

Sustainability & Transportation Committee Agenda

January 14, 2026 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/84037714117?pwd=7GYGzIYeNTV8m9vkCusJH2ftHjWtVz.1>

1. Review and approve minutes from November 12, 2025
 - a. Minutes from November 12, 2025
2. Sustainability and Transportation Program Updates
 - a. Sustainability Updates
 - b. Transportation Project Updates
3. Presentation and Discussion
 - a. Kiwanis Pool Naming
Presenters: Councilor Phillips and other members of the naming committee
Public comment will be taken
 - b. Vision Zero Implementation Progress Report
Presenters: Greg Jordan and Kevin Kraft

- c. Communication regarding strategy for City energy efficiency and onsite renewable deployment
Presenter: Troy Moon
No public comment will be taken
- d. Begin discussion of the committee work plan for 2026
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 November 12, 2025

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

Staff Present: Troy Moon, Katie Tims, Greg Jordan, Ben Pearson

Meeting was called to order.

October 8, 2025, Meeting Minutes

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

Announcement

Councilor Phillips thanked Director Murray, Department of Public Works, and the Maine Department of Transportation for their work repaving streets.

Sustainability Updates

Presented by Troy Moon and Katie Tims. Sustainability Office

City staff reviewed some of the programs that were of major focus this year, including the Sustainable Neighborhoods Program, education and outreach, Electrify Bikes!, EV charging deployment, and community engagement. A key highlight was the expansion of the Sustainable Neighborhoods Program to launch a Neighborhood Mini-Grants program which catalyzed community building activities and programs in neighborhoods across the city, and a Neighborhood Leaders Summit, which recognized informal leaders who have sprung up across the City to help sustain this work.

City staff also recapped the Committee's work and major achievements this year, including: Adopting Vision Zero, recommending an update to the Complete Streets policy, and supporting the development of the Comprehensive Transportation Plan, taxi fare adjustment, and more.

Councilor Comment on Sustainability Updates

Resounding appreciation from the Councilors in attendance.

Councilor Michniewicz asks if there will be a compilation of all of the activities done with the Neighborhood Mini-Grants program? *Yes, we are getting reports back from grant recipients, so we will create a section on our webpage to highlight the ideas and continue to work on ways to encourage people to share their ideas. Staff would be happy to provide a final update or presentation to the Committee too.*

Presentation Regarding the Capisic Brook Watershed Management Plan

Presented by Ben Pearson, Water Resources

This Watershed Management Plan is an update from the original 2012 plan and it creates a framework to deal with sources of pollution in the brook. The Capisic Brook is a small 2.5-mile-long urban stream, it currently does not meet the State's Class C Water Quality Standards (the lowest classification) and has been listed as "impaired" and subject to the impaired stream requirements under the stormwater regulations. Urbanization has greatly changed the brook and now roughly a third of the watershed is paved or built surfaces. Some of the major stressors (of pollutants) are stormwater runoff from developed areas (primarily road salt), streambank destabilization, and combined sewer overflows. Identifying these issues allows us to lay a framework for stream restoration. These opportunities will require capital investment from the City.

Councilor Comment on Presentation Regarding the Capisic Brook Watershed Management Plan

Councilor Bullett encourages the Department [of Public Works] to talk to the schools (since this involves school property) and potentially look at putting this project on both the City and Portland Public Schools capital improvement plans. Also is the county involved, and could be a potential source of funding too? *We worked with the Land Bank to acquire 46 acres adjacent to this area which also helps mitigate these problems. Working with the school is a great idea.*

Annual Report Regarding Energy Benchmarking

Presented by Katie Tims, Sustainability Office

Put in place in 2019, the City of Portland's Energy and Water Use Benchmarking requires buildings 20,000ft² or more to report energy and water use annually with the goals to reduce energy consumption and lower operational costs for building owners and tenants. There are over 600 covered properties in Portland, with approximately 299 covered properties required to report this reporting cycle. We received reports from 40 municipal buildings and 173 non-municipal buildings; Of the non-municipal buildings, 167 were found to have sufficient energy and water use data. This represents a significant improvement in data quality compared to the prior year.

The City has deliberately delayed the issuance of violations to ensure property owners had a fair opportunity to comply. Following this fourth consecutive year of dedicated outreach, the Sustainability Office has decided to issue the first notice of violation letters to covered properties currently mandated to report (single-occupant buildings 20,000 sq ft or more). Properties who fail to comply with the Energy Benchmarking Ordinance a second time and are issued a second notice of violation will be subject to a fine of \$20.00 per day.

Councilor Comment on Annual Report Regarding Energy Benchmarking

Councilor Bullett asks how long we expect between sending out the first NOV and the second NOV (with fines)? We anticipate that it will be a full year, with reminders and staff guidance along the way.

Councilor Bullett also suggests partnering with large property groups or the realtors association in helping to find the contacts at buildings that the City is missing. Councilor Phillips also suggests Visit Portland for finding hotel contacts.

Review and Discussion of Updated Greenhouse Gas Inventory

Presented by Troy Moon, Sustainability Office

In 2024, the Sustainability Office commissioned Introba to update our city-wide greenhouse gas inventory using 2023 data. Major findings were that: Buildings continue to be the largest emitters of greenhouse gases in Portland attributed to a reduction in fuel use, a greening grid, and energy efficiency improvements in buildings; emissions from the transportation sector rose primarily due to increased road transportation, specifically passenger trucks (SUVs and light duty pick up trucks for personal use). Total emissions from Portland fell from 840,419 MTCO_{2e} in 2017 to 801,825 MTCO_{2e} in 2023 - a reduction of 4.6%.

Councilor Comment on Review and Discussion of Updated Greenhouse Gas Inventory

Councilor Bullett asks if (when working with a consultant on the future Comprehensive Transportation Plan) we could look into best practices and policies around passenger vehicles that would help reduce emissions from the transportation sector.

In accordance with 1 M.R.S. section 405(6)(E), the Sustainability and Transportation Committee is expected to hold an executive session to consult with its attorneys regarding matters related to the regulation of discharges from cruise ships.

Councilor Phillips notes that it opens the floor for public comment relevant to the committee's future executive session. No public comment was received.

Motion to Enter Executive Session

The motion was moved by Councilor Bullett and seconded by Councilor Ali.
The motion was approved 3-0.

Meeting Was Adjourned following Executive Session

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

January 14, 2026

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 related to 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: Climate Partnership

On December 3, Portland Mayor Mark Dion presented GMRI with a City Council resolution formalizing collaboration on climate resilience, blue economy development, and infrastructure electrification. The partnership commits both organizations to data sharing, collaborative grant applications and joint work on coastal resilience and working waterfront protection.

The City and GMRI also announced the launch of the [Portland Resilient Education Project](#). This project highlights resilient infrastructure throughout the city with new educational signage across four themes: coastal flood resilience, green infrastructure, heat resilience, and social resilience. QR codes on the signs link to an interactive story map that helps inform the public on the important infrastructure around them. We are excited to work with GMRI to develop additional engagement and curriculum around this project.

Project: Climate Resilience

This week we issued an RFP for a consultant to conduct a shoreline inventory from the Falmouth town line to the Cape Elizabeth town line including the Portland islands. This study will document the types of shoreline as well as its condition. This information will be critical as we continue resilience planning and preparations for ever increasing sea levels.

We were also awarded a grant from the Casco Bay Estuary Partnership to conduct a workshop on Great Diamond Island focused on upland management techniques that protect coastal bluffs and coast infrastructure from erosion. In partnership with island residents and the Island Institute, will create educational materials with best practices that can be utilized by owners of coastal properties. Residents and leaders from all of the Casco Bay island communities will be invited to participate, including Chebeague Island and Long Island.

Project: Community Education and Engagement

On Nov 21, we hosted Casco Bay High School students as they embarked on their “Climate Change expedition” to learn more about local climate change efforts and public policy. This was a great opportunity to engage with youth on public processes and how municipal government works.

On December 6, Karly partnered with Maine Audubon and the Equality Community Center on their urban nature walk to provide a free opportunity for people to learn about wildlife in urban habitats with Maine Audubon field naturalist, Stacia Brezinski. The Sustainability Office provided community cleanup kits and facilitated a litter pickup along the walk.

The Sustainability Office partnered with the Harvard Kennedy School of Government to survey Portland residents, with a focus on Bayside, about their knowledge of climate vulnerabilities and to hear what their concerns are about climate change. On December 9th, the Harvard Kennedy School of Government graduate team presented to City leadership to share their findings. These indicated that Bayside residents are aware of flooding risks but are often more concerned about immediate problems in the neighborhood such as lack of tree canopy and challenges to moving about the neighborhood due to problems with sidewalks including snow and ice removal. Residents also indicated that the Bayside Trail has significant value to them and that they value open space.

On December 19th and 20th, the Sustainability Office hosted a [free two-part webinar series](#) about onsite energy and proactive investment in energy efficiency, information specifically geared toward commercial and industrial building owners. The content was directly aimed at helping Maine businesses and building owners find opportunities to reduce future energy costs and emissions. Given the concern for rising energy costs, the office realizes the need for more programming and engagement with the business sector on this issue.

We hosted our last two Coffee & Climate events for 2025: “From Donation to Difference” with Goodwill Northern New England on November 14 and “Climate Resilience Zoning” with Portland and South Portland planning staff on December 12. Join us on January 16 to celebrate “Five Years of One Climate Future” and to hear about the major successes of our joint climate action plan over the past five years and share a first look at what the future holds.

Visit www.oneclimatefuture.org to sign up for our once-a-month newsletter where we share the upcoming Coffee & Climate topic, information on upcoming events, new programs launching, and climate action progress in Portland and South Portland.



To: Sustainability and Transportation Committee
Regina Phillips, Chair

MEETING DATE

January 14, 2026

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.

