

# Sustainability & Transportation Committee Agenda

March 12, 2025 at 5:00 PM



**MEMBERS**  
Councilor Regina Phillips, Chair  
Councilor Pious Ali, At-Large  
Councilor Anna Bullett, District 4

The Sustainability and Transportation Committee will conduct this meeting remotely via Zoom. 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/89952567500?pwd=zLf7HunTyswwcokWAwA1XBHcv0WNXl.1>

1. Review and approve minutes from February 12, 2025
  - a. Minutes from February 12, 2025
2. Sustainability and Transportation Program Updates
  - a. Sustainability Updates
3. Presentation and Discussion
  - a. 3a. Communication: Report from the Landcare Management Advisory Committee  
Presenter: Sustainability Director Troy Moon  
No public comment will be taken
  - b. 3b. Vision Zero Resolution  
Presenter: Assistant City Manager Greg Jordan  
Public comment will be taken
  - c. 3c. Complete Streets Policy Discussion  
Presenters: Director of Planning and Urban Development Kevin Kraft  
No public comment will be taken
4. Other Business



**CITY OF PORTLAND, MAINE**  
Committee on Sustainability and Transportation  
Councilor Regina Phillips (D3), Chair  
Councilor Pious Ali (At-Large)  
Councilor Anna Bullett (D4)

**Draft Minutes February 12, 2025**

Members Present: Councilor Phillips, Councilor Bullett, Councilor Ali, Councilor Sykes, Councilor Pelletier

Staff Present: Troy Moon, Greg Jordan, Katie Tims, Mike Murray, Michael Goldman, Paul Bradbury

Guests: Rick Harbison, Lucy Sinclair

Meeting was called to order.

**January 8, 2025 Meeting Minutes**

The January 8, 2025, meeting minutes were approved unanimously.

**Transportation Updates**

- Director of Public Works, Mike Murraray provided an overview of updates on the current status of major transportation projects, including:
  - The city and state received a \$2 million federal grant for the Reimagining Franklin St project for the first design phase from the D.O.T. 's Reconnecting Communities grant program.
  - Funding for the Libbytown Safety and Accessibility project has been secured and the preliminary design review (PDR) will be completed in 2025, final design in 2026, and construction by 2027.
  - The Brighton Avenue Rosemont Corner Intersection Improvements study began in 2024 and will be completed in 2025 to proceed to PDR.
  - The Forrest Avenue: Morrill's Corner (Smart Corridor Study: Phase II) project, to improve safety and enhance predictability of operations, is planning to complete PDR in late 2025.
  - The Forest Avenue: Marginal Way to Park Avenue (Smart Corridor Study: Phase III) project is awaiting outcomes from the State and High Two-Way Study as well as property discussions to determine the final configuration for design.
  - The Forest Avenue: Bedford St to Woodford St (Smart Corridor Study: Phase IV) is currently funded for feasibility only. The existing conditions were completed in August 2024 and the alternatives analysis and final draft report are currently under review by MaineDOT and awaiting feedback.
  - The State & High St Two-Way Conversion is funded and Council has approved supporting the work for a two-way conversion as well as bicycle facilities.
  - The Union Branch and Union Branch Connector Pathways design is funded with 80% federal/20% local funding and there is no construction funding currently. The

final design bid documents for the Union Branch Path will be completed this month and is expected to go out to bid this winter for construction to begin in Spring 2025.

- The West Commercial Street Pathway Phase II was completed during the summer of 2024 and the City has received preliminary approval on the funding application to MaineDOT for the design and construction of the final Phase III, but will not be officially awarded until Spring.
- Staff are exploring funding options, the project timeline, and structure process for a Transportation Master Plan.

### **Sustainability Updates**

- Sustainability Director Troy Moon provided the update that the office hired a new sustainability associate, Karly Meyer, and have also welcomed a resilience corps fellow, Brenda Kirlin, to the Sustainability team who will be with the office until December 2025.

### **Vision Zero Presentation by GPCOG**

- The Greater Portland Council of Governments' (GPCOG) staff, Lucy Sinclair, and Rick Harbison, presented the region's Vision Zero action plan, which is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. Vision Zero Greater Portland aims to eliminate all traffic fatalities and serious injuries resulting from crashes on our roadways by 2045. The plan includes recommendations for taking action, including six objectives with aligned action steps and metrics. Harbison shared current projects GPCOG is working on to implement the plan funded by Safe Streets for All Grant Projects, including 9 demonstration projects in the region, road safety audits, roundabout feasibility studies, and intersection studies throughout Greater Portland. Harbison also discussed the many benefits for the City of Portland if it adopted the Vision Zero Greater Portland plan and the several directions in which the City can proceed.

### **Councilor Comments on the Vision Zero Presentation by GPCOG**

- Councilor Pelletier asked if they recommend examining the actual crashes that occurred in Portland this year or if it is better to take a more holistic approach. Councilor Pelletier also inquired if GPCOG has seen any impact on their research due to cars getting bigger and heavier?
- Assistant City Manager, Jordan, answered Councilor Pelletier's first question: *Both approaches would be valuable. An analysis of recent incidents is something we can do on top of the methodology that GPCOG has provided, which utilizes the MaineDOT crash database to analyze the types of crashes occurring.*
- Harbison answered Pelletier's second question that *this is a hot topic in the Vision Zero space and mentioned that the US has less regulations for cars than other countries to protect pedestrians. It underscores the importance of safe road design because vehicle size is not something we can control.*

- Sinclair added that *people are researching how we can make infrastructure safer to address the increase in heavier vehicles (i.e. electric trucks), such as barriers in highways.*
- Councilor Bullett fully supports the approach of adopting GPCOG's plan and questions *if we were to pass the Vision Zero Greater Portland plan, could we add Portland-specific amendments if it makes sense?*
- Greg Jordan answered that he *doesn't see why we couldn't add to the Vision Zero plan if needed.*
- Councilor Sykes mentions that her constituents number one concern in her district is traffic safety, speeding, and pedestrian safety and thinks this should be prioritized. She requested there be a crash data analysis reported back to the committee.
- Councilor Phillips wants to know the difference between the Master Transportation plan and the Vision Zero Greater Portland plan?
- Greg Jordan answered that as of today, a Transportation Comprehensive Master Plan does not exist. A Vision Zero is one piece of the plan and is a framework that would inform the Master Plan.
- Councilor Ali shared he is looking forward to supporting the resolution and adopting the Vision Zero Greater Portland plan.

#### **Appropriation of Funds to Support the Battery Storage Project at the Portland Jetport**

- Jetport Director, Paul Bradbury, presented an overview of the Battery Storage Project, which proposes the installation of a 1.9MW large-scale battery energy storage system (BESS) located to tie into the existing CMP underground vault near the intersection of Jetport Blvd. and International Parkway.
- The BESS serves two functions to allow the Jetport to offset the load during peak hours of demand by ISO New England and to provide needed electrical system resiliency during utility power outages.
- The battery would provide peak demand shedding and backup power to the facility. Energy storage projects like this are critical as the Jetport continues to electrify its loads.
- The \$4.25 million project would be constructed with an immediate investment from the Jetport's unrestricted fund balance and a simple payback of 8.7 years with a 30% Inflation Reduction Act of 2022 Investment Tax Credit (ITC).

#### **Councilor Comments on the Battery Storage Project at the Portland Jetport**

- Councilor Ali asked if there is any risk involved in storing this battery?
- Paul Bradbury answered that these batteries are contained in fire proof vessels, integrated technology, and have a great track record. He added that the batteries are controlled and optimized with immense oversight to ensure safety.
- Councilor Bullett inquired about the current solar projects at the Jetport.
- Bradbury replied that there is 35,000 sq ft of PV on top of the same parking garage, which handles over 60% of parking garage loads and will be adding to this load when possible.
- Councilor Sykes asked about the location of the battery storage project and if there are other locations it can be installed if the parking garage is not approved.

- Bradbury answered that the location can only be shifted modestly, approximately 10-15 feet, due to the intersection of primary transmission lines and transformers.

