

Sustainability & Transportation Committee Agenda

March 11, 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 via Zoom, a recording will be available in the [Agenda Center](#) following the meeting.

If the Chair calls 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 if you are called to comment.

Join from PC, Mac, iPad, or Android:

<https://portlandmaine-gov.zoom.us/j/84037714117?pwd=7GYGzIYeNTv8m9vkCusJH2ftHjWtVz.1>

1. Review and approve minutes from February 12, 2026
 - a. 2-12-2026 S&T Meeting Minutes
2. Sustainability Program Updates
 - a. Sustainability Updates
 - b. Jetport Operational Updates
3. Presentation and Discussion
Public comment may be taken
 - a. Committee Action: Recommend that Mayor Dion signs the National Wildlife Foundation's Mayors' Monarch Pledge
Presenters: Councilor Phillips and Troy Moon
Public comment will be taken
 - b. Committee Review: To Consider Increasing the Maximum Fee Licensed Tow Operators may Charge
Presenter: Tony Wirkus
No public comment will be taken

- c. Committee Action: Portland International Jetport Surface Parking Project Appropriation
Presenter: Paul Bradbury
Public comment will be taken
- d. Committee Review: Vision Zero Quick Action Progress Report
Presenter: Greg Jordan
No public comment will be taken
- e. Report: Annual Presentation of the Landcare Summary Report Required by Chapter 34
Presenter: Troy Moon
No public comment will be taken
- f. Committee Review: Presentation of the 2025 Complete Streets Annual Report
Presenter: Jeremiah Bartlett
No public comment will be taken

4. Other Business

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

Draft Minutes February 12, 2026

Members Present: Councilor Ali, Councilor Bullett, Councilor Phillips

Staff Present: Greg Jordan, Troy Moon, Mike Murray, Ethan Hipple, Angela O'Connor, Katie Tims, Karly Masucchi Meyer

The meeting was called to order.

Sound System at Fitzpatrick

Presented by Angela O'Connor, Deputy Director of Parks, Recreation & Facilities and Dave Coffin, Headlight Audio Visual

Angela O'Connor provided an update on the efforts from the Parks, Recreation & Facilities teams to address the noise issue and also facilitated opportunities for the residential neighborhood to communicate their concerns.

Dave Coffin gave a presentation on a proposed sound mitigation plan to reduce noise and sound pollution from the stadium in the surrounding area. The updated plans involve upgraded equipment, adjusting the angles of the speakers, and creating different sound zones.

Comments from Councilors

Councilors share appreciation for the collective effort to help mitigate this issue.

Councilor Phillips clarifies that this item is only discussing the sound system and inquires if there is an update regarding the related parking issue at this location. *Ethan Hipple explained some of the parking issues and shared that additional Parking Control Officers have been sent on game days and the goal is to start the season with a strong presence and enforcement of the parking regulations in the neighborhood.* Councilor Phillips also asks if there will be another engagement with neighborhood residents. *We will continue to be available to answer questions and would be open to an additional public meeting if needed.*

Councilor Bullett notes that Greater Portland METRO may also have new opportunities to provide additional services on game days.

January 14, 2026, Meeting Minutes

The January 14, 2026, meeting minutes were approved unanimously.

Sustainability Updates

Presented by Troy Moon, Sustainability Office

The Sustainability Office welcomed our new Resilience Corps Fellow, Emma Bordi. We also held a pre-proposal meeting with consultants interested in our RFP for conducting our shoreline inventory and GIS data collection. 18 separate firms were in attendance indicating strong interest in the project. Lastly, we have some exciting Coffee & Climate events coming up this year.

Electrify Everything! Report

Presented by Katie Tims

Katie Tims gave an overview of the Sustainability Office's three different *Electrify Everything!* programs and their outcomes in advancing beneficial electrification among Portland residents. The three iterations of *Electrify Everything!* include the pilot home electrification bulk buy purchase program, two rounds of Electrify Bikes to provide discounted e-bikes to income eligible individuals, and DIY Electrify, which provided rebates to income-eligible residents to electrify appliances and weatherize their apartments and homes.

Comments from Councilors

Councilor Ali asked how we approached reaching out to residents whose primary language is not English. *For the second two program iterations, we shared translated program material with community partners, flyer throughout the community and in community centers, and worked with City departments, such as the Office of Economic Opportunity and Public Health, to help spread the word.*

Councilor Ali also asked if we were able to contact people who live in retirement communities? *We did reach out to the Office of Elder Affairs and found participation from diverse populations, including age and background.*

Neighborhood Mini Grants Report

Presented by Karly Masucci Meyer

Karly Masucci Meyer gave an overview of the Sustainability Office's inaugural Mini Grants program, successfully awarded twenty-nine Mini Grants to teams of residents and neighborhood organizations, supporting projects, events, or programs that foster collaboration and strengthen social connections among neighbors. Portland residents were invited to apply as teams of at least three neighbors or on behalf of neighborhood organizations for small grants of up to \$500 to fund their project ideas. The twenty-nine grant funded projects spanned a wide range of activities from lively neighborhood fall festivals and hands-on bicycle repair workshops to native pollinator plantings and language exchange meetups. Projects were implemented across Portland and collectively reached over a thousand residents who helped plan or attend mini grant funded events or activities.

Comments from Councilors

Councilor Michniewicz shares that she heard so much great feedback from residents who participated in these events, and shares her appreciation for this program and its many outcomes. She asks if there is a plan for sustaining/continuing this program? *We are looking for a funding source and having conversations internally and also looking for grant funding.*

Overview of 5 Years of One Climate Future

Presented by Troy Moon

Five years ago, the Cities of Portland and South Portland joined forces to create and adopt One Climate Future, a bold roadmap charting a course to reduce community-wide greenhouse gas emissions 80% by 2050 and use 100% clean energy for municipal operations by 2040, while building resilience to the impacts of climate change. With One Climate Future as a road map, we have been able to make significant strides toward realizing our “Six Big Moves” – these are high impact, cross-cutting initiatives that touch on multiple aspects of our climate plan. Some of those highlights include:

- Operating on clean, renewable energy: Solar projects the City owns or has offtake agreements with have generated more than 45 million kWh of solar power during the past 5 years. This has resulted in savings of over three million dollars. In addition, the offtake projects generate Renewable Energy Credits, the sale of which provide funds for the Climate Action Fund established by the City Council.
- Building social resilience: Portland launched the Sustainable Neighborhoods Program to empower residents to come together, build relationships, and take collective action in their neighborhoods. The program provides free block party kits and cleanup kits, supporting twenty block parties and thirty-one neighborhood cleanups thus far. The first round of Neighborhood Mini Grants awarded twenty-nine grants citywide for neighbor-led projects that foster collaboration and strengthen social connection.
- Adopting progressive development standards: Portland has proactively adopted development standards to ensure that new development is efficient, connected, and resilient in the face of climate change. Through the ReCode process, the City created Transit Oriented Zones, enhanced stormwater and heat mitigation requirements, eliminated parking minimums, and adopted parking maximums.

Comments from Councilors

Councilor Ali asks Director Moon to share more about the most recent greenhouse gas inventory. *Between the community wide greenhouse gas inventory we did in 2017 to the one we most recently did using 2023 data we found that emissions from buildings actually went down, due to the transition away from heating oil and the greening of the electricity grid. We did unfortunately see an increase in emissions in the transportation sector, primarily due to the number of diesel trucks and single passenger vehicles that drive in and through the city. Future transit related policies that the City and the state will make will help us make progress in this sector.*

Councilor Bullett reminds the Committee that the national energy grid and state energy policy is something that we should keep on our radar. *Director Moon notes that we will be a formal intervener in the latest PUC processes.*

Committee Work Plan for 2026

Presented by Troy Moon, Greg Jordan, and Councilor Phillips

Greg Jordan notes that the following is a list of the items that reflect what was discussed at the Council goal setting workshop and also what the Committee discussed last month.

- Consider development of Vision Zero ordinance, focused on complete streets, pedestrian safety, walkability, and community engagement.
- Assess benefits and trade-offs of an intersection red light camera pilot program to improve safety, and consider developing a legislative proposal.
- Review and recommend to the City Council a final conceptual plan for the Reimagine Franklin Street project.
- Review and update the Green Building Code (Chapter 6).
- Review and update the Energy Benchmarking Ordinance (Chapter 6).
- Review and update the Landcare Ordinance (Chapter 34).

Councilor Bullett

Councilor Phillips acknowledges that the Committee will also be taking on more items than just these priority goals, including updates about the Portland International Jetport, scrubber wash from cruise ships, municipal solar plans, and the Climate Action Fund. *Troy Moon agrees that we should review the Climate Action Fund. He also notes that the six items are new policies that will be added to the Committee's work plan.* Councilor Phillips clarifies that we are carrying over goals that we are continuing to work on from 2025 and adding these new goals to the 2026 workplan.

Councilor Ali asks when the items – such as Portland International Jetport, scrubber wash from cruise ships, municipal solar plans – are going to be addressed? *Councilor Phillips asks to hear from Council members and staff as we plan meetings this year.*

Councilor Bullett clarifies that we do not have to vote tonight and notes that staff may have a better understanding of the timeline for when to address these items.

Motion to Adjourn

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

Meeting Adjourned

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

March 11, 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: Islands Resilience Planning

The Council accepted \$10,000 in grant funding from the Casco Bay Estuary Partnership to support island residents with resilience planning. In collaboration with a group of Casco Bay Island residents and the Island Institute, we are using this funding to host an Upland-to Bluff Stability Workshop for members that will be open to residents of all Casco Bay islands including Chebeague Island and Long Island. The workshop will take place later this summer and feature speakers from City staff, the Maine DEP, the Maine Geological Survey, as well as the landscape architect working on the featured project, which is on Great Diamond Island. Following the workshop the Sustainability Office will lead development and deployment of a best practices guide to inform coastal property owners of how to manage their properties in ways that protect coastlines from erosion.

Our team has been working with our partners to line up the speakers and organize the logistics necessary to get the workshop participants to Great Diamond.

We participated in the second meeting of the Peaks Island Working Group, which includes Peaks Island residents and leaders who are studying ways to make the island more resilient. This includes coastal adaptation and social resilience. This work will inform future City wide resilience planning.

Project: Peninsula Neighborhood Collaborative

The Sustainability Office participated in a workshop at City Hall organized by leaders of the Peninsula neighborhood organizations. Public Works and Parks participated as well. It was a great opportunity to share our projects and programs with the neighborhood organizations so they could learn how to participate. It also was a great opportunity to coordinate work with the neighborhoods and our colleagues in other departments.

Project: Community Education and Engagement

On March 11 and 12, the Sustainability Office hosted a [two part webinar series](#) designed to give Maine residents practical, actionable advice on how to understand their energy usage and save money. The sessions included:

- “Decoding Your Utility Bill” with energy analysts from Competitive Energy Services
- “DIY Weatherization 101” with an independent energy auditor

Upcoming Coffee & Climate webinars include:

- “What’s Powering Your Electric Bill” with Charlie Agnew of Competitive Energy Services on March 20
- “The Future of Solar in Maine” with a panel of state leaders on April 10
- “Ecological Gardening and Value of Messiness” with Kelly Corbin, an ecological landscape consultant on May 8

Mark your calendars for Earth Day, which will be held on April 18th in Deering Oaks. This will be an fun and educational event with more than 20 organizations participating, food trucks, and a live band.

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 & Transportation Committee
Councilor Regina Phillips, *Chair*

MEETING DATE

March 11, 2026

AGENDA ITEM

Agenda Item #2B - Portland International Jetport Informational Infrastructure Improvement Project Updates

PURPOSE

Provide the Sustainability & Transportation Committee with an informational update on operations and the status of projects under planning and in construction at the Portland International Jetport.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

The Jetport has several large projects underway and it was recognized that quarterly briefings to the Sustainability and Transportation Committee are helpful for the City Council and public to stay informed on the progress of projects and operations at the Jetport.

