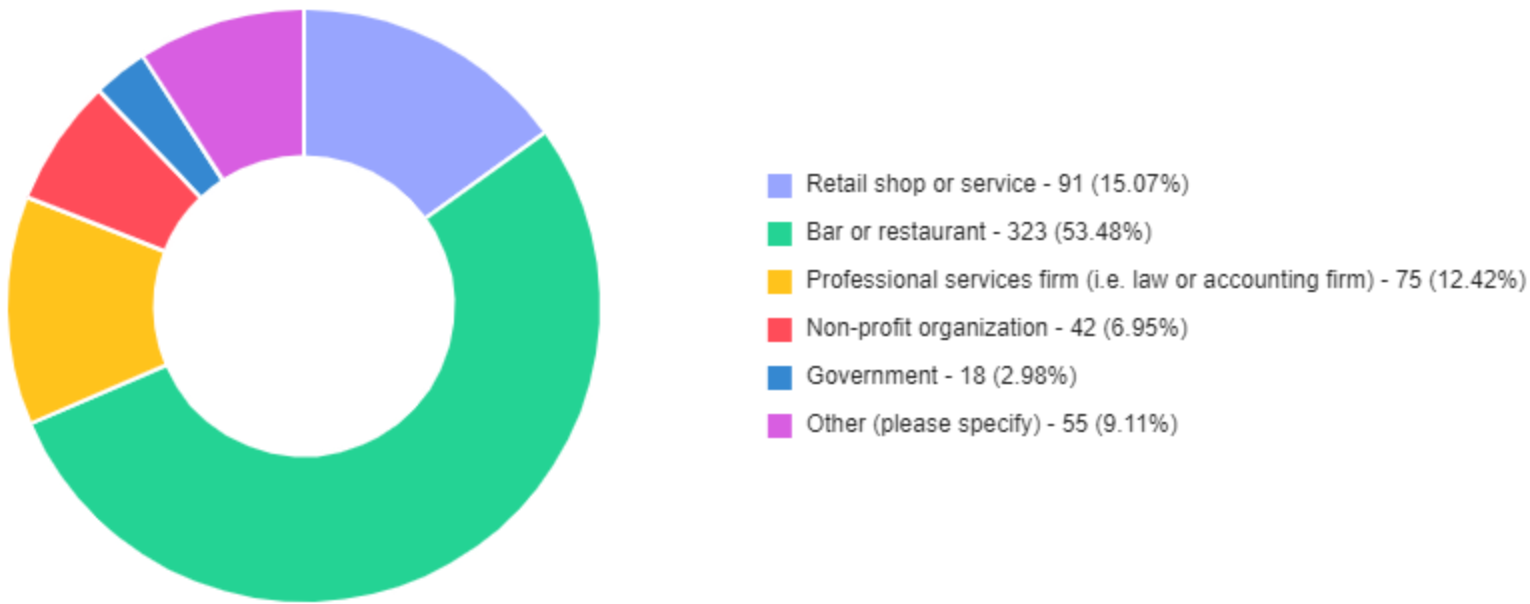


EMPLOYEE QUESTIONS & ANSWERS

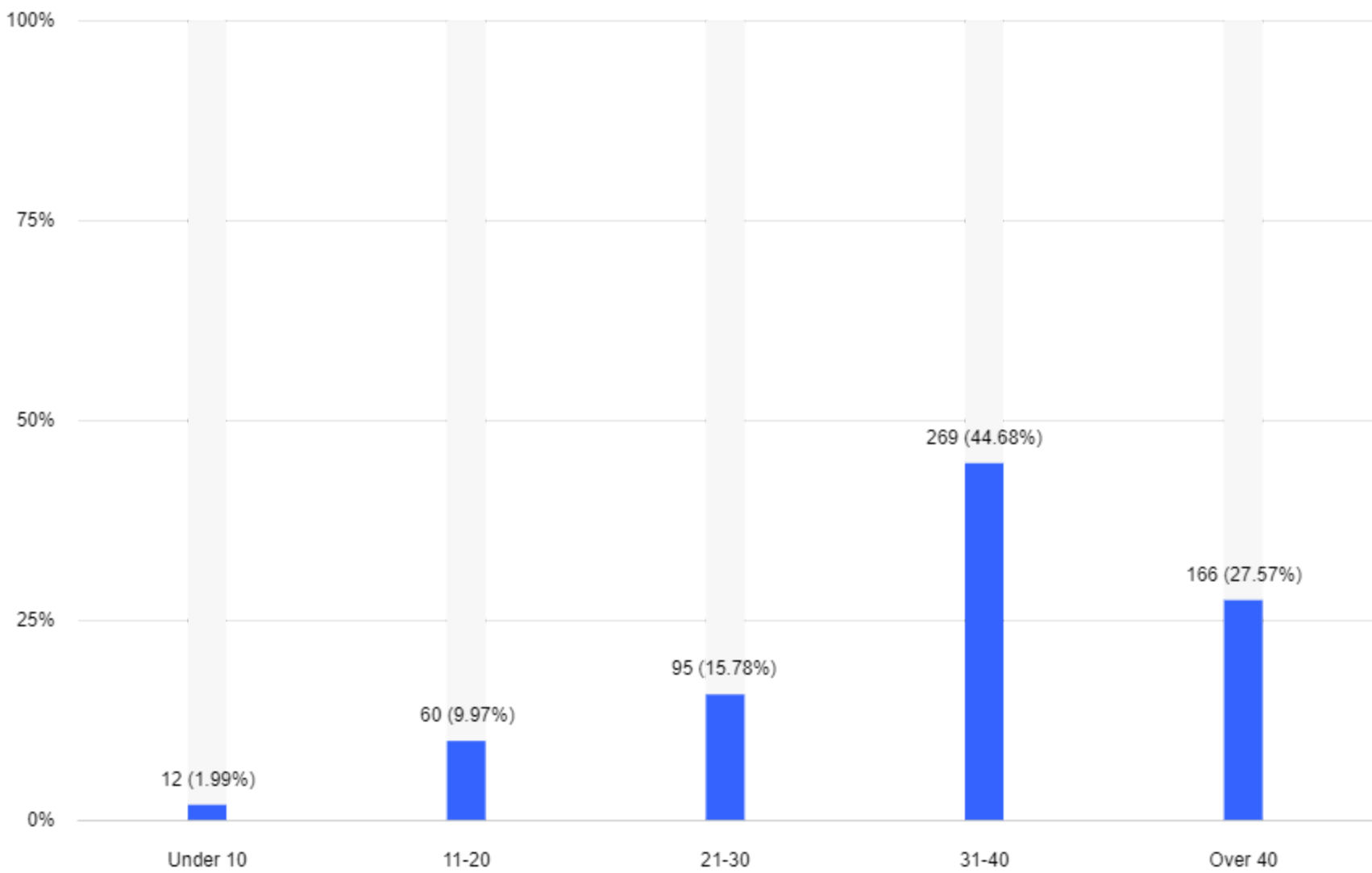
What is the name and address of your employer.

