

Sustainability & Transportation Committee Agenda

April 9, 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=zLf7HunTyswwcokWAwAIXBHcv0WNXl.1>

1. Review and approve minutes from March 12
 - a. Minutes from March 12
2. Sustainability and Transportation Program Updates
 - a. April Updates
3. Presentation and Discussion
 - a. Petition to Amend Parking Restrictions on Deerfield Road
Presenters: Troy Moon, Sustainability Director & Mike Murray, Director of Public Works
Public comment will be taken
 - b. Request to approve a traffic schedule change on Pearl Street between Kennebec Street and Oxford Street
Presenters: Mike Murray, Director of Public Works and Jeremiah Bartlett, Transportation Systems Engineer
Public comment will be taken
 - c. Request to approve traffic schedule change on Cotton Street north of Fore Street
Presenter: Mike Murray, Director of Public Works and Jeremiah Bartlett, Transportation

Systems Engineer
Public comment will be taken

- d. Vision Zero Implementation
Presenters: Greg Jordan, Assistant City Manager, Kevin Kraft, Director of Planning and Urban Development, & Mike Murray, Director of Public Works

4. Review and Update Work Plan

- a. Revised Work Plan

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 March 12, 2025

Members Present: Councilor Phillips, Councilor Bullett, Councilor Ali

Staff Present: Troy Moon, Greg Jordan, Katie Tims, Karly Meyer, Mike Murray, Kevin Kraft

Guests:

Meeting was called to order.

February 12, 2025 Meeting Minutes

The February 12, 2025 meeting minutes were approved unanimously.

Sustainability Updates

Our office is currently running 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. We have funding for an estimated 35 bikes.

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 (which generate about \$1 million in annual savings and renewable energy credits).

Energy Benchmarking reporting season started in January and is well underway.

Communication: Report from the Landcare Management Advisory Committee

Every year, we tabulate the activities within the city and present it to the committee. The report includes major landcare management and tree planting efforts made by the Parks, Recreation, and Facilities, annual LMAC engagement efforts, and a breakdown of information coming from the commercial pesticide applicator reports.

Vision Zero Resolution

Presented by Assistant City Manager Greg Jordan

Following our presentation last month by the Greater Portland Council of Governments on the Region Vision Zero plan that they developed, this is a continuation of that conversations about if, as a city, whether or not we wanted to adopt the region plan and begin to work on a variety of

measures that the plan highlights for us. The resolution in the packet is meant to go to the council.

The main portion lays out the roadmap for how we might proceed. The first piece would be the council adopting the GPCOG plan, at this stage setting out a vision of trying to be a zero fatality and serious injury free transportation system by 2045. Later pieces also include a vision zero quick action plan (which would be instrumental in the short term), a consideration of the complete streets policy (adopted in 2012) to be updated, and the potential for making revisions to our technical manual (subject to planning board approval). Lastly, it notes the potential to develop a comprehensive transportation plan.

Councilor Comment on Vision Zero

Councilor Phillips questions if it is time to discuss accelerating the timeline of the vision (advancing it to 2035 instead of 2045). Greg Jordan notes that it would be fair to have that discussion now, and if the committee would like to resolve the language before it goes to the council, they would be able to.

Public Comment on Vision Zero

PCAT encouraged the council to pass both the Vision Zero and Complete Streets policies as it directly aligns with multiple strategies within the City's adopted One Climate Future plan.

Three more constituents urged the Council to adopt both the Vision Zero and Complete Streets policies and suggested the creation of a Vision Zero Committee.

Another constituent spoke in support of the adoption of Vision Zero and urged the committee to focus on the funding and enforcement of this resolution as well as include the schools and school boards.

Councilor Comment on Vision Zero

Councilor Bullett clarified that the City is dependent on State and Federal funding and partners for many large transportation infrastructure projects and wants to ensure there is a way to have both urgent, short-term actions and long-term plans.

Greg Jordan echoes that there are actions that can be done in the short term, but that all of our Comprehensive Transportation Plan will inform all of our transportation projects.

Councilor Bullett suggested including the school district directly within the resolution to ensure safe routes to school and to work with schools and school boards.

Councilor Phillips suggested meeting with the school and school board before involving them in the resolution.

Greg Jordan agreed that this would not commit the School District and School Board to the resolution and that it would be important to discuss with them first.

Motion to Approve the Vision Zero Resolution

The motion was moved by Councilor Bullett and seconded by Councilor Phillips. The motion was accepted unanimously and will move forward to full City Council.

Complete Streets Policy Discussion

Presented by Kevin Kraft, Nell Donaldson, and Mike Murray

Complete Streets is a transportation policy that ensures the design of streets and all transportation infrastructure ensures accessibility for all users, ages, abilities and modes. The Complete Streets Policy aims to enhance our streetscapes to improve safety, allow for improved multi-modal usage, and encourage climate-smart design to reduce carbon and other emissions. Kraft explained what the Complete Streets Policy is, the history of the policy in the City of Portland, how the policy is implemented, the current Complete Streets projects underway within the City, and the next steps either to maintain existing policy or to revise and update existing policy & align with the National Complete Streets Coalition.

Councilor Comments on the Complete Streets Policy Discussion

Councilor Phillips expressed interest in the council updating the Complete Streets Policy that was adopted in 2012, but doesn't think it necessarily needs to be made immediately since there is an existing policy. In updating the policy, it will also give the rest of the council an opportunity to reexamine it and provide feedback.

Councilor Bullett also agrees that the Council should update the original policy and encourage interdepartmental collaboration. Councilor Bullett also suggests finding a way to make the Complete Streets Policy an enforceable requirement for developers.

Assistant City Manager Jordan says it would be ideal to have the Vision Zero and Complete Streets policies updated and adopted before the beginning of the Comprehensive Transportation Plan.

Councilor Bullett adds the necessity for a robust community engagement effort around these updates.

Motion to Adjournment

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

Meeting Adjourned

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

April 9, 2025

AGENDA ITEM

Agenda Item #2A – Sustainability Updates

PURPOSE

To update the committee regarding recent activities of the Sustainability Office to advance Council goals and objectives in One Climate Future

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

These projects implement elements of the One Climate Future Plan or other Council goals.

BACKGROUND/ANALYSIS

Project: Electrify Bikes

The second round of Electrify Bikes! is underway. Over 200 residents registered for the program. We randomly selected residents to complete the registration process and shop for a bike. By completion, we expect to award incentives for between 30 - 40 e-bikes.

Project: Community Engagement and Education

Staff participated in the several events with Portland Public Schools including:

- Tabling at the PPS STEM Expo
- Presentations to four 9th grade classes at Portland High School

- Presentations to four groups of students at Lyman Moore Middle School for a total of 160 students

On March 25, Troy Moon presented at Leadership Maine's Environmental Day to discuss the City's climate and resilience goals. The Leadership Maine cohort is a diverse group of leaders from local businesses and non-profit organizations who are interested in developing their skills and learning more about issues affecting the region.

On March 25, Katie Tims presented at the SAGE lecture series presented by USM Osher Lifelong Learning Institute.

On March 26, Troy led a Sustainability Series lecture at the Portland Public Library, discussing proactive solutions the City is taking to increase the resilience of our infrastructure and community.

On March 14, we hosted a Coffee & Climate event with Dan Burgess, Director of the Governor's Energy Office, to discuss Maine's recently released state Energy Plan.

Staff have also been putting a lot of effort into planning two large events coming up soon – Earth Day on April 12 and Walk the Working Waterfront on May 31.