BACKGROUND

First, on the operations front, I want to acknowledge the exceptional work by all Portland International Jetport team members, which includes City, TSA, FAA, airlines, fixed base operators, concessionaires, and business partners who served a record 2.59 million total travelers (enplanements + deplanements) in 2025. The Jetport Team was recognized again in 2025 by Airports Council International with the following [Airport Service Quality Awards](#):

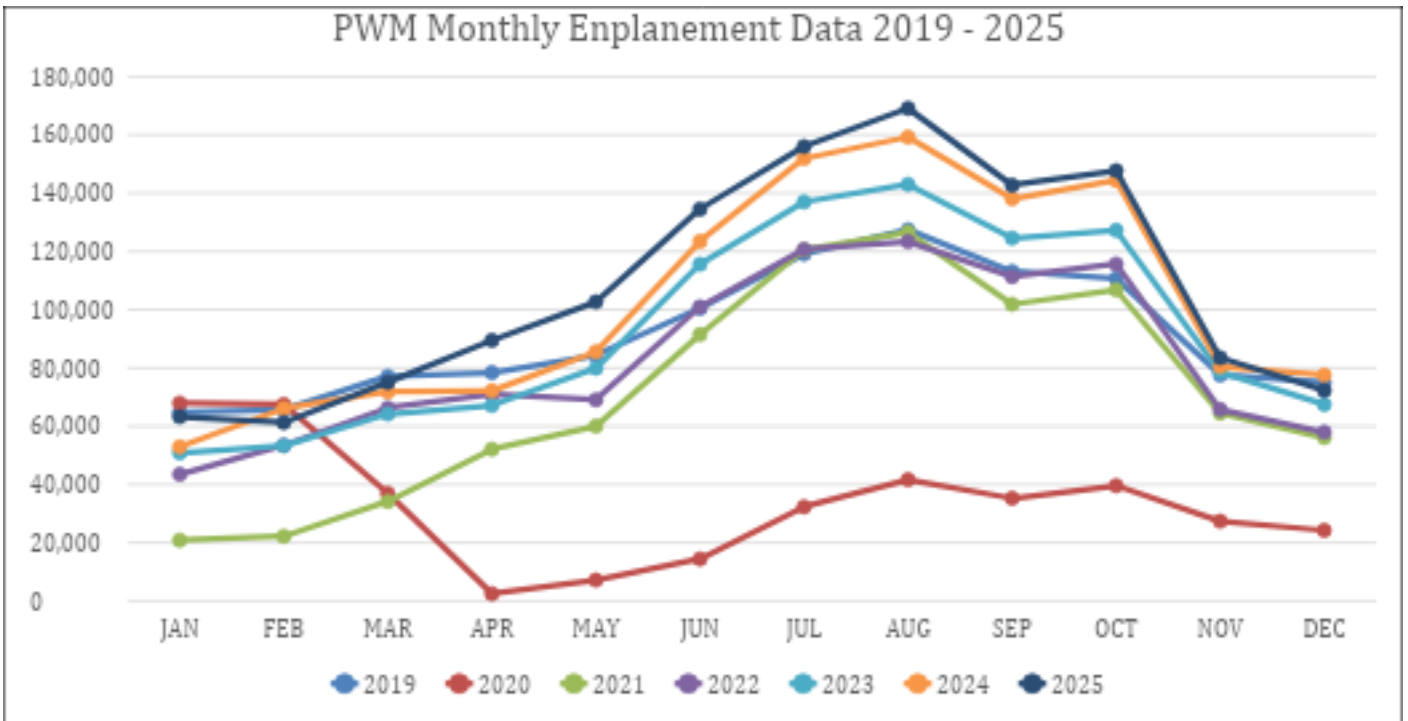
- Best Airports at Departures: 2 to 5 million Passengers in North America
- Best Airports: Most Dedicated Staff in North America
- Best Airports: Easiest Airport Journey in North America



The Jetport has experienced consistent and high growth over the past five years, outpacing all other New England airports. The following table provides 10 years of passenger enplanement (boardings) data trends for the Jetport. As highlighted in the table, the Jetport set all-time records for passenger enplanements for seven consecutive months in 2025 from April – October. The market remains soft in the 1st quarter, which hasn't fully recovered to its pre-pandemic peaks reached in 2019 and 2020.

PWM Enplanements by Month														YOY
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Total	% Change
2016	49,982	48,897	61,051	66,309	72,695	79,392	95,454	100,668	92,260	94,762	68,821	65,138	895,429	2.9%
2017	54,499	50,256	65,566	67,338	75,344	84,231	101,368	104,165	92,530	99,996	71,613	64,343	931,249	4.0%
2018	56,272	57,672	62,490	77,423	81,816	100,961	122,194	130,339	110,634	115,234	83,995	74,537	1,073,567	15.3%
2019	64,824	65,678	77,180	78,421	84,340	100,525	119,151	127,461	113,123	110,707	77,611	75,017	1,094,038	1.9%
2020	67,985	67,499	36,979	2,535	7,184	14,486	32,359	41,658	35,281	39,605	27,399	24,272	397,242	-63.7%
2021	20,907	22,255	34,213	52,122	60,022	91,447	120,481	126,572	101,867	106,803	64,519	56,104	857,312	115.8%
2022	43,509	53,468	66,297	70,956	69,086	100,972	120,710	123,339	111,386	115,679	65,757	57,971	999,130	16.5%
2023	50,858	53,356	64,199	67,148	79,938	115,579	137,002	143,021	124,579	127,249	78,570	67,538	1,109,037	11.0%
2024	52,905	66,107	71,883	72,141	85,624	123,477	151,930	159,240	138,068	144,445	80,498	77,568	1,223,886	10.4%
2025	63,284	61,281	75,115	89,523	102,711	134,556	156,005	169,143	142,750	147,745	83,529	72,324	1,297,966	
Change ENP YOY	19.6%	-7.3%	4.5%	24.1%	20.0%	9.0%	2.7%	6.2%	3.4%	2.3%	3.8%	-6.8%	6.1%	

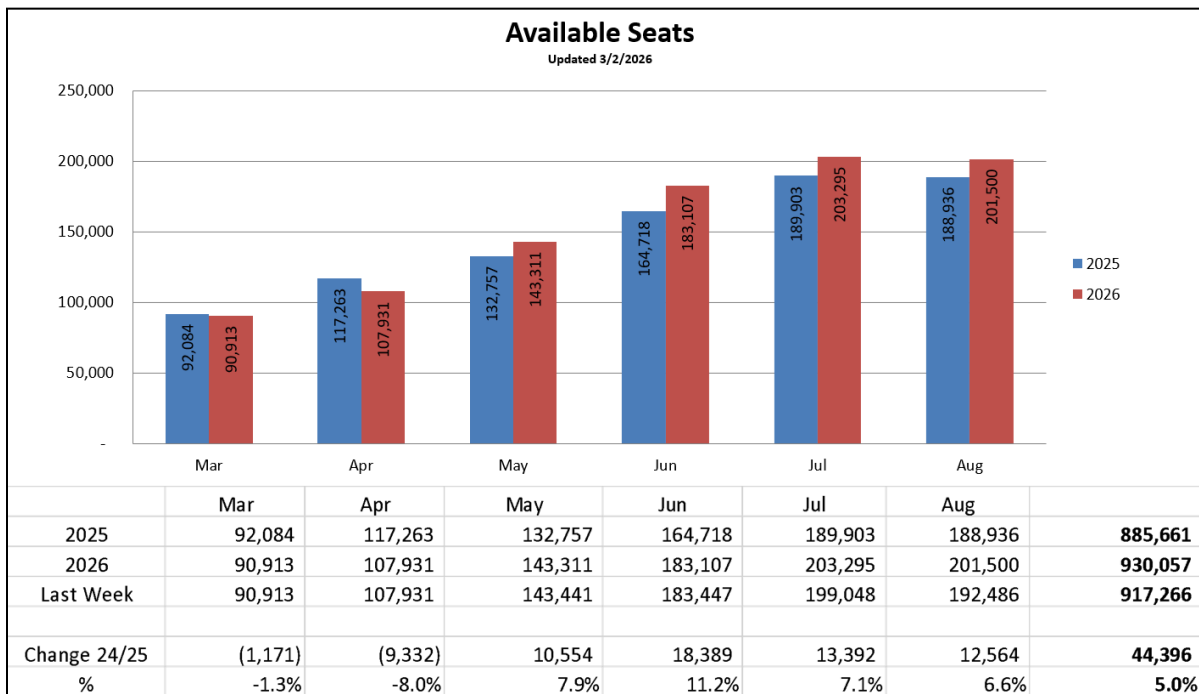
The following chart provides seven years of the same data in a graphical format that clearly demonstrates the seasonality of Portland’s air travel market and the robust recovery from the pandemic.



Looking to 2026 there is an expectation that growth will be more muted, down from the double and high single digit levels we have experienced over the past five years. The FAA Terminal Area Forecast projects growth rates from 1.7% to 3.7% over the next five years. This is consistent with historical air travel trends that follow regional population and economic growth.

Although growth is expected to slow, the Jetport has started 2026 with several positive air-service announcements, including the first ever non-stop trans-continental Saturdays only service from Portland to Los Angeles and San Francisco starting June 27, 2026. This announcement was followed by a Breeze Airways announcement of two day/week non-stop service to Akron/Canton

and Cincinnati, Ohio starting on July 2nd and 3rd, respectively. Overall airlines have added 44,936 outbound seats or 5% for the upcoming six months (March – August 2026) over the same period in 2025. This is detailed in the following chart.



I'm pleased to present the Jetport's updated route map which spans the nation. The ability for a small City and State to provide such a robust connection to the national air transportation system speaks to the popularity of Portland and Maine as a destination for travelers from across the country.



AT A GLANCE

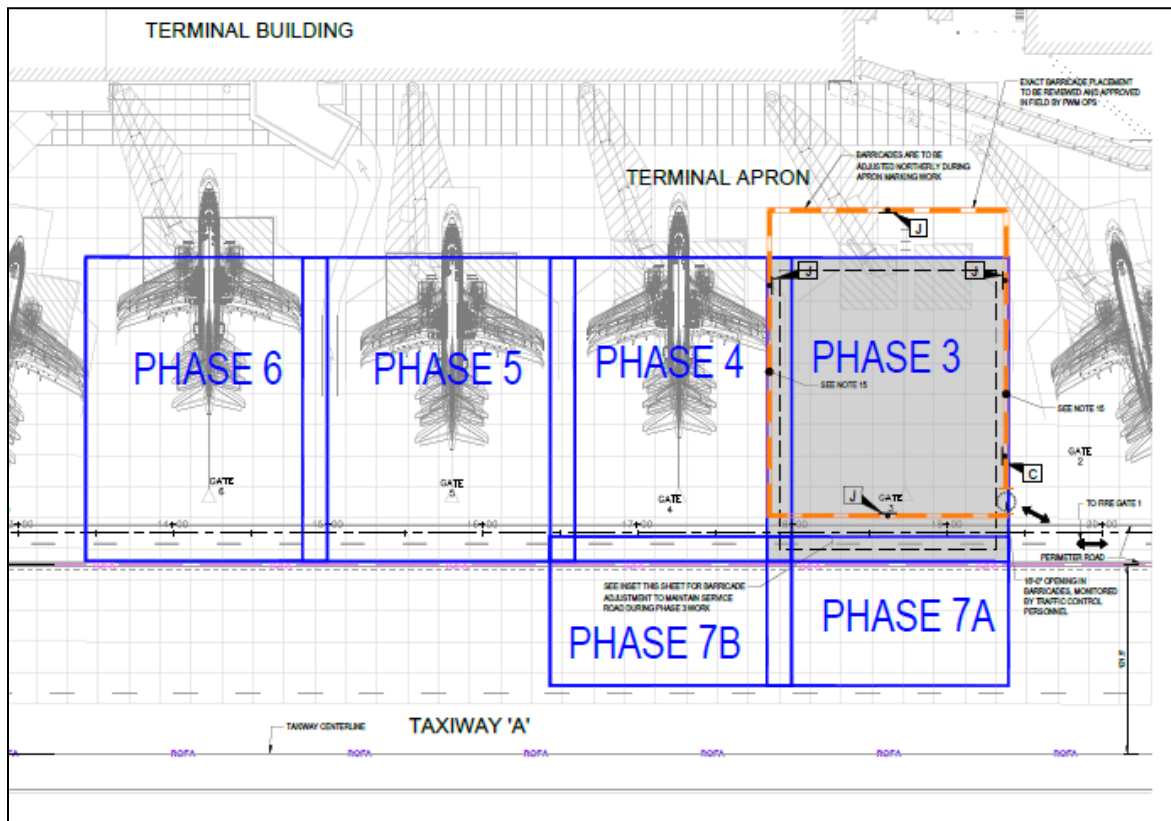
NON-STOP SERVICE *Seasonal Service ★ **NEW!**

Atlanta	DELTA	Detroit	DELTA	Orlando	Breeze <small>*Southwest</small>
Baltimore	Southwest	Fort Myers	Breeze	Philadelphia	American Airlines
Charleston	Breeze	Los Angeles	★ UNITED	Pittsburgh	Breeze
Charlotte	American Airlines	Minneapolis/St. Paul	★ DELTA <small>*sun country airlines</small>	Raleigh-Durham	Breeze
Chicago Midway	Southwest	Nashville	Southwest	San Francisco	★ UNITED
Chicago O'Hare	<small>*American Airlines</small> UNITED	Newark	UNITED	Sarasota/Bradenton	Breeze
Columbus	Breeze	New York/JFK	DELTA <small>*jetBlue</small>	Tampa	Breeze
Dallas/Fort Worth	<small>*American Airlines</small>	New York/LaGuardia	<small>*American Airlines</small> DELTA	Washington Dulles	UNITED
Denver	UNITED	Norfolk	Breeze	Washington National	American Airlines

The following Jetport projects are in the final stages of design and have commenced or are planned to commence construction in the next six months.

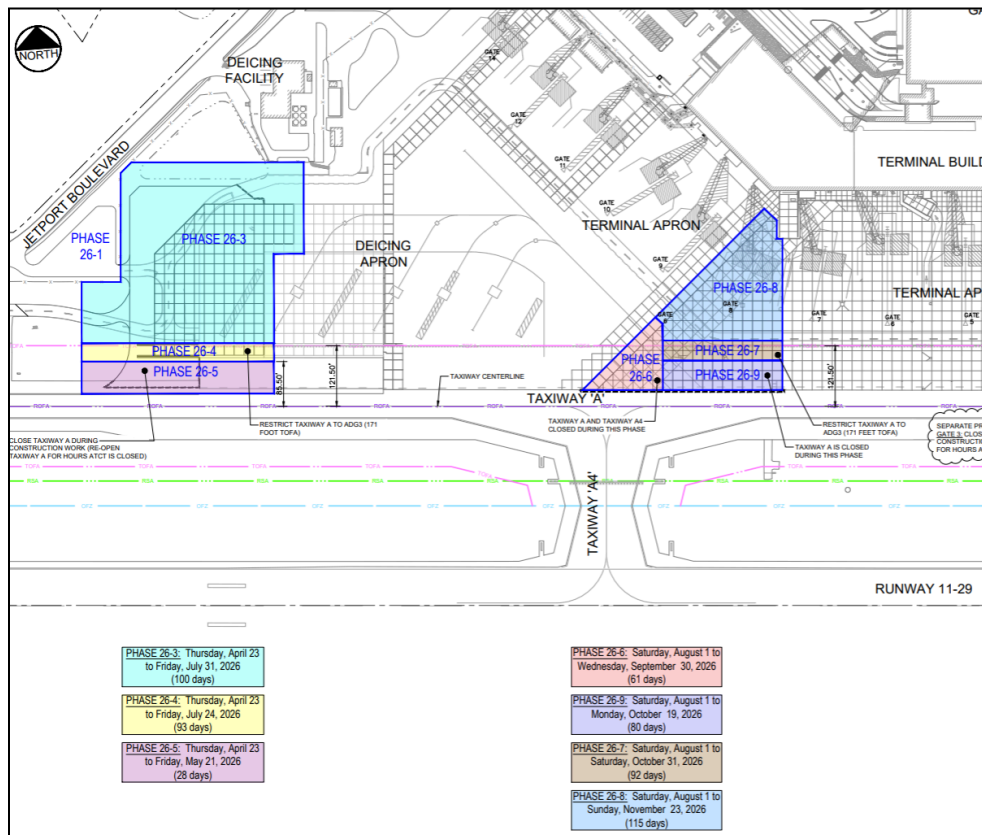
Terminal Apron Reconstruction Phase 1:

This project commenced last construction season and will resume construction this month at Gate 3. This project removes and replaces the existing 30-year-old 17-21" thick concrete aircraft apron at gates 3-6.