These answers are on the attached spreadsheet.

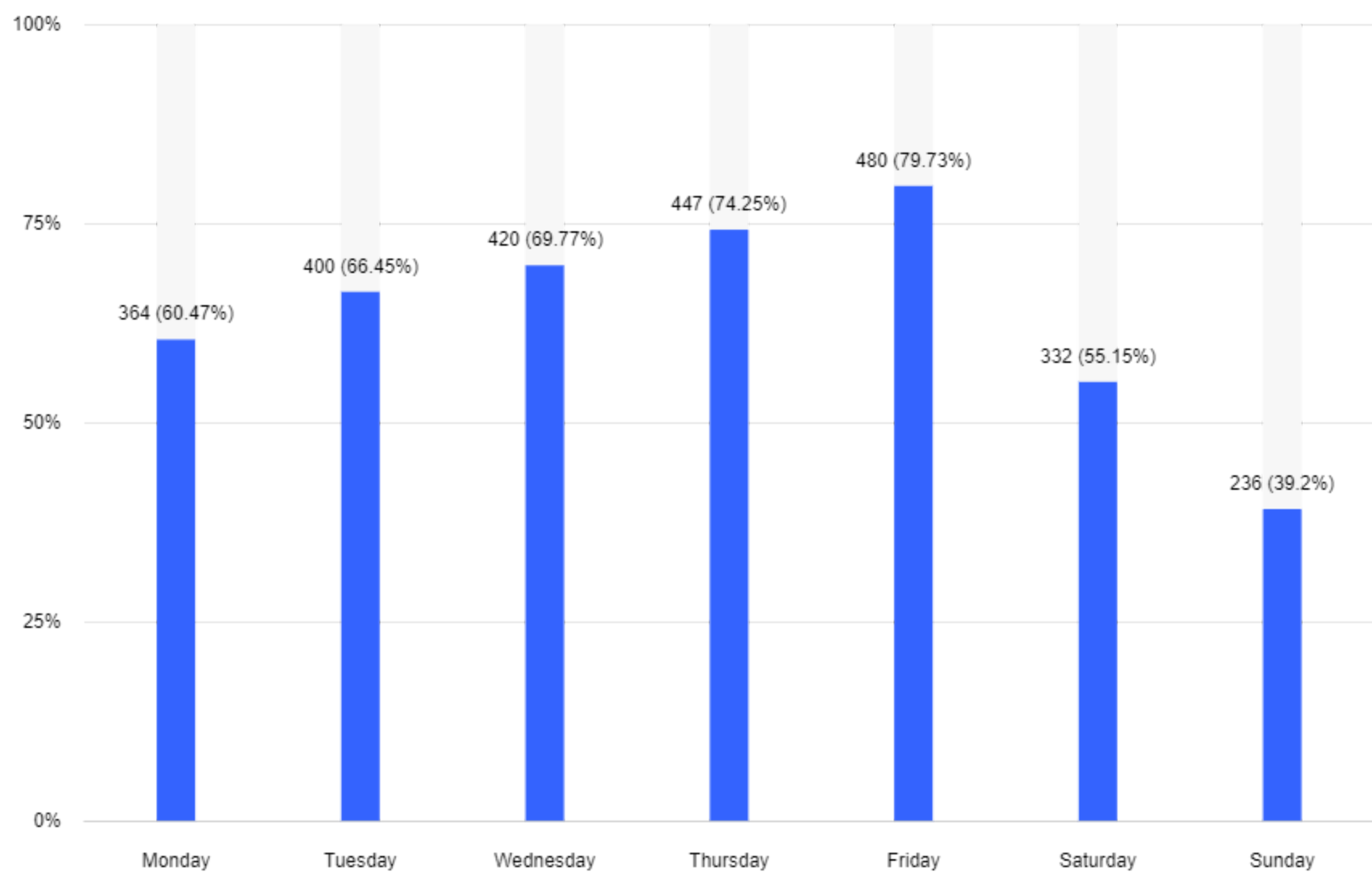
How would you describe the nature of the business or non-profit organization?



On average, how many hours per week do you work at this employer?