### **Public Comment on the Battery Storage Project at the Portland Jetport**

- Councilor Phillips opened it up for public comment.
- One constituent spoke. The constituent asked if the project was open to bids from other providers to see if there are other cost-effective options available.
- Bradbury answered that they issued an RFP for developers for the design of this project and received proposals from three different companies. The current project being discussed is the winning company's design.
- Public comment closed

### **Motion to Approve the Battery Storage Project**

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

The motion was accepted unanimously.

### **Amendments to Chapter 34, Landcare**

- Sustainability Director, Troy Moon, provided background information for the amendments to Chapter 34 of the Landcare Ordinance to allow the use of chlorantraniliprole to control grub infestations. This is in response to a waiver request received by the Sustainability Office in December of 2024 from Cheverus High School to treat a severe grub infestation on their athletic fields located on Ocean Avenue. They've done organic treatments and other methods to treat their fields, but were unsuccessful. The sustainability office consulted with the City of Portland's City attorney and determined that a waiver could not be considered due to the application method of the product according to the language in the ordinance. After discussion, the path forward was to seek an amendment to the ordinance to allow the use of this product as there is no effective organic treatment available of grubs, which impacts the playability and safety for student athletes.

### **Councilor Comments on the Amendments to Chapter 34, Landcare**

- Councilor Bullett asked if Cheverus High School has a strategic plan for the long-term future of this field and if there are plans to replace this field with an artificial turf field.
- The Senior Vice President for Finance and Operations at Cheverus High School responded that the school does have an approved campus master plan from the planning office that will expire in November of 2025 for two artificial surface fields, which is dependent on fundraising.
- Councilor Ali inquired if this amendment will allow others to also ask for a waiver?
- Moon answered that the particular language for this amendment would eliminate the need for a waiver for the use of this particular product by anyone, but need to notify the office.
- Councilor Ali asked if there will be any negative impact to our waters.
- Moon answered that this product is toxic to certain marine organisms and that there would need to be actions taken to ensure it is applied at a safe distance. He noted that the current organic product allowed is also toxic to marine life.

- Councilor Bullett asked what happens if this is voted down by the committee.
- Michael Goldman answered that it would still move forward to the whole council for a vote.

#### **Public Comment on the Amendments to Chapter 34, Landcare**

- Councilor Phillips opened it to public comment.
- Three constituents spoke. One constituent spoke in opposition to any amendments to the ordinance due to their concern for human exposure to toxic chemicals. They also mentioned that they are against creating a long-term permanent solution to a temporary issue as Cheverus plans to replace the field with an artificial turf field.
- Two more constituents spoke in opposition to any amendments to the ordinance and encouraged the council to instead explore how the ordinance could be strengthened to make it more protective of vulnerable populations and public health.

#### **Motion to Approve the Amendment to Chapter 34, Landcare**

- The motion was moved by Councilor Ali, and seconded by Councilor Phillips.
- The amendment failed 2-1.

#### **Proposed 2025 Workplan**

- Assistant City Manager, Greg Jordan, discussed the 2025 Committee Work Plan, which is based on the January 8, 2025 meeting in which the committee heard public comment and discussed members' recommendations for the upcoming year. He emphasized it is a flexible outline that will likely change over the year.
- Councilor Ali suggested the committee consider adding the topic of fees for taxi drivers to the work plan.
- Councilor Phillips and Bullett agree that it can be added to the work plan.

#### **Motion to Adjournment**

The motion was moved by Councilor Bullett, and seconded by Councilor Ali.  
The motion was accepted unanimously.

#### **Meeting Adjourned**



## **Sustainability Updates**

### **March 12, 2025**

#### **Electrify Bikes**

On February 28th we launched a second round of the Electrify Bikes! program which offers income-eligible Portland residents the opportunity to receive an incentive toward the purchase of an electric assist bicycle or cargo bicycle. The program supports goals identified in One Climate Future to reduce vehicle miles traveled in automobiles and to reduce carbon emissions from transportation. The application window closes on March 12, 2025. Learn more about the program at: [www.portlandmaine.gov/1572/Electrify-Bikes](http://www.portlandmaine.gov/1572/Electrify-Bikes).

#### **EV Charging**

We replaced two City-owned EV chargers, one in the Spring Street Parking Lot and the one in front of City Hall. Both units are highly used so we are pleased to have them working properly again.

#### **Energy**

With the support of the Legislative and Nominating Committee, Sustainability Director Troy Moon submitted testimony in opposition to bills that propose to eliminate the State's net energy billing program. This program allows the City to receive credits on our electricity bills from offsite renewable energy projects. We currently receive credits from 21 projects around that State that generate about \$1 million in annual savings. These projects also provide us with renewable energy credits that the City Council allocated to the Climate Action Fund.

Energy Benchmarking reporting season started in January. Office staff are working with building owners to report energy and water usage to the City with reports due May 1, 2025 under the [Energy and Water Use Benchmarking Ordinance](#). Approximately 295 buildings are currently required to report, we anticipate that multi-tenant buildings 20,000ft<sup>2</sup> or more will be required to report next year adding at least 300 buildings to that number.

#### **Community Engagement**

In collaboration with Portland Parks Conservancy and the West End Neighborhood Association, the Sustainability office is supporting the Re-Forest the City program, which is a grassroots effort to encourage restoration of Portland's urban tree canopy. We are assisting the program by updating and managing their website, creating flyers, and producing a planting and mulching video tutorial.

On February 13, Sustainability Director Troy Moon met with energy sector leaders from Japan and The Philippines. They were visiting Portland as part of the International Visitors Leadership Program (IVLP), a prestigious initiative by the U.S. Department of State that fosters cultural exchange by bringing emerging global leaders to the United States. We discussed mutual challenges in the energy sector including transition to clean energy, climate change, and resilience.

On February 14, we hosted a Coffee & Climate event with guest speakers from ISO-New England to learn more about our regional transmission organization, including ISO-NE's three critical roles of grid operation, market administration, and power system planning.

On February 18, staff presented to the Portland Chapter of Engineers Without Borders to discuss Sustainability Office programs and City efforts in response to sea level rise.

As always, visit [www.oneclimatefuture.org](http://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)

Save the date for Earth Day & Egg Scramble in Payson Park on Saturday, April 12, 10:00 AM - 2:00 PM! [Stay tuned for more information and event details!](#)

**City of Portland | Sustainability Office**  
Troy Moon, *Director*



**To: Sustainability and Transportation Committee**  
Regina Phillips, Chair

**MEETING DATE**

March 12, 2025

**AGENDA ITEM**

Agenda Item #3A – Communicating the LMAC Annual Report

**PURPOSE**

To provide the Sustainability and Transportation Committee with the annual report from the Landcare Management Advisory Committee as required by Chapter 34 of City Code.

**BACKGROUND/ANALYSIS**

Chapter 34 requires the Landcare Management Advisory Committee to provide an annual report of their activities to the Sustainability and Transportation Committee as well as information gleaned from the annual reports submitted to the Sustainability Office by pesticide applications.

**CONCLUSION(S)**

This is communication. No further action is required.

**PRIOR COMMITTEE REVIEW**

None.

**PREPARED BY**

Troy Moon  
Sustainability Director  
Executive Department

**ATTACHMENTS**

LMAC Annual Report

Table of reported pesticide applications

**City of Portland, ME**  
**Landcare Management Advisory Committee**  
**Annual Report**

The City of Portland’s Landcare Ordinance requires the Landcare Management Advisory Committee to provide a report to the Sustainability and Transportation Committee every year before March 31 in order to inform the City Council about the actions of the committee and to provide recommendations to the pesticide ordinance to enhance its environmental and public health benefits. This is the fifth annual report.