Terminal Apron Reconstruction Phase 2 and Long-Term Hold Area/Deicing Pad Expansion Phase 2: These two projects are being combined in order to provide sufficient apron parking space during construction.

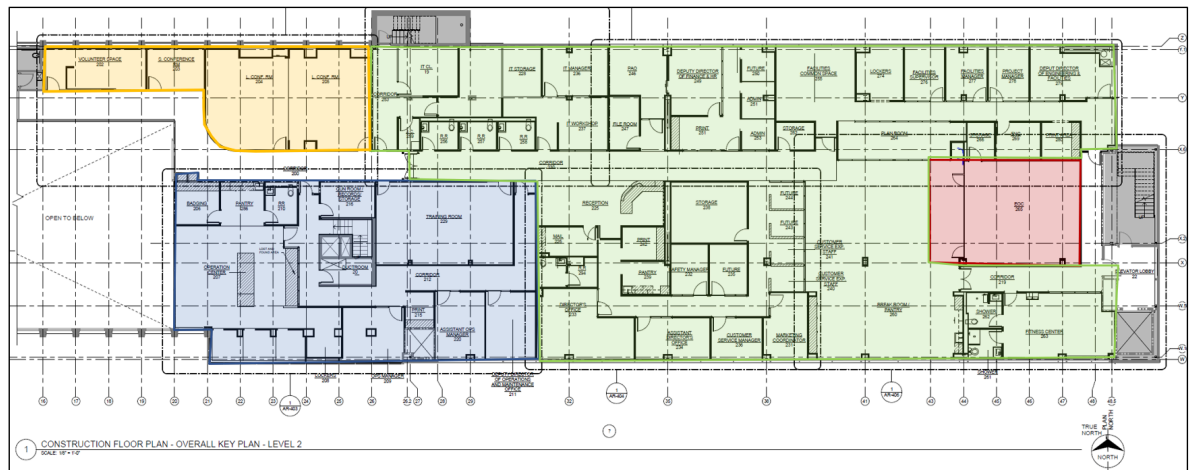


Relocation of the Jetport Administration Offices, Operation Center, and new Airport Emergency Operations Center (AEOC):

This project relocates the Jetport administrative offices and the Jetport operations center to existing shell space over baggage claim. The relocation of the administrative offices and operations center, which are adjacent to the gate concourse, allows for the future expansion of

passenger amenities within the gate concourse. These amenities include: expanded concessions, additional restrooms, and a passenger lounge. This project also includes the development of an Airport Emergency Operations Center (AEOC). The AEOC space is being designed with data and communications to support operations in the event of an airport emergency and was designed to support the City of Portland’s use of the National Incident Management System (NIMS) plan for all emergencies response.

Construction bids for this project were received in February and were very competitive with seven bids submitted. The low bid of \$6.38 million came in under budget, and was submitted by Optimum Construction who recently completed the Jetport’s Gate 11, 12, 14 project.



Electric Vehicle Charging Stations Expansion:

This project will provide 18 new level 2 6 kW charging stations. Four will be located in the Public Short Term Hourly Lot and 14 will be located in the Employee parking lot. This \$259,000 project with Revision Energy is 80% funded through an Efficiency Maine incentive grant to electrify more employee accessible parking for commuters.

CONCLUSION(S)

This agenda item is an informational update that does not require Committee action.

PREPARED BY

Paul Bradbury
 Airport Director

ATTACHMENTS

N/A



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

March 11, 2026

AGENDA ITEM

Agenda Item #3A

PURPOSE

To determine whether to recommend that Mayor Dion sign the National Wildlife Foundation’s Mayors’ Monarch Pledge.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Preservation and promotion of Monarch Butterfly habitat aligns with goals established in One Climate Future to improve soil health and biodiversity. Specific actions include CR 1.3: Resilient Open Space Planning, and CR5.1: Ecosystem Adaptive Management

BACKGROUND/ANALYSIS

The National Wildlife Foundation established the Mayors’ Monarch Pledge to spur local governments to implement policies and practices that protect and improve habitat vital to the survival of Monarch Butterflies. This species is under serious threat from such things as habitat loss, the widespread use of pesticides, and increasing climate instability. The City’s climate action plan, One Climate Future, recognizes the importance of eliminating the use of pesticides and expanding coverage of native plants, including milkweed, in City open spaces. For this reason, the City already takes actions recommended by the NWF to protect Monarchs. These include:

- Banning the use of synthetic pesticides on public and private lands
- Development of urban meadows to enhance native plant habitat including milkweed
- Adoption of organic land management practices
- Hosting native seed swaps and conducting workshops to demonstrate the how residents can bring native plants into the urban environment

- We are developing guidelines for creating esplanade gardens that feature native plant communities and will be encouraging residents to use them starting this spring.

Given this, we find that the goals and objectives of the pledge align with the City's stated goals and align with our operational practices.

FISCAL IMPACT

City operational practices and policies already align with the objectives stated in the pledge. Current practices fulfill the action commitment requested by the pledge. Consequently, there is no fiscal impact.

CONCLUSION(S)

PRIOR COMMITTEE REVIEW

None

PREPARED BY

Troy Moon, Sustainability Director

ATTACHMENTS

- Attachment A: Letter from Katie Thomson
- Attachment B: Mayors Monarch Pledge
- Attachment C: Mayors Monarch Pledge Action Items
- Attachment D: Mayors Monarch Pledge Fact Sheet



Dear Mayor Dion and esteemed Portland city council members,

Hello from Holly Springs, North Carolina! My 3rd grade students and I are on a very important mission. We want to help save monarch butterflies! We know they are endangered and their numbers just keep getting lower. Each year for the last 9 years, we have asked mayors from all over North America to sign the **Mayors Monarch Pledge**. So far we have gotten 18 mayors to sign and we have many more to go! This year we are sending letters to Michigan, Maine, North Carolina, Missouri and Louisiana. How did we choose *Portland*, you ask? Well, we start with a map of cities and towns that have signed the **Mayors Monarch Pledge** and then my students look for gaps in the map - following the monarchs' migration route. By making sure as many mayors participate in this program as possible, we are hoping to create and protect habitat for monarch butterflies while also raising awareness and educating others.

We noticed that very few cities or towns in Maine have signed the **Mayors Monarch Pledge**. We know that *Portland* is a very popular place and has A LOT of visitors each year. For this reason, we thought your city would be a perfect place to share the news that monarchs NEED our help. Their numbers have dropped more than 90% in the last 30 years. By signing the pledge, your city would be helping to strengthen this beautiful pollinator. The pledge has a list of 30 action items and you choose 3 (or more) to complete within a year. Chances are, your city may already be doing some of the things on the list already. While researching, we also saw that *Portland* has a lot of parks - which are great places to plant milkweed or a pollinator garden. Simply adding a sign to one of these areas about the importance of creating habitat for pollinators and monarch butterflies in your beautiful, frequently visited city could have huge repercussions for monarchs for miles around, far beyond the boundaries of your lovely seaside haven. *Bar Harbor* has a truly unique opportunity to be a real hero to monarchs - not just by creating habitat, but by raising awareness among its many visitors each year.

The last date to sign up for the program this year is March 31st. Please feel free to reach out to me if I can help or if you have any questions at all. My students and I would love to know *Portland* is onboard with this important mission, giving monarchs and other pollinators a safe place to land, eat and strengthen their species. Let's work together to help monarchs by making our towns, cities and states a healthy habitat for all pollinators. Signing the **Mayor's Monarch Pledge** is a great place to start!

Most sincerely,

Katie Thompson
Katie Thompson

Global Education teacher (K-5)

Pine Springs Preparatory Academy

220 Rosewood Center Drive, Holly Springs, NC 27540

Cell: 919-414-0653 Email: krthompson@pinespringsprep.org



**NATIONAL
WILDLIFE
FEDERATION**

NWF mayors'
monarch
pledge

Mayors' Monarch Pledge

The monarch butterfly is an iconic North American species whose multigenerational migration and metamorphosis from caterpillar to butterfly has captured the imagination of millions of Americans.

We, the undersigned mayors and heads of local or tribal government, are deeply concerned about the decline of the monarch butterfly population. Both the western and eastern monarch populations have experienced [significant declines](#). Monarch scientists attribute the population decline to degradation and loss of summer breeding habitat in the U.S., and loss of winter habitat in south-central Mexico and coastal California.

Cities, towns, and counties have a critical role to play to help save the monarch butterfly. Municipalities can provide habitat at public parks, median strips, community gardens, and municipal buildings like recreation centers and libraries. Events such as community workshops, native plant giveaways and monarch festivals can educate residents about the cultural significance of monarchs and how to create habitat. Simple changes in landscaping ordinances or other policies can make a big difference for the monarch, too.

We recognize the importance of creating monarch and pollinator habitat at parks, gardens, and other green spaces, that every member of our community can equally enjoy. Our work to help save the monarch butterfly will intentionally engage all parts of our community, ensuring that historically marginalized communities are not left out of the work or the many benefits this work will create.

When mayors speak up and take a stand, our communities notice. Therefore, we hereby commit to help restore habitat for the monarch and encourage our residents to do the same, so that these magnificent butterflies will once again flourish across the continent.

Sign the pledge at www.nwf.org/mayorsmonarchpledge



**NATIONAL
WILDLIFE
FEDERATION**

NWF mayors'
monarch
pledge

Action Items

Communications and Convening:

Action #	Action
1	<p>Issue a proclamation to raise awareness about the decline of the monarch butterfly and the species' need for habitat. This proclamation must incorporate a focus on monarch conservation.</p> <p>Example activities:</p> <ul style="list-style-type: none">• Issue a Monarch Day Pledge• Incorporate monarchs into your Earth Day, Pollinator Week or other proclamation
2	<p>Launch or maintain a public communication effort to encourage residents to plant monarch gardens at their homes or in their neighborhoods. (If you have community members who speak a language other than English, we encourage you to also communicate in that language; Champion Pledges must communicate in that language.)</p>
3	<p>Engage* with community garden groups and urge them to plant native milkweeds and nectar-producing plants.</p>
4	<p>Engage* with city parks and recreation, public works, sustainability, and other relevant staff to identify opportunities to revise and maintain mowing programs and milkweed / native nectar plant planting programs.</p>

Action #	Action
5	<p>Engage* with gardening leaders and partners (e.g., Master Naturalists, Master Gardeners, Nature Centers, Native Plant Society Chapters, other long-standing and influential community leaders) to support monarch butterfly conservation.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Develop community gardens with local gardening leaders • Host programming and other activities with Nature Centers • Coordinate and collaborate with local gardening groups at schools, colleges, and universities
6	<p>Engage* with Homeowners Associations (HOAs), Community Associations or neighborhood organizations to identify opportunities to plant monarch gardens and revise maintenance and mowing programs.</p>
7	<p>Engage* with developers, planners, landscape architects, and other community leaders and organizers engaged in planning process to identify opportunities to create monarch habitat.</p>
8	<p>Create a community-driven educational conservation strategy, initiative, or practice that focuses on and benefits local, underserved residents.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Conduct outreach and support habitat / green space improvements in underserved communities. • Develop brochures in different languages

Action #	Action
9	<p>Create a community art project to enhance and promote monarch and pollinator conservation as well as cultural awareness and recognition.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Host photo contests • Commission murals • Create and show films and documentaries • Support public art installations • Collaborate with local artists, including school, college, and university art departments to create community-wide art

*Engage includes: in-person meetings, conferences and summits, trainings, or regular communication through email, phone, social media, etc.

Program and Demonstration Gardens:

Action #	Action
10	Host or support a native seed or plant sale, giveaway or swap.
11	Facilitate or support a milkweed seed collection and propagation effort.
12	Plant or maintain a monarch and pollinator-friendly demonstration garden at City Hall or another prominent or culturally significant community location.