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 // FB @SustainablePortlandME

Upcoming events:

- Earth Day & Egg Scramble in Payson Park on Saturday, April 12, 10:00 AM - 2:00 PM
- Walk the Working Waterfront, multiple locations on Commercial Street, May 31



To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE

April 9, 2025

AGENDA ITEM

Agenda Item 2B – Transportation Updates

PURPOSE

Provide the committee with update to date information on current transportation projects.

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

The following transportation projects are in various stages of planning and/or construction.

Franklin Street Transportation & Land Concept

The Reimagining Franklin Street project aims to transform the corridor into a more urban, pedestrian-friendly downtown street that supports mixed-use development, restores neighborhood connectivity, and incorporates state-of-the-art active transportation facilities. The project will also integrate stormwater and sewer infrastructure upgrades to enhance sustainability and resilience.

- *Cost and Funding:* \$375,000 for EPS “planning phase”, funded jointly by the City and MaineDOT. Estimated construction cost is over \$26M.
- *Status and Next Steps:* In February it was announced that the City retained WSP USA Inc. to conduct the Franklin Street Final Planning Phase (Reimagining Franklin Street). The City of Portland is hosting an Open House in Rines Auditorium at the Portland Public Library on Thursday, April 17th to kick off the Reimagining Franklin Street project. The interactive event invites the public to learn about previous efforts to revitalize Franklin Street and discuss their priorities for a redesign of this important corridor in the heart of Portland.

Libbytown Safety and Accessibility Project

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:* Staff provided comments on the draft Horizontal and Vertical Alignment Complete (HVAC) design in February 2025; Preliminary Design Review (PDR) to be completed in 2025; final design in 2026. Additional meetings on various design components ongoing. 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

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 selected in 2025. The project would then proceed to PDR.

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

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 safety for all users, 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 2025.
- *City Priorities & Concerns:*
 - Determining the project priority level versus other projects
 - Access Management
 - Scope of active transportation/street design features.
 - Construction funding and timing.

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

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); PACTS has allocated some final design funds depending on project timeline; 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. DOT requested a design proposal from HNTB.
- *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)

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, to include a ‘road diet’ that would reduce lanes 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 and final draft report was completed in February 2025, which can be viewed on the project website [here](#). The City will launch additional public engagement including to businesses and bicyclists in April and May to gather input on the final road diet street layout plan. This plan will then inform the striping and layout design for implementation.

State & High Street Two-Way Conversion

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 following determination of feasibility.

- *Cost and Funding:* Preliminary estimates suggest a \$5 million cost to the City for additional signal work and bicycle facilities. Will be refined as bicycle alternative and preliminary design proceed.
- *Status and Next Steps:* MaineDOT signal project funded and Council has approved supporting work associated with two-way conversion as well as bicycle facilities. MaineDOT had an update meeting on the signal project week of 2/10/25. Site walk to examine tree components taking place 4-10-25. City has requested MaineDOT establish a Two-Party Agreement, also directed by the Council.
- *City Priorities & Concerns:*
 - Determining most appropriate design of bicycle facilities (likely on State Street)
 - Obtaining Two-Party Agreement with MaineDOT
 - Coordination with York Street and Forest Avenue efforts as work continues

Union Branch and Union Branch Connector Pathways

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:* The final design bid documents for the Union Branch Path were completed in April, with the project aiming to go out to bid in April for construction to begin in Summer 2025. The design of the second phase, the Union Branch Connector, is anticipated to be completed by Spring 2026.

West Commercial Street Pathway

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. Phase I was completed by MaineDOT in 2018 as part of an International Marine Terminal expansion project. 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. 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:* The City has received preliminary approval on this funding application to MaineDOT for the design and construction of the final Phase III but will not be officially awarded until Spring and this project is in the City's upcoming CIP list for funding. A City-MaineDOT agreement will be forthcoming.

Comprehensive Transportation Plan

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 comprehensive transportation 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:* Staff is requesting funding through the FY26 CIP.
- *Status and Next Steps:* Identify funding options, project timeline, structure process, securing funding. Staff is requesting funding through the FY26 CIP.

FISCAL IMPACT

While all projects carry various fiscal impacts as noted above, this item is an update only.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

Ongoing report.

PREPARED BY

Mike Murray
Director
Public Works

Kevin Kraft
Director
Planning and Urban Development

ATTACHMENTS

N/A



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

March 12, 2025

AGENDA ITEM

Agenda Item #3A – Petition to amend parking restrictions on Deerfield Road

PURPOSE

To introduce the Sustainability and Transportation Committee to the petition submitted by residents of Deerfield Road.

BACKGROUND/ANALYSIS

City policy provides Portland residents with the opportunity to petition the City Council for amendments to the traffic schedule. To request Council consideration of on-street parking changes, petitions must include:

- The specific change being requested (e.g. "All parking prohibited on the southwest side of ABC Street")
- Signatures representing 60% of households (or, in the case of non-residential parcels, business owners or property owners) on the affected street (only one signature per unit is permitted)
- The date, address, and unit number (if applicable) associated with each signature.

Residents on Deerfield Road between Belmeade Road and Forest Avenue submitted a valid petition requesting that the seasonal parking restriction on their street be amended by moving the seasonal restriction from the left side of the street to the right side of the street. They point out that, because the street is one way, parking on the left hand side puts the driver's side door against the snow bank. This makes it difficult to exit the vehicle and can cause people to park some distance away from the curb.

Staff have reviewed the petition and believe that moving the season restricted parking would complicate winter operations and put private vehicles more at risk of damage from plowing operations.

- Deerfield Road is one of the more challenging streets in the city to plow. It is very narrow which makes it difficult for plow equipment to traverse. Operations staff report that they sometimes bypass it during winter operations because parked vehicles make it inaccessible and must return later to see if it has opened up.
- In order to plow in the posted direction of traffic operators need to plow from Belmeade to Forest. Having the cars parked on the left side of the street allows them to clear the snow effectively and reduces the chances of striking parked vehicles. (The plow and wing are set up to plow to the right.)
- If seasonal parking restrictions are adjusted as requested by the petitioners, operations staff believe it would be much more likely that parked vehicles could be damaged. This is because, even if the plow operator raises the wing, it is difficult for the operator to see how much clearance there is between the edge of the wing/plow and the parked vehicle.

CONCLUSION(S)

Staff recommend that the Committee deny the petition to amend the current seasonal parking restrictions on Deerfield Road between Belmeade and Forest.

PRIOR COMMITTEE REVIEW

None.

PREPARED BY

Troy Moon
Sustainability Director
Executive Department

ATTACHMENTS

Resident Petition

Petition for Parking/Traffic Calming Changes



Petitioner information

Name: Tom Handel
Address: 104 Deerfield Rd., Fl. 1
Email: tjhome1967@gmail.com
Phone #: 207-420-6798

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

Location of parking change request

Street: Deerfield Road
Cross street 1: Forest Avenue
Cross street 2: Belmeade Road

Time-limited parking requested (circle one):

Odd side Even side Both

Time limit (circle one):

Change the restricted parking Dec. 1 - Mar. 31 from ^{1 hour} the odd side to the even side ^{2 hours}.

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

Submit petition by mail or email to:

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

389 Congress Street • Portland, Maine 04101 • 207-874-8300
info@portlandmaine.gov • www.portlandmaine.gov

Change of Seasonal Parking From Odd to Even Side
Deerfield Road between Belmeade Road and Forest Avenue
Explanation

Deerfield Road is a one-way street between Belmeade Road and Forest Avenue. No other streets intersect Deerfield between Belmeade and Forest. Entering on the Belmeade end, the road goes north for a few houses, then curves 90 degrees heading west, exiting onto Forest Avenue.