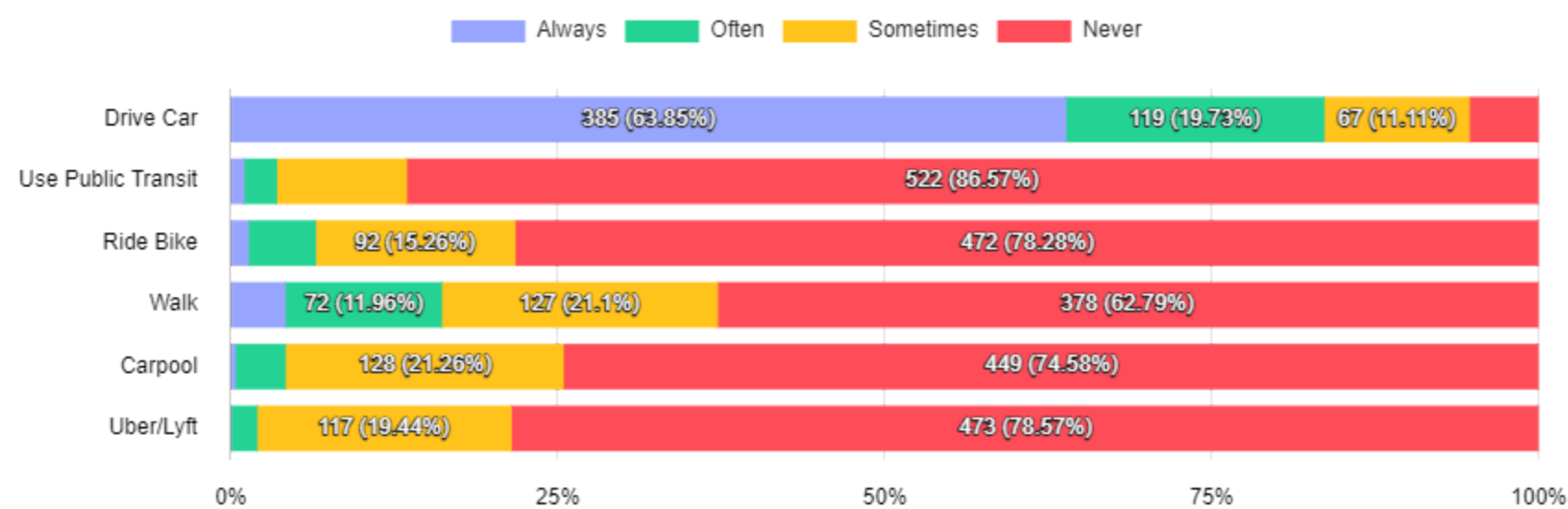
Please check the days on which you most often work at this employer.



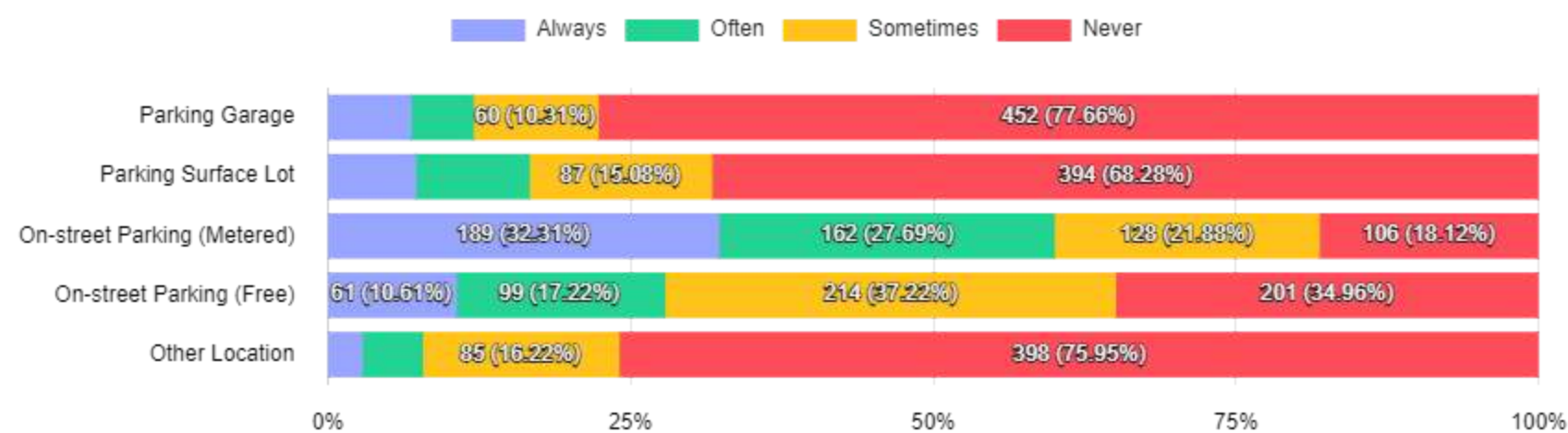
For each day of the week you work at the employer you referenced above, please select your most common shift start and end times.

These answers are on an attached spreadsheet.

Please select the mode(s) of travel you use to commute to your job.



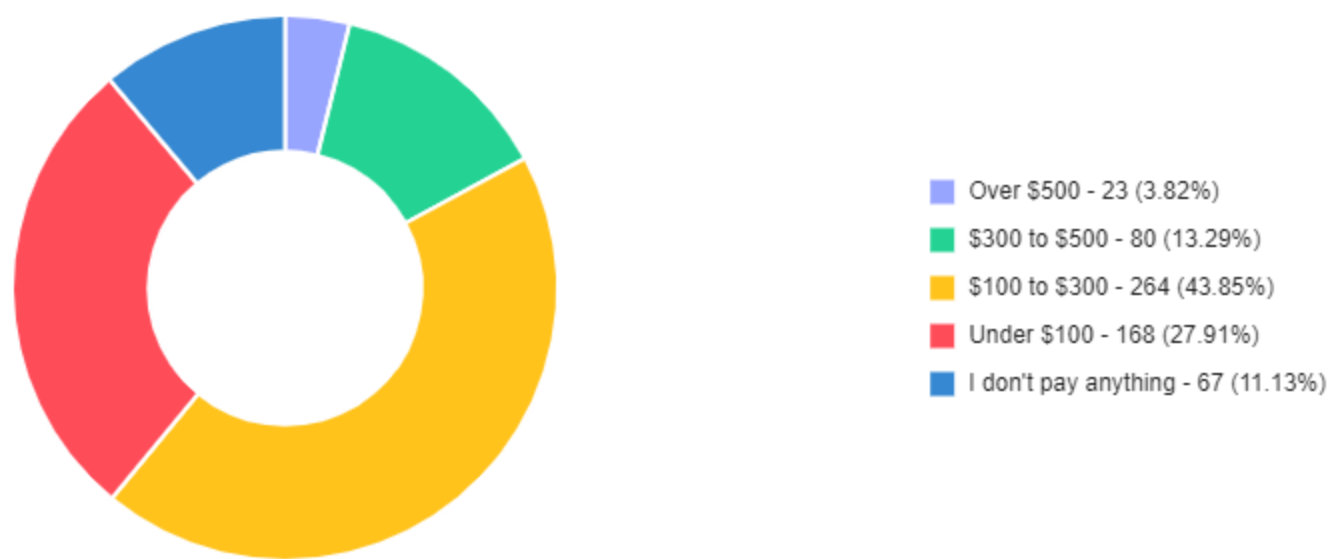
If you drive your car to work, please select how often you park your vehicle in the following locations.