Action #	Action
13	Convert vacant lots to monarch habitat.
14	Plant milkweed and pollinator-friendly native nectar plants along roadsides, medians, or public rights-of-way.
15	<p>Launch or maintain an outdoor education program(s) (e.g., at schools, after-school programs, community centers and groups) that builds awareness and creates habitat by engaging students, educators, and the community in planting native milkweed and pollinator-friendly native nectar plants (i.e., National Wildlife Federation’s Schoolyard Habitats® program and Monarch Mission curriculum).</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Eco-Schools U.S. • Schoolyard Habitats® Program • PK-12 Monarch Mission Curriculum (English and Spanish)
16	<p>Earn or maintain recognition for being a wildlife-friendly city by participating in other wildlife and habitat conservation efforts (i.e., National Wildlife Federation’s Community Wildlife Habitat program).</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Join the Community Wildlife Habitat

Action #	Action
17	<p>Host or support a monarch neighborhood challenge to engage neighborhoods and homeowners' associations within the community to increase awareness, support community unity around a common mission, and/or create habitat for the monarch butterfly.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Host photo challenges • Create property certification challenges • Collaborate with schools, universities, and colleges to host joint awareness and habitat creation challenges
18	<p>Initiate or support community science (or citizen science) efforts that help monitor monarch migration and health.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • NWF's Monarch Stewards Program Certification • Engage with local colleges and universities science departments to host community-wide opportunities • Monarch Migration Tracking (Journey North)
19	<p>Add or maintain native milkweed and nectar-producing plants in gardens in the community.</p>

Action #	Action
20	<p>Launch, expand, or continue an invasive species removal program that will support the re-establishment of native habitat for monarch butterflies and other pollinators.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Partner with volunteers and/or stakeholder organizations to remove herbaceous and woody invasive plants from city parks and other natural areas. • Host educational events to teach community members about invasive plant identification and how to safely remove invasives from their personal properties. • Create a distributable list of invasive species to your ecoregion to share with stakeholders and community members.
21	Host or support a monarch butterfly festival that is accessible to all residents in the community and promotes monarch and pollinator conservation, as well as cultural awareness and recognition.
22	<p>Display educational signage at monarch gardens and pollinator habitat.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Neighborhood Garden Signs (Victory Garden of Tomorrow) • Create plant labels or interpretive language for community gardens, parks, prairie habitat, rights-of-way, etc.

Systems Change:

Action #	Action
23	Remove milkweed from the list of noxious plants in city weed / landscaping ordinances (if applicable).

Action #	Action
24	Change weed or mowing ordinances to allow for native prairie and plant habitats.
25	Increase the percentage of native plants, shrubs and trees that must be used in city landscaping ordinances and encourage use of milkweed, where appropriate.
26	<p>Launch, expand, or continue an effort to change municipal planting ordinances and practices to include more native milkweed and native nectar producing plants at city properties.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Pass an ordinance to incorporate the planting and cultivation of native milkweed, where feasible, into the city’s landscape portfolio to increase native biodiversity in public landscapes. • Check out the NWF Lanscaping Guide with Example Ordinances!
27	Integrate monarch butterfly conservation into the city’s Park Master Plan, Sustainability Plan, Climate Resiliency Plan or other city plans.
28	<p>Reduce or eliminate the use of herbicides, pesticides, or other chemicals that are harmful to monarchs and pollinators and urban wildlife.</p> <p>Example Activities:</p> <ul style="list-style-type: none"> • Work with local school districts to eliminate or minimize the use of pesticides, herbicides, and insecticides on school properties • Adopt Integrated Pest Management (IPM) practices • Adopt “chemical-free” landscape practices at city-maintained parks, municipal buildings, and/or other city-maintained properties.
29	Launch, expand, or continue one or more ordinances to reduce light pollution to benefit urban wildlife.

Action #	Action
	<p>Example Activities:</p> <ul style="list-style-type: none"> • Introduce ordinances that require fully shielded outdoor light fixtures that have low color temperature and direct light downwards in city-maintained spaces. • Change city ordinances to require that building owners and managers reduce and/or turn off excess lighting during periods of migration (Spring/Fall).
30	California Specific: Pass a resolution to protect over-wintering monarch butterfly habitat on public or private lands.

Factsheet

More than 2,300 pledges have been taken by mayors and heads of local government across North America to help save the monarch butterfly, an iconic species whose populations have declined precipitously in the last 20 years. Through the National Wildlife Federation's Mayors' Monarch Pledge™, cities, municipalities, Tribal governments and other communities can commit to creating vibrant, high-quality habitat for the monarch butterfly and pollinators, while also educating residents about how they can make a difference at home and in their community. There are three steps to the Mayors' Monarch Pledge:

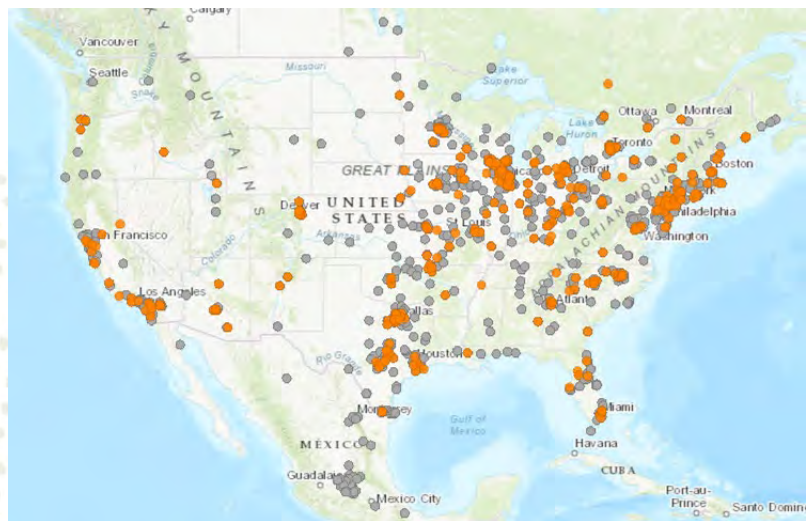
1. Take the Pledge and Specify Your Actions

Mayors and heads of local government pledge to restore habitat in the community and encourage residents to do the same. [Read the Mayors' Monarch Pledge](#) and then [take the pledge](#) online! Mayors and communities will receive special recognition on the NWF website if they complete eight or more actions (Leadership Circle) or 24 or more actions (Monarch Champion City).

2. Take Action

Once mayors and heads of local and Tribal governments have taken the pledge and specified which actions the community will take over the next year,

Mayors' Monarch Pledge Signatories Map



- Active Pledges in 2025
- Pledges taken from 2015-2024

[Interactive map](#)

it's time to take action! Schools, non-profits, volunteers and community-based organizations play a crucial role in the success of these commitments.

Learn what other cities are doing and access best practices and other resources on the member-only Resource Center, quarterly network-wide meetings, [Mayors' Monarch Pledge website](#), and [Facebook Group](#).

NWF also offers regular newsletters, webinars, networking opportunities, 1:1 consultations, and social media outreach toolkits.

3. Report Progress

Once mayors and heads of local and Tribal governments have taken action, NWF asks communities to fill out a simple reporting form on an annual basis. The data we collect through the reporting process allows us to track the collective impact of our work.

Program Impact

Since 2015, program participants have engaged over 16 million people and created more than 12,120 acres of habitat. Below are details about what actions mayors and heads of local government accomplished from 2015-2025:

868 Leaders: Issued a Proclamation to raise awareness about the decline of the monarch butterfly and the species' need for habitat.

854 Leaders: Hosted or supported a native seed or plant sale, giveaway or swap.

820 Leaders: Planted or maintained a monarch and pollinator-friendly demonstration garden at City Hall or another prominent or culturally significant community location.

810 Leaders: Launched or maintained a public communication effort (multilingual where appropriate for the community) to encourage residents to plant monarch gardens at their homes or in their neighborhoods.

669 Leaders: Added or maintained native milkweed and nectar producing plants in community gardens.

595 Leaders: Engaged with community garden groups and urged them to plant native milkweeds and nectar-producing plants.

CONTACT THE TEAM

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MONARCH CHAMPIONS

Carnegie, PA
Minnetonka, MN
Rochester, MI
San Antonio, TX
Woodlands Township, TX
Northbrook, IL
Glen Ellyn, IL
San Marcos, TX
Chamblee, GA
Hastings-on-Hudson, NY
Charleston, IL
Grandwich, VA
Arlington, TX
Austin, TX

Montréal, Québec
Fort Worth, TX
McAllen, TX
Saltillo, Coahuila

SELECT LEADERSHIP CIRCLE CITIES

Los Angeles, CA
Denver, CO
Black Mountain, NC
Flagstaff, AZ
Houston, TX
Madison, WI
Orlando, FL
Oklahoma City, OK
Evanston, IL

Inspiring Stories

McKinney, TX

McKinney leverages the Mayors' Monarch Pledge as both a conservation framework and an equity tool, intentionally centering outreach in historically underserved areas by placing demonstration gardens and educational signage in East McKinney, an area with deep cultural significance and diverse community representation. They also partner with community-based organizations, youth groups, and schools to reduce barriers to participation through free programming and accessible education.

Madison, WI

In 2025, Madison planted 11,145 native plugs, 626 native trees, 176 native shrubs, and converted 21 acres to tallgrass prairie. Additionally, they performed prescribed burns on 450 acres, removed invasive shrubs from 50 acres, and enacted targeted ecological restoration work on 472 acres. Madison collected 144 species of seed including four species of milkweed, totaling 291 pounds of native seed! Twelve new rain gardens were installed and many more sites were supplemented with native plants.





To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

March 11, 2026

AGENDA ITEM

3B

PURPOSE

To consider increasing the maximum fee licensed tow operators may charge.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This item is not included in the Committee’s 2026 workplan.

BACKGROUND/ANALYSIS

The regulation of licensing tow operators is governed by [Chapter 28 Traffic and Motor Vehicles](#) of the Portland City Code, specifically Article IV Licensing of Tower Operators. The rates established in ordinance were last updated in 2022.

Article IV. Licensing of Tow Operators

*Editor’s note--The schedule of tow fees is set by the City in Order 27- 22/23 on August 8, 2022 as follows:

ORDERED, that the schedule of maximum rates permitted to be charged vehicle owners by wreckers for specified services listed below adopted pursuant to Chapter 28, Sections 275 and 303 (NOTE: now Section 125) of the Portland City Code, and by Council Order 30-88/89, dated June 7, 1989 and amended on May 16, 1994, January 19, 2000, Order 155-04/05, February 2, 2005, Order 161-07/08, March 3, 2008, by Order 14-13/14 on July 15, 2013 and Order 108-17/18 on November 20, 2017,

1. Towing of Vehicles or All-Terrain Vehicles
\$135.00 per non-accident tow
\$150.00 per accident tow
\$150.00 for any vehicle with dual tires on the rear axle.

When a vehicle is off-road, submerged, rolled over or otherwise requires special equipment for retrieval before it can be towed, a charge of \$80 may be assessed in addition to the towing fee. If the recovery takes longer than one hour, a rate of \$80 per hour after the first hour may be charged.

2. Once a wrecker has hooked a vehicle to the wrecker, a vehicle owner may take possession of his vehicle if the wrecker has not started to leave the scene with the vehicle and if the owner pays a \$40.00 fee in cash to the wrecker driver. Upon such payment, the wrecker shall release the vehicle. No towing fee shall be charged if the owner arrives to move his vehicle prior to the wrecker hooking up to the vehicle. In the case of a police-requested tow and to the extent possible, the wrecker shall not lose its place in rotation on the police towing list if the tow is either cancelled or if the owner retrieves his vehicle prior to tow under this subsection. "Hooked or hooked up" for purposes of this subsection means that the wrecker has attached the vehicle to the wrecker by chains or by hook, or some other similar physical connection that must be detached before the vehicle can move, regardless of whether it has been lifted or moved. "Starts to leave the scene" means that the vehicle is fully attached for towing and the wrecker has begun to move from the scene. When a vehicle is shoveled out by a tow operator in order to hook it up during a snow ban or for a snow removal conducted by or for the City, and a City employee engaged or participating in the snow removal process determines that the shoveling was reasonable and necessary to accomplish a hook up, the fee shall be \$25 regardless of whether the vehicle is hooked up when the vehicle owner arrives at the scene. In cases where the vehicle is shoveled out and hooked up the total fee to release the vehicle shall be \$40.00.
3. Storage of vehicles: \$40.00 per day or part thereof. Storage charges shall begin twenty-four hours after the vehicle is towed.
4. The charge by the City for vehicles impounded or stored on City property pursuant to Chapter 28 shall be \$25.00 for impoundment and storage for the first twenty-four hours from the date and time of impoundment, and shall be \$10.00 for each day, or part thereof, thereafter.
5. Wrecker owners may charge a \$40.00 release fee for vehicles released from storage after 7:00 p.m. and prior to 7:00 a.m. seven days a week and from 7:00 a.m. to 7:00 p.m. on Sundays or on official City holidays.
6. The Chief of police or designee may authorize additional charges in unusual circumstances.
7. If a vehicle must be towed after the initial tow, wrecker owners may charge a \$135.00 fee for each additional tow of the same vehicle performed at the City's request.
8. When a vehicle and trailer or two vehicles are towed at the same time the tow fee shall be \$270.00.

(Ord. No. 183-97, 1-22-97; Ord. No. 27-08/09, 8-4-08)

Additionally, the minimum continuous regulations outlined below in Sec. 28-123 have been in place since 2008.

Sec. 28-123. Minimum continuous regulations.