Currently parking is prohibited on most of the odd side of the road from December 1-March 31. This is necessary when there is snow accumulation because there is often not enough room to get through the street when cars are parked opposite each other. Two issues with the current seasonal prohibited parking on the odd side of the road are:

1. There is very limited parking opportunities west of the curve because of the number of driveways; and,
2. Since it's a one-way street, parking on the even side of the street, the driver needs to exit the car closest to snowbanks.

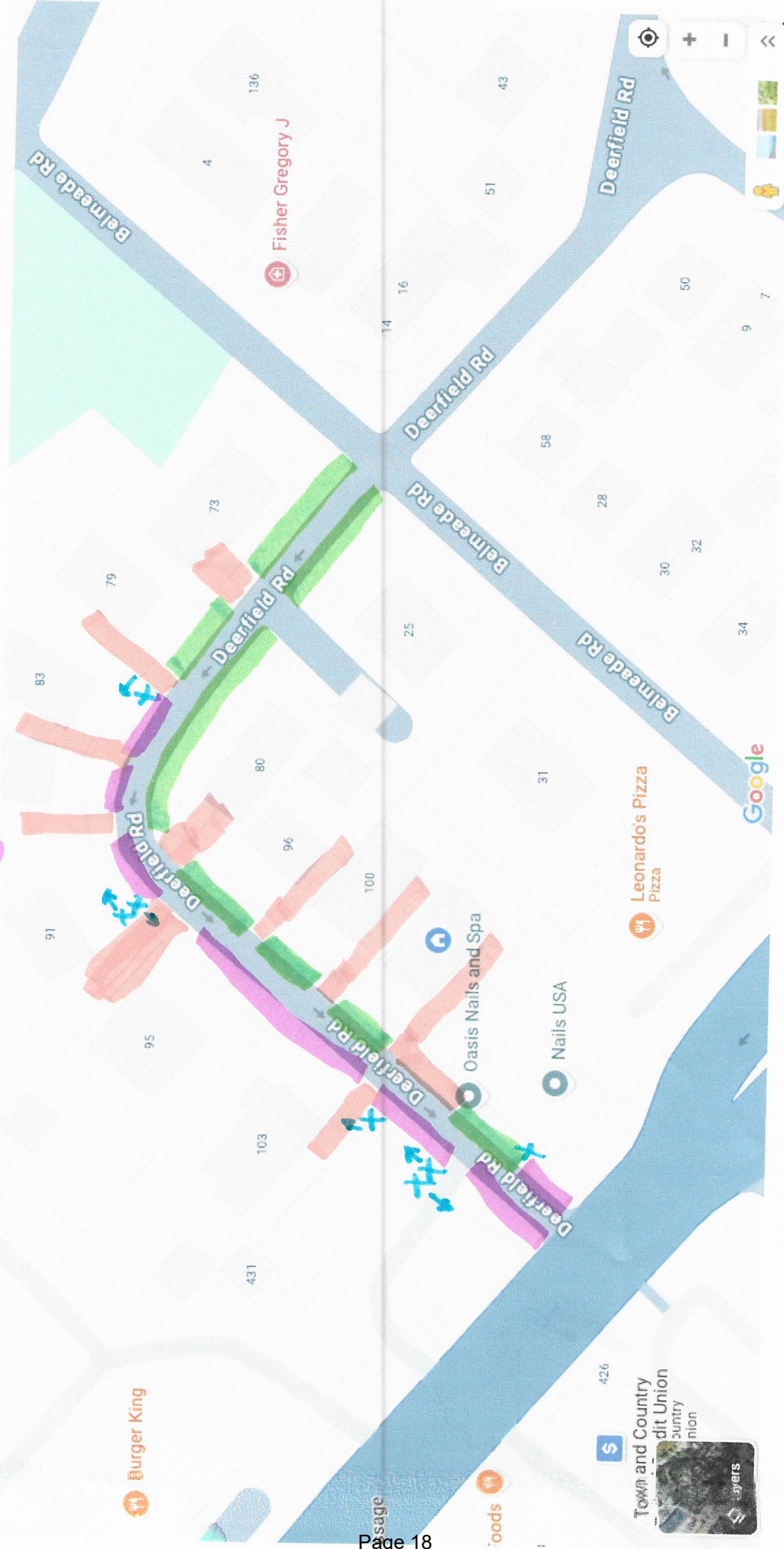
Although between driveways on the west end even side there are enough parking spaces for two cars, often cars park in the middle between driveways, further reducing available parking. Also, cars need to park farther from the curb when there is a snowbank, so the driver can exit, placing the car farther into the middle of the street, narrowing the street even more.

Since most of the seasonal prohibition is on odd side west end of the street where there are fewer driveways, and therefore more parking, my neighbors and I are proposing that the season prohibition be relocated to the even side of the street. This will also facilitate drivers being able to exit their cars without hitting a snowbank and parking closer to the curb.

Signage

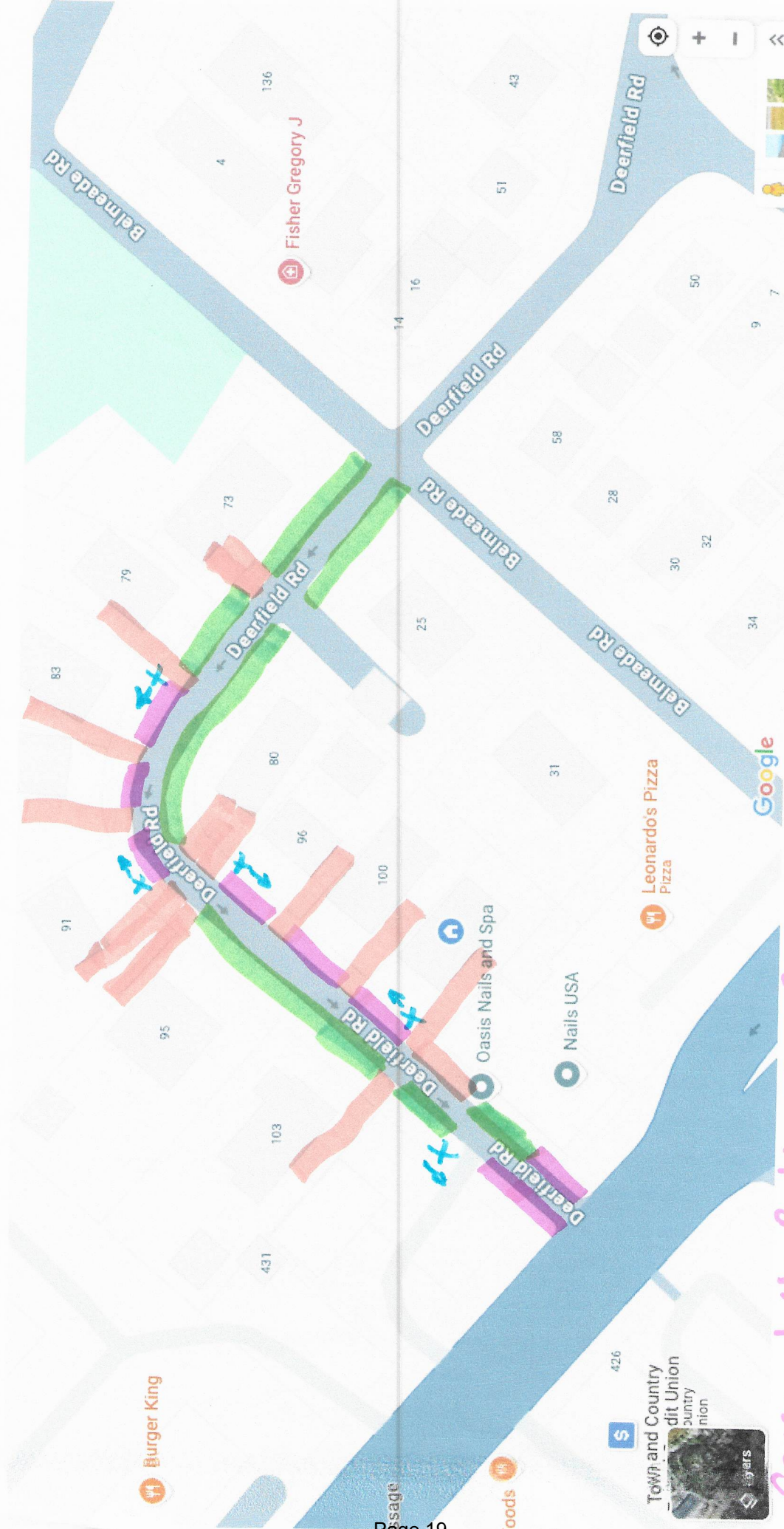
Additionally, the current parking signage is confusing. At the driveway next to 91 Deerfield, there is a **seasonal no parking sign** pointing in one direction up the west side of the street toward Forest Avenue (not both ways); the complementary **seasonal sign** pointing down (eastward) toward the curve is just off Forest Avenue on the odd side. Where the **seasonal sign** at the curve points west, there is also a **no parking anytime sign** pointing away from Forest Avenue toward the Belmeade end of the street. But further down Deerfield toward Belmeade on the same odd side of the street between 79 Deerfield and 83 Deerfield there is **another seasonal parking sign** pointing in one direction (north) toward the curve away from Belmeade. I've attached pictures of these. The map of the proposed parking suggests different signage that would clear up this confusion.