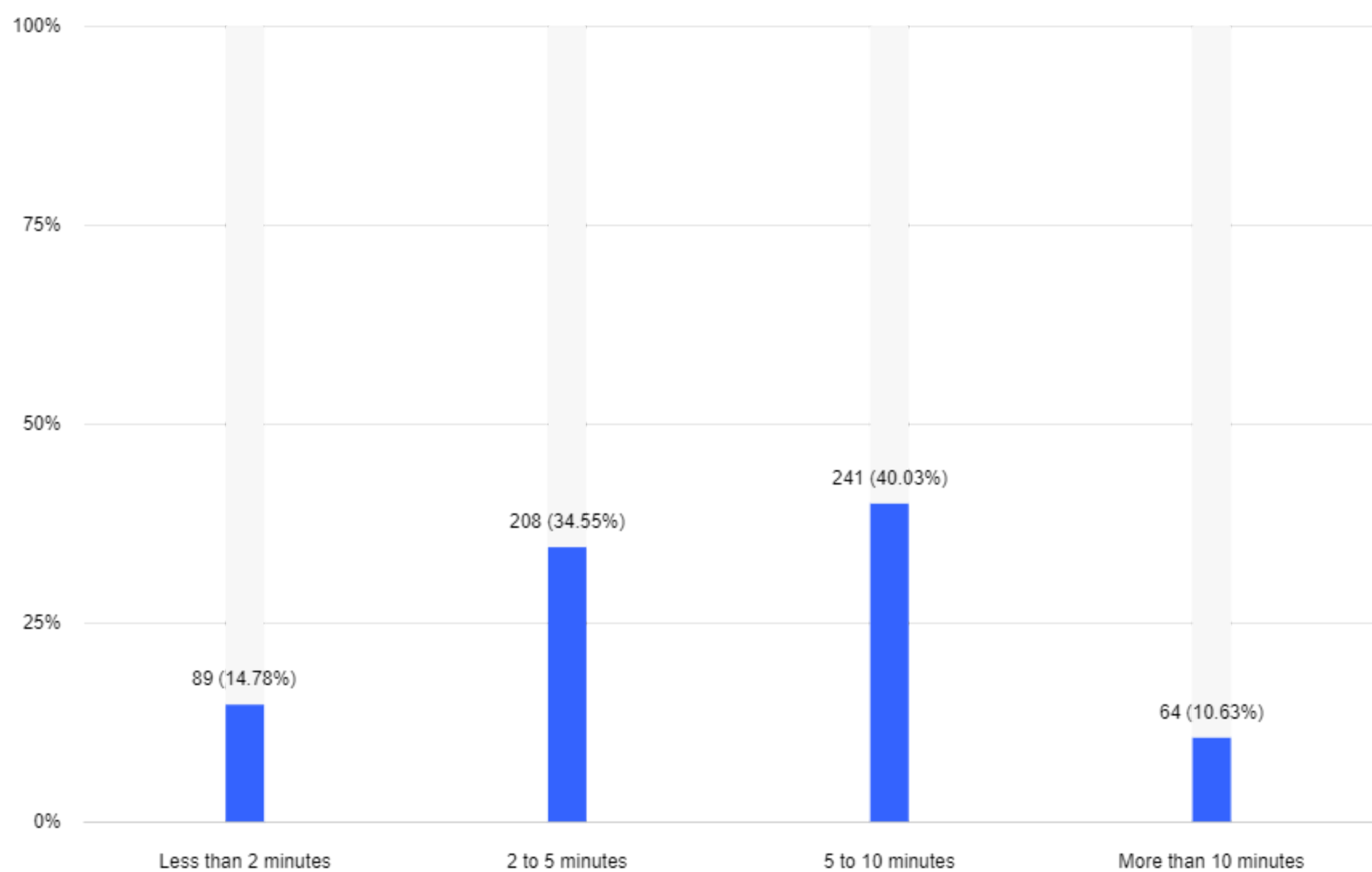
How are your parking costs paid?



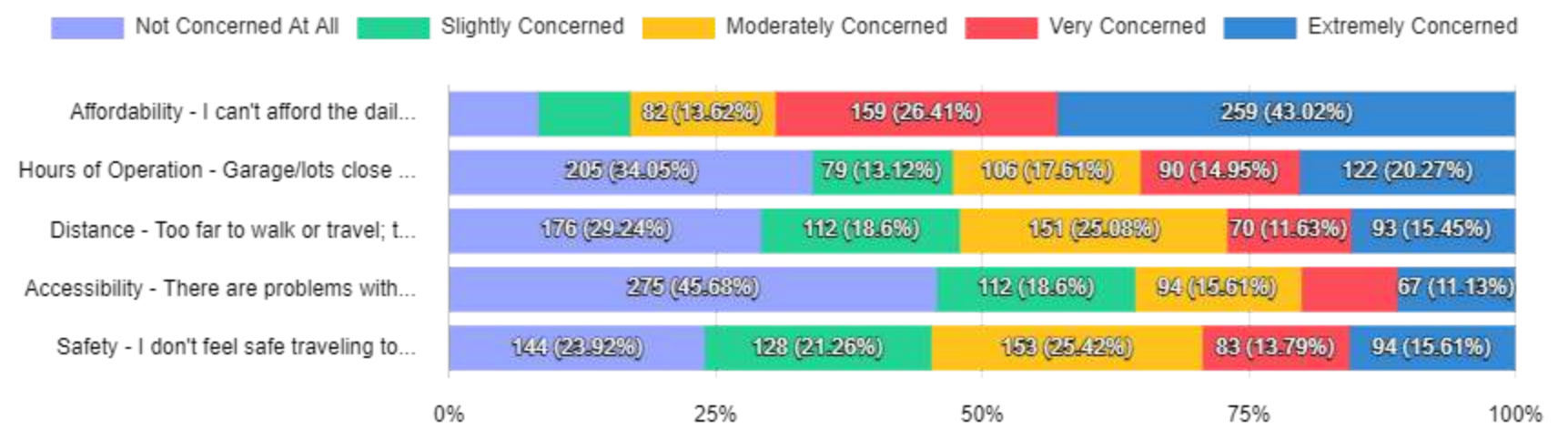
On average, how much money do you personally spend per month on parking costs, including meter fees, garage or lot fees, and any tickets?