**LMAC 2024**

- Jesse O'Brien (*Chair*)
- Avery Yale Kamila, Waiver Committee
- Carol Laboissonierre
- Priscilla Skerry
- Melissa Runstrom
- Troy Moon, City Staff
- Noah Tucker

**Executive Summary**

- During the past year, Portland Parks & Recreation actively worked to combat invasive species in Portland, in particular the emerald ash borer. Mitigation efforts included removing trees, insecticide treatments, and biological control.
- The LMAC received 34 applicator reports for 2024 compared to 36 applicator reports for 2023.
- The LMAC received 2 waiver requests in 2024.
- There were three pesticide complaints registered on SeeClickFix in 2024 for signage violations.
- The Sustainability Office ran the [Mow Tall Until Fall](#) campaign and distributed more than 200 lawn signs to Portland residents.
- The Sustainability Office continued the [Summer Landcare Webinar Series](#) hosting programs that covered soil tests, organic lawn care tips, stormwater runoff, and preparing lawns for winter.
- Sustainability Office tabled at events throughout the year and shared information about organic landcare practices. The LMAC will continue to assist in implementing an ongoing education and outreach program in coordination with the Sustainability Office that will inform residents, property owners, and landscaping companies about the ordinance and ways to manage their property organically.

**Portland Parks, Recreation, and Facilities Landcare Updates**

The Parks, Recreation & Facilities Department (PRF) is working hard on a variety of issues, including

- Improvement of biodiversity in our ecosystem to produce more robust and resilient urban habitats and forests.
  - This summer, PRF staff completed a project that covered portions of Riverton Trolley Park's wildflower meadow with tarps to eliminate some of the aggressive nonnative annuals and perennials in particularly hard-hit portions of the meadow. These portions of the meadow were then planted with a diverse mix of native meadow plants and overseed the area with a mix of native perennials and annuals. PRF partnered with Maine Audubon and Portland Parks Conservancy to hold a volunteer planting and educational event.
  - Replacement of ash trees in Portland, after removal due to deterioration from emerald ash borer infestation, will include a diverse mix of non-host tree species.
- Actively addressing the emerald ash borer destruction. PRF staff have been working to disrupt the destruction by the emerald ash borer by removing severely affected ash trees, injecting a select group of ash trees (142 trees) with insecticide treatments, and establishing populations of a predatory wasp along the Presumpscot River to combat the extensive emerald ash borer infestation the city is facing. These efforts are ongoing.
- Bolstering urban tree canopy and improving tree equity. This summer, Portland Forestry Team and community partners planted 154 new trees as part of the Bayside Tree Project. Many of the planting sites required pavement removal, soil replacement, and coordination with utility companies and across City departments.

**Applicator Report 2024 Data**

- The Landcare Ordinance requires that licensed applicators submit an annual report containing the following information for applications performed in the City of Portland in the prior year: target site, pesticide brand name, EPA registration number, total undiluted formulation, and total area treated as listed and as amended on the Commercial Applicator Annual Summary Report required by the Maine Board of Pesticide Control.
- To notify applicators of this requirement, we utilized the MELNA and State of Maine Board of Pesticide Control lists and sent notice via email to all licensed applicators in Cumberland County.
- We received reports from 34 businesses, which is 2 less than was received last year. 3 businesses that reported last year informed us they had no applications in Portland in 2024. There was 1 new reporter for 2024.

Businesses that submitted reports were:

1. A1 Exterminators	15. Maine Pest Solutions	25. Protect Pest Services (no applications)
2. Ant Man Pest Control	16. Maine Tick and Mosquito Control, LLC	26. Rainbow Restoration of Greater Portland
3. Anticks Pest Control LLC	17. Mainely Grass Holding LLC	27. Rentokil-Terminix
4. Ants Etc Pest Service		28. Riverside Golf Club
5. Bartlett Tree Experts		
6. Big Blue Bug Solutions		

7. Bouchard Cleaning and Restoration 8. Burnell Pest Services Inc 9. Erlich Pest Solutions 10. EZ Pest Solutions 11. Grass Geek LLC (no applications) 12. Green Pest Defense LLC 13. Liberty Pest Control, Inc. 14. Magic Carpet Cleaning & Restoration Inc	18. Mainely Ticks 19. MD Weaver Corporation 20. Modern Pest Services 21. Mosquito Squad of Southern Maine 22. Organic First LLC 23. Pest-End Inc. 24. Precision Pest Control LLC	29. Seabreeze Property Services (no applications) 30. Sterling Insect - Lawn Control Inc 31. Superior Pest Services 32. The Davey Tree Expert Company 33. TruGreen 34. Waltham Pest Services
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Staff were pleased that these companies submitted reports detailing their pesticide applications during the calendar year 2024.

- *It is important to note that we do not know how many pest management and landscaping companies operate in Portland so we do not know how many firms are required to submit reports.*

Based on the reports, 178 distinct products were used in Portland in 2024. Applications occurred on:

- 657.23 acres
  - *Please note that some areas were treated with multiple products, but the land area was reported separately for each product. Thus, there is significant duplication.*
- 11,309 homes, properties, and structures
  - *Please note that some properties were treated with multiple products, but each property was reported for each product used. Thus, there are many duplications.*
- 763 linear feet
- Placements: 120
- Trees: 371
- Stations: 830
- Groups of Exterior Stations: 471
- Groups of Rat Burrows: 117
- Wasp Nests: 17

**Pesticides Reported:**

- 0-0-7 Acelepryn
- Acelepryn Insecticide
- Advance 375A Granular Ant Bait
- Advance Cockroach Gel Bait
- Advion Ant Bait Arena Syngenta
- Advion Cockroach Gel Syngenta
- Advion Evolution
- Advion Fire Ant
- Affirm WDG
- Alpine Cockroach Gel Bait
- Alpine Flea Insecticide
- Alpine Pressurized
- Alpine Pressurized Fly Bait
- Alpine WSG
- Anuew Plant Growth Regulator
- Aprehend RTU
- Atomic Degreaser
- Avert DF Dry Flowable Roach
- Avesta CS
- Azatin O
- Badge X2
- Baseline
- Bedlam Insecticide
- Bedlam Plus Insecticide
- Bell Contrac Blox
- Benefect
- Benefect Decon - 30
- Bifenthrin Products
- BaseLine
- Bifen I/T
- Bifenthrin IT 7.9
- CSI Bifen L/P
- Masterline Bifenthrin 7.9
- Quali-Pro Bifenthrin Golf & Nursery
- BorActin Insecticide Dust
- Broadform (Bayer)
- CB-80 Aerosol Insecticide
- Cimexa Insecticide Dust
- Conserve SC
- Contrac: Bulk Pellets
- Contrac All-Weather Blox
- Contrac with Lumitrack
- Contrac Soft Bait
- CREW
- Crossfire Bedbug Concentrate
- CYKICK CS AEROSOL
- Daconil Action Flowable Fungicide
- Delta Dust
- Demand CS
- Densicor Fungicide
- Dimension 2EW Specialty Herbicide
- Ditrac Tracking Powder
- Double Nickel LC
- Doxem NXT
- Drione Dust
- EcoVia 3 in 1
- EcoVia EC
- EcoVia MT
- EcoVia WD
- Essentria IC<sup>3</sup>
- Essentria IC Pro
- ExciteR
- Fastrac All-Weather Blox
- Fast Trac Pellets (Bulk)
- Fastrac Soft Bait
- Fendona CS
- PT Fendona Pressurized Insecticide
- Fiesta
- Fiber Rinse
- Final All Weather Blox Rodenticide
- FristStrike Soft Bait
- Flatline Soft Bait
- Generation Mini Blocks
- Gentrol IGR Concentrate
- Gentrol PointSource
- Grand Slam
- grubGONE! G
- Intice 10 Perimeter Bait
- Intice Smart Ant Gel Bait
- Instrata
- IAQ Peroxide Cleaner
- Karma Fungicide
- Lesco Crosscheck Plus
- Lexicon Intrinsic Brand Fungicide
- Liqua-Tox II
- Magnetic Roach Bait