Current Parking
Seasonal No Parking in Pink
Driveways in Orange
Year Round in Green



Parking Signs in Blue X

Proposed Parkings



Driveways in Orange
Parkings Signs in Blue x → ← x

Seasonal No Parkings in Pink
Year Round Parkings in Green



To: Transportation and Sustainability Committee

MEETING DATE

April 9, 2024

AGENDA ITEM

Agenda Items #3b and 3c – Parking Schedule Changes: Pearl and Cotton Streets

PURPOSE

The S&T Committee is being asked to support parking schedule changes on Pearl Street between Kennebec Street and Oxford Street as well as on Cotton Street North of Fore Street from no parking to two-hour parking spots.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The S&T Committee is being asked to support a reassignment of the no parking along the west side length of Pearl Street between Oxford Street and Kennebec Street. The City’s recommendation is to add 2-hour parking from 9AM to 5PM, with six spaces between Kennebec Street and Lancaster Street and eleven spaces between Lancaster Street and Oxford Street, with a 50-foot gap across from Noyes & Sons to minimize issues with tractor trailers. The S&T Committee is also being asked to support a reassignment of the no parking along the west side of Cotton Street. The City’s recommendation is to add six spaces of Commercial Loading Zone 30 minutes from 9AM to 6PM adjacent to the businesses and six spaces of 2-hour parking from 9AM to 5PM for the rest.

BACKGROUND/ANALYSIS

Pearl Street is typically 32 feet wide from Kennebec Street to Oxford Street, which is sufficient for on-street parking on one side. Residents of nearby apartment buildings have requested an on-street option, to add more options for themselves and for visitors. Adding these parking options with limiting day parking will make sure residents and their visitors have better options.

Cotton Street is a dead-end road with a turnaround at the end. With commercial loading on the east side, the limited traffic can pass by with plenty of room to spare. Adding commercial loading spots near the businesses on the west side will help improve safety as less people will be crossing the road and get delivery trucks off of Fore Street. The additional stops will be a safer spot for customers too.

FISCAL IMPACT

The financial impact of this parking change is minimal, there would need to be \$1,500 for Pearl Street and \$1,000 for Cotton Street, with six signs and four signs respectively, including installation costs and staff time. There is also

positive financial impact from this change due to the addition of five time-restricted parking spaces in a heavily trafficked area for Cotton Street.

CONCLUSION(S)

The intended result of this request for Pearl Street is to allow limited parking during working hours while giving some residents of Pearl Place more parking options. The 50-foot gap will also minimize conflicts with Noyes Shipping across the street.

The intended result of this request for Cotton Street is to allow safer walking conditions for the businesses as delivery trucks and customers will not have to cross Fore Street to visit.

The Transportation Systems Engineer has suggested the parking schedule change for these spots, supported by the outgoing Parking Division manager. The Department of Public Works recommends approving the parking schedule change for these spots.

PRIOR COMMITTEE REVIEW

N/A

PREPARED BY

Ian Maristany
Transportation Engineer

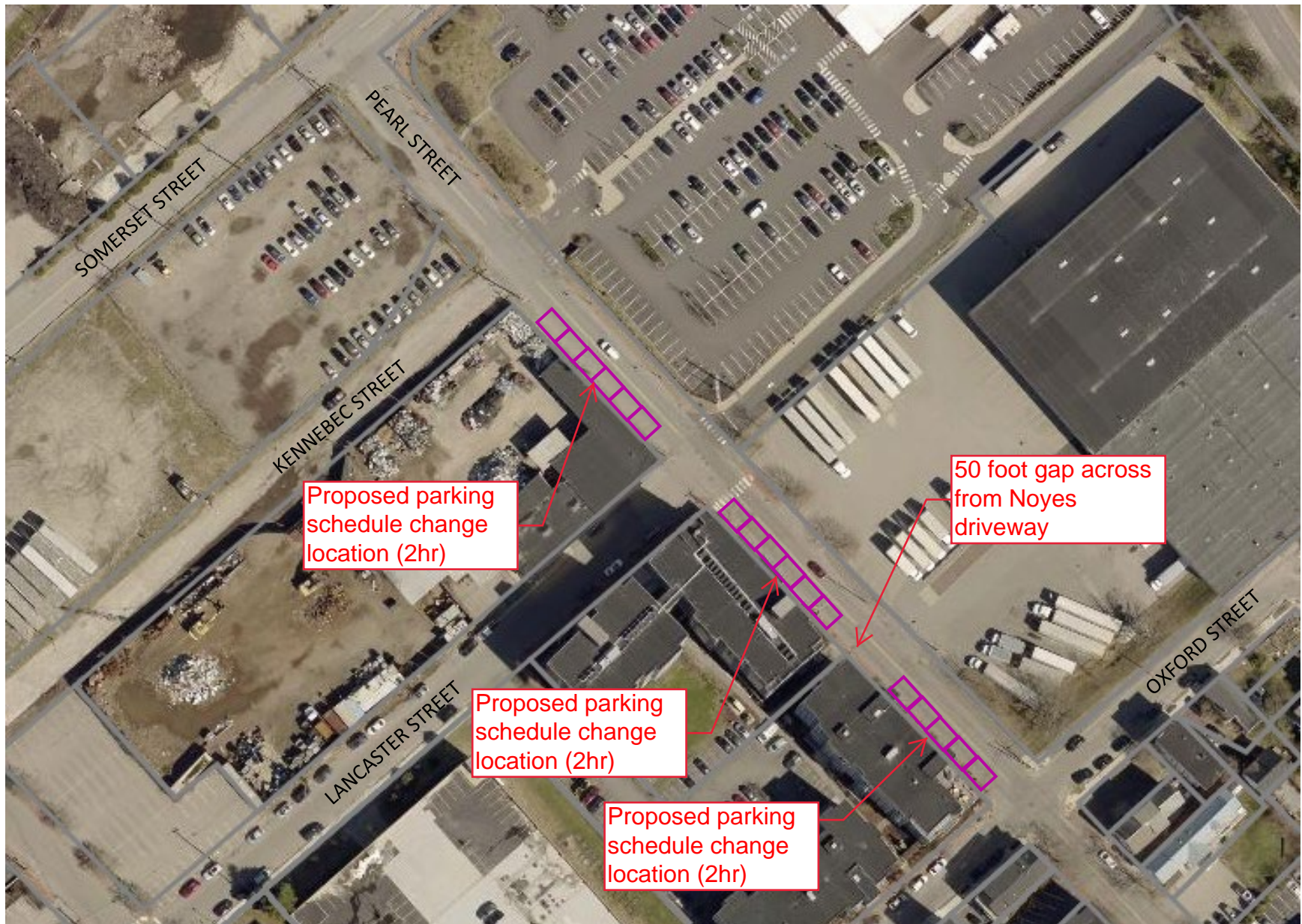
Jeremiah Bartlett, PE, PTOE
Transportation Systems Engineer