Vision Zero

On April 14 the Council approved a resolution adopting GPCOG’s Vision Zero Plan and a goal of eliminating traffic fatalities and serious injuries in the long-term. As this is a multi-disciplinary effort an internal Vision Zero Task Force was formed. On August 25 the Council approved a Vision Zero Quick Action Plan (Order 28-25/26) composed of measures that can be implemented this year and within available resources.

Complete Streets Policy Update

Status: Complete. On August 25, the Council approved an order approving and adopting an updated Complete Streets Policy. City staff is currently working on technical manual updates to ensure regulations are in alignment with the complete streets policy.

Next Steps: An interdepartmental team from Planning & Urban Development and DPW has begun reviewing the existing technical manual to identify potential updates to city street standards. The team is ensuring that regulations align with and support the Complete Streets Policy while evaluating standards against GPCOG’s recently published Regional Complete Streets Design Guidebook.

Franklin Street Transportation & Land Use Concept

The *Reimagining Franklin Street* project aims to transform the corridor into a more urban, pedestrian-friendly downtown street that supports mixed-use development, improves safety, restores neighborhood connectivity, and incorporates state-of-the-art active transportation facilities.

- *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:* The *Reimagining Franklin Street* project is in the Planning Phase.
 - The City submitted a draft traffic analysis and modeling to MaineDOT in November 2025 and is awaiting their feedback. A meeting is planned for late January to review comments and discuss next steps, which will be followed by additional public engagement on the street design concept.
 - Project staff have been actively engaging with stakeholders and neighborhood associations, most recently presenting to the Bayside Neighborhood Association on January 6, 2026. Visit the project website’s [Public Engagement](#) page to view the staff presentation.
- *City Priorities & Concerns:*
 - Future funding for the first design phase is secured. Once the current planning phase is complete, the project will transition into the design phase, which will be guided by the planning-phase layout.

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). However, as of July 4, 2025 this funding has been rescinded.
- *Status and Next Steps:* Completion of the PDR and ongoing coordination between the City and MaineDOT to explore alternative funding sources as the project advances.
- *City Priorities & Concerns:*
 - Future funding and construction options are now unclear.
 - Timeline for moving the project into construction.

Brighton Avenue Safety & Demonstration Project (SS4A)

To advance the Council’s Complete Streets and Vision Zero priorities, the City was awarded a \$2,120,000 Safe Streets and Roads for All (SS4A) grant to support the *Brighton Avenue Safety and*

Demonstration Project. The grant will fund a six-month demonstration of proven safety countermeasures along one mile of Brighton Avenue, from City Hospital Drive to Wayside Road. The project will implement quick-build, high-impact interventions and include a public education campaign, pre- and post-demonstration multimodal counts and speed studies, and a findings report to guide Vision Zero initiatives and future capital investments. The goal is to evaluate the effectiveness of these measures in reducing fatalities and serious injuries for all roadway users.

- *Cost and Funding:* The City applied for and was awarded a \$2,120,000 SS4A grant.
 - Total Project Cost: \$2,650,000
 - SS4A Grant: \$2,120,000
 - Non-Federal Match: \$530,000
- *Status and Next Steps:*
 - *Grant award notification was received in December*
 - *Conceptual design tentatively expected to begin Fall 2026, with final design and installation targeted for Spring 2027.*

Brighton Avenue: Rosemont Corner Intersection Improvements

Intersection improvements at the five-way Rosemont Corner intersection. The 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) allocated \$2 million for construction of a larger Brighton Avenue Multi-Modal Project; that larger project was placed on hold pending the outcome of the Gorham-Westbrook-Portland Bus Rapid Transit (BRT) project. This intersection-only project was substituted as a project that could potentially be implemented independent of the BRT project outcomes.
- *Status and Next Steps:* This project is currently in the Planning Phase. The study began in July 2024 with the alternative analysis and preferred alternative to be selected in late Spring 2026. The project would then proceed to PDR (Design Phase).

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:* MaineDOT is scheduling updated transportation data collection to ensure that the PDR includes design of Forest Avenue between Allen Avenue and Warren Avenue. The City will be waiting for updated outcomes and analysis as this will allow the project to proceed to PDR, likely in 2026. Additionally, the City is finalizing a preliminary scope to do a demonstration of this portion of Forest Avenue in association with a MaineDOT paving project in 2026.
- *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 now being managed by MaineDOT in coordination with State and High to ensure coordination between these efforts. Design is set to begin in late 2025. Initial plan development is underway with concept-level plans expected in late Winter or early Spring 2026.
- *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. The EPS phase of this work 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](#). DPW prepared a draft road diet street layout plan based on the study's recommendations which was shared with MaineDOT for review and comment in early September 2025. MaineDOT has provided final comments on the street concept as of early January 2026. Over the next several months, the City will conduct additional public engagement including to Forest Avenue businesses and to bicyclists to help finalize the road diet street layout plan. This plan will then inform the striping and layout design for implementation, with the schedule for implementation to be determined based on funding availability.

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:* City has requested MaineDOT establish a Two-Party Agreement, also directed by the Council. Design has begun on this project with a goal of more public input in early 2026 at this time. In addition, via a public meeting and public survey, the direction of bicycle facilities has been determined, with a communication to be created in the near future.
- *City Priorities & Concerns:*
 - 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 (Phase I) will convert the rail line from Forest Avenue/State Street 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. A route alignment study recommends the Union Branch Connector (Phase II) to 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 (Phase II) is funded through design with 80% federal/20% local funding. There is no construction funding currently for the second phase.
- *Status and Next Steps:*
 - The Union Branch Phase I of this project started construction in December and anticipated completion is June 2027. The construction of functional aspects of the pathway will be completed by November 2026 with additional items such as landscaping and tree planting completed in 2027.
 - The Union Branch Phase II project is currently in a short pause with the rescission of the federal grant funding the Libbytown project. The route previously selected accounted for and assumed the two-way cycle tracks as part of the Libbytown project. A quick look to confirm this prior route and evaluate other options will take place in early 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 and selected by MaineDOT to begin the design phase.
- *Status and Next Steps:* The City will submit a draft design RFP to MaineDOT for review and comment late in January 2026 with a goal of the project being under design the second half of 2026.

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:* The Comprehensive Transportation Plan is funded with \$375,000 in Capital Improvement Program (CIP) funds allocated for FY26.
- *Status and Next Steps:*
 - The RFP was released in the fall and closed in December.
 - The evaluation committee has reviewed the submitted proposals and will finalize the selection process in early 2026.

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

City of Portland | Executive Department
Danielle P. West, *City Manager*



To: Sustainability & Transportation Committee
Councilor Regina Phillips, Chair
From: Naming Committee
Date: January 7, 2026
Re: Naming recommendations for new community pool

MEETING DATE

January 14, 2026

AGENDA ITEM

Item #3A - Naming Recommendations for New Community Pool

PURPOSE

In accordance with the ordinance for the naming of City assets, and at the request of the City Manager, Mayor Dion convened a Naming Committee to initiate the naming process for the new community pool in Libbytown (formerly known as the Kiwanis Pool).

BACKGROUND/ANALYSIS

In October 2025, the City Council approved [Order 67-25/26](#), which amended City Code Chapter 26 to outline a process for the naming of City assets. In accordance with this amendment, the members of the Naming Committee included Councilor Regina Phillips, as the district councilor, Interim JDEI Director Masi Ngidi-Brown (City Manager designee), Director of Communications & Digital Services Jessica Grondin (City Manager designee), Parks, Recreation & Facilities Director Ethan Hipple, and Chris Goodall, Assistant Fire Chief, (Fire Chief designee).

A community engagement campaign invited residents to participate by suggesting potential names for the new pool. A public survey was open throughout the month of November and roughly 80 submissions were received. The Naming Committee met twice in December to review the submissions from the public and those from Committee members.

The Naming Committee is pleased to present the Sustainability & Transportation Committee with the following name recommendations for their consideration:

- Rising Eddy Community Pool
- Lois Galgay Reckitt Community Pool
- Resurgam Community Pool

The attached document provides greater detail and context for each of these names.

FISCAL IMPACT

No additional impact; new signage for the pool is included in the construction budget.

CONCLUSION(S)

The S&T Committee is expected to vote on a recommendation to forward to the full City Council for final approval.

PRIOR COMMITTEE REVIEW

The Naming Committee (Ad-hoc)

PREPARED BY

Councilor Regina Phillips, District 3
Chair of the Naming Committee

Jessica Grondin
Communications & Digital Services Director

Masi Ngidi-Brown
Interim JDEI Director

Chris Goodall, Assistant Chief
Fire Department

Ethan Hipple, Director
Parks, Recreation & Facilities

ATTACHMENTS

- Naming Committee's Narrative for Community Pool Name Recommendations (PDF)

The Naming Committee's Final Recommendations for the New Community Pool in Libbytown

The Naming Committee is suggesting the following names for the new community pool in Portland's Libbytown neighborhood:

1. Rising Eddy Community Pool
2. Lois Galgay Reckitt Community Pool
3. Resurgam Community Pool

1. Rising Eddy Community Pool: Resilience and Renewal

The name "Rising Eddy Community Pool" was selected as a symbol of enduring resilience and renewal for the city of Portland, and the Libbytown area. Each word in this name comes directly from the residents of Portland. Both the city, and the Libbytown neighborhood have endured much over the years. For Portland, the following challenges of the past speaks to what the city has endured:

- As part of King Philip's War, the Fire of 1676 posed serious damage to Portland, (known then as Falmouth, because it was still a part of Massachusetts), forcing inhabitants to flee the destruction. Subsequent rebuilding demonstrated commitment to fortify the region.
- The Fire of 1690 saw additional destruction of the Falmouth settlement leading to its abandonment. After the fire, settlers returned to rebuild it with stronger fortifications.
- The Great Fire of 1775 during the Revolutionary War, despite its destruction, became a symbol of the city's participation in the Revolutionary War, and resulted in a rebuild with a strong commitment to the city's future independence from Massachusetts.
- The Great Fire of 1866 on July 4th was the most destructive. Again, the settlement, to become Portland, learned from the destruction, and rebuilt. The recovery fundamentally changed the settlement, leading to mandatory brick construction and a modernized Fire Department

The experiences with fires, communities of Portland uniting, and literally rising from its atrocities and destruction, reminds us of the powerful imagery of the Phoenix, a legendary immortal bird, that rises from its own ashes. The concept of "Rising" honors the Portland community's history of resilience time and time again. The city has historically risen from destruction, each time emerging with a renewed commitment to its future, followed by a determination to rebuild.