The following minimum regulations will be met on a continuous basis by all licensees: (a)

- A. Licensees shall operate and maintain storage and release facilities within the city, or within a radius of five (5) miles from Portland City Hall, as may be necessary for safe and proper conduct of towing activities.
- B. Licensees shall permit the chief of police to conduct one (1) regular and two (2) random inspections of each towing vehicle during the term of the license.
- C. Licensees shall permit the chief of police to conduct one (1) regular and two (2) random inspections of each storage and release areas during the term of the license.
- D. Licensees shall maintain such records as required by regulations promulgated by the chief of police pursuant to section 28-124 and shall permit their inspection by the chief or his or her designee during normal business hours.
- E. Vehicles must be towed, not driven, to storage lots.
- F. Licensees must provide a secure storage area in accordance with regulations promulgated in accordance with section 28-124.
- G. No vehicle shall be towed to a lot outside of the city unless pursuant to subsection (1) of this section or unless it has been unclaimed for thirty (30) days and only upon the prior written notice to the police chief or his or her designee.
- H. The police chief or his or her designee must be notified of any unclaimed vehicle by electronically reporting the relevant information from the invoice or tow slip for any unclaimed vehicle once a week to the police chief or his or her designee. Said information shall be electronically reported by Tuesday each week and shall include information for each vehicle in licensee's possession that remains unclaimed on the last day of the preceding week.
- I. Licensees shall clean the accident area of all nonhazardous vehicular debris resulting from the accident, if there be any.
- J. Licensees shall not make any repairs to vehicles without the consent of the owner.
- K. Vehicles shall be released from storage in accordance with regulations promulgated by the chief of police pursuant to section 28-124.
- L. Licensees shall hold the city harmless from all claims for damages to property and injuries to persons resulting from the licensees' negligence in the towing or storage of vehicles pursuant hereto.
- M. Licensees shall not require the owner of the towed vehicle to pay any charge unless signage warning that unauthorized vehicles will be towed at the vehicle owner's expense is posted clearly and conspicuously at each entrance and exit of nonresidential property from which the vehicle is removed or said signage is clearly and conspicuously visible from all entrances of the lot. Signs must include information about how a missing vehicle may be located.

- N. Licensees shall conspicuously post current rates for services under this article at the release facility.
- O. Licensees shall release vehicles within one (1) hour of the owner's request.

Staff researched other rates in order to provide context about a potential increase in Portland. Below is a summary table of rates.

City	Tow Fee	Daily Storage Fees
Portland, ME	\$135 day/night	\$40/day
Biddeford, ME	\$120 daytime/\$150 nighttime	\$50/day
Freeport, ME	\$100 daytime/\$125 nighttime	\$50/day storage
Saco, ME	\$160	\$40 outdoor/\$50 indoor per 24 hours
Scarborough, ME	\$135 daytime/\$135 nighttime	\$50/day, \$100 EV/day
South Portland, ME	\$150	\$40/day storage, \$40 release fee
Boston, MA	\$132 + fuel surcharge	\$35/day
Manchester, NH	\$175	\$50/day, \$50 release fee
Dover, NH	Not exceed \$160/hr day, \$180/hr nights & weekends	\$65/day, \$50 release fee
Burlington, VT	\$75 + standby, additional personnel fees	\$30/day at City lot
Portsmouth, NH	Approx \$175 - Private operator sets own fees	Private operator sets own rates
Nashua, NH	\$185	\$80/day

FISCAL IMPACT

There is no fiscal impact on City operations.

CONCLUSION(S)

The current fee structure is not competitive in the market which negatively impacts City operations. Tow operators may prioritize other municipalities that allow a higher maximum fee when requests for towing are in high demand. Additionally, tow lots within a 5 mile radius regularly reach capacity. This impacts City operations as it limits the ability to tow vehicles that are in violation.

Staff recommends considering the following changes to Chapter 28

Current	Proposed	Item Description
\$135	\$150	Tow fee per non-accident tow
\$150	\$175	Tow fee per accident tow
\$150	\$165	Tow fee for any vehicles with dual tires on the rear axle
\$40	\$50	Storage fee per day
5 miles	7 miles	Maximum radius of tow lots from Portland City Hall

PRIOR COUNCIL/COMMITTEE REVIEW

N/A

PREPARED BY

Tony Wirkus
Director
Parking Division

ATTACHMENTS

N/A



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

March 11, 2026

AGENDA ITEM

Agenda Item #3B - Portland International Jetport Surface Parking Project Appropriation

PURPOSE

Consider referral to the City Council a request to appropriate from the Jetport's unrestricted fund balance \$1.5 million to commence design on the Phase 3 Parking Garage and \$8.6 million to commence construction on a revised smaller surface parking lot that is consistent with feedback received from the community.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

While this item is not included in the committee's work plan, the proposed expansion of parking areas at the Jetport is a major project in support of the City's overall transportation system.

BACKGROUND/ANALYSIS

This Jetport is a multi-modal transportation facility that served an all-time record 2.59 million arriving and departing travelers in 2025. The Jetport is the state's largest commercial service airport by passenger volume and provides an important connection for the greater Portland region and the State of Maine to the national air transportation system. The ability to connect air travelers to all forms of ground transportation in a safe, convenient, efficient, and sustainable manner is an important function of the Jetport. It is ideal for multimodal transportation facilities such as the Jetport to provide onsite walkable distance parking adequate to meet demand and reduce the need for shuttle operations. The proposed revised project as with all significant infrastructure projects at the Jetport has been developed over many years and was included in the prior two Jetport master plans issued in 2008 and 2018. Commercial service airports are required by the FAA to prepare or update master plans roughly every 10 years to ensure safe, operationally efficient facilities that meet FAA standards, and provide development guidance to meet forecast demand.

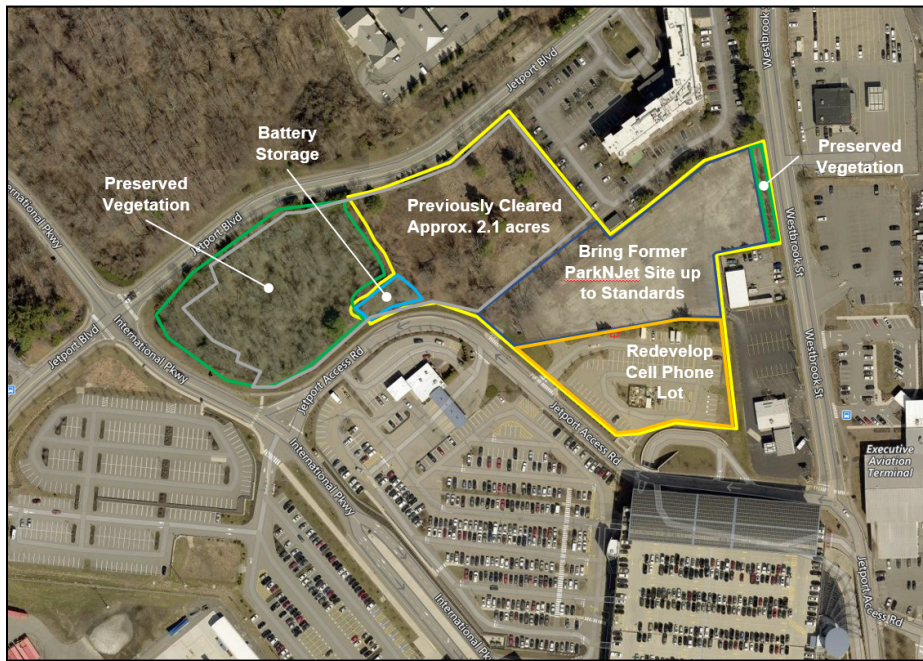
The revised request proposes to commence design and planning now for the Phase 3 Parking Garage. This project is shown in orange as Intermediate Term Development **Project 10** in the below Development Staging Plan from the Jetport's 2018 Master Plan.

Figure 1: Development Staging Plan

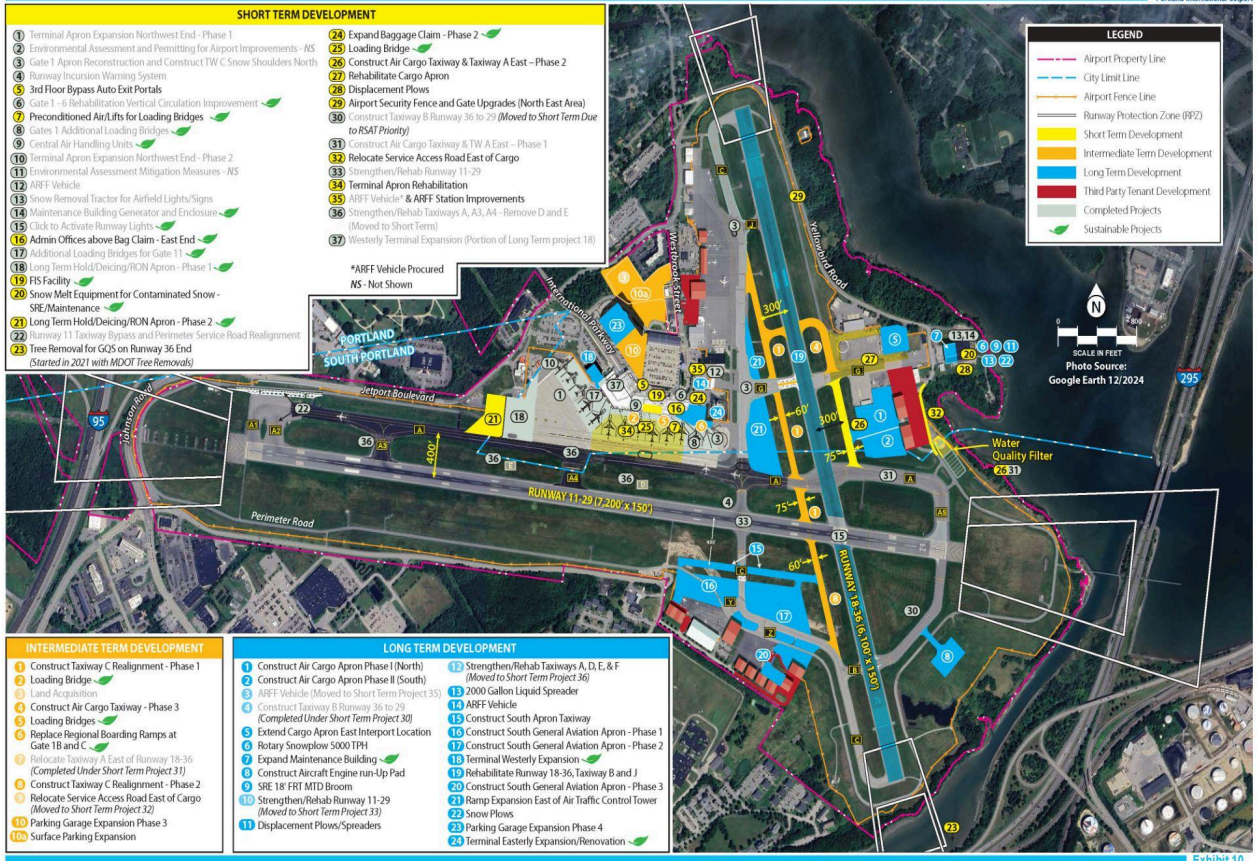


In parallel with the garage design the Jetport requests funding to proceed with a revised smaller surface parking project (noted as Project 10a on Figure 1) that provides for the redevelopment and upgrade of two existing parking lots, a gravel 300 space valet parking lot that was acquired from Toye Airport Park LLC in 2021 and the existing 102 space cell phone lot. The existing redeveloped parking lots combined with the development of 2.1 acres of land previously cleared by Toye Airport Park LLC comprises the area for the revised plan. This is just over 2 acres smaller than the previous plan as outlined below.

Figure 2



The revised surface parking project (within the yellow perimeter in Figure 2) reduces the area, but will still accommodate the previously approved Battery Energy Storage System (BESS) project. The project will provide a new self-park public parking lot of 537 spaces, which is 130 spaces smaller than the prior plan. The project will bring the existing gravel lot and partially cleared land acquired from Toye Airport Park LLC in 2021 up to current standards for lighting, stormwater treatment, pedestrian access, and landscaping. The following plan details the revised surface parking lot concept.



SHORT TERM DEVELOPMENT	
1	Terminal Apron Expansion Northwest End - Phase 1
2	Environmental Assessment and Permitting for Airport Improvements - NS
3	Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North
4	Runway Incursion Warning System
5	3rd Floor Bypass Auto Exit Portals
6	Gate 1 - 6 Rehabilitation Vertical Circulation Improvement
7	Preconditioned Air/Lifts for Loading Bridges
8	Gates 1 Additional Loading Bridges
9	Central Air Handling Units
10	Terminal Apron Expansion Northwest End - Phase 2
11	Environmental Assessment Mitigation Measures - NS
12	ARFF Vehicle
13	Snow Removal Tractor for Airfield Lights/Signs
14	Maintenance Building Generator and Enclosures
15	Click to Activate Runway Lights
16	Admin Offices above Bag Claim - East End
17	Additional Loading Bridges for Gate 11
18	Long Term Hold/Decaying/IRON Apron - Phase 1
19	FIS Facility
20	Snow Melt Equipment for Contaminated Snow-SIE/Maintenance
21	Long Term Hold/Decaying/IRON Apron - Phase 2
22	Runway 11 Taxiway Bypass and Perimeter Service Road Realignment
23	Tree Removal for GQS on Runway 36 End (Started in 2021 with MDOT Tree Removals)
24	Expand Baggage Claim - Phase 2
25	Loading Bridge
26	Construct Air Cargo Taxiway & Taxiway A East - Phase 2
27	Rehabilitate Cargo Apron
28	Displacement Plows
29	Airport Security Fence and Gate Upgrades (North East Area)
30	Construct Taxiway B/Runway 36 to 29 (Moved to Short Term Due to ISAT Priority)
31	Construct Air Cargo Taxiway & TW A East - Phase 1
32	Relocate Service Access Road East of Cargo
33	Strengthen/Rehab Runway 11-29
34	Terminal Apron Rehabilitation
35	ARFF Vehicle & ARFF Station Improvements
36	Strengthen/Rehab Taxiways A, A3, A4 - Remove D and E (Moved to Short Term)
37	Westerly Terminal Expansion (Portion of Long Term Project 18)

*ARFF Vehicle Procured
NS - Not Shown

INTERMEDIATE TERM DEVELOPMENT	
1	Construct Taxiway C Realignment - Phase 1
2	Loading Bridge
3	Land Acquisition
4	Construct Air Cargo Taxiway - Phase 3
5	Loading Bridges
6	Replace Regional Boarding Ramps at Gate 1B and C
7	Relocate Taxiway A East of Runway 18-36 (Completed Under Short Term Project 31)
8	Construct Taxiway C Realignment - Phase 2
9	Relocate Service Access Road East of Cargo (Moved to Short Term Project 32)
10	Parking Garage Expansion Phase 3
102	Surface Parking Expansion