Department of Public Works

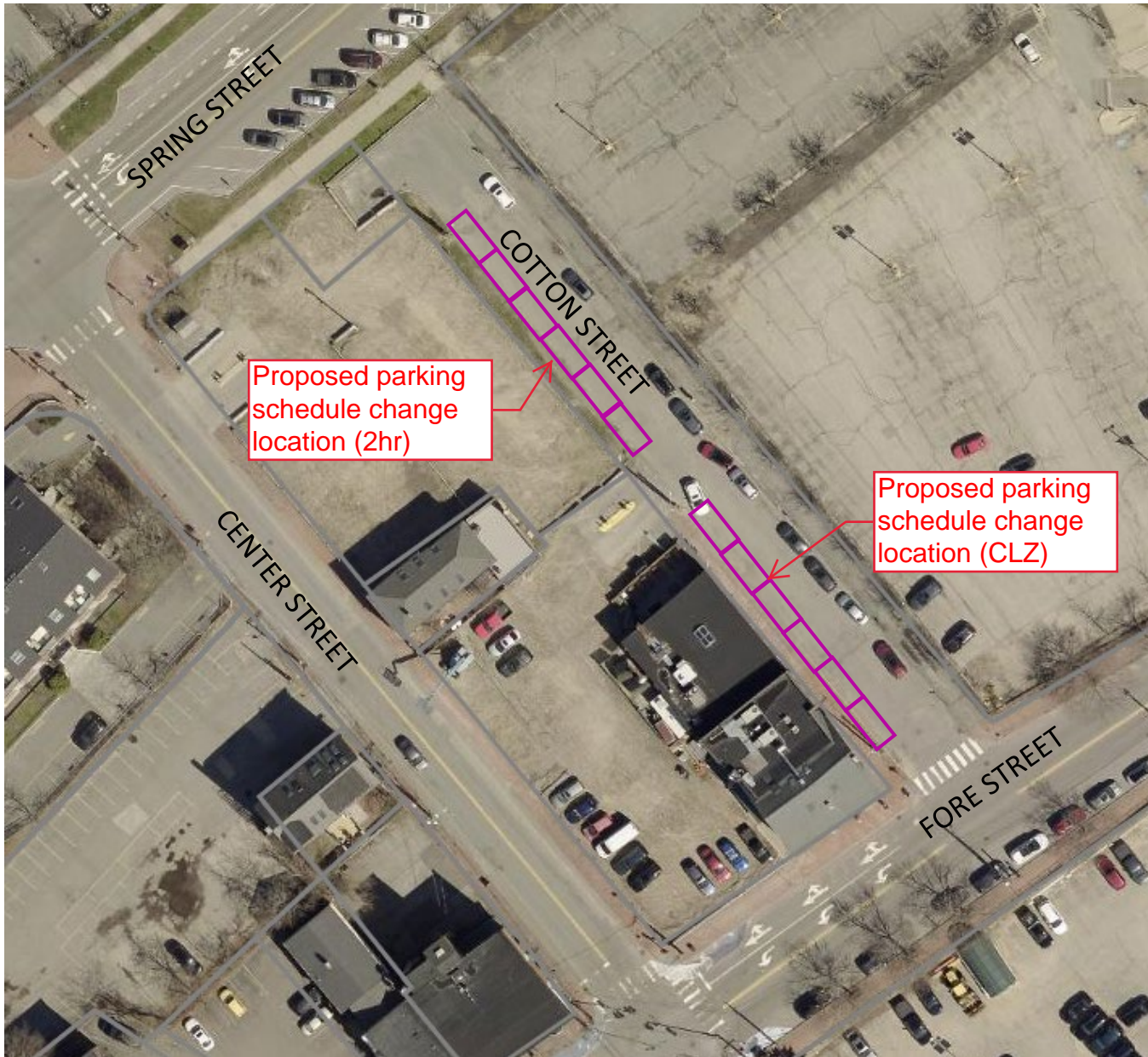
ATTACHMENTS

Attachment A – Location Map of Proposed Parking Schedule Changes

Attachment B – Draft Council Orders for Traffic Schedule Amendments



Location Map: Pearl Street Parking Schedule Change



Location Map: Cotton Street Parking Schedule Change

MARK DION (MAYOR)
SARAH MICHNIEWICZ (1)
WESLEY PELLETIER (2)
REGINA PHILLIPS (3)
ANNA BULLETT (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

KATE SYKES (5)
APRIL D. FOURNIER (A/L)
PIOUS ALI (A/L)
BENJAMIN GRANT (A/L)

**TRAFFIC SCHEDULE AMENDMENT
RE: PEARL STREET**

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

By Removing under Pearl Street, from a point approximately 11 feet south of Kennebec Street for a distance of 162 feet:

- **Schedule I - No Parking**

By Adding under Pearl Street, from a point approximately 11 feet south of Kennebec Street for a distance of 162 feet:

South Side – 6 spots:

- **Schedule XVIII - 2 Hour Parking**

By Removing under Pearl Street, from a point approximately 25 feet south of Lancaster Street for a distance of 290 feet:

- **Schedule I - No Parking**

By Adding under Pearl Street, from a point approximately 25 feet south of Lancaster Street for a distance of 290 feet:

South Side - Northmost 6 spots:

- **Schedule XVIII – 2 Hour Parking**

South Side – Middle 50 feet:

- **Schedule I – No Parking**

South Side – Southmost 5 spots:

- **Schedule XVIII – 2 Hour Parking**

MARK DION (MAYOR)
SARAH MICHNIEWICZ (1)
WESLEY PELLETIER (2)
REGINA PHILLIPS (3)
ANNA BULLETT (4)

**CITY OF PORTLAND
IN THE CITY COUNCIL**

KATE SYKES (5)
APRIL D. FOURNIER (A/L)
PIOUS ALI (A/L)
BENJAMIN GRANT (A/L)

**TRAFFIC SCHEDULE AMENDMENT
RE: COTTON STREET**

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

By Removing under Cotton Street, from a point approximately 28 feet north of Fore Street for a distance of 281 feet:

- **Schedule I** – No Parking

By Adding under Cotton Street, from a point approximately 28 feet north of Fore Street for a distance of 281 feet:

South Side – Southmost 6 spots:

- **Schedule XI** – Commercial Loading Zone

South Side – Middle 43 feet:

- **Schedule I** – No Parking

South Side – Northmost 6 spots:

- **Schedule XVIII** – 2 Hour Parking



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

April 9, 2025

AGENDA ITEM

Agenda Item 3d - Vision Zero

PURPOSE

Review next steps associated with pending adoption of Council Resolve to adopt Greater Portland Council of Government's (GPCOG) Vision Zero plan.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Review and consideration of a Vision Zero plan for the City of Portland is included in the Committee's 2025 workplan.