In Libbytown, a neighborhood in Portland, similar devastation and disruption occurred

beginning with the construction of I-295 in the late 1960s. The highway cut right through the neighborhood displacing 15 businesses and 200 families, creating physical barriers that continue to challenge the neighborhood's sense of community today. Residents have been calling for improvements to the neighborhood since 2008. Since 2008, the City has added recreational amenities at Dougherty Field such as the Portland Skatepark (the largest in Maine, after a 2020 expansion), Libbytown Community Garden, a new basketball court, and a new playground. In 2023, the City and Maine Department of Transportation introduced extensive plans which included bike paths, a roundabout, sidewalks and green spaces. Today, the neighborhood continues to resolve and heal from the disruptions caused by the creation of I-295.

The Libbytown experience evokes the resilience and strength described by Maya Angelou, in her famous poem "Still I Rise". Even though Maya Angelou was describing and referring to the strength and resilience of black individuals and communities under oppression, the sentiment of a community overcoming the impact of such a major disruption can be noted in what Libbytown has endured. Furthermore, the City allocated funds for the pool, but when bids came in, they came in over budget. The City Council approved \$4.6 million in American Rescue Plan Act Funds, to help close the budget gap. Combined with private donations from the Portland Parks Conservancy, who launched a million dollar campaign, this private and public collaboration assured that the project was carried through.

- "Just like moons and like suns, with the certainty of tides,
- Just like hopes springing high, still I'll rise."

The pool stands as a testament to the community's collective strength, and embodies the spirit of renewal and overcoming adversity.

Lastly, according to the Outdoor Swimming Society, an eddy refers to the "areas where water flows back upstream against the current, it "might be a good spot for entering and exiting the water safely, because you won't have to deal with a strong current". The hope is that the "Rising Eddy Community Pool" is a safe swim area where people of Libbytown and Portland convene to enjoy summers and build a sense of community.

2. Lois Galgay Reckitt Community Pool:

Lois Galgay Reckitt was a powerful advocate in the greater Portland community, and across the state of Maine. For nearly a decade in her early years, from 1970 to 1979, she served as the Swimming Director at the Portland YWCA. She fostered a sense of community and empowerment, and a belief in human potential that was limitless.

Lois's commitment to service went far beyond the swimming pool to the halls of the Maine House of Representatives, where Lois continued to dedicate her life as a tireless champion for those navigating life's difficulties. She helped establish the Family Crisis Shelter in Portland (now called "Through These Doors"), serving as its executive director and fighting for communities

who felt powerless and defeated. She also fought for victims of domestic abuse, for women's rights, and for the LGBTQ+ community. Her efforts led to legislative victories, including anti-stalking laws and gun control measures for abusers.

Lois Galgay Reckitt built safe harbors and ensured a voice for the vulnerable. Naming the community pool in her honor would serve as a reminder of the lasting impact that she made in the Portland community.

3. Resurgam Community Pool

The name "Resurgam Community Pool" was selected as a symbol of enduring resilience and renewal for the city of Portland, and the Libbytown area. Each word in this name comes directly from the residents of Portland. Both the city, and the Libbytown neighborhood have endured much over the years. For Portland, the following challenges of the past speaks to what the city has endured:

- As part of King Philip's War, the Fire of 1676 also posed serious damage to the City of Portland, (known then as Falmouth, because it was still a part of Massachusetts), forcing inhabitants to flee the destruction. Subsequent rebuilding demonstrated commitment to fortify the region.
- The Fire of 1690 saw additional destruction of the Falmouth settlement leading to its abandonment. After the fire, settlers returned to rebuild it with stronger fortifications.
- The Great Fire of 1775 during the Revolutionary War, despite its destruction, became a symbol of the City's participation in the Revolutionary War, and resulted in a rebuild with a strong commitment to the City's future independence from Massachusetts.
- The Great Fire of 1866 on July 4th was the most destructive. Again, the settlement, to become Portland, learned from the destruction, and rebuilt. The recovery fundamentally changed the settlement, leading to mandatory brick construction and a modernized Fire Department

The experiences with fires, communities of Portland uniting, and literally rising from its atrocities and destruction, reminds of the powerful imagery of the Phoenix, a legendary immortal bird, that rises from its own ashes. The concept of "Rising" honors the Portland community's history of resilience time and time again. The City has historically risen from destruction, each time emerging with a renewed commitment to its future, followed by a determination to rebuild.

In Libbytown, a neighborhood in the city of Portland today, similar devastation and disruption occurred beginning with the construction of I-295 in the late 1960s. The highway cut right through the neighborhood displacing 15 businesses and 200 families, creating physical barriers that continue to challenge the neighborhood's sense of community today. Residents have been calling for improvements to the neighborhood since 2008. In 2023 the City and Department of Transportation introduced extensive plans which included bike paths, a roundabout, sidewalks and green spaces. Today, the neighborhood continues to resolve and heal from the disruptions

caused by the creation of I-295. Furthermore, the City allocated funds for the pool, but when bids came in, they came in over budget. The City Council approved 4.6 million in American Rescue Plan Act Funds, to help close the budget gap. Combined with private donations from the Portland Parks Conservancy, who launched a million dollar campaign, this private and public collaboration assured that the project was carried through.

The pool stands as a testament to the community's collective strength, and embodies the spirit of renewal and overcoming adversity.



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

January 14, 2026

AGENDA ITEM

Agenda Item 3B - Vision Zero

PURPOSE

Review progress following adoption of the Council Resolve to adopt Greater Portland Council of Government's (GPCOG) Vision Zero plan and approval of Quick Action Plan.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This item was included in the Committee's 2025 workplan and supported by City Council Resolve 8-24/25.

BACKGROUND/ANALYSIS

During the January 14, 2026 meeting of the Sustainability and Transportation Committee, staff will provide an update on implementation of the Quick Action Plan (**Attachment A**) along with a review of the second quarterly progress report prepared in partnership with GPCOG (**Attachment B**).

Also attached to this memo is a recent joint communication from several advocacy organizations to the City Council on the City's Vision Zero initiatives. Staff are in the process of evaluating these recommendations and considering whether, and to what extent, they should be formally included in the City's Vision Zero Action Plan. Staff's assessment of these recommendations will be provided to the committee in connection with its February 2026 meeting.

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.

At its February 12, 2025 meeting, committee members and attendees expressed a desire to explore GPCOG's Vision Zero plan and consider how to integrate into the City's planning, programs and projects. 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 2045. To these ends, the City Council adopted [Resolve 8-24/25](#) (Attachment A) on April 14, 2025.

FISCAL IMPACT

There is no direct fiscal impact associated with this item. City staff are utilizing existing budget capacity and/or grant funding to implement activities.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

Sustainability & Trans. Committee - March 12, 2025: Action to recommend Council Resolve

City Council - April 14, 2025: Approval of Resolution 8-24/25

Sustainability & Trans. Committee - June 16, 2025: Endorsement of Quick Action Plan

City Council - August 25, 2025 - Endorsement of Quick Action Plan

PREPARED BY

Greg Jordan
Assistant City Manager
Executive Department

Vision Zero Working Group

ATTACHMENTS

Attachment A - Vision Zero Quick Action Plan

Attachment B - Quarterly Progress Report

Attachment C - Joint Letter on Safety on Portland Public Streets

City of Portland

Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026
January 2026 Progress Report



The Vision Zero Quick Action Plan is outlined below. These actions represent what City staff can implement in a short timeframe within existing staff capacity and resources. These measures will be incorporated into a more complete Vision Zero Action Plan for the City with a longer time horizon. The measures outlined below are organized around the following strategic priorities: Programmatic Support and Funding, Safer Roads, Safer Speeds, Safer People, and Post-Crash Care.