- Maxforce Carpenter Ant Gel
- MaxForce FC Baits
- Maxforce FC Magnum Roach Killer Bait Gel
- MaxForce FC Ant Bait Stations,
- Maxforce Fleet Ant Gel Bait
- Maxforce Complete Granular Bait
- Maxforce Impact Roach Gel Bait
- Maxima
- Maxtima Fungicide
- Mectinite
- Mediclean
- Mosquito Free
- M-Pede
- Navicon Intrinsic Brand Fungicide
- Niban FG
- Niban Granular Bait
- Nibor D
- Nibor-D Foam (Aerosol)
- Nyguard IGR
- Omni Supreme
- OneGuard
- Purespray Green
- Horticultural Oil
- Onslaught FastCap
- Onslaught
- Optigard Ant Gel Bait
- OPTIGARD COCKROACH GEL BAIT
- PCQ Pro
- Phantom Insecticide//Termiticide
- Phantom II Pressurized Insecticide
- Pinpoint Fungicide
- PT Alpine Pressurized Fly Bait
- PT Avert
- PT 565 Plus XLO
- PT Wasp Freeze II
- PT-515 Wasp Freeze
- ProKure1
- PRS-PRE
- PRS-POST
- PRS Fuel Oil
- Quali-Pro IPRO 2
- Quali-Pro Tebuconazole 3.6F Foliar Fungicide
- RatX Bait Discs
- Resilia
- Resolv Soft Bait
- RMR
- Rozol Tracking Powder White
- Safari 20 SG
- Secure Action Fungicide
- Secure Fungicide
- Shockwave
- SightLine
- Spectre 2 SC
- Speedzone EW Broadleaf Herbicide for Turf
- Steri-Fab
- Strobe 50WG
- Pyronyl
- Pyganic Crop Protection EC 5.0
- Stryker 54
- Susped Polyzone
- Suspend SC
- Talak
- Talstar P
- Talstar PI Gran 25#
- Talstar Professional
- Tartan Stressgard
- Taurus SC
- Tekko Pro IGR
- Tempo 1% Dust
- Tempo SC Ultra
- Tempo Ultra Wettable Powder
- Temprid Fx
- Terad - 3
- Termidor SC
- Terro-PCO Liquid Ant Bait
- Title Phyte
- Transport GHP Agency
- Transport Mikron
- Tree-Age G4
- Triact 70
- Tri-Die Dust
- TriTek
- Tuque exoGEM

- Ultracide Flea IGR
- Unitex Powerhouse
- Up Star Gold
- Velista Fungicide
- Vendetta Cockroach Gel- Bait
- Vendetta Cockroach Gel Plus
- Vendetta Cockroach Gel Nitro
- Victor M330 Roach Pheromone
- Wall Wash
- Wasp Freeze/Whitmire Wasp Freeze
- Weatherblok XT
- Wisdom TC Flowable Insecticide
- Xzemplar Fungicide

**For more information on active ingredients and target pests, see attached spreadsheet.**

**Summary of Commercial Applicator Annual Reporting Summary Data (2019 to 2024)**

<b>Portland Pesticide Annual Report Areas</b>	<b>2024</b>	<b>2023</b>	<b>2022</b>	<b>2021</b>	<b>2020</b>	<b>2019</b>
# of Pesticide Annual Reports Submitted	34	36	40	44	36	22
Resident Complaints (Portland SeeClickFix)	3	7	12	6	12	0
# of Waivers Submitted	2	0	0	1	1	2
# of Waivers Submitted Approved	1	0	0	0	0	0
# of Education and Outreach Efforts Held	12	8	5	2	4	7

**Education and Outreach Efforts in 2024**

- In March, Portland and South Portland Sustainability Office staff organized an in-person Coffee & Climate event that featured Andrew Tufts, habitat stewardship and landscape management expert from Maine Audubon. During this event, we answered questions about both Cities’ Landcare Ordinances, shared highlights from South Portland’s 100 Resilient Yards program, and provided electric lawn tool demos to participants. To promote this event, we also covered the City’s landcare ordinances and their importance in our monthly *One Climate Future* newsletter.
- Sustainability Office staff continued outreach efforts with the educational campaign “Mow Tall Until Fall”. Since 2023, we have handed out 750 yard signs at community events (e.g., Portland Farmers Market, Wayside Pop-up Picnic events, Earth Day).
- The May edition of the West End News covered “Tall Grass is for the Bees” as the front page news. The article featured quotes from their interview with Troy, describing the many benefits of mowing tall and planting native flora.

- Sustainability Office staff organized four webinars this summer, as part of our Landcare Lunchbreak series. These webinars focused on a variety of sustainable landcare topics and are available on our Landcare website and our YouTube channel.
  - “Soil Science & How to Test Your Soils” with Jason Lilley of the University of Maine Cooperative Extension, covered sustainable soil management and how to conduct a soil test and interpret test results.
  - “The Dirty Truth About Urban Runoff” with Will Everitt of Friends of Casco Bay, covered the influence of landcare practices on our water ecosystems.
  - “Healthy Lawncare Made Easy” with Cumberland County Soil and Water covered weed and pest management, renovating an unhealthy lawn, and tips to minimize your reliance on pesticides, fertilizers, and watering.
  - “Preparing Your Lawn for Winter” with landcare professional, Jesse O'Brien, offered practical advice and eco-friendly techniques to ensure your lawn remains healthy and resilient throughout the colder months.
- Throughout the year, Sustainability Office staff had seven opportunities in 2024 to present to Portland elementary, middle, or high school students about the work we do, including our programming around sustainable landcare and composting.
- This summer, Sustainability Office staff visited local retailers to notify them of the Ordinance requirement to post signage near pesticides alerting customers of the Landcare Ordinance.
- The City of Portland Landcare website was updated with the new ordinance information and continues to be updated regularly by City staff. See the website at [portlandmaine.gov/landcare](http://portlandmaine.gov/landcare)
- This year, Sustainability Office staff conducted outreach promoting Coastal Maine Botanical Gardens Workshops to landcare professionals and licensed applicators in Cumberland County.

### **Waiver Requests**

There were two waiver requests submitted in 2024.

- There were two waiver applications from the same applicant to treat knotweed. The first waiver was denied because the knotweed had become too tall to treat in the proposed manner. The second waiver was heard and the committee was split in decision. The applicant appealed to the City Manager and the waiver was ultimately approved.

### **Portland See-Click-Fix Resident Complaints on Pesticide Use**

- The City of Portland relies on community-sourced reporting through the SeeClickFix platform to monitor compliance with the Landcare Ordinance. In 2024, residents filed three SeeClickFix reports about potential Landcare Ordinance violations.

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
0-0-7 Acelepryn	Soluble Potash (K20), Chlorine	turf	Hadlock
Acelepryn Insecticide	Chlorantraniliprole	turf	Riverside GC
Advance 375A Granular Ant Bait	Abamectin B1	structure, ants	
Advance Cockroach Gel Bait	Dinotefuran, N-methyl-N'-nitro-N-guanadine	roaches	
Advion Ant Bait Arena Syngenta	Indoxacarb	ants	
Advion Cockroach Gel Syngenta	Indoxacarb	structure, roaches	
Advion Evolution	Indoxacarb	structure, ants	
Advion Fire Ant	Indoxacarb	structure	
Affirm WDG	Polyoxin D zinc salt	turf	Riverside GC
Alpine Cockroach Gel Bait	Dinotefuran	structure, roaches	
Alpine Flea Insecticide	Dinotefuran, Pyriproxyfen, Prallethrin	structure, fleas, bedbugs	
Alpine Pressurized	Dinotefuran, N-methyl-No-guanadine	structure, bedbugs	
Alpine Pressurized Fly Bait	Dinotefuran, N-methyl-No-guanadine	structure	
Alpine WSG	Dinotefuran: N-methyl-N-guanidine	structure, roaches	
Aneuw Plant Growth Regulator	Prohexadione calcium	turf	Riverside GC
Aprehend RTU	Beauveria bassiana Strain GHA	Bed Bugs, box springs	
Avert DF Dry Flowable Roach	Abamectin B1	structure, Roaches	
Avesta CS	Lambda cyhalothrin	M&T	
Azatin O	Azadirachtin (Neem Oil)	tree	OMRI
Badge X2	Copper Oxychloride, Copper Hydroxide	tree	OMRI
Baseline	Bifenthrin	tree, mosquitos	
Bedlam Insecticide	3-phenoxybensyl-	structure, bedbugs	
Bedlam Plus Insecticide	3-phenoxybenzy	bedbugs	
Bell Contrac Blox	Bromadiolone	bait, rats	
Benefect	Thymol	disinfectant	
Benefect Decon - 30	Thymol	disinfectant	
Bifen I/T,	Bifenthrin	structural insects, mosquitos,	
Bifenthrin IT 7.9,	Bifenthrin	ticks	
BorActin Insecticide Dust	Boric Acid	structure	
Broadform (Bayer)	Fluopyram, Trifloxystrobin:	tree, invasive pests	
CB-80 Aerosol Insecticide	pyrethrins, piperonyl butoxide	stinging insects, structure	