BACKGROUND/ANALYSIS

Vision Zero is a traffic safety initiative aimed at eliminating traffic-related fatalities and serious injuries by prioritizing human life in transportation planning. Originating in Sweden in the 1990s, it is based on the principle that people make mistakes, but streets should be designed to prevent those mistakes from causing death or serious harm. The Greater Portland Council of Governments' (GPCOG) [Vision Zero Action Plan](#) was adopted on May 23, 2023.

At its March 12, 2025 meeting, the Committee voted to recommend the City Council approve a Resolution that would express the City's support for adopting the Greater Portland Council of Governments' (GPCOG) Vision Zero Action Plan and commit to a goal of eliminating all traffic fatalities and serious injuries by the year 2024. The Resolution (**Attachment A**) is scheduled to be considered by the City Council on April 14, 2025. As further outlined below, the Resolution aims to broadly organize work by staff and the Committee to make progress on the Vision Zero goal over the short and long-term.

Action	Timeframe	Status
Develop Vision Zero Quick Action Plan	3 months	In progress
Finalize City's Vision Zero Implementation Plan*	6 months	In progress
Update City's Complete Streets Policy	6 months	In progress
Update Technical Manual; secure Planning Board approval	1 year	Will commence following approval of Complete Streets policy.
Complete Comprehensive Transportation Plan	2 years	Subject to FY 2026 CIP funding, will begin work to scope the project and secure consultant assistance.
Consult with diverse communities & stakeholders	Ongoing	Public engagement plan under development.
Prepare regular progress reports on crash data and plan implementation	Quarterly Annual	First quarterly report to ST Committee scheduled for July 2025.

* While not contemplated as part of the proposed Council resolution, this action item recognizes the need to develop a formal implementation plan for the City. This plan will be grounded in GPCOG's plan and proposed measures, but is mostly aimed at implementation.

Staff from the Planning-Urban Development and Public Works Departments have begun the work to update the Complete Streets policy which was introduced at the March 12, 2025 committee meeting.

The primary purpose of this item is to review City staff's initial work to develop the Vision Zero Quick Action Plan, and broader Implementation Plan. Attachment B uses GPCOG's framework for organizing objectives and action steps and provides information on how, and to what extent, the City can implement these steps.

FISCAL IMPACT

Adopting GPCOG's plan does not by itself commit the City to allocate funding or expend resources. However, the plan serves as a foundation for selecting and implementing various measures and/or design solutions which may increase or create new costs.

Many of the action steps come with costs and would require reallocations of existing funding or new funding. A key element of developing the Implementation Plan will be to gather information on costs as a way to prioritize lower cost actions in the short-term while preparing for new costs in the longer-term.

City Council approval would be needed for any such initiatives as with any new program or project for which new funding appropriations are requested.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

Sustainability and Transportation Committee - February 12, 2025 - for information.

Sustainability and Transportation Committee - March 12, 2025 - action on Council resolution.

PREPARED BY

Greg Jordan

Assistant City Manager

Executive Department

ATTACHMENTS

Attachment A - Draft Council Resolution

Attachment B - Draft Vision Zero Implementation Plan

MARK DION (MAYOR)
PIOUS ALI (A/L)
APRIL D. FOURNIER (A/L)
BENJAMIN GRANT (A/L)

CITY OF PORTLAND
IN THE CITY COUNCIL

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KATE SYKES (5)

RESOLUTION CALLING FOR THE CITY OF PORTLAND TO ADOPT THE GREATER PORTLAND COUNCIL OF GOVERNMENT'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 with school districts, and in 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.

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

BE IT FURTHER RESOLVED, that the Sustainability and Transportation Committee 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, which will 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 which will be subject to review and approval by the City Council; and

BE IT FURTHER RESOLVED, that the Sustainability and Transportation Committee will oversee an 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 review and approval by the City Council; and

BE IT 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 review and approval by the Planning Board; and

BE IT 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 IT 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 IT 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.

Attachment B - Draft Vision Zero Implementation Plan

The draft action plan outlined below is drawn from GPCOG’s action plan. GPCOG’s plan establishes six layers of protection: Safer Streets, Safer Speeds, Safer Vehicles, Safer People, Post-crash Care, and Programmatic Support & Funding. Portland City staff are using this framework to outline implementation options and considerations for each Action Step as well as considerations on departmental responsibility, timeframe, program status, and estimate cost impact.

The scale of potential cost impact is denoted as follows (Blank - no anticipated cost; \$ - in the thousands; \$\$ - ten thousands; \$\$\$ - hundred thousands; \$\$\$\$ - millions).

Red highlighted content indicates actions that are either already in progress or can be implemented quickly.

Objective 1: Programmatic Support & Funding (PF)

This work requires both human and financial capital. Actions under this objective seek to strengthen partnerships, bring in more allies, secure new funds, and establish steady revenue streams dedicated to increasing safety.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
PF1	Participate on GPCOG’s Vision Zero Advisory Panel.	Public Works	Ongoing	Existing	<i>Continue city staff representation</i>	-
PF2	Support GPCOG’s efforts to invite broad participation with the Vision Zero Advisory Panel.	TBD	Ongoing	Existing	<i>No additional action needed.</i>	-
PF3	Identify and apply for grants to help implement plan strategies throughout the City.	Planning-Urban Dev. Public Works	Ongoing	Enhanced	<i>City routinely pursues related grants, but staff will now catalog and strategically pursue grants that help achieve VZ goals in coordination with MaineDOT and GPCOG.</i>	-
PF5	Encourage municipalities to adopt this Vision Zero Action Plan and/or a community specific one.	Executive	1	New	<i>Quick Action - City Council action on Vision Zero adoption anticipated on April 14, 2025.</i>	-

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
PF6	Secure stable transportation funding source dedicated to road safety.	Public Works Finance	1-2	New	Prepare an assessment of funding options that could establish stable annual funding.	-
PF7	Prioritize high impact safety projects along critical safety corridors and intersections.	Planning-Urban Dev. Public Works	5	Existing	Several current projects will help achieve Vision Zero goals such including Libbytown, Franklin, Forest and State-High. Going forward, staff will continue to develop projects aimed at highest risk areas, subject to available funding.	-
PF8	Convene internal Vision Zero Task Force.	Executive	1	New	Potential Quick Action - Executive office to lead a cross-departmental task force to oversee Vision Zero Action Plan.	-

Objective 2: Safer Roads (SR)

Streets that slow vehicles, separate conflicting movements, and provide dedicated spaces for different modes are essential for long term, sustainable progress toward our goal. Actions under this objective prioritize infrastructure improvements and roadway design changes to address critical threats and provide safer bicycle and pedestrian networks.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
SR1	Implement safety countermeasures along critical safety corridors and intersections	Planning-Urban Dev. Public Works	Ongoing	Enhanced	Integrate “proven safety counter measures” into planning and projects and prioritize high risk zones, disadvantaged areas, and school zones. Potential Quick Actions - accelerate high visibility arterial road crossings with FY 2026 CIP funding; put CIP traffic calming funding to use.	Wide Range
SR2	Identify safety focused quick-build projects (i.e., very low cost projects that can be installed in under 3 months with city staff or existing contracts).	Planning-Urban Dev. Public Works	1-3	Enhanced	Build on existing efforts and partnerships by developing annual plans for identifying and phased implementation of quick build projects. Potential Quick Actions - install flashing school zone signs in all Portland Public School zones; install high-visibility safety flags for key pedestrian crossings; crosswalk painting.	\$