Objective 1: Programmatic Support and Funding (PF)

#	Action	Timeframe	12/2025 Progress Report
PF-1	City Council adoption of GPCOG's Vision Zero goal and plan adoption on April 14, 2025.	FY25, Qtr 4	Completed April 2025
PF-2	Form a cross-departmental task force to oversee Vision Zero Action Plan.	FY25, Qtr 4	In place with representatives from the Executive Office, Public Works, Police, Planning, Communications, Sustainability, Parking, and GPCOG.
PF-3	Participate on GPCOG Vision Zero Panel - DPW staff representing on VZ Panel	Ongoing	Ongoing
PF-4	Update the City's Complete Streets Policy	FY25, Qtr4	Completed August 2025.
PF-5	Onboard consultant(s) and commence work on Comprehensive Transportation Plan	FY26 Q2	In progress - Procurement for consultant assistance in progress. Consultant selection anticipated in early 2026.
PF-6	Update the City's Technical Manual	FY26, Qtr4	In progress - goal of securing Planning Board approval by mid-2026.
PF-7	Identify sources of funding to support Quick Action Plan measures.	Ongoing	<p>Portland awarded \$2.1M from US DOT's Safe Streets for All grant program. Funding will be used to design, implement, evaluate, and document a 6-month demonstration of safety countermeasures along 1 mile of Brighton Ave.</p> <p>Portland awarded several rounds of state funding from Maine Department of Public Safety for support traffic enforcement.</p> <p>2026 CIP transportation projects will be leveraged to support Vision Zero communications.</p>

City of Portland

Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026
January 2026 Progress Report



Objective 2: Safer Roads (SR)

#	Action	Timeframe	12/2025 Progress Report
SR-1	Advance approved transportation CIP projects in alignment with Vision Zero goals.	FY26, Qtr4	These planning and construction projects were approved as part of the FY25 and FY26 Capital Improvement Programs and are expected to advance or be constructed during FY26. Staff is preparing an attachment to this Action Plan which will include project level detail on progress, timelines, and completion. This update will be provided to the ST Committee at its February 2026 meeting.
SR-2	Department of Public Works (DPW) shall complete the following measures: <ul style="list-style-type: none"> • Confirm flashing school zone signs in all Portland Public School zones; • Install high-visibility safety flags at key pedestrian crossings on a trial basis; • Complete crosswalk painting. 	FY26, Qtr 1	Department of Public Works confirms these measures were completed. However, pedestrian safety flags have been removed for winter months.
SR-3	DPW shall complete and document the following safety audits: <ul style="list-style-type: none"> • Arterial crosswalk safety and lighting; • School zone safety; • On-street parking near intersections. 	FY26, Qtr 4	Department of Public Works is conducting these audits with the goal of completing by June 2026.
SR-4	To ensure safe and appropriate street lighting, DPW will: <ul style="list-style-type: none"> • Prepare quarterly reports on street light operability and performance; • Determine approach to evaluate citywide street lighting including coverage, brightness, technology and costs. 	FY26, Qtr 3	<p>DPW performs routine “point-in-time” scans of street light operability and has developed a semi-annual report. In summary, the Fall 2025 report shows that about 94% of Portland’s 6,449 street lights are functional. DPW is working to further develop these metrics and apply appropriate benchmarks for ongoing performance and repair response times.</p> <p>Department of Public Works has submitted a proposed FY27 CIP project to fund a city-wide lighting study focused on arterial and collector level streets. If funded, this work would be expected to commence in summer 2026.</p>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026
January 2026 Progress Report



Objective 2: Safer Roads (SR) - continued

#	Action	Timeframe	12/2025 Progress Report
SR-5	Conduct review of sidewalk snow ordinances in Chapter 25 with possible recommendations for changes.	FY26, Qtr 2	Staff will recommend including this item on the Sustainability and Transportation Committee's 2026 workplan.

Objective 3: Safer Speeds (SS)

#	Action	Timeframe	12/2025 Progress Report
SS-1	Police Department (PD) will surge traffic enforcement in the "high risk network" as identified in GPCOG's Vision Zero Plan and MaineDOT's Crash Database.	Ongoing	<p>With grant funding, the Police Department has conducted 126 (four hour) enforcement details during 2025. The focus has been areas with a high incidence of vulnerable user accidents.</p> <p>In 2025, PD conducted 3,885 traffic stops (25% more than in 2024) and issued 1,180 citations (110% higher than in 2024).</p> <p>PD is working to onboard additional Reserve Officers to do traffic enforcement.</p>
S..S-2	Based on findings of speed/traffic studies, DPW will install up to 4 speed feedback in FY26. Subject to additional resources DPW will work to accelerate installation of additional signs.	FY26, Qtr 4	During 2025, DPW installed 10 speed feedback signs including on the following streets: Lambert Street (2); Riverside Street (2); Allen Avenue (2); Woodfords Corner (2); and Aldworth Street (2). There are now 28 speed feedback signs installed across the City of Portland.
SS-3	For the ST and/or HHS-PS Committee, conduct a policy analysis on the introduction of red light cameras as an enforcement tool.	FY26, Qtr 2	Recommend including this item on Health and Human Services and Public Safety Committee's 2026 workplan.

New Objective

SS4	Develop a prioritized program of arterial and collector speed studies in appropriate coordination with MaineDOT.	FY26, Qt4	City staff will develop a prioritized list of arterial and collector speed studies with priority placed on the high crash and/or high injury network. Staff will develop a phasing plan for requests made to MaineDOT and studies which city staff can undertake internally.
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City of Portland

Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026
 January 2026 Progress Report



Objective 4: Safer People (SS)

#	Action	Timeframe	12/2025 Progress Report
SS-1	Implement a communications campaign aimed at both motor vehicle operators as well as bicyclists and pedestrians.	FY26, Qtr 2	The Communications & Digital Services Department (CDD) is developing a communications campaign. Staff are working in coordination with a state vision zero initiative and building a local campaign that is ready for implementation by mid-2026.

Objective 3: Post-Crash Care (PC)

#	Action	Timeframe	12/2025 Progress Report
PC-1	PD will rejoin GPCOG's Traffic Incident Management Committee on a trial basis.	Ongoing	Portland Police Department staff are actively engaged in this regional forum which focuses on traffic incident response and safety in the greater Portland, Maine area.
PC-2	Measure progress effectively by engaging GPCOG to assist with data collection, analysis, and preparation of quarterly and annual reports.	FY26, Qtr 1	GPCOG provided the first quarterly report in October 2025, and is preparing an updated report for the Sustainability and Transportation Committee's January meeting.



Too many people are losing their lives or suffering serious injuries on Portland's streets.

That's why, in April 2025, the City adopted the Greater Portland Council of Governments' [Vision Zero Action Plan](#), committing to eliminate traffic fatalities and severe injuries while advancing safe, healthy, and equitable mobility for all. This report summarizes 2025 crash trends and highlights patterns to guide safety improvements in Portland.

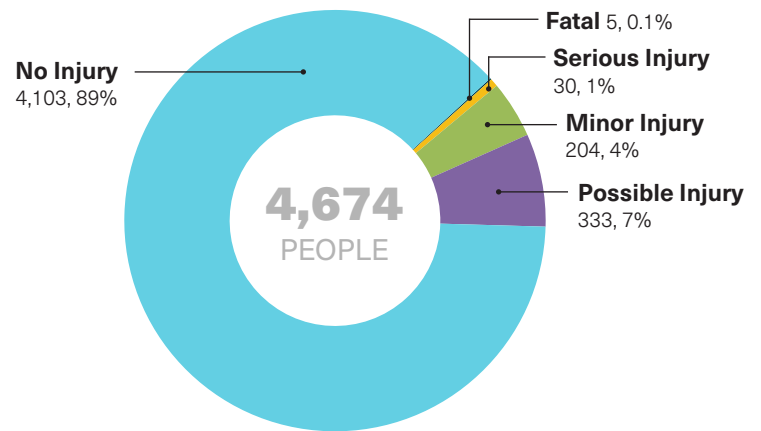
All Crashes

In 2025, there were 2,318 crashes in Portland that required a police response that involved 4,674 people. Hundreds were injured, including 30 serious injuries and five fatalities.

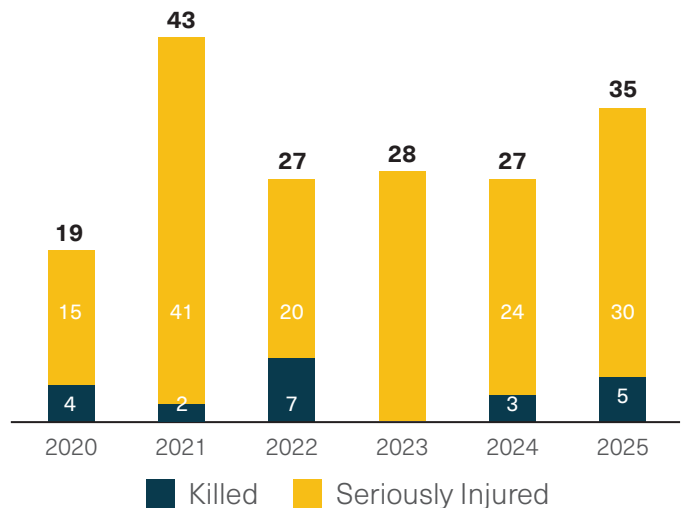
Fatal & Serious Injury Crashes

While serious injury and fatal crashes make up a small share of all crashes, they cause the greatest harm, which is why the Vision Zero approach — and this report — prioritizes these highest-severity crashes. In 2025, 35 people were killed or seriously injured, up from the prior three years. This increase underscores the ongoing risk on Portland's streets, particularly given the five fatalities. Although totals fluctuate year to year, severe crashes remain a persistent challenge and demand targeted, data-driven safety interventions.