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
Cimexa Insecticide Dust	Silicon Dioxide as Amorphous Silica	structures	
Conserve SC	Spinosad Products:	tree, invasive pests	
Confrac Bait	Bromadiolone	rats, bait	
CREW Herbicide	isoxazoyl, dithiopyr	turf	Hadlock
Crosscheck Plus	Bifenthrin	M&T	
Crossfire Bedbug Concentrate	Clothianidin, Metofluthrin, Piperonyl Butoxide	structure, bedbugs	
CSI Bifen L/P,	Bifenthrin	structure	
CYKICK CS AEROSOL	Cyfluthrin	structure	
Daconil Action Flowable Fungicide	Chlorothalonil, Acibenzolar-S-methyl:	turf	Riverside GC
Delta Dust	deltamethrin	structures	
Demand CS	Lambda cyhalothrin	structure	
Densicor Fungicide	Prothioconazole	turf	Riverside GC
Dimension 2EW Specialty Herbicide	dithiopyr	turf	Riverside GC
Ditrac Tracking Powder	Diphacinone	rats	
Double Nickel LC (biofungicide)	Bacillus amyloliquefaciens strain D747	tree	OMRI
Doxem NXT	Indoxacarb, Novaluron, Imidacloprid, Pyriproxyfen	roaches	
Drione Dust	Pyrethrins, Piperonyl Butoxide, Amorphous Silica Gel	structure	
EcoVia 3 in 1	Thyme Oil, Geraniol, Cinnamon Oil, Peppermint Oil	structure	25b
EcoVia EC, EcoVia MT, EcoVia WD	2-Phenulethyl Propionate	structure	25b
Essentria IC Pro	Geraniol, Clove Oil, . Cornmint Oil	structure	25b
Essentria IC3 -	Rosemary Oil, Geraniol, Peppermint Oil	structure, lawn edge	25b
ExciteR	Pyrethrins	structure	
Fastrac Bait	Bromelathin	bait	
Fendona	Alpha Cypermethrin	structure	
Fiber Rinse	n/a	cleaner	
Fiesta	iron HEDTA	turf	BP
Final All Weather Blox Rodenticide	Brodifacoum	bait, rats	
First Strike	difethialone	Bait, rats	
Flatline Soft Bait	Chlorophacinone	bait, rats	
Generation mini bloc	difethialone	rats, bait	
Gentrol IGR Concentrate	Hydroprene	roaches, structure	

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
Gentrol PointSource	Hydroprene	structure	
Matrix Grand Slam pre spray	n/a	cleaner	
GrubGONE!	Bacillus thuringiensis subsp. galleriae, Strain SDS-502	turf	OMRI
Horticultural oil	mineral oil	tree	OMRI
IAQ Peroxide Cleaner	Hydrogen Peroxide:	cleaner	
Instrata	Chlotothalonil, Propiconazole, Fludioxonil	turf	Hadlock
Intice 10 Perimeter Bait	Boric acid	ants, structure	
Intice Smart Ant Gel Bait	Boric acid	structure, ants	
Karma Fungicide	Propamocarb hydrochloride:	turf	Riverside GC
Lesco Crosscheck Plus,	Bifenthrin	perimeter	
Lexicon Intrinsic	Fluxapyroxad and Pyraclostrobin:	turf	Riverside GC
Liqua-Tox II	Sodium Salt of Diphacinone:	bait, rats	
M-Pede	Potassium Salts of Fatty Acids:	tree	OMRI
Magnetic Roach Bait	Boric Acid	bait, roaches	
Masterline Bifenthrin 7.9,	Bifenthrin	structure	
Maxforce Carpenter Ant Gel	Fipronil	ants, structure	
Maxforce Complete Granular Bait	Hydramethylnon:	ants	
Maxforce Impact Roach Gel Bait	Chlothianidin:	roaches, structure	
Maxima	Thiamethoxam	turf	Hadlock
Maxtima Fungicide	Mefentrifluconazole	turf	Riverside GC
Mectinite	Emamectin benzoate	tree	
Mediclean	Phenyphenol:	disinfectant	
Mosquito Free	2 Phenethyl Propionate:	M&T,	
Navicon Intrinsic Brand Fungicide	Mefentrifluconazole and pyraclostrobin:	turf	Riverside GC
Niban FG	Boric acid	ants	
Niban Granular Bait	Boric acid	ants	
Nibor D, Nibor-D Foam (Aerosol)	Disodium Octaborate Tetrahydrate and Pyriproxyfen	structure, fleas, roaches	
Nyguard IGR	2-Pyridine:	roaches	
Omni Supreme	Mineral Oil	trees	OMRI
OneGuard	Lambda-cyhalothrin, Prallethrin, Pyriproxyfen, Piperonyl butoxide:	M&T	
Onslaught	(S)-cyano (3-phenoxyphenyl) methyl-(S)-4-chloroalpha-(1-methylethyl)	M&T	

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
Optigard Ant Gel Bait	Thiamethoxam:	structure, ants	
OPTIGARD COCKROACH GEL	Emamectin benzoate	structure	
PCQ Pro	Diphacinone	rats	
Phantom II Pressurized Insecticide	Chlorphenapyr	structure, bedbugs	
Phantom Insecticide//Termiticide	Chlorphenapyr	structure	
Pinpoint Fungicide	Mandestrobin	turf	Riverside GC
ProKure1	n/a	deodorizer	
PRS Fuel Oil	n/a	cleaner	
PRS-POST	n/a	cleaner	
PRS-PRE	n/a	cleaner	
PT 565 Plus XLO Insecticide	pyrethrins, piperonyl butoxide	structure	
PT Alpine Pressurized Fly Bait	Dinotefuran	structure	
PT Avert	Abamectin	structure, roaches	
PT Wasp Freeze II	Pallethrin: D-trans Allethrin	stinging insects, wasp nests	
PT-515 Wasp Freeze	Phenothrin:	stinging insects, wasp nests	
Purespray Green;	Horticultural Oil	tree	OMRI
Pyganic Crop Protection EC 5.0	Pyrethrins	Tree	OMRI
Pyronyl	Pyrethrins, Piperonyl Butoxide	tree, mosquitos	
Quali-Pro Bifenthrin	Bifenthrin,	turf	Riverside GC
Quali-Pro IPRO 2	Iprodione	turf	Riverside GC
Quali-Pro Tebuconazole 3.6F Foliar Fungicide	Tebuconazole	turf	Riverside GC
RatX Bait Discs	Corn Gluten Meal, Sodium Chloride	rats	
Resilia	Fluopyram, Prothioconazole, Propamocarb hydrochloride	turf	Riverside GC
Resolv Soft Bait	Brodifacoum	rats, bait	
RMR	Ammonium Chloride:	structure, mold	
Rozol Tracking Powder White	Chlorophacinone:	structure	
Safari 20 SG	Dinotefuran:	tree, invasive pests	
Secure Action Fungicide	Fluazinam, Acibenzolar-S-methyl 2:	turf	Riverside GC
Secure Fungicide	Fluazinam:	turf	Riverside GC
Shockwave Insecticide	Pyrethrins, Esfenvalerate	structure	
SightLine	Triclopyr	embankment knotweed	waiver granted