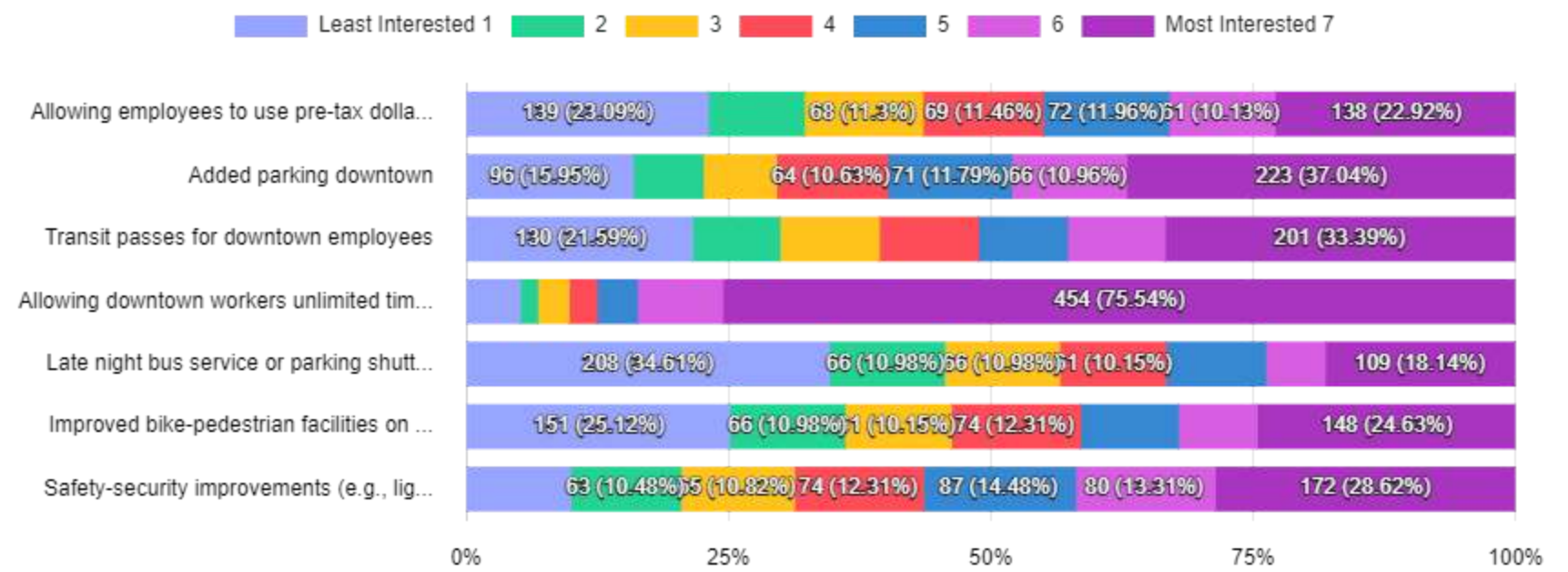
How far do you typically have to walk from your parking spot to your workplace?



Assuming there is space available in garages or paid lots that are within a 10 minute walk, please rate your level of concern with using these locations.



Rank order your level of interest in the following programs.