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
SR3	Conduct safety audits to identify safety issues/barriers. Prioritize audits in disadvantaged communities.	Planning-Urban Dev. Public Works	1-3	New	<p>Initiate a program of annual safety audits beginning with high risk areas.</p> <p>Potential Quick Actions - Within high risk network, audit arterial crosswalk lighting; conduct school zone safety audit; assess on-street parking regulations to improve visibility.</p>	\$\$
SR4	Maintain existing facilities and explore opportunities for low-cost safety treatments.	Planning-Urban Dev. Public Works Parks-Rec-Facilities	1-5	Enhanced	<p>Continue to advocate with MaineDOT, and integrate safety treatments during regular asset maintenance as feasible. Provide annual look-ahead on opportunities.</p> <p>Potential Quick Actions - prioritize repair of inoperable street lights in high risk areas; review plans for winter snow sidewalk removal operations and prioritize higher risk areas.</p>	\$\$
SR5	Support legislation that prioritizes safety for vulnerable users in road design	Executive	Ongoing	Existing	<p>Identify opportunities and work with partners and Legislative-Nominating Committee to identify and advocate for effective legislation.</p> <p>Potential Quick Actions - review Portland ordinance requiring snow removal by businesses and residents.</p>	-
SR6	Explore creating sustainable, dedicated funding sources for quick build demonstration projects to pilot safety improvements.	Public Works Finance	2	New	<p>This is a funding measure - prepare assessment of options.</p>	-
SR7	Obtain funding to implement quick-build demonstration projects at high-priority locations	Planning-Urban Dev. Public Works Finance	2	New	<p>This is a funding measure - prepare assessment of options.</p>	-
SR8	Align relevant local, regional, and state street design guidelines with Vision Zero and Safe System Approach principles.	Planning-Urban Dev. Public Works	1-2	New	<p>Update to City's Technical Manual street design guidelines planned to commence in 2025 and complete in 2026; align with GPCOG work to update recommended guidelines.</p>	-

Objective 3: Safer Speeds (SS)

In our region from 2016-2022, speed was a factor in 1 out of every 6 fatal or severe crashes. Pedestrians and cyclists are less likely to survive collisions with vehicles traveling at higher speeds. Actions under this objective focus on determining the correct speeds for the correct contexts, expanding municipalities' ability to influence local speed limits, and finding the most effective, efficient, and equitable ways to use enforcement to curb speeding.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
SS1	Examine speed limits and identify locations that would benefit from speed limit reductions.	Public Works	1-3	Enhanced	<i>Public Works to prepare assessment of speed limits on streets under City jurisdiction; working with MaineDOT on state roads.</i>	\$
SS2	Develop and implement a plan for effective and equitable use of enforcement.	Police Department Public Works	TBD	Enhanced	<i>Police Department to develop an approach to traffic enforcement that focuses on higher risk areas while balancing equity concerns. Potential Quick Actions - surge traffic enforcement in high risk areas; support with public communications; follow-up with projects.</i>	\$
SS3	Consider legislation to allow safety cameras as an enforcement technique, including for red-light running and speeding.	Police Department	1-3	New	<i>Prepare policy assessment for appropriate Council Committee(s) in 2026; if approved, pursue legislative changes in 2027. Potential Quick Action - Consider minor statute change in 2026 that would allow pilot projects.</i>	\$\$\$
SS4	Explore funding to obtain speed feedback signs	Public Works	TBD	Existing	<i>Public Works funds and procures 4 speed feedback signs per year. Consider expanding this project and deploying at more locations. Potential Quick Actions - Accelerate installation of speed feedback signs in FY 2026.</i>	\$\$
SS5	Explore opportunities for municipalities to have more discretion over speed limits	Public Works	TBD	Existing	<i>MaineDOT released "context-based" speed limit setting and other initiatives. City coordinating with partners to provide feedback on MaineDOT plan.</i>	-
SS6	Monitor/evaluate results of speed limit changes and recommend improvements based on results.	Public Works	TBD	Enhanced	<i>Transportation engineering to prepare a plan for monitoring, evaluating and reporting impacts of any speed limit changes.</i>	-

Objective 4: Safer People (SP)

Safe road users are an integral part of a safe system. Regardless of how people navigate our roadways, we want them to make good choices. This can include wearing seatbelts or helmets, driving at or below posted speeds, and yielding to vulnerable users regardless of the rules. Actions under this objective promote awareness and understanding of Vision Zero and safe behaviors.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
SP1	Commence public education campaign to deter speeding and distracted driving.	Communications	1	Enhanced	Develop campaign and approach within existing resources for FY 2026; coordinate with partners to leverage impact and reach. Potential Quick Actions - consider partnering with Bicycle Coalition of Maine (BCM) to build upon their current PSA radio campaign.	\$
SP2	Promote consistent messaging and crash reporting info to media.	Communications	1	Enhanced	Develop effective materials and communications strategy aimed at media outlets.	-
SP3	Encourage driver education programs to share Vision Zero information with students.	Communications	1	New	Leverage existing Vision Zero materials and provide to public and private schools as well as driver education programs.	-
SP4	Agree to add "How's My Driving?" stickers to fleet vehicles.	Public Works	TBD	New	Assess whether this measure can be effectively administered and produce results.	\$
SP5	Provide Vision Zero information and resources to community and media.	Communications	TBD	New	Assess program scope, potential staff needs and costs, and external partnerships or assistance.	\$
SP6	Develop and launch educational programming (or events) aimed at ped/cyclist safety and awareness.	Communications	TBD	New	Assess program scope, potential staff needs and costs, and external partnerships or assistance [partner with BCM/Portland Trails on this?].	\$
SP7	Use fleet vehicles and city assets to promote Vision Zero.	Communications	TBD	New	Assess program scope, potential staff needs and costs, and external partnerships or assistance. Potential Quick Action - use buses and shelters.	\$\$
SP8	Provide free bike/ped lights, reflectors to improve visibility.	Communications	TBD	New	Assess program scope, costs, and external partnerships or assistance.	\$

Objective 5: Safer Vehicles (SV)

Emergent technologies help protect people outside and inside vehicles by preventing crashes or absorbing crash impacts. Still, taking public transit is safer than traveling in personal vehicles, and some larger personal vehicles pose greater safety risks to people walking and cycling due to their weight and blind spots. Actions under this objective ensure municipal and state fleets have right-sized vehicles with up to date safety features, encourage a mode shift from single occupancy vehicles to public transit, and provide education on the correlation between vehicle size and crash severity.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
SV1	Promote mode shift from single occupancy vehicles to public transit wherever appropriate.	Planning-Urban Dev.	3	Enhanced	<i>Through the Comprehensive Transportation Plan, commit to improvements in transit service and infrastructure that will impact mode shift.</i>	\$\$\$\$
SV2	Require new fleet vehicles to have latest crash reduction technology and safety equipment available.	Public Works	2	Enhanced	<i>Use Asset Management Plan to incorporate this imperative into short and long-term fleet planning including appropriate phasing.</i>	\$\$
SV3	Right-size fleet vehicles - meaning move toward smaller vehicles.	Public Works	2	New	<i>Require Asset Management Plan to assess this measure and incorporate as appropriate in relation to fleet needs.</i>	-
SV4	Provide education on the correlation between vehicle size and crash severity.	Communications	TBD	New	<i>Further assess and incorporate this information into messaging developed as part of SP1.</i>	-

Objective 6: Post-Crash Care (PC)

We can increase crash survivability by ensuring quick access to emergency services. Post-crash care also includes good incident management and follow-up in the form of data collection and analysis that will help us make informed decisions and track our progress toward our goal of zero. Actions under this objective focus on continuing to examine traffic incident management and ensuring we collect the right data, make it accessible to the public, and regularly communicate our progress.