..... PEOPLE INVOLVED IN CRASHES BY INJURY



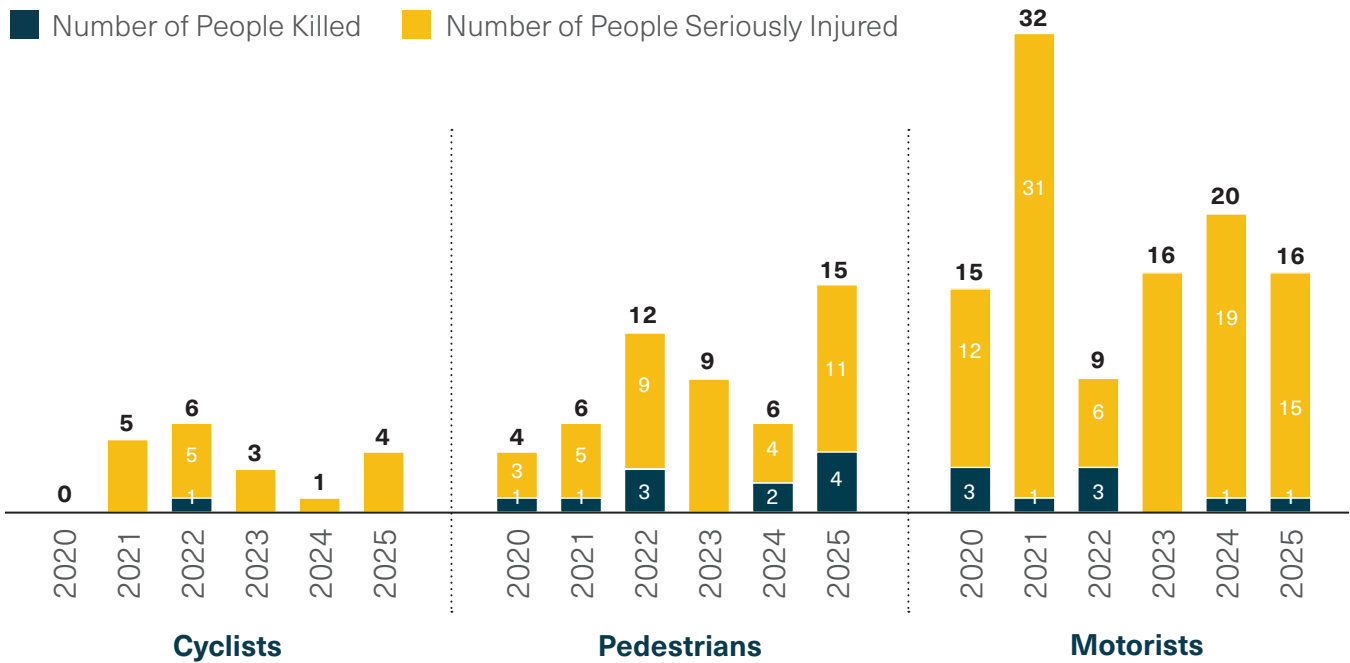
..... PEOPLE SERIOUSLY INJURED OR KILLED



Source: MaineDOT

CRASHES BY TRAVEL MODE

Source: MaineDOT



Crashes by Travel Mode

The graph above shows the number of people killed or seriously injured in crashes from 2020-2025, broken down by cyclists, pedestrians, and motorists.

Notably, pedestrian fatalities and serious injuries were higher in both categories than any year from 2020 through 2024. Cyclist and motorist trends remain inconsistent from year to year, with no clear downward trend. The sharp increase in pedestrian crashes in 2025 stands out as the most concerning shift.

Pedestrians and Cyclists

Despite being less frequent, pedestrian and cyclist crashes account for a disproportionate share of severe outcomes. People walking or cycling face a far higher risk of serious injury or death than motorists. As the table to the right shows, in 2025 four of the five people killed were pedestrians. Of the 38 pedestrian-involved crashes that occurred, 14 (39%) resulted in serious injury or death. Cyclists also face elevated risk. Of the 43 cyclist-involved crashes, four (9%) resulted in serious injury or death. By comparison only 16 of 2,237

2025 CRASHES BY TRAVEL MODE

	Killed	Seriously Injured	Killed + Seriously Injured	Total Crashes*
Cyclists	0	4	4	43
Pedestrians	4	11	15	38
Motorists	1	15	16	2,237
Total	5	30	35	2,318

Source: MaineDOT

*All police reported crashes from no injury to fatal

4 of the 5 people killed in 2025 were pedestrians

motor vehicle crashes (.007%) resulted in serious injury or death. These patterns highlight the need for targeted safety improvements where people walk and bike most. The next page shows how serious injury and fatal crashes break down by additional key factors.

2025 Crash Data Summary

TOTAL SERIOUS INJURY + FATAL CRASHES

32

OF PEOPLE KILLED

5

OF PEOPLE SERIOUSLY INJURED

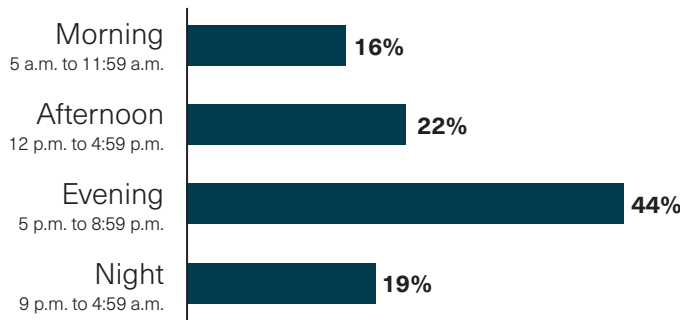
30

TOTAL CRASHES

2,318

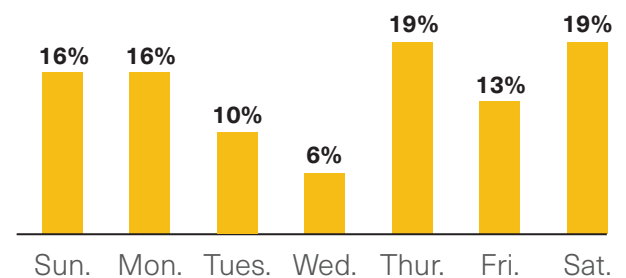
Takeaway: In 2025, 32 severe crashes resulted in five deaths and 30 serious injuries, out of 2,318 total crashes reported by Portland Police ranging from no injuries to fatal.

TIME OF DAY



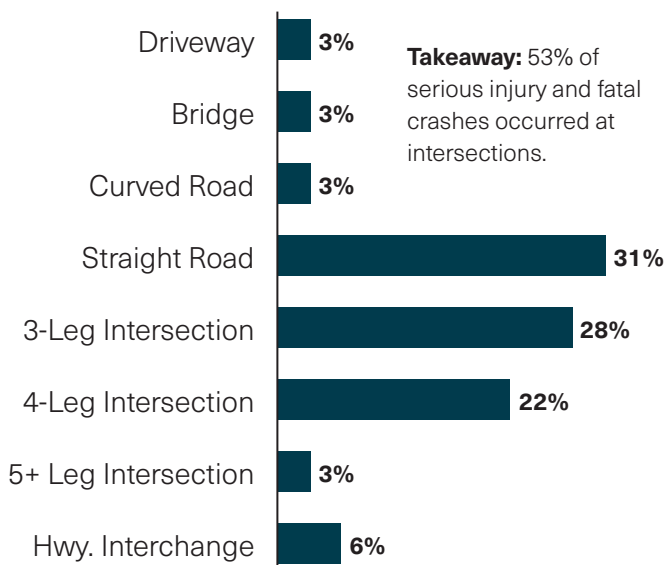
Takeaway: Nearly two-thirds (63%) of serious injury and fatal crashes occurred in the evening or night, when lighting and visibility are lower.

DAY OF WEEK



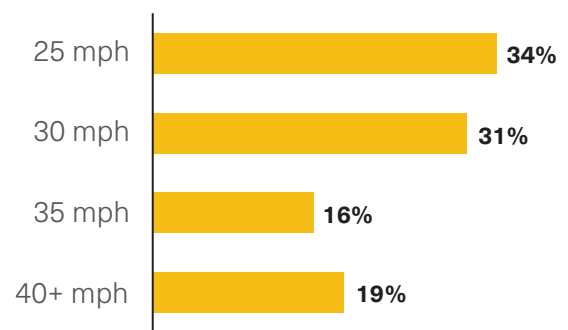
Takeaway: With only 32 serious injury and fatal crashes, no clear day-of-week trend emerges. Crashes are generally distributed across the days of the week.

TYPE OF LOCATION



Takeaway: 53% of serious injury and fatal crashes occurred at intersections.

SPEED LIMITS



Takeaway: The majority of serious injury and fatal crashes (66%) occurred on roads posted at 30 mph or higher.