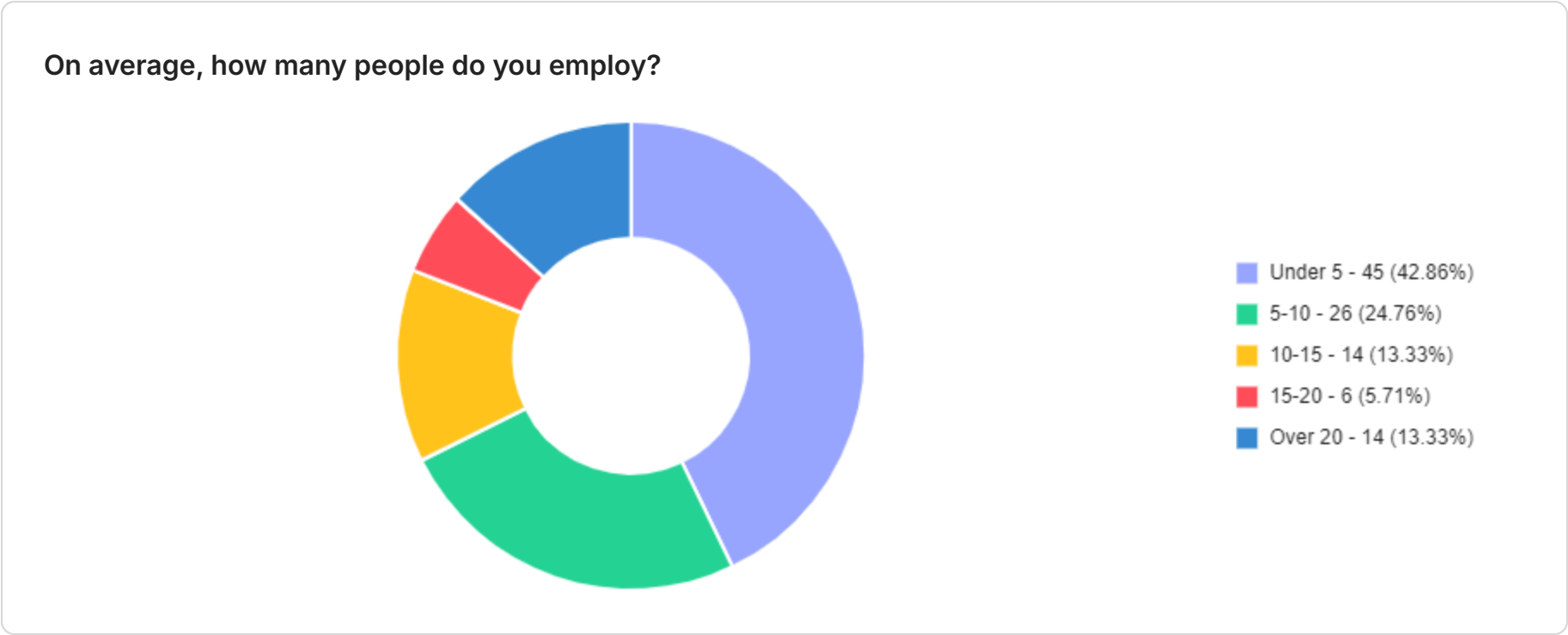
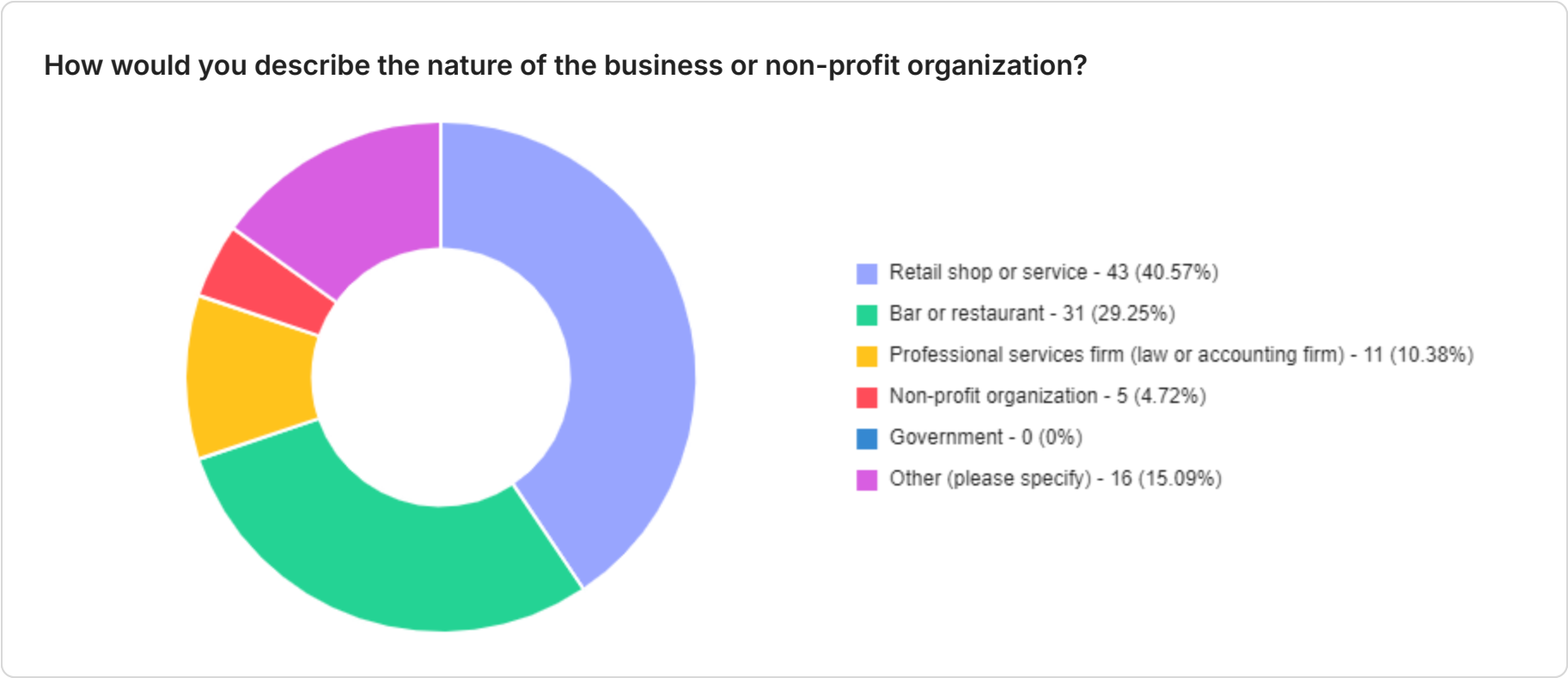
Are you aware of Portland Downtown's Park & Work discounted parking program?