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
Spectre 2 SC	Chlorfenapyr	M&T, structure	
Speedzone EW Broadleaf Herbicide for Turf	2,4-D	turf	Riverside GC
Steri-Fab -	3-PHENOXYBENZYL D-CIS	structure	
Strobe 50	Azoxystrobin:	turf	Riverside GC
Stryker 54	Pyrethrins, Piperonyl Butoxide	roaches	
Suspend Polyzone, Suspend SC	Deltamethrin:	structure, M&T, ants	
Talak,	Bifenthrin	M&T	
Talstar P,	Bifenthrin	Mosquitos and Ticks, structures	
Talstar PI Gran 25#,	Bifenthrin	M&T	
Talstar Professional,	Bifenthrin	M&T	
Tartan Stressgard	Trioxystrobin, Triadimefon:	turf	Hadlock
Taurus SC	Fipronil	ants, structure	
Tekko Pro IGR	Pyriproxyfen, Novaluron:	structures, roaches	
Tempo 1% Dust	Cyfluthrin	structures, wasps	
Tempo SC Ultra	Cyfluthrin	structures	
Tempo Ultra Wettable Powder	Cyuthrin	structures	
Temprid Fx	Imidacloprid, Beta-Cyfluthrin:	structure	
Terad - 3	Cholecalciferol	bait, rats	OMRI
Termidor SC	Fibronil	structures, ants	
Terro-PCO Liquid Ant Bait	Boric acid	bait	
Title Phyte	Mono- and di-Potassium Phosphite:	turf	Hadlock
Transport GHP Agency;	Acetamiprid, Bifenthrin:	structure	
Transport Mikron	Acetamiprid, Bifenthrin:	structure	
Tree-Age G4	Emamectin benzoate	tree	
Tri-Die Dust -	Pyrethrins, Piperonyl Butoxise, Technical	stinging insects	
Triact 70	NEEM Oil	tree	OMRI
TriTek;	Horticultural Oil	tree	OMRI
Tuque exoGEM	Fludioxonil, Benzovindiflupyr	turf	Riverside GC
Ultracide Flea IGR	Pyriproxyfen, Pyrethrins	structure, fleas	
Unitex Powerhouse	n/a	cleaner	
Up Star Gold	Bifenthrin	Mosquitos and Ticks	

Pesticides applied in 2024 per reports	Active Ingredient	Target/Purpose	Notes
Velista Fungicide	Penthiopyrad:	turf	Riverside GC
Vendetta Cockroach Gel- Bait	Abamectin	roaches	
Vendetta Cockroach Gel-Nitro	Pyriproxyfen	roaches, structure	
Victor M330 Roach Pheromone	n/a	roaches	
Wall Wash	n/a	cleaner	
Wasp Freeze/Whitmire Wasp Freeze	Prallethrin	stinging insects, exterior	
Weatherblok XT	Brodifacoum	structure	
Wisdom TC Flowable Insecticide,	Bifenthrin	structure	
Xzemplar Fungicide	Fluxapyroxad	turf	Hadlock, RGC
<b>Key</b>			
Exempt Application			
non-synthetic pesticide			

**DRAFT**

**RESOLUTION CALLING FOR THE CITY OF PORTLAND TO ADOPT GPCOG'S  
REGIONAL VISION ZERO ACTION PLAN**

WHEREAS, the safety and well-being of all residents and visitors are urgent and paramount concerns for the City of Portland; and,

WHEREAS, the Centers for Disease Control and Prevention reports traffic crashes are among the leading causes of deaths nationally, and in Maine, due to the convergence of dangerous driving behavior and human error with legacy transportation systems that inadequately prioritize and protect pedestrians and bicyclists; and,

WHEREAS, traffic fatalities and serious injuries are preventable occurrences that necessitate proactive and comprehensive measures; and

WHEREAS, children, older adults, people of color, individuals with disabilities, those experiencing homelessness, and people with low incomes are disproportionately affected by the risk of serious traffic injuries and fatalities; and,

WHEREAS, the Vision Zero approach emphasizes a Safe System framework, recognizing that human errors and misjudgments are inevitable and that transportation systems can and should be designed to ensure such errors do not result in severe injuries or fatalities; and,

WHEREAS, the Greater Portland Council of Governments (GPCOG) has developed a Vision Zero Plan aiming to eliminate all fatalities and serious injuries resulting from traffic crashes in the Greater Portland region by 2045; and,

WHEREAS, successful Vision Zero programs result from strong community support, effective partnerships across public, private and non-profit sectors, and alignment with related municipal ordinances, policies, and plans; and,

WHEREAS, the Portland Area Comprehensive Transportation System (PACTS), which is the region's federally designated Metropolitan Planning Organization (MPO), and of which the City of Portland is a member, adopted the regional Vision Zero Plan in 2023; and,

WHEREAS, the City of Portland recognizes its obligation to work with the Maine Department of Transportation on roads under the State's jurisdiction; and,

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Portland adopts the goal of eliminating all traffic fatalities and serious injuries by the year 2045; and,

BE IF FURTHER RESOLVED, that the City endorses and adopts GPCOG's Vision Zero Plan as the guiding framework for achieving this goal; and,

BE IF FURTHER RESOLVED, that the Council Committee on Sustainability and Transportation will oversee development of a Vision Zero Quick Action Plan for the City of Portland, which shall be completed no later than June 30, 2025; include steps that can be implemented in the short-term in general alignment with City Council Resolution #6, *A Resolution to Immediately Address Pedestrian Safety Crisis in Portland*; and may be subject to City Council approval if budget appropriations are required; and,

BE IF FURTHER RESOLVED, that the Sustainability and Transportation Committee will oversee update of the City's Complete Streets Policy based on the Vision Zero guiding framework, which shall be completed no later than September 30, 2025 and shall be subject to approval by the City Council; and,

BE IF FURTHER RESOLVED, that the City Manager is encouraged to direct staff to update the City's Technical Manual based on the Vision Zero guiding framework and updated Complete Streets policy, subject to approval by the Planning Board; and

BE IF FURTHER RESOLVED, that the City's Comprehensive Transportation Plan, subject to funding as part of the FY 2026 Capital Improvement Plan, will be grounded in the Vision Zero guiding framework and Complete Streets Policy; and shall serve as the principle vehicle through which long-term changes are implemented to the City's transportation systems and infrastructure, subject to all required concurrences from external public agencies; and,

BE IF FURTHER RESOLVED, that these efforts are to be implemented in close coordination and consultation with diverse communities across the City including those populations most at risk, as well as relevant public, private and non-profit stakeholders and partners; and,

BE IF FURTHER RESOLVED, that the City Manager is encouraged to provide an annual report to the City Council detailing progress toward the Vision Zero goal, including metrics on traffic fatalities and serious injuries, implementation status of action items, and recommendations for adjustments to strategies as necessary.



March 7th, 2025

Dear Chair Phillips, Members of the Sustainability and Transportation Committee,

The Portland Bicycle and Pedestrian Advisory Committee as part of our [2025 Priorities](#) have recommended that Portland adopt GPCOGs Vision Zero Plan. We are glad to see the Sustainability and Transportation Committee has taken it up and we urge you to vote to recommend its adoption to the full council. As the largest city in Maine and the economic engine of the region, Portland has a heightened responsibility to lead on traffic safety. With a dense urban environment, a high number of schools, and many children and vulnerable pedestrians, prioritizing Vision Zero is not just necessary; it is urgent. In the last few months a series of tragic motorist/pedestrian crashes and a fatal single vehicle crash have demonstrated that without Portland taking full responsibility, the region cannot achieve zero traffic fatalities.

To better fit the needs of Portland and to do our part in the regional plan, we recommend that the following be added to the GPCOG Vision Zero Plan resolution:

- **Accelerate the timeline:** The GPCOG Vision Zero plan targets reaching Zero Deaths by 2045. Portland must aim higher. We should commit to achieving this goal by 2030.
- **Ensure Data Transparency and Accountability:** We need comprehensive, publicly accessible data on crashes resulting in serious injury or death. Thorough investigations must consider infrastructure deficiencies and other factors as potential causes so that we can proactively prevent similar incidents. We recommend establishing a Vision Zero Task Force or a Complete Streets Board, which would include members from the Police Department, Public Works, Planning and the advocacy community, to ensure accountability & swift implementation.
- **Improve Snow Removal for Pedestrian Safety:** Poor sidewalk snow and ice clearing contributes to pedestrians walking in the road and every winter Portlanders are injured and killed as a result. A true Vision Zero commitment means addressing this issue head-on. The city must prioritize sidewalk clearance to ensure year-round pedestrian safety.