Source: MaineDOT

Crash Map

2025 Crashes

By Injury Level

- Fatal
- Serious Injury

By Mode

- Cyclist
- Pedestrian
- Vehicle

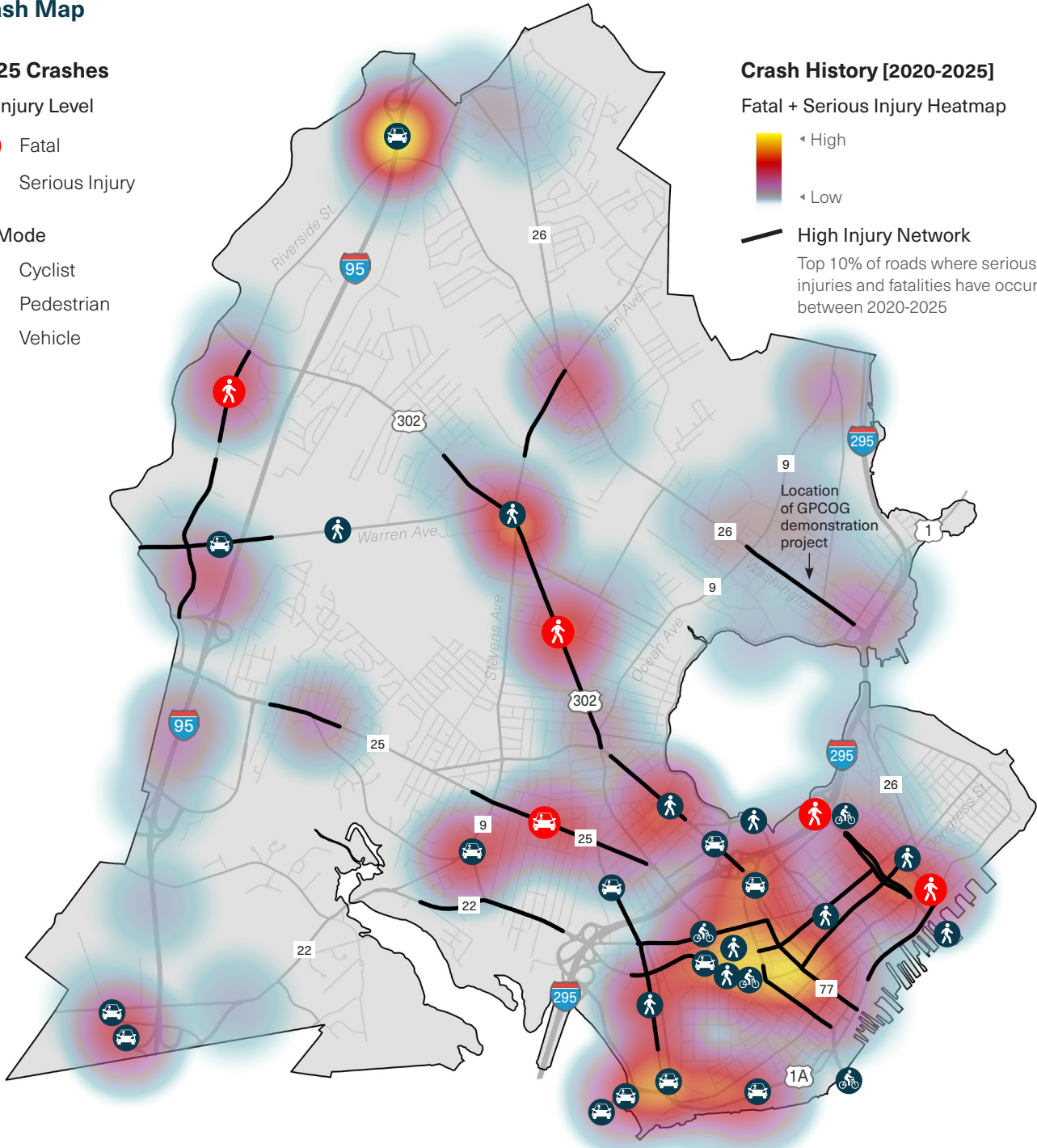
Crash History [2020-2025]

Fatal + Serious Injury Heatmap



High Injury Network

Top 10% of roads where serious injuries and fatalities have occurred between 2020-2025



Crashes by Location

The map above shows the locations of serious injury (dark blue) and fatal (red) crashes that occurred last year in Portland by travel mode, overlaid with a 2020-2025 heatmap showing areas with higher and lower crash frequency. It also highlights Portland's High Injury Network (black), a layer prepared by the Greater Portland

Council of Governments using the [Safer Streets Priority Finder](#). The High Injury Network shows the top 10% of roads where serious injuries and fatalities have occurred between 2020-2025. Most 2025 serious and fatal crashes occurred on this network, suggesting it may be a potential priority for safety improvements.

Crash Details

Road / Route	Jurisdiction*	Date	Time of Day	Mode	Location	Speed Limit	Serious Injury	Killed
India St.	State Hwy	1/3/25	12:20 PM	Pedestrian	4-leg int.	25 mph	0	1
W. Commercial St. (Rt. 1A)	State Hwy	1/4/25	9:30 PM	Vehicle	Straight rd.	40 mph	1	0
Saint John St.	State Hwy	1/9/25	7:50 PM	Pedestrian	3-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	1/12/25	10:10 PM	Vehicle	5+ leg int.	30 mph	1	0
Stevens Ave. (Rt. 9)	State Hwy	1/13/25	12:50 PM	Vehicle	3-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	1/20/25	7:30 PM	Pedestrian	3-leg int.	30 mph	1	0
Brighton Ave. (Rt. 25)	State Hwy	2/1/25	9:10 PM	Vehicle	3-leg int.	30 mph	0	1
Riverside St.	State Hwy	2/23/25	7:25 PM	Pedestrian	Straight rd.	35 mph	0	1
Forest Ave. (Rt. 302)	State Hwy	3/2/25	9:15 PM	Pedestrian	Straight rd.	30 mph	0	1
Valley St.	State Hwy	3/9/25	8:10 PM	Vehicle	4-leg int.	25 mph	2	0
Park Ave. (Rt. 22)	State Hwy	4/7/25	9:50 AM	Bicyclist	4-leg int.	30 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	4/28/25	2:15 PM	Pedestrian	Straight rd.	30 mph	1	0
Veterans Bridge	State Hwy	5/3/25	10:50 PM	Vehicle	Bridge	45 mph	1	0
I-95 Exit 46	Toll Hwy	6/12/25	6:30 PM	Vehicle	Interchange	25 mph	1	0
I-95 SB Exit 52	Toll Hwy	6/20/25	6:45 PM	Vehicle	Interchange	60 mph	1	0
Congress St.	State Hwy	6/29/25	4:50 PM	Bicyclist	3-leg int.	25 mph	1	0
Sherman St.	Local	7/15/25	12:50 PM	Pedestrian	4-leg int.	25 mph	1	0
Warren Ave.	Driveway	8/16/25	9:40 AM	Vehicle	Driveway	45 mph	1	0
Forest Ave. (Rt. 302)	State Hwy	8/19/25	6:05 PM	Vehicle	4-leg int.	30 mph	1	0
Deering Ave.	State Aid Hwy	8/21/25	8:05 PM	Vehicle	3-leg int.	25 mph	1	0
Franklin St.	State Hwy	8/23/25	7:40 PM	Bicyclist	4-leg int.	35 mph	1	0
Congress St.	State Hwy	8/24/25	4:20 PM	Pedestrian	Straight rd.	25 mph	2	0
Saint John St.	State Hwy	9/16/25	7:30 PM	Vehicle	Straight rd.	30 mph	1	0
I-295 NB	State Hwy	9/20/25	10:40 PM	Vehicle	Straight rd.	55 mph	2	0
Skyway Dr.	State Hwy	9/25/25	8:50 PM	Vehicle	Curved rd.	25 mph	1	0
Maine State Pier	Local	9/26/25	2:05 AM	Pedestrian	Straight rd.	25 mph	1	0
Casco Bay Bridge	State Hwy	9/26/25	9:50 AM	Bicyclist	3-leg int.	40 mph	1	0
Preble St.	State Hwy	10/1/25	3:30 PM	Pedestrian	Straight rd.	25 mph	1	0
Preble St. Ext.	State Hwy	10/23/25	8:50 PM	Pedestrian	3-leg int.	35 mph	1	0
Congress St.	State Hwy	11/19/25	7:10 PM	Pedestrian	3-leg int.	25 mph	1	0
Franklin St.	State Hwy	11/20/25	5:05 PM	Pedestrian	4-leg int.	35 mph	0	1
Warren Ave.	State Hwy	12/29/25	7:27 AM	Pedestrian	Straight rd.	35 mph	1	0
							30	5

All 2025 serious injury and fatal crashes in Portland sorted by date / Source: MaineDOT

**State Highways are maintained by the City, but MaineDOT controls major projects, design, and speed limits; Toll Highways fall under the Maine Turnpike Authority.*

Crash Patterns & Risk Factors

Analysis of serious injury and fatal crashes in Portland in 2025 reveals several clear patterns:

- **Wider, busier roads pose higher risk:** Nearly all crashes occurred on state or toll highways rather than local streets. These roads are wider, carry higher traffic volumes, and support higher speeds. Because MaineDOT controls design, major projects, and speed limits, collaboration with MaineDOT is essential to improve safety.
- **Crashes cluster on the Peninsula and key corridors:** The most severe crashes are concentrated on the Peninsula and its major connecting corridors.
- **Speed is a critical factor:** Most serious crashes occurred on roads posted at 30 mph or higher. Even at legal speeds, higher speeds increase the likelihood of severe or fatal injuries, especially for people outside vehicles.
- **Pedestrians and cyclists face disproportionate risk:** Pedestrians and cyclists were involved in nearly half of all serious and fatal crashes.
- **Low-light conditions increase exposure and risk:** A majority of crashes occurred at night, when reduced visibility endangers everyone.
- **Human error always a factor:** While individual police reports are not shown for privacy reasons, they indicate a range of contributing factors, including failure to yield, impaired or distracted driving, signal violations, and other forms of human error from all users alike. These crashes occurred under routine conditions and during everyday travel, reinforcing a core Vision Zero principle: people make mistakes, and streets should be designed so those mistakes do not result in serious injury or death.

Implications for Action

The crash patterns and risk factors point to a few clear areas where changes can help reduce serious injuries and deaths on Portland streets.

- **Slowing traffic on major corridors:** Wide, fast streets increase crash risk. Using street designs that naturally slow vehicles and setting lower speed limits can reduce crashes and severity.
- **Making intersections safer:** Intersections are frequent sites of severe crashes. Shortening crossing distances, slowing turning vehicles, and giving pedestrians a head start can reduce conflicts.
- **Adding safer places to cross:** Pedestrian crashes often occur where crossing options are limited. More visible crosswalks, cleared sightlines at crosswalks, raised crosswalks, curb extensions, and median refuge islands, among other treatments can make streets safer and easier to cross.
- **Improving lighting:** Most severe crashes happen after dark. Better lighting near crosswalks and along busy corridors helps drivers see people walking and biking sooner.