LONG TERM DEVELOPMENT	
1	Construct Air Cargo Apron Phase I (North)
2	Construct Air Cargo Apron Phase II (South)
3	ARFF Vehicle (Moved to Short Term Project 35)
4	Construct Taxiway B/Runway 36 to 29 (Completed Under Short Term Project 30)
5	Extend Cargo Apron East Interport Location
6	Rotary Snowplow 5000 TPH
7	Expand Maintenance Building
8	Construct Aircraft Engine run-Up Pad
9	SIE 18' FT MTD Boom
10	Strengthen/Rehab Runway 11-29 (Moved to Short Term Project 33)
11	Displacement Plows/Spreaders
12	Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term Project 36)
13	2000 Gallon Liquid Spreader
14	ARFF Vehicle
15	Construct South General Aviation Taxiway
16	Construct South General Aviation Apron - Phase 1
17	Construct South General Aviation Apron - Phase 2
18	Terminal Westerly Expansion
19	Rehabilitate Runway 18-36, Taxiway B and J
20	Construct South General Aviation Apron - Phase 3
21	Ramp Expansion East of Air Traffic Control Tower
22	Snow Plows
23	Parking Garage Expansion Phase 4
24	Terminal Easterly Expansion/Renovation

LEGEND	
	Airport Property Line
	City Limit Line
	Airport Fence Line
	Runway Protection Zone (RPZ)
	Short Term Development
	Intermediate Term Development
	Long Term Development
	Third Party Tenant Development
	Completed Projects
	Sustainable Projects

SCALE IN FEET
Photo Source:
Google Earth 12/2024

SHORT TERM DEVELOPMENT

- 1 Terminal Apron Expansion Northwest End - Phase 1
- 2 Environmental Assessment and Permitting for Airport Improvements - NS
- 3 Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North
- 4 Runway Incursion Warning System
- 5 3rd Floor Bypass Auto Exit Portals
- 6 Gate 1 - 6 Rehabilitation Vertical Circulation Improvement
- 7 Preconditioned Air/Lifts for Loading Bridges
- 8 Gates 1 Additional Loading Bridges
- 9 Central Air Handling Units
- 10 Terminal Apron Expansion Northwest End - Phase 2
- 11 Environmental Assessment Mitigation Measures - NS
- 12 ARFF Vehicle
- 13 Snow Removal Tractor for Airfield Lights/Signs
- 14 Maintenance Building Generator and Enclosure
- 15 Click to Activate Runway Lights
- 16 Admin Offices above Bag Claim - East End
- 17 Additional Loading Bridges for Gate 11
- 18 Long Term Hold/Deicing/RON Apron - Phase 1
- 19 FIS Facility
- 20 Snow Melt Equipment for Contaminated Snow - SRE/Maintenance
- 21 Long Term Hold/Deicing/RON Apron - Phase 2
- 22 Runway 11 Taxiway Bypass and Perimeter Service Road Realignment
- 23 Tree Removal for GQS on Runway 36 End (Started in 2021 with MDOT Tree Removals)

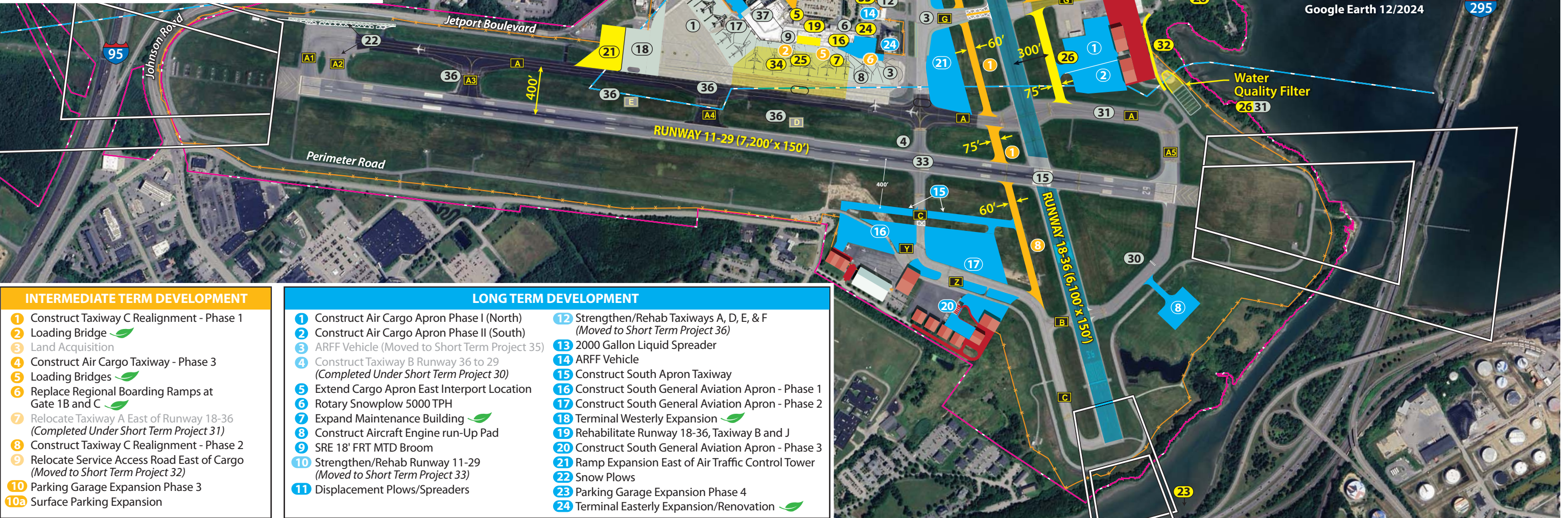
- 24 Expand Baggage Claim - Phase 2
- 25 Loading Bridge
- 26 Construct Air Cargo Taxiway & Taxiway A East - Phase 2
- 27 Rehabilitate Cargo Apron
- 28 Displacement Plows
- 29 Airport Security Fence and Gate Upgrades (North East Area)
- 30 Construct Taxiway B Runway 36 to 29 (Moved to Short Term Due to RSAT Priority)
- 31 Construct Air Cargo Taxiway & TW A East - Phase 1
- 32 Relocate Service Access Road East of Cargo
- 33 Strengthen/Rehab Runway 11-29
- 34 Terminal Apron Rehabilitation
- 35 ARFF Vehicle* & ARFF Station Improvements
- 36 Strengthen/Rehab Taxiways A, A3, A4 - Remove D and E (Moved to Short Term)
- 37 Westerly Terminal Expansion (Portion of Long Term project 18)

*ARFF Vehicle Procured
NS - Not Shown

LEGEND

- Airport Property Line
- City Limit Line
- Airport Fence Line
- Runway Protection Zone (RPZ)
- Short Term Development
- Intermediate Term Development
- Long Term Development
- Third Party Tenant Development
- Completed Projects
- Sustainable Projects

0 800
SCALE IN FEET
Photo Source:
Google Earth 12/2024



INTERMEDIATE TERM DEVELOPMENT

- 1 Construct Taxiway C Realignment - Phase 1
- 2 Loading Bridge
- 3 Land Acquisition
- 4 Construct Air Cargo Taxiway - Phase 3
- 5 Loading Bridges
- 6 Replace Regional Boarding Ramps at Gate 1B and C
- 7 Relocate Taxiway A East of Runway 18-36 (Completed Under Short Term Project 31)
- 8 Construct Taxiway C Realignment - Phase 2
- 9 Relocate Service Access Road East of Cargo (Moved to Short Term Project 32)
- 10 Parking Garage Expansion Phase 3
- 10a Surface Parking Expansion

LONG TERM DEVELOPMENT

- 1 Construct Air Cargo Apron Phase I (North)
- 2 Construct Air Cargo Apron Phase II (South)
- 3 ARFF Vehicle (Moved to Short Term Project 35)
- 4 Construct Taxiway B Runway 36 to 29 (Completed Under Short Term Project 30)
- 5 Extend Cargo Apron East Interport Location
- 6 Rotary Snowplow 5000 TPH
- 7 Expand Maintenance Building
- 8 Construct Aircraft Engine run-Up Pad
- 9 SRE 18' FRT MTD Broom
- 10 Strengthen/Rehab Runway 11-29 (Moved to Short Term Project 33)
- 11 Displacement Plows/Spreaders
- 12 Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term Project 36)
- 13 2000 Gallon Liquid Spreader
- 14 ARFF Vehicle
- 15 Construct South Apron Taxiway
- 16 Construct South General Aviation Apron - Phase 1
- 17 Construct South General Aviation Apron - Phase 2
- 18 Terminal Westerly Expansion
- 19 Rehabilitate Runway 18-36, Taxiway B and J
- 20 Construct South General Aviation Apron - Phase 3
- 21 Ramp Expansion East of Air Traffic Control Tower
- 22 Snow Plows
- 23 Parking Garage Expansion Phase 4
- 24 Terminal Easterly Expansion/Renovation

From: Waldren, Carter <waldrenc@westbrookschoools.org>
Subject: From Carter Waldren, 40 Garrison, Portland Maine , Please include this document for the upcoming Sustainability and Transportation meeting agenda. Changes to 2018 PWM jetport master plan
Date: Mar 8, 2026, 8:35 AM

Carter Waldren
Garrison Street
March 8 2026

Please have the Transportation members state the date this change was authorized by the city council and what the vote count was.

Important ; Re Jetport parking proposal

Modified jetport master plan mapping is being used at the upcoming Transportation and sustainability meeting and is listed as an attachment in the agenda to justify a surface lot expansion.

This modification date has not even occurred yet. Today's date is 3-8 2-26
10 A was added as surface parking .

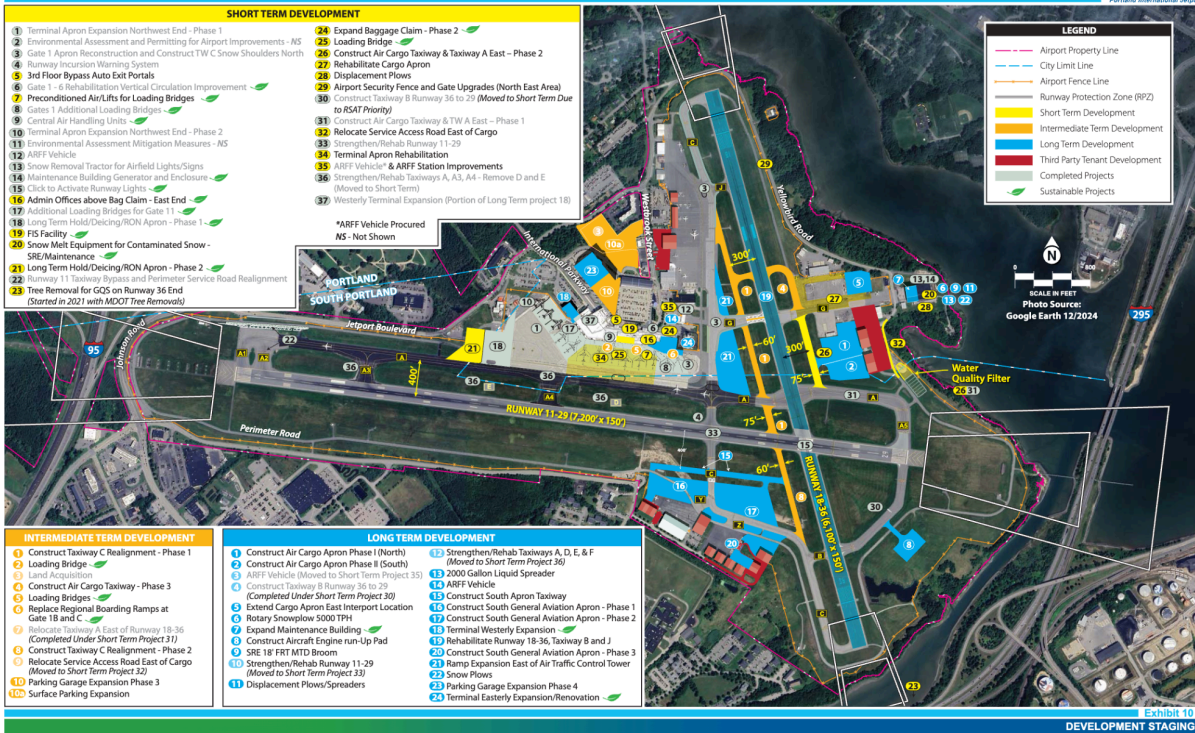
City council members, did you authorize this change to the 2018 jetport sustainable master plan by formal vote?

Was this change to mapping authorized related to the 2018 sustainable Master plan?