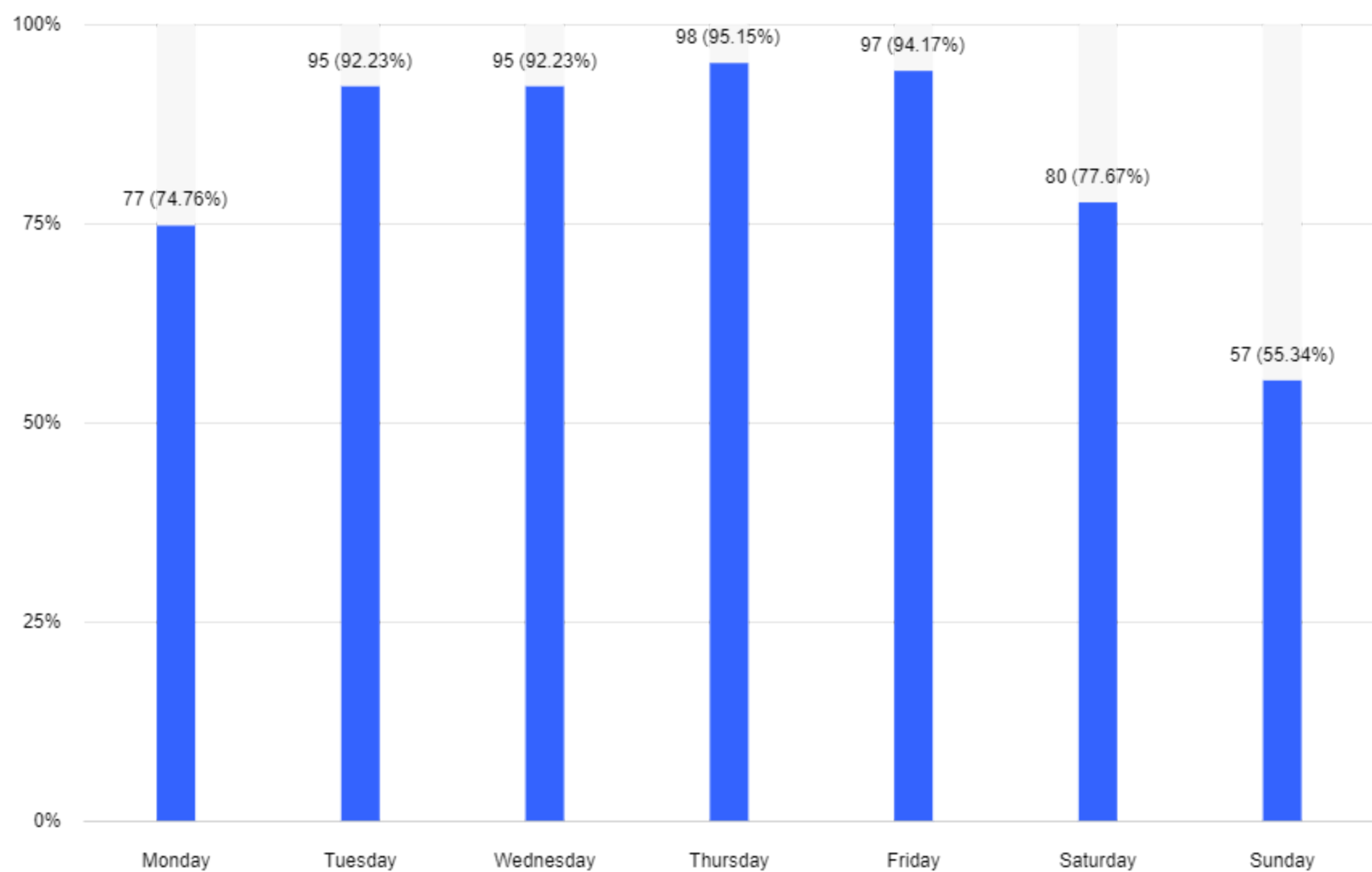
BUSINESS OWNER QUESTIONS & ANSWERS

What is the name and address of your business or organization.

These answers are on an attached spreadsheet.

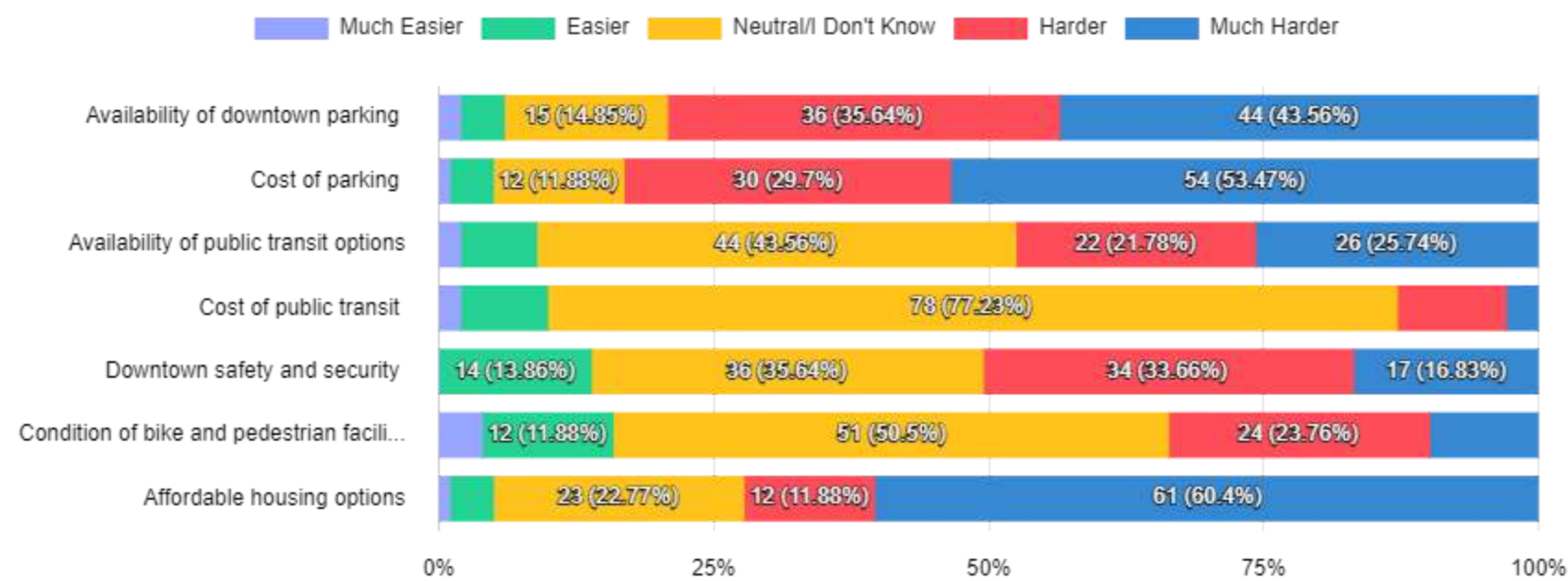


Please check the days on which your employees are working on-site.



For each day of the week, please select the start and end times your business is open to workers and the public. These answers are on an attached spreadsheet.