Next Steps

To track progress toward zero, the Vision Zero Task Force will continue providing updates on crash trends and key safety actions. Upcoming milestones include:

- Implement Vision Zero Quick Action Plan [2025-2026]
- City Council Approval of Updated Complete Streets Policy [2025]
- Develop and Adopt Portland Vision Zero Action Plan [2025-2026]
- Planning Board Approval of Updated Street Design Technical Manual [2026]
- Complete Comprehensive Transportation Plan [2027]



Greg Jordan <gjordan@portlandmaine.gov>

Joint Letter on Safety on Portland Public Streets

1 message

Portland Bike Ped <pbpac.chair@gmail.com>

Tue, Dec 9, 2025 at 10:57 AM

To: council@portlandmaine.gov, mdion@portlandmaine.gov, citymanager@portlandmaine.gov, dlibner@portlandmaine.gov, Greg Jordan <gjordan@portlandmaine.gov>, chiefofpolice@portlandmaine.gov, bnadeau@portlandmaine.gov
 Cc: PBPAC@googlegroups.com, andrew@bikemaine.org, Kellan Simpson <kmsimp1@gmail.com>, Zoe Miller <Zoe@movingmaine.org>, Todd Morse <rtoddmorse@gmail.com>, jodonnell@ketchaoutdoors.org, visionzeromaine@gmail.com, winston.lumpkins@gmail.com, John Clark <jmclark995@gmail.com>, zbarowitz@gmail.com, info@baysideportland.org, mylesgsmith@gmail.com

Please find below and [at this location](#) a letter initiated by Portland Bicycle Pedestrian Advisory Committee and endorsed by nine other city and state groups.

Dear Mayor Dion, Police Chief Dubois, and other elected officials and staff:

On Thursday, November 20th, a driver of a vehicle hit and killed Diane Bell of Westbrook while she attempted to cross Franklin Street. This was the fifth time a driver has hit and killed a pedestrian or cyclist in Portland in just over one year. **People in Portland are now more than seven times more likely to be killed walking or cycling on our streets than they are in [Boston or New York City](#).** In the last 15 years, more people have been killed in Portland by drivers than in all types of homicides in the city. [Drivers have struck nearly 80 pedestrians and cyclists in Portland this year](#). It is clear that road violence is a public health crisis and the top safety risk to the residents of our city.

Earlier this year, Portland's City Council adopted a Vision Zero resolve and revisited the Complete Streets policy, which we applaud. However, most of the benefits we will see from this commitment to better infrastructure will come in years or decades. We cannot accept another decade of traffic violence.

This letter outlines the characteristics of the intersection where this most recent and preventable tragedy occurred. It then examines the communication the community has received from the Portland Police Department and identifies areas where it has fallen short, along with recommendations to ensure the public is informed accurately and without bias. Finally, it presents the immediate steps we urge the Portland City Council to consider to reduce traffic violence in our city.

Franklin Street and Marginal Way Intersection:

The City of Portland, and everyone who lives here, knows that Franklin Street presents an extreme danger to people in our city. This is the second pedestrian killed attempting to cross Franklin in just over a year. The exit from I-295 to Franklin and Marginal Way invites deadly highway speeds into an urban pedestrian environment. The posted speed limit on Franklin Street is 35 mph. There is little, if any, enforcement, and the road design encourages vehicles to move far faster than 35 mph. As pedestrian safety expert Dr. Patricia Tice notes, "[Thirty-five miles per hour is a really sweet spot for killing people.](#)"

The dangerous speed of the traffic is compounded by the confusing and impractical steps that pedestrians and cyclists must take to cross Franklin. The two-phase crossing signal requires pedestrians and cyclists to push a "beg" button, cross half way to a very small traffic island, push another "beg" button, and wait again before proceeding. This is the main crossing for users of the Bayside Trail, and it can barely fit a single bike, let alone a group of a dozen runners or a group of kids trying to get to Kennedy Park. Navigation of the intersection is also complicated by variable use of a no-turn on red sign on Marginal Way in the eastbound direction of travel, which is frequently unnoticed or ignored by drivers.

Since 2015, The City has been in the process of redesigning Franklin Street to advance City goals for economic growth, housing, and resilience, and improving safety, accessibility and connectivity for Franklin Street's users of all ages and abilities by all modes of travel.

Portland Police Department Public Communication Practices:

In a Nov 21, 2025 media release, the Portland Police Department stated that "According to multiple witnesses, the woman had been running with others, *all of whom crossed the roadway against the signal at the time she was struck,*" emphasis added. We strongly disagree with the Portland Police Department's decision to describe the victim's alleged behavior in the intersection, while making no mention of the driver's behavior. An investigation remains underway, and the Department is still taking witness statements. The reader is invited to blame the pedestrian for their own death by the implication that they were at-fault for crossing when they should not have. Subsequent media coverage of the incident has adopted the same problematic framing.

We are told nothing about the drivers' behavior. Was the driver distracted? Intoxicated? Impaired? Exhausted? Speeding? Crossing lanes in an intersection? Accelerating to catch the end of the green light phase? Any of these details are plausible and common at this location. There is also information circulating in the community disputing this claim. The reporting by the Portland Police Department, in addition to being incomplete, may also be at least partly false.

When clarification was sought from the traffic division of the Portland Police Department, the incident was said to be under investigation, and the department is "still receiving witness reports." The information our city communicates with the public should be accurate, unbiased and timely.

We respectfully request that Portland Police Department:

1. **Create a policy for public statements on fatal and serious-injury crashes.** Initial reports should not absolve the driver of responsibility, should provide context for the crash. [Colorado DOT](#) and [Rutgers University](#) provide good examples, based on excellent research [by Texas A&M University](#).
2. **Provide an update on the completed investigations into all the pedestrians and cyclists killed by drivers in Portland in 2024 and 2025,** including facts, fault finding, and if any criminal charges were brought or civil violation was determined by any party.
3. **Provide any information on changes to traffic enforcement policies or practices** that the city has made in response to this incident, or due to any other fatal crash that we've seen in the last year.
4. **Provide a public statement that better informs the public on the investigation into this crash.** The statement should include a timeline of when the public can expect to receive the findings of this investigation, and if the department's November 21, 2025 statement comports with the department's current reporting policy.

City of Portland Actions:

The City's [Reimagining Franklin Street](#) project acknowledges the outdated and dangerous design of this street and envisions dramatic changes to speeds and alignments. Waiting another decade for the realignment plan to be finalized, funded, and built is not an option. We've already seen what happens when critical projects stall - for example - the Libbytown street safety project around I-295 Exit 5 was defunded and now sits in limbo. Every delay puts lives at risk

The City of Portland must act decisively and take concrete steps to save lives and prevent future tragedies. We recommend that the City of Portland:

1. **Implement immediate interim traffic calming measures on Franklin Street, at every offramp from I-295, and along every multi-lane arterial.** These are the most dangerous corridors and intersections in the city for all users. While seeking funding and final plans for the realignment of these intersections, we urge you to use bollards to reduce lane widths, eliminate no-stop right turns, and use temporary speed bumps to slow traffic exiting the highway and remind drivers they are now in an urban environment.

2. **Eliminate right turns on red at traffic signals in the city.** In the last few years, Atlanta, Seattle, and [Washington, DC](#), banned right-on-red except in rare cases to promote biking and walking safety and to slow traffic.
3. **Implement an immediate 20 miles per hour limit on all city streets.** Studies have shown that reducing speed limits does reduce speeds, which reduces deaths and injuries in crashes. It is very possible that if the driver had been traveling more slowly, this victim would be alive today. This bold change would align with proven best practices nationwide and save lives.
4. **Start enforcing traffic speeds.** Portland issues far fewer speeding citations than all neighboring towns, despite having more vehicles, no less speeding, and more crashes leading to injuries and deaths. Drivers fear no consequences for dangerous behavior in the city.
5. **Reinstate a full-time city staff position dedicated to pedestrian and cyclist accessibility and safety.** This position was eliminated almost a decade ago. A staff member dedicated to coordinating across multiple state and local departments and contractors would improve consistency and quality outcomes for safety and usability improvements to our streetscapes.

Thank you for your attention to this critical matter. **We are invested in this and want to help see it through. Please call upon us to help make this happen.**

In solidarity:

Portland Bicycle Pedestrian Advisory Committee
Bayside Neighborhood Association
Portland Gear Hub
Urbanist Coalition of Portland
Friends of Woodford's Corner
Friends of Allen's Corner
Casco Bay Trail Alliance
Moving Maine Network
Vision Zero Maine
Bicycle Coalition of Maine



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

January 14, 2026

AGENDA ITEM

Agenda Item #3C

PURPOSE

To share plans to achieve energy efficiency and greenhouse gas emission reduction in line with the City’s climate action plan and the City Council’s goal to have City operations run on 100% clean energy by 2040.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The strategy aligns with goals described in One Climate Future as well as Resolve 7-16/17, “RESOLUTION SUPPORTING THE GOAL OF 100 PERCENT CLEAN ENERGY FOR THE CITY OF PORTLAND IN 2040”.

BACKGROUND/ANALYSIS

The City of Portland has established aggressive goals to reduce greenhouse gas emissions from City operations in order to help avert the worst impact of climate change. In Resolve 7-16/17 the City Council established a goal that City operations should run on 100% clean energy by 2040. This goal carried into the City’s climate action plan, One Climate Future, which the City Council adopted in November, 2020. Strategy BE 1.3, Energy Efficiency Retrofits for City Buildings describes specific strategies to achieve the necessary carbon reduction. These include developing a strategic energy management plan for each City facility that will lay out a path to pursue deep energy retrofits and a plan to transition buildings to air source heat pumps, geothermal, or other low carbon heating and cooling technologies.

The City Council set the groundwork for this work to begin as part of the CIP budget approved in 2025. Parks, Recreation, and Facilities requested \$325,000 to develop a

facilities master plan. To implement this, staff has developed an RFP to find a qualified consultant to evaluate forty buildings to determine the condition of :

- Building exterior systems: roofs, walls, window systems, exterior doors, and structural components
- Building linear systems including interior and exterior systems and access control doors.
- Heating, ventilation and air conditioning, controls and instrumentation, special equipment
- Electrical service and distribution
- Lighting and branch wiring
- Communications and security
- Plumbing
- Fire protection
- Elevators

The selected consultant will also be tasked with helping establish a Computerized Maintenance and Management System (CMMS) that will help prioritize and track maintenance and retrofit work in each facility. Completion of this project will provide essential baseline information that will serve as the foundation for strategic and cost effective energy projects. We anticipate the facility assessments to be complete during the fall of 2025.