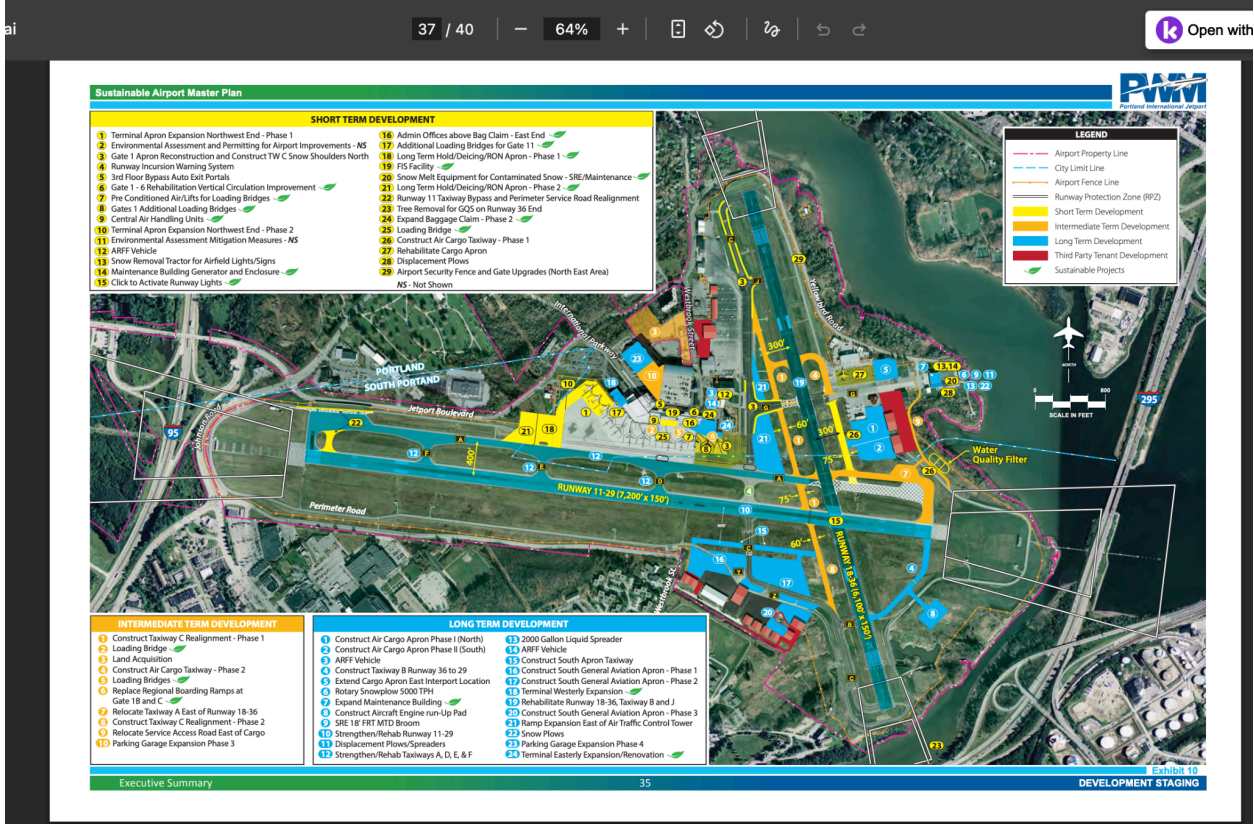
MAPPING LABELED DEVELOPMENT STAGING WAS MODIFIED TO SHOW SURFACE PARKING AND LABELED AS 10 A .

This mapping does not reflect the mapping found in the master plan for short term, intermediate and long term.

Says updated 3-10-2026 but does not say by whom.



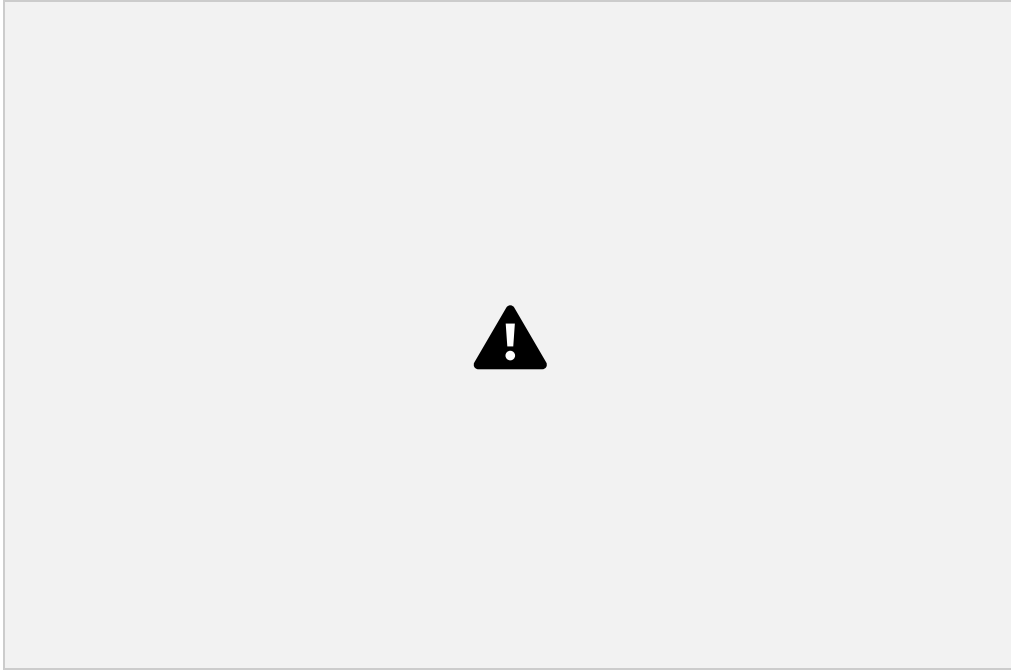
Correct mapping found on page 37 pdf . 2018 jetport master plan. Says 3 property acquisition but does not mention surface parking. Labeled exhibit 10 development staging. Original from master plan. See long term mapping below.



Mapping labeled **recommended development staging** found on page 381 of the 2018 pwm sustainable master plan. Shows the green area as property acquisition however the property was not purchased until 2020 and was not included as surface parking in any jetport master plan development mapping. The yellow area is the garage expansion. See long term mapping below.



Long term mapping shows a total absence of any surface parking. It only shows the garage expansions. Labeled long term development. Exhibit 7c found on page 11. From the original pwm sustainable jetport master plan 2018. The lack of inclusion of the property acquisition or surface parking proves the concept that the surface parking was not included in the master plan document.



City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

March 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	3/2026 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 - Consultant selected following competitive procurement. Contract execution phase in progress with substantive work to begin in April.
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>Subject to Council approval, the FY 2027 CIP includes \$1.1 million for Vision Zero related projects.</p> <p>Portland awarded \$2.1M from US DOT's Safe Streets for All grant program to design, implement, and evaluate demonstration projects on Brighton Ave.</p> <p>Portland awarded several rounds of state funding from Maine Department of Public Safety for support traffic enforcement.</p>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

March 2026 Progress Report



Objective 2: Safer Roads (SR)

#	Action	Timeframe	3/2026 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>Subject to Council approval, the proposed FY 2027 CIP includes \$300k to fund a city-wide lighting study focused on arterial and collector level streets.</p> <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>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

March 2026 Progress Report



Objective 2: Safer Roads (SR) - continued

#	Action	Timeframe	3/2026 Progress Report
SR-5	Conduct review of sidewalk snow ordinances in Chapter 25 with possible recommendations for changes.	FY26, Qtr 4	Staff will recommend including this item on the Sustainability and Transportation Committee's 2026 workplan.

Objective 3: Safer Speeds (SS)

#	Action	Timeframe	3/2026 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>PD is working to onboard additional Reserve Officers to do traffic enforcement. 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>Year to date 2026, PD has conducted 924 traffic stops and issued 299 citations. In 2025, PD conducted 3,885 traffic stops (25% more than in 2024) and issued 1,118 citations (110% higher than in 2024).</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 4	Staff will recommend including this item on the Sustainability and Transportation Committee's 2026 workplan.

New Objective			
SS.4	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.

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

March 2026 Progress Report



Objective 4: Safer People (SS)

#	Action	Timeframe	3/2026 Progress Report
SS-1	Implement a communications campaign aimed at both motor vehicle operators as well as bicyclists and pedestrians.	FY26, Qtr 4	The Communications & Digital Services Department (CDD) has developed a communications plan for a vision zero campaign. Staff are working in coordination with a state vision zero initiative that is incorporating community feedback from a series of focus groups and building a local campaign that is ready for implementation by mid-2026. A specific vision zero logo has been created in line with the City's brand, and a draft marketing strategy has been developed for a pedestrian safety campaign. This work will be executed in consultation with a marketing and advertising firm.

Objective 3: Post-Crash Care (PC)

#	Action	Timeframe	3/2026 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 second quarterly report in January 2026 - the next quarterly report will be provided in April 2026.

New Objective

PC-3	Consider changes to how the Police Department communicates with the public on initial crash reports and completed investigations.	FY26, Qtr 3	The Police Department is preparing new guidelines for issuing initial press releases and providing updated information once investigations are fully complete.
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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.

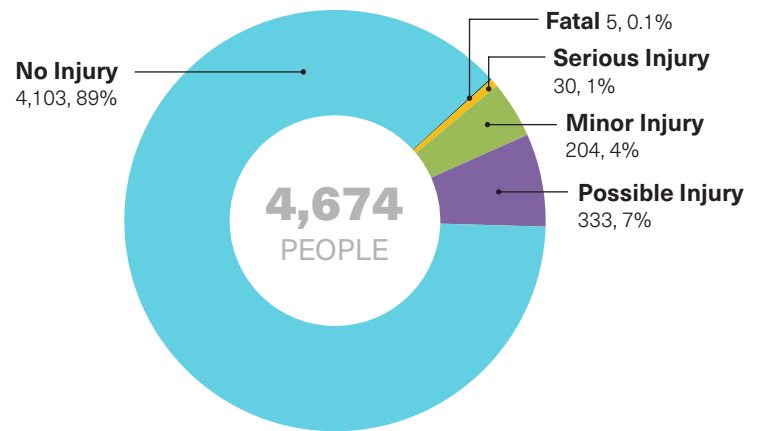
All Crashes

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.

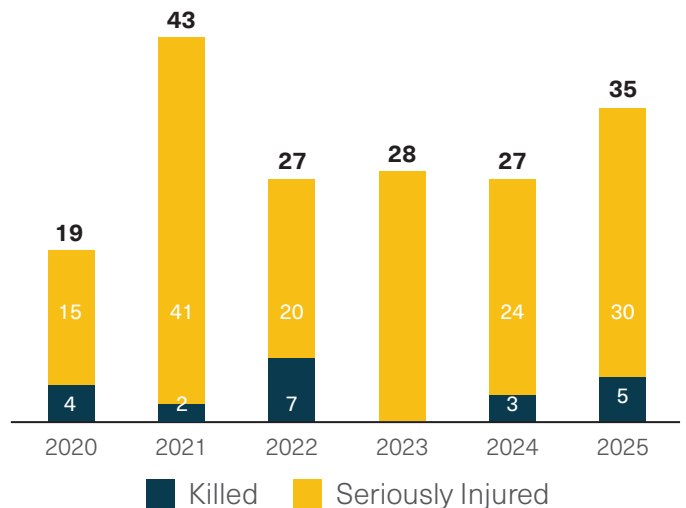
Fatal & Serious Injury Crashes

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



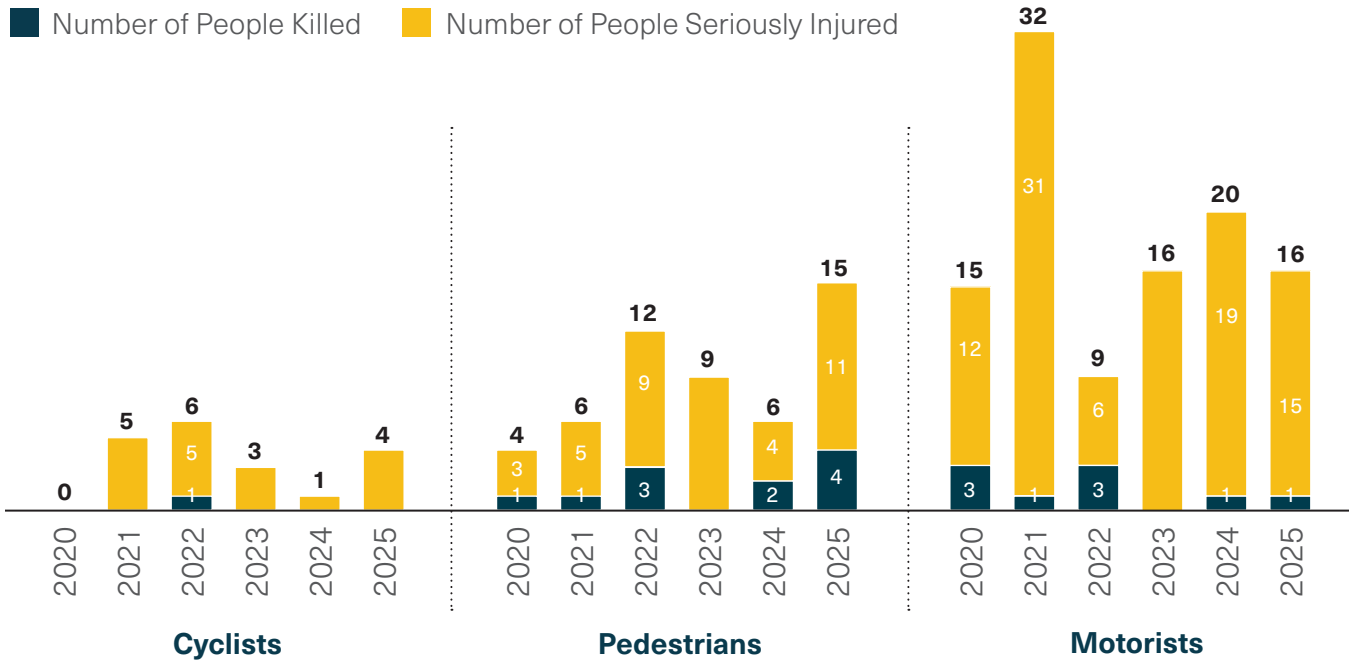
..... PEOPLE SERIOUSLY INJURED OR KILLED



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

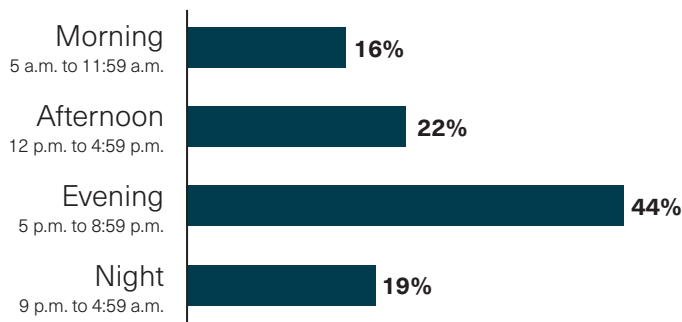
30

TOTAL CRASHES

2,318

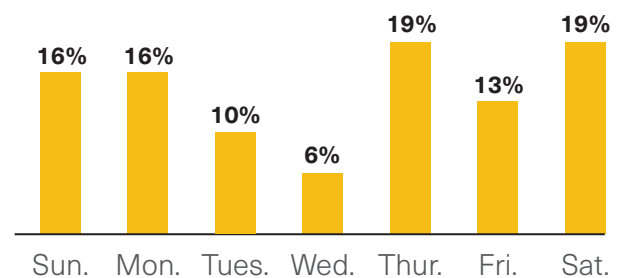
Takeaway: In 2025, 32 severe crashes resulted in five deaths and 30 serious injuries, out of 2,318 total crashes reported by Portland Police ranging from no injuries to fatal.