Action Item	Description	Lead Agency	Vision Zero Year	Program Status	Analysis	\$
PC1	Participate in GPCOG's Traffic Incident Management committee	Police Department Fire Department Public Works	1	Existing	<i>TIM meetings are quarterly and ongoing.</i>	-
PC2	Prepare an annual assessment that summarizes yearly crash statistics and outlines progress towards Vision Zero goals	Executive	1	New	<i>Executive office to lead this measure as it relies on information and analysis from multiple City departments and external agencies.</i> Potential Quick Action - add quarterly progress reports beginning in July 2025.	-
PC3	Explore ways to collect demographic information at crash sites to help assess equity.	Police Department Diversity, Equity, and Inclusion Office	1	New	<i>TBD</i>	-
PC4	Work with GPCOG to update the High Injury Network, High Risk Network, and Transportation Equity map layers with most recent data.	Public Works Planning-Urban Dev.	2	Existing	<i>City staff will work with GPCOG to ensure these updates are complete in advance of the annual report suggested as part of PC2.</i>	-
PC5	Support GPCOG's effort to develop an interactive safety dashboard.	Planning-Urban Dev. Public Works	5	New	<i>TBD</i>	-
PC6	When demographic data becomes available, analyze data on racial disparities in serious and fatal crashes.	Diversity, Equity, and Inclusion Office	TBD	New	<i>TBD</i>	-



The Portland City Council established its 2025 Common Goals (included below) on December 16, 2024, formally communicating its policy priorities for the coming year and setting a foundation for the development of Council committees’ work plans.

The 2025 schedule currently includes 10 meetings for each committee, and the development of a single, original policy initiative typically takes two or three committee meetings. This includes conceptual discussion, review of a draft ordinance or other policy document, and a public hearing where the committee votes on whether or not to recommend that the City Council adopt the policy initiative. Based on those constraints, it is recommended that a committee work plan include no more than five original policy initiatives to start.

In addition to the development and consideration of original policy initiatives, committee work will also include consideration of items referred to a committee by the Council or brought by staff, as well as hosting panels or presentations as needed.

**Sustainability and Transportation Committee
 2025 Work Plan**

Policy Initiative	Related Council Goal	Priority Ranking
Consider Vision Zero Adoption and determine short-long term strategies (e.g., traffic cameras, street lighting etc.)	#1 - Diversity, Equity, Inclusion #3 - One Climate Future	
Guide Complete Streets Policy Update and/or Recommend Ordinance	#3 - One Climate Future	
Guide development of Comprehensive Transportation Plan to Council approval	#1 - Diversity, Equity, Inclusion #2 - Housing Affordability #3 - One Climate Future #4 - Public Engagement	
Coal Dust Emissions	#3 - One Climate Future	

Resolution on Sea Level Rise Adaptation Strategy	#3 - One Climate Future	
Energy Programs	#3 - One Climate Future	

2025 City Council Common Goals

Goal 1: Diversity, Equity and Inclusion - The Council will work to expand DEI practices through equity analysis, living wage initiatives and improving involvement in decision making processes. Specific objectives include:

- Incorporate an equity analysis for Council agenda items.
- Advance internal and external DEI-related policies.
- Continue funding a dedicated DEI Department.

Goal 2: Housing Affordability - The Council will work to implement solutions to the housing crisis, including building more working class housing, improved support for the unhoused community such as an overdose prevention center as well as continued support for warming shelters. Additionally conduct independent assessment of efficiencies, outcomes and expenditures. Specific objectives include:

- Provide resources for unhoused residents (e.g., restrooms, showers, containers).
- Develop social housing funded by a revenue bond.
- Reform short-term rental policies.

Goal 3: One Climate Future - The Council will develop sustainability strategies to address sea-level rise mitigation and storm surge management for the Commercial Street Corridor. Specific objectives include:

- Expand transit options with a focus on non-car solutions.
- Conduct sea-level rise analyses on Commercial Street.
- Improve Storm management
- Increase public amenities, such as benches downtown.

Goal 4: Public Engagement - The Council will explore creating an Office of Community Engagement, create opportunities for participatory budgeting, and evaluate the structural effectiveness of Council committees. Specific objectives include:

- Establish an Office of Community Engagement.
- Implement participatory budgeting initiatives.

Sustainability and Transportation 2025 Calendar

As of February 12, 2025. Dates and topics are subject to change.

January 8: 2025

- Issue Review: 2025 Committee work plan

February 12:

- Staff Update: Sustainability initiatives & Transportation Projects
- Issue Review: 2025 Committee Work Plan
- Policy Consideration/Action: Ameresco for Battery Storage Project at the Jetport
- Issue Review: Adopting Vision Zero Part 1
- Issue Review: Landcare Management Advisory Committee recommended amendments to Chapter 34 (Landcare)

March 12:

- Staff Update: Sustainability initiatives & Transportation Projects
- Staff Update: Review report from LMAC
- Policy Consideration/Action: Adopting Vision Zero
- Issue Review: Complete Street Policy/Ordinance part 1

April 9:

- Staff Update: Sustainability initiatives & Transportation Projects
- Issue Review: Vision Zero Implementation Part I (determining specific measures)
- Issue Review: Landcare Management Committee and Ordinance Amendments

May 14:

- Staff Update: Sustainability initiatives & Transportation Projects
- Issue Review: State of Public Transit Panel discussion (transit agencies, PACTS, MDOT)
- Issue Review: Vision Zero Implementation Part 2 (determining specific measures)
- Issue Review: Coal Dust Emissions Part 1
- Issue Review: Policy Statement on Sea Level Rise

June 11:

- Staff Update: Sustainability initiatives & Transportation Projects
- Policy Consideration/Action: Vision Zero Action Plan
- Issue Review: Complete Streets Policy/Ordinance part 2
- Issue Review: Coal Dust Emissions Part 2
- Issue Review: Expanding Transit Options Part 1

July 9:

- Staff Update: Sustainability initiatives & Transportation Projects
- Policy Consideration/Action: Policy Statement on Sea Level Rise
- Policy Consideration/Action: Coal Dust Emissions
- Policy Consideration/Action: Complete Streets Policy/Ordinance

August: No meeting

September 10:

- Staff Update: Sustainability Initiatives & Transportation Projects
- Issue Review: Expanding Transit Options Part 2
- Issue Review: Traffic Calming Ordinance Part 1
- Issue Review: Energy Programs Part 1
- Issue Review: Environmental Impact of Docked Vessels Part 1

October 18:

- Staff Update: Sustainability initiatives & Transportation Projects
- Staff Update: Comprehensive Transportation Plan
- Staff Update: Energy Benchmarking Report
- Policy Consideration/Action: Expanding Transit Options
- Issue Review: Traffic Calming Ordinance Part 2
- Issue Review: Energy Programs Part 2

November 12

- Staff Update: Sustainability initiatives & Transportation Projects
- Issue Review: Environmental Impact of Docked Vessels Part 2
- Policy Consideration/Action: Traffic Calming Ordinance
- Policy Consideration/Action: Energy Programs

December: No meeting