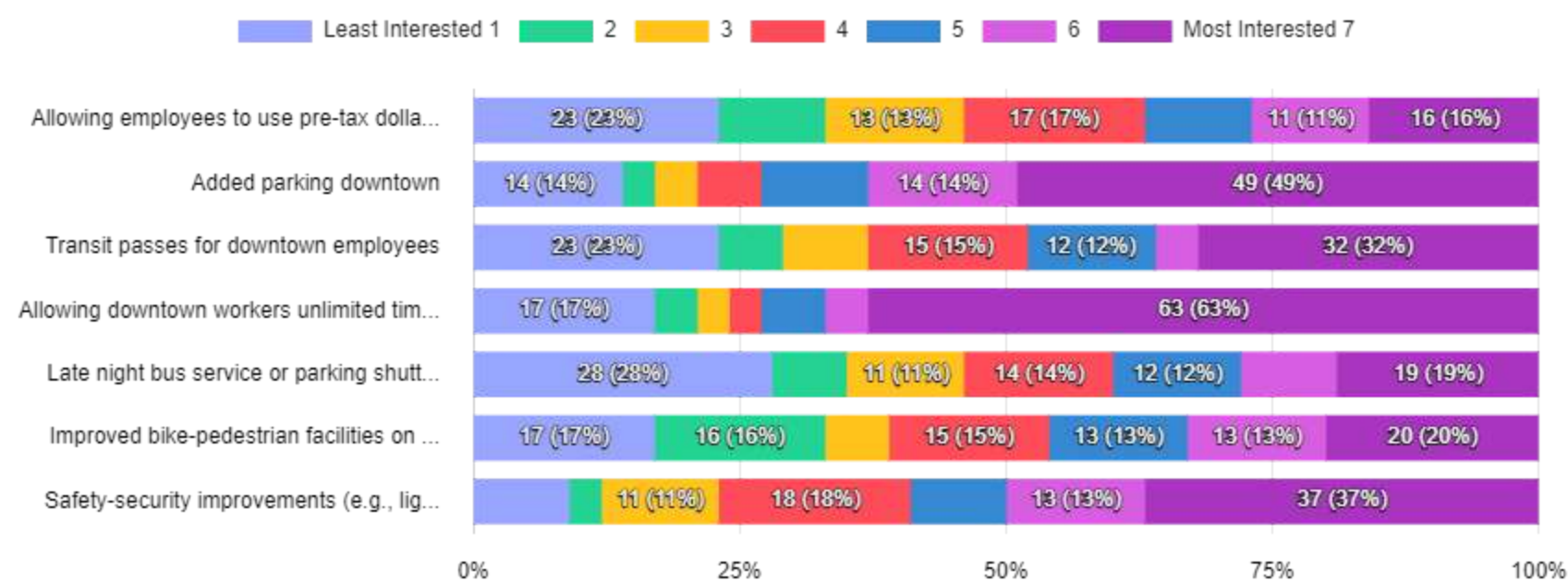
How do the following CURRENT conditions in downtown Portland make employee recruitment and retention easier or harder?



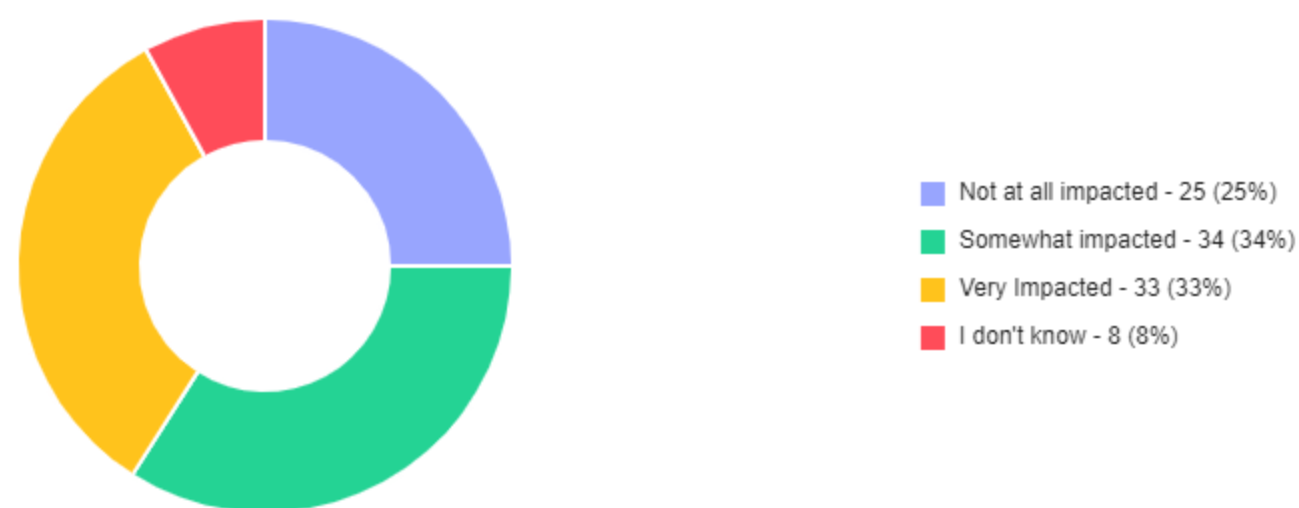
Does your business offer employees any benefits or assistance with parking and transportation costs?



Rank order your level of interest in the following programs.



In your view, to what degree would customer parking be impacted by allowing downtown workers unlimited time to use on-street metered parking?



Are you aware of Portland Downtown's Park & Work discounted parking program?



Please describe the benefits you offer for employee parking and/or transportation.
These answers are on an attached spreadsheet.

Attachment D

Peer Review of Downtown Worker Parking Programs

[Rockland, ME](#) - Parking permit available for selected lots. Cost ranges from \$20-\$40 per year.

[Portsmouth, NH](#) - Hourly employees of downtown Portsmouth businesses are eligible to purchase up to twenty (20) single use validations each month at \$3 per pass. Pass is valid only at Foundry Street garage. Walking distance from garage to downtown district ranges from about 1/8 to 1/2 mile which equates to a 2-10 minute walk.

[Concord, NH](#) - City does not offer a program for downtown workers. However, the city provides a balance of 2 and 10 hour meters. Parking in the downtown core is generally limited to 2 hours with an outer perimeter of 10 hour metered spaces.

[Manchester, NH](#) - City issues downtown on-street parking permits for \$55/month. Permit allows people to use metered spaces subject to time restrictions. Metered parking in the downtown core is generally limited to 2 hours with an outer perimeter of 10 hour metered spaces.

[Hanover, NH](#) - Hanover has 10 hour metered parking in certain areas as well as a free permit program for downtown employees. The permit grants free access to a surface lot that is a 12 minute walk to the downtown district or workers can ride the free downtown circulator. The permit also allows workers to park in the parking garage at a discounted rate of \$8/day. Monthly permits are also available for garages and surface lots.

[Burlington, VT](#) - Employees of restaurant and retail businesses can be eligible for free employee parking at the Downtown Garage, subject to availability.

[Reading, MA](#) - provides an employee parking permit that allows employees to park in certain 2 hour metered locations.

[West Hartford, CT](#) - provides a workforce parking program in which restaurant and retail employers can establish and fund an account with the town on behalf of employees making \$25/hour or less. Once established, eligible employees can use the account to park in the town's garage.