Prior to the completion of the assessments we will issue a separate RFP to identify an energy projects consultant that is experienced in developing large scale projects for municipalities and other large institutions. This consultant will help City staff develop a further RFP that will solicit firms specializing in Energy Savings Performance Contracts (ESPCs), generally referred to as ESCOs. These firms are able to conduct investment grade energy audits at each City facility and identify a series of energy conservation measures (ECMs) that will save significant amounts of money if implemented. The ECMs are self-funding in the sense that money already being spent on energy can be repurposed to pay for implementing them. The projects are able to go forward without upfront capital investment or increased cost. The identified savings would pay for the debt service of a loan. The City has experience with this type of program having conducted a large ESCO project in 2010 as well as the streetlight conversion and smart city project conducted between 2018 - 2020. The National Association of Energy Services Companies provides additional information about ESCOs and how they work: <https://www.naesco.org/esco/> .

ESPCs are very technical and complicated, especially when they include a large number of buildings and conservation measures. It will be vital for the City to have the assistance of an experienced and qualified partner to help review ECMs proposed by an ESCO and to help negotiate the contract to ensure that the City is getting the best value and benefit from the project. We will also have our energy projects consultant assist with oversight during the construction phase of the ESCO project to ensure that the City's selected ECMs are fully and successfully implemented. This will include third party commissioning of mechanical and electrical systems and quality assurance. We will also task the energy projects consultant with assisting with the development of the Strategic Energy Management Plans for each facility that are recommended in One Climate Future. We anticipate requesting that the Council appropriate money from the Climate Action Fund to pay for the energy projects consultant who will be essential to these projects.

FISCAL IMPACT

None at this time.

CONCLUSION(S)

City staff are pleased to be taking concrete steps toward achieving the goal of running City buildings on 100% clean energy by 2040.

PRIOR COMMITTEE REVIEW

n/a

PREPARED BY

Troy Moon, Sustainability Director

ATTACHMENTS

None

n



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

January 14, 2026

AGENDA ITEM

Agenda Item #3D

PURPOSE

To provide discussion items as the Committee prepares the 2026 work plan.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

To establish a work plan that aligns with stated policy objectives

BACKGROUND/ANALYSIS

Goal: Implement Vision Zero/Improve road safety for all users

- Provide oversight regarding Vision Zero implementation
- Provide guidance for the comprehensive transportation planning process
- Review and update the sidewalk material policy
- Review policies to expand transit options
- Review the sidewalk snow ordinance

These items continue work started in 2025 to address road safety and to implement the complete streets policy and Vision Zero. These items also align with strategies recommended in One Climate Future, specifically TLU 1.1: Public Transit Networks, TLU 1.3: Bike Accessibility, and TLU 1.4: Complete Streets.

Goal: Improve energy efficiency and reduce GHG emissions

- Review and update Green Building Code (Ch 6)
- Review and update the Energy Benchmarking Ordinance (Ch 6)
- Monitor implementation of City energy projects

These items align with the City Council’s state goal to reduce community wide greenhouse gas emissions 80% by 2050 and for City operations to run on 100% clean energy by 2040. Specific strategies noted in One Climate Future include BE 1.2: Net Zero Energy New City Buildings, BE 1.3: Energy Efficiency Updates for City Buildings, and BE 3.1: Energy Benchmarking

The Sustainability and Transportation Committee also has oversight regarding policies that impact the environment and open space management. There are several items that remain unfinished from 2025 that we recommend completing in 2026 as well as several new policies the Committee may wish to take up. These include:

Other items:

- Merge Land Bank Commission and Parks Commission
- Landcare Ordinance amendments (Chapter 34)
- Cruise Ships/Scrubber ban - continued from 2025
- Private Parking Transparency (recommended by Councilor Sykes)
- Coal pile ordinance amendments (if needed)

FISCAL IMPACT

n/a

CONCLUSION(S)

We look forward to beginning discussion of the Committee’s 2026 work plan. We recommend finalizing the plan during the February meeting after the City Council goal setting sessions are completed.

PRIOR COMMITTEE REVIEW

n/a

PREPARED BY

Troy Moon, Sustainability Director

ATTACHMENTS



Troy Moon <thm@portlandmaine.gov>

Request to prioritize the Scrubber Wash Ban for 2026 S & T Committee Agenda

1 message

JoAnn Locktov <info@portlandcruisecontrolmaine.org>

Fri, Jan 9, 2026 at 9:29 AM

To: Regina Phillips <rphillips@portlandmaine.gov>, pious Ali <pali@portlandmaine.gov>, Anna Bullett <abullett@portlandmaine.gov>

Cc: Troy Moon <thm@portlandmaine.gov>, Matthew Day <homematt@gmail.com>, Joey Brunelle <joey.brunelle@gmail.com>

Dear Chair Phillips, Councilor Ali, and Councilor Bullett,

We are writing to respectfully request that the **Scrubber Wash Ban be prioritized and scheduled for your February 2026 Sustainability & Transportation Committee agenda.**

When Ethan Hipple directed us to submit our [scrubber wash ban proposal](#) to your committee, we were encouraged by your openness to learning about the loophole that allows cruise ships to use scrubbers, the increased air pollution and greenhouse gas emissions they create, and the harmful discharge of acidic, toxic wash water into our harbor. We are grateful for your willingness to engage with the science and consider action.

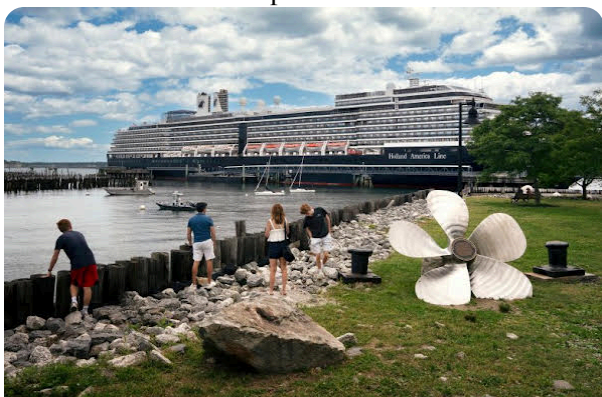
We also heard strong concern from the community about the environmental impacts of cruise ship activity in Portland Harbor. Prohibiting scrubber wash discharge would end a practice that allows cruise lines to profit by polluting our air and water. By adopting a ban, Portland would join [ports around the world](#) that have taken science-based steps to protect public health, marine ecosystems, and their seafood economies.

Time is critical. The 2026 season is projected to bring approximately 50% more cruise ships, with pollution increasing accordingly. Whether through a revision to the Terminal Tariff or a collaborative MOU with cruise lines, banning scrubber wash discharge is essential to protect residents' health and safeguard Casco Bay.

We appreciate your leadership and look forward to continuing to work with you on this important issue.

Warm regards,
JoAnn Locktov
Matthew Day
Joey Brunelle

ICYMI: Press Herald Op-Ed



Cruise ships profit by polluting Portland | Opinion
pressherald.com

portlandcruisecontrolmaine.org

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[Join us on Bluesky](#)





Troy Moon <thm@portlandmaine.gov>

Proposal to Revise Portland's Sidewalk Material Policy

2 messages

Jevaun Quinn <jevaun.quinn@maine.edu>

Fri, Jan 9, 2026 at 11:13 AM

To: Troy Moon <thm@portlandmaine.gov>, rphillips@portlandmaine.gov, pali@portlandmaine.gov, abullett@portlandmaine.gov, sustainabilityoffice@portlandmaine.gov

Dear All,

I propose the city allow alternative sidewalk materials beyond brick by changing Portland's current sidewalk materials policy. While brick contributes to the city's historic character, this policy limits the city's ability to meet modern accessibility and sustainability needs. A policy change allowing additional sidewalk materials would allow for an accessible and attractive design to meet the needs of Portland residents. The policy should allow for a variety of materials that can be used, so the sidewalk can be an even pathway without uneven bumps over a longer period of time.

The accessibility and sustainability issue with a brick only policy can be easily observed when walking on Congress Street. Wheelchair users experience bumpy sidewalks due to uneven bricks that cause discomfort and snow is not easily cleared when the path is uneven. Additionally, repairing brick pathways would be costly and more time consuming than maintaining a sidewalk with other types of materials. Consider the difference of installation between concrete and brick, where bricks require laying each one by one compared to concrete that is one continuous slab. Considering those few challenges created by a brick only sidewalk policy there are several benefits with a change.

A change to the sidewalk policy would improve accessibility, sustainability, and flexibility. Accessibility is achieved with a change because it would promote using a material that would create an even pathway for longer than brick is capable of doing. Sustainability would be achieved by allowing for the use of varying types of recycled materials and the sidewalk would be more easily maintained. Flexibility is achieved by allowing the city to adopt varying aesthetics. I propose this change for the reasons above, so that this City will make Wheelchair users and able-bodied Portland residents enjoy the sidewalks.

Changing Portland's sidewalk material policy opens the door to a renewed city with beautiful sidewalks comparable to other areas in Maine like Brunswick's Main Street. I believe accessibility will be significantly improved as well as the overall aesthetic, which will bring many more visitors. I respectfully request that the Committee place this policy revision on an upcoming agenda for review and discussion.

Sincerely,
Jevaun Quinn

Troy Moon <thm@portlandmaine.gov>

Fri, Jan 9, 2026 at 2:38 PM

To: Jevaun Quinn <jevaun.quinn@maine.edu>

Thanks, Jevaun. I will add your email to the meeting packet.

[Quoted text hidden]