*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*

Portland has the opportunity to lead by example and create safer streets for everyone, whether they walk, bike, use mobility devices, or drive. A meaningful commitment to Vision Zero will save lives, and we urge you to take bold action now.

Sincerely,

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

**Gordon Platt, Chair,**  
[jgsplatt@gmail.com](mailto:jgsplatt@gmail.com)

**John Clark, Secretary**  
[john@jcmaine.com](mailto:john@jcmaine.com)

*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, FACTS, the Portland Department of Public Works and the Portland Planning Department*



**Staff Memo To:**  
Sustainability & Transportation Committee  
Councilor Regina Phillips, Chair

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**MEETING DATE**

March 12, 2025

**AGENDA ITEM**

Agenda Item 3c – Complete Streets Policy

**PURPOSE**

Review the City of Portland’s Complete Streets Policy, adopted by the City Council in 2012, and consider next steps.

**COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT**

At its February 12, 2025 meeting, committee members and attendees expressed interest in reviewing the City’s existing Complete Streets Policy and considering potential revisions to strengthen processes for integrating complete streets into roadway design and construction. As a result, guiding an update to the Complete Streets Policy was included in the committee’s 2025 work plan.

The Complete Streets Policy supports the goals outlined in the City’s Comprehensive Plan, *Portland’s Plan 2030*, and is also embedded in the City’s climate action plan, *One Climate Future*.

**BACKGROUND/ANALYSIS**

Complete Streets is a transportation policy and approach that ensures that streets are planned, designed, built, operated, and maintained to provide safe, convenient, and accessible travel for all users, including pedestrians, bicyclists, motorists, and transit riders, regardless of age or ability. While the design of complete streets varies by context, they commonly include consideration of core elements like sidewalks, bike lanes, transit accommodations, crosswalks, lighting, and ADA-accessible curb ramps.

In 2011, the City Council unanimously passed a complete streets resolution (Attachment A) that included principles to guide development of a complete streets policy. The following year, staff developed a [complete streets policy](#), (Attachment B), based on best practice and stakeholder engagement. The Council unanimously adopted the policy on December 17, 2012.

The Complete Streets Policy is founded on the principle that streets should accommodate all users and modes of transportation. By adopting this policy, the City acknowledges that Complete Streets play a vital role in advancing key objectives, including developing a comprehensive,

equitable, and accessible transportation network; enhancing public safety and health; supporting land use patterns and economic development; and promoting energy efficiency and environmental sustainability.

The adopted policy includes ten components that the Complete Streets Coalition identified as best practice at the time. The policy establishes a vision, defines all users and modes, and outlines exceptions. The policy also considers context and implies a framework for prioritizing corridors for complete streets implementation, focusing on key factors such as connections to destinations, network gaps, the presence of non-motorized travelers, and available alternative routes. The policy also suggests a number of means through which to implement the policy, including through education, tracking performance standards, and adapting and developing design guidelines with references to numerous street design manuals that reflect national best practice.

Portland's complete streets standards and principles are integrated into the City's street design standards, which are incorporated into the [City's Technical Manual](#). In November 2022, the City further updated these standards to align more closely with a Complete Streets approach. These updates also included references to several national best practices to follow, including:

- AASHTO Guide for the Development of Bicycle Facilities
- NACTO Urban Bikeway Design Guide
- NACTO Urban Street Design Guide
- FHWA Separated Bike Lane Planning and Design Guide
- Massachusetts DOT Separated Bike Lane Planning and Design Guide

Implementation of the complete streets policy has generally been achieved through two primary channels. The first is through large-scale multi-modal street redesign projects, which generally result from long-range planning initiatives. The second channel is more incremental and opportunistic, leveraging planned infrastructure investments, such as paving, traffic signal replacement, and sewer separation projects, to address multi-modal safety and accessibility issues.

Another way that incremental complete street changes occur is through the development review process, where new development projects are required to make changes proportionate to their impacts, including installing or reconstructing sidewalks, upgrading ramps and crosswalks, and installing bicycle and transit infrastructure that further complete streets goals.

The State and region also recognize the importance of addressing the needs of all modes of travel in the planning, programming, design, rehabilitation, maintenance, and construction of the state's transportation system. In 2014, the Maine Department of Transportation (MaineDOT) adopted its first Complete Streets Policy to ensure that all users have safe and efficient access to Maine's transportation network. This policy applies to new construction, reconstruction, and rehabilitation, and maintenance projects funded through MaineDOT. Additionally, in 2024 the Portland Area Comprehensive Transportation System (PACTS), the metropolitan planning

organization for the Greater Portland Region adopted its Regional Complete Streets Policy, which applies to projects seeking PACTS funding.

At the national level, the National Complete Streets Coalition reports that as of 2025, over 1,700 complete streets policies have been adopted within the United States at the state, regional, and local levels. These policies vary widely in scope and scale. Communities with complete streets policies also approach implementation in a variety of ways. Some focus on prescriptive design guidance; others approach complete streets as more of a toolkit or a capital planning exercise.

13 years after adoption, it is clear that the city's complete streets policy, in conjunction with other city, state, and regional initiatives, has had a profound effect on Portland's transportation network. The city has upgraded ramps and sidewalks, installed crosswalks, expanded the multi-use pathway network, and striped new bike lanes across our neighborhoods. It has also implemented or partnered on technical outcomes to support Complete Streets, ranging from pedestrian detection devices to Transit Signal Priority (TSP). However, it is also important to note that there are continued challenges with respect to implementation, among them:

1. *The timing and adequacy of funding.* Some features of a complete street are not eligible for some funding programs, such as the State's Revolving Loan Fund program, which finances many of the city's sewer separation projects. Many complete streets elements are considered 'ineligibles' and require a separate CIP or other funding allocation to be incorporated into projects in a timely way. Additionally, securing funding at all levels—federal, state, and local, including the City's CIP—can be highly competitive. Prioritization and project timelines may also impact timely execution.
2. *Conflicting design goals and jurisdiction of streets.* Jurisdiction and coordination of streets can be challenging, as the City does not control all aspects of design for streets outside its jurisdiction. Additionally, large transportation projects are often funded or led by other agencies, such as MaineDOT and PACTs. While there is generally alignment, design standards have occasionally conflicted when trying to balance multiple goals and objectives and addressing competing public interests.

**Next steps:**

To the extent the existing Complete Street's Policy is consistent with the committee's and City Council's priorities, there are several directions in which the City can proceed:

1. **Maintain Existing Complete Streets Policy.** This approach maintains the current complete streets policy, while continuing to advocate for and allocate resources to ensure that projects incorporate complete streets upgrades.
2. **Update the existing City of Portland Complete Streets Policy.** This approach updates the current complete streets policy, while focusing on revising key sections to ensure that the policy aligns with the current National Complete Streets Coalition 10 elements of complete streets. In recent years, the National Complete Streets Coalition has focused on encouraging more accountability within policies, as well as the integration of equity goals.

**FISCAL IMPACT**

Updating the City’s Complete Streets Policy does not commit the City to allocate funding. However, implementing these outcomes do often have implications for design, construction, and maintenance costs.

**CONCLUSION(S)**

This item is for discussion and direction. Should the committee express support for updating the current complete streets policy, then staff would draft and present to the Committee at a future meeting a revised complete streets policy for adoption and recommendation to the City Council.

**PRIOR COMMITTEE REVIEW**

N/A

**PREPARED BY**

Kevin Kraft, AICP  
Director  
Planning & Urban Development

Nell Donaldson  
Director of Special Projects  
Planning & Urban Development

**ATTACHMENTS**

Attachment A – Complete Streets Resolution  
Attachment B – Complete Streets Policy

NICHOLAS M. MAVODONES (MAYOR)  
KEVIN J. DONOGHUE (1)  
DAVID A. MARSHALL (2)  
EDWARD J. SUSLOVIC (3)  
CHERYL A. LEEMAN (4)

**CITY OF PORTLAND**  
IN THE CITY COUNCIL

JOHN R. COYNE (5)  
JOHN M. ANTON (A/L)  
DORY RICHARDS WAXMAN (A/L)  
JILL C. DUSON (A/L)

**RESOLUTION SUPPORTING COMPLETE STREETS**

**WHEREAS**, Complete Streets is an objective of the Communities Putting Prevention to Work program of Healthy Portland to prevent adult and childhood obesity by promoting the integration of physical activity into the daily lives of Portland residents; and

**WHEREAS**, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objectives of the national Safe Routes to School program and the Centers for Disease Control and Prevention's Physical Activity Guidelines; and

**WHEREAS**, Complete Streets are designed, constructed, operated and maintained to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities; and

**WHEREAS**, Complete Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs and help reduce crashes and injuries and their costs; and

**WHEREAS**, Complete Streets support major planning elements of the Portland Comprehensive Plan such as A Time of Change (1993), the Peninsula Transit Plan (2009), and the Sustainable Portland Plan (2010); and

**WHEREAS**, Complete Streets will help Portland achieve the City's sustainability goals of environmental stewardship through effective transportation and land use decision-making, thereby reduce greenhouse gas emissions as more people choose alternatives to single occupant vehicles; improving air quality, and alleviating public health concerns such as asthma; and

**WHEREAS**, Complete Streets support economic growth and community livability by providing accessible, attractive and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments within and between neighborhoods;

**NOW THEREFORE BE IT RESOLVED**, that in order to develop, operate and maintain a safe, efficient, balanced and environmentally sound City transportation system for people of all ages and abilities, transportation and development projects shall reflect a Complete Streets philosophy that expands transportation choices; and

**BE IT FURTHER RESOLVED**, that in keeping with Portland's principles, the City Council directs the Mayor to work with city staff to convene a Complete Streets Working Group, comprised of representatives of diverse stakeholder groups, to develop a Complete Streets policy to be completed by March 2012, working in concert with appropriate city staff.

**1. Vision.** The City of Portland's streets shall sustainably provide for the needs of all current and future users and all modes in planning, programming, design, construction, reconstruction, paving, retrofit, operations, and maintenance activities. The goal is to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Complete Streets contribute to the city's sustainability and livability goals including: creating a comprehensive, equitable, and fully accessible transportation network; enhancing public safety and public health; complementing land use patterns and economic development; and, achieving energy and environmental sustainability.

Decisions regarding the public right-of-way shall promote use by all users and all modes in a safe, balanced and effective manner taking into account the surrounding community context and land uses. The principles and policies guiding these decisions shall be known as Complete Streets.

**2. All Users and All Modes.** This Policy is inclusive of all users of all ages and abilities and all modes including: motorists; bicyclists; pedestrians, including persons with disabilities which may use mobility devices such as wheelchairs; public transportation services, vehicles and patrons; freight providers; and, emergency responders.

**3. All Projects.** Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing projects that affect public streets will give due consideration to all roadway users from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, re-paving/rehabilitation or roadway retrofit. Roadway retrofits may include changes in the allocation of the right-of-way and pavement space on an existing roadway, such as changes to the number and use of lanes, changes in lane widths, and/or reconfiguration of on-street parking.

When applying for and reviewing projects for funding purposes regardless of funding source, Complete Street practices and principles will be included, as appropriate, for all projects that affect the public right-of-way.

**4. Exceptions.** Bicyclist, pedestrian and bus transit users and facilities and their considerations shall be included in street construction, re-construction, re-paving, and rehabilitation projects, except under one or more of the following conditions:

- a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour routes.

- b. The Director of Public Services, or designee, determines there is insufficient space to safely accommodate new facilities and a parallel or nearby facility provides a reasonable level of similar accessibility to destinations.
- c. The Director of Public Services determines there are relatively high safety risks.
- d. The City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project in relation to the anticipated number of users.
- e. As part of its Development Review process the Planning Board may waive sidewalk requirements based upon its formal, structured waiver provisions.
- f. The City Engineer and Planning Staff jointly determine that the construction is not practically feasible or cost-effective because of significant or adverse environmental impacts to historic resources, streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition.
- g. The project involves a roadway that bicyclists and/or pedestrians are prohibited by law or the roadway falls outside an established existing bus transit route or where it is reasonably determined a future bus transit route will not occur.

**5. Network.** Complete streets are planned, designed, maintained and operated to enable safe, convenient, appealing and continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets.

Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally, though a series of small improvements or maintenance activities.

Transportation improvements will include facilities and amenities, as appropriate, that are recognized as contributing to Complete Streets, which may include pavement markings and signs; street and sidewalk lighting; sidewalks and pedestrian safety improvements such as medians/pedestrian refuges, curb extensions and crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant and full accessibility such as curb ramps and accessible pedestrian signals; transit accommodations including bus shelters and improved pedestrian access to transit stops and centers; bicycle detection at intersections and bicycle accommodations including, shared use lanes, paved shoulders, wide travel lanes or bike lanes as appropriate; bicycle parking; and street trees, landscaping, street furniture and adequate drainage facilities, including opportunities for 'green' stormwater management facilities and practices.

**6. All Agencies and All Roads.** The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit and motorist use and should not preclude the provision of future improvements.

The City of Portland will coordinate and collaborate with other transportation agencies including PACTS and the MaineDOT, and other users of the public right-of-way, such as utilities and public transportation providers, to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.

**7. Design Standards and Guidelines.** The Department of Public Services and the Department of Planning and Urban Development shall adapt, develop and adopt inter-departmental policies, urban design guidelines, zoning and performance standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance. These resources include, but are not limited to: the AASHTO Green Book; AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices; and US Access Board Public Right-of-Way Accessibility Guidelines.

When fulfilling this Complete Streets policy the City will follow the design manuals, standards and guidelines above, as applicable, but should not be precluded from considering innovative or non-traditional design options where a comparable level of safety for users is present or provided.

**8. Community Context.** It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

- a. Whether the corridor provides a primary access to one or more significant destinations such as a community or regional park or recreational area, a school, a shopping/commercial area, a local transportation center or other multimodal center, or an employment center
- b. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway
- c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated
- d. Whether a road corridor provides, or could provide, continuity or connectivity links for an existing trail or path network
- e. Whether nearby and/or parallel routes provide a similar Quality or Level of Service, convenience and connectivity already exist or could be implemented.

**9. Performance Measures.** The City will define performance measure to track the progress of implementation of this Policy and supporting documents, such as the Comprehensive Plan. Such measures shall include, but not be limited to: improvements in safety for all roadway users; increased capacity and connectivity for all modes of transportation; usage (such as mode share) of biking, walking and transit; miles of bicycle and pedestrian facilities; and attainment of ADA compliance. Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs. The Public Services Department shall work with other departments and agencies to track such performance measures, as appropriate.

**10. Implementation.** The City will develop implementation strategies that will include, but are not limited to:

**a. Restructuring Policies and Procedures**

- Evaluate and revise manuals and practices.
- Develop project checklists for the incorporation of Complete Streets elements into projects, plans and other activities affecting streets and the public-right-of way.
- Work with governmental agencies such as PACTS and the MaineDOT to encourage incorporation of the City's Complete Street policy into transportation projects under their jurisdiction.

**b. Developing Design Policies and Guidelines**

- Develop and adopt street network plans.
- Develop Level/Quality of Service indicators for motor vehicle, pedestrian, bicycling and transit facilities and services.

**c. Providing Training**

- Continue education of staff and public officials on the principles and practices of Complete Streets.

**d. Improving and Updating Performance Measures**

- Identify performance goals and targets.
- Develop tracking measures such as safety, facility use and modal shifts to gauge success.