TIME OF DAY



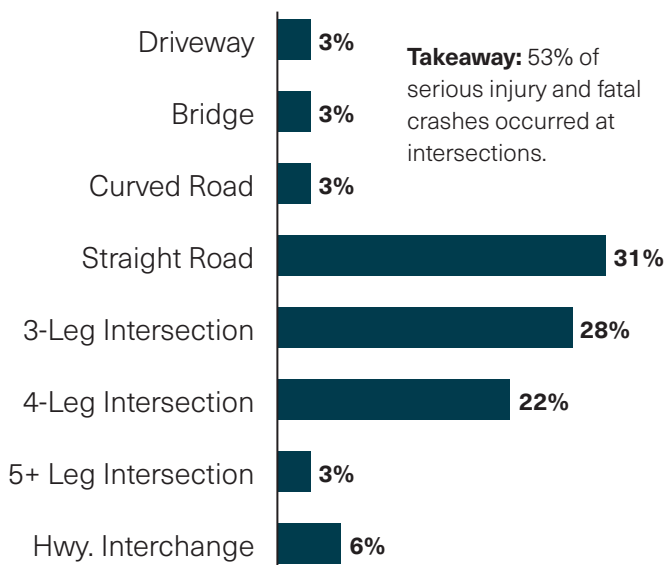
Takeaway: Nearly two-thirds (63%) of serious injury and fatal crashes occurred in the evening or night, when lighting and visibility are lower.

DAY OF WEEK



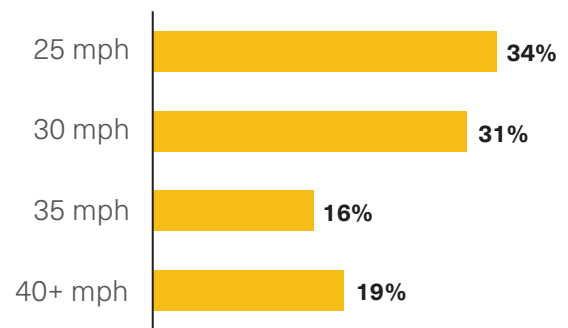
Takeaway: With only 32 serious injury and fatal crashes, no clear day-of-week trend emerges. Crashes are generally distributed across the days of the week.

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

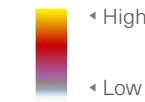
- Fatal
- Serious Injury

By Mode

- Cyclist
- Pedestrian
- Vehicle

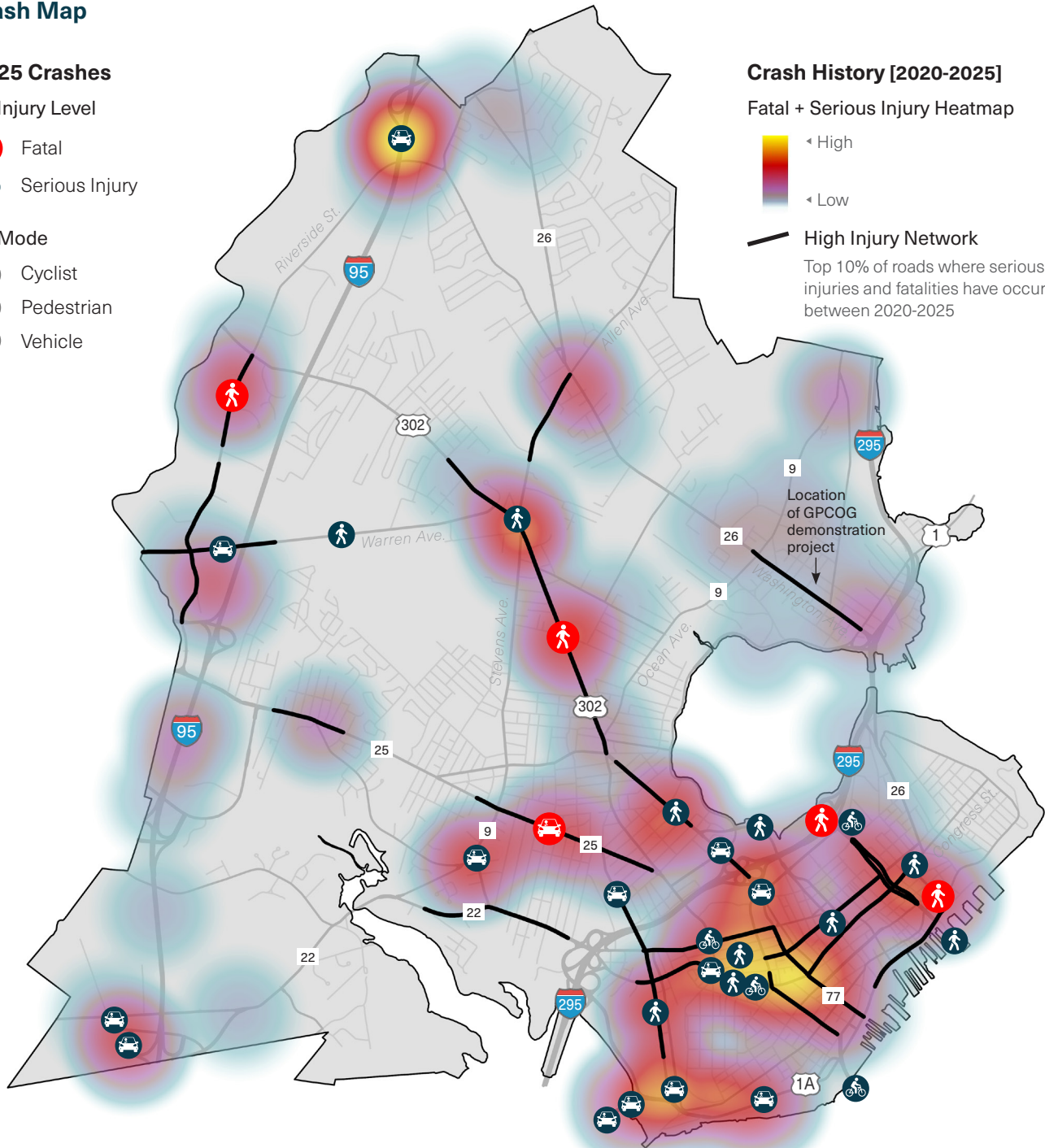
Crash History [2020-2025]

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]

City of Portland, ME
Landcare Ordinance Annual Summary Report

This sixth annual report is submitted in accordance with the Chapter 34 of City Code: Landcare. This report details pesticide and fertilizer usage data across public and private lands, outlines the City’s educational outreach initiatives, and provides strategic recommendations for ordinance amendments to better protect the environment and public health.

Executive Summary

- The Sustainability Director received 32 reports from State of Maine licensed applicators for 2025 compared to 34 applicator reports for 2024.
- The Landcare Management Advisory Committee received 7 waiver requests in 2025.
- The Sustainability Office ran a Plant Native campaign and continued the Summer Landcare Webinar Series, hosting programs that covered commonly introduced plants in Maine, ideal native plants for different types of yards, and how urban runoff from fertilizer overuse can create ecosystem disruption.
- During the past year, Portland Parks, Recreation & Facilities Department actively worked to combat invasive species, increase biodiversity, and improve tree equity. The Parks crew has also led the charge to improve soil conditions across the City’s green spaces by incorporating aeration and organic matter amendments to improve water and nutrient holding capacity of the soils.
- The Landcare Management Advisory Committee was dissolved by Council order; the Sustainability & Transportation Committee is to consider amendments to Chapter 34 in 2026.

2025 Applicator Reported Data

- The Landcare Ordinance requires that licensed applicators submit an annual report containing the following information for applications performed in the City of Portland in the prior year: target site, pesticide brand name, EPA registration number, total undiluted formulation, and total area treated as listed and as amended on the Commercial Applicator Annual Summary Report required by the Maine Board of Pesticide Control.
- To notify applicators of this requirement, we utilized the Maine Landscape & Nursery Association and State of Maine Board of Pesticide Control lists and sent notice via email to all licensed applicators in Cumberland County.
- We received reports from 32 businesses, two fewer than last year. Two businesses reported they had no applications in Portland in 2025.

Reports were received from:

1. A1 Exterminators	14. Maine Pest Solutions	23. Prep-Clean
2. Ant Man Pest Control, Inc.	15. Maine Tick & Mosquito Control, LLC	24. Protect Pest Services
3. Anticks Pest Control LLC	16. Mainely Grass Holding LLC	25. Rainbow Restoration of Greater Portland
4. Ants ETC Pest Service	17. Mainely Ticks	26. Riverside Golf Course
5. Bartlett Tree Experts	18. MD Weaver Corporation	27. Sterling Insect - Lawn Control Inc
6. Big Blue Bug Solutions	19. Modern Pest Services	28. Superior Pest Services, Inc
7. Bouchard Cleaning and Restoration	20. Mosquito Squad of Southern Maine	29. The Davey Tree Expert Company
8. Burnell Pest Services	21. Mission Turf Services	30. TruGreen
9. EZ Pest Solutions	22. Precision Pest Control, LLC (no applications)	31. Top Leaf Tree LLC
10. GrassGeek LLC (no applications)		32. Waltham Pest Services
11. Green Pest Defense LLC		
12. Liberty Pest Control, Inc.		
13. Magic Carpet Cleaning & Restoration		

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

For more details about the pesticides used, their active ingredients, and target pests, see Attachment A. Reports received indicate that commercial applications are predominantly for exempt uses including mosquitos and ticks (M&T), rodent control, carpenter ants, roaches, and bedbugs, which are exempt applications.

Waiver Requests

There were 7 waiver requests submitted in 2025.

Waiver 1	Problem/pest: Japanese Knotweed	Waiver Denied
Waiver 2	Problem/pest: Asiatic bittersweet	Waiver Request Revoked by Applicant
Waiver 3	Problem/pest: Tree of Heaven	Waiver Denied
Waiver 4	Problem/pest: Japanese Knotweed	Waiver Denied
Waiver 5	Problem/pest: Japanese Knotweed	Waiver Denied
Waiver 6	Problem/pest: Asiatic bittersweet, Norway maple, common buckthorn, and multi-flora rose	Waiver Granted
Waiver 7	Problem/pest: Tree of Heaven	Waiver Granted

Portland See-Click-Fix Resident Complaints on Pesticide Use

- The City of Portland relies on community-sourced reporting through the SeeClickFix platform to monitor compliance with the Landcare Ordinance. In 2025, residents filed 7 SeeClickFix reports about potential Landcare Ordinance violations.

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

Portland Pesticide Annual Report Areas	2025	2024	2023	2022	2021	2020	2019
# of Pesticide Annual Reports Submitted	32	34	36	40	44	36	22
Resident Complaints (Portland SeeClickFix)	7	3	7	12	6	12	0
# of Waivers Submitted	7	2	0	0	1	1	2
# of Waivers Submitted Approved	1	1	0	0	0	0	0
# of Education and Outreach Efforts Held	>12	12	8	5	2	4	7

Education and Outreach Efforts in 2025

- Sustainability Office staff organized three webinars this summer, as part of our [Landcare Lunchbreak series](#). These webinars focused on a variety of sustainable landcare topics and are available on our Landcare website and our [YouTube channel](#).

- “What Can We All Do for Stream Health? Let's Talk About Phosphorus” with Luke Frankel of Natural Resources Council of Maine who taught us about the complex local ecosystems affected by runoff from fertilizer overuse.
- “Cool Plant, Wrong Place: How to Correctly Remove Invasive Plant Species” with Mila Plavsic, PhD, of Falmouth Land Trust, who showed us commonly introduced plants in Maine, their unintentional harm, and how to remove them.
- “Right Plant, Right Place: Choosing the Right Native Plant for Your Yard” with Andrew Tufts of Maine Audubon who described all of the best native plants for different types of yards.
- Portland and South Portland Sustainability Office staff hold monthly Coffee & Climate webinars. Two of our 2025 webinars focused on landcare related topics. We promote these events in our monthly *One Climate Future* newsletter and they serve as a great catalogue of future resources.
 - In June, our webinar focused on the importance of Stormwater Management. Our speakers, South Portland Stormwater Program Coordinator Aubrey Strause and Portland Stormwater Coordinator Doug Roncarati, discussed the importance of both Cities’ Landcare Ordinances and how green infrastructure can help prevent water pollution.
 - In August, our webinar focused on Living Shorelines. Our speaker, Pete Slovinsky from the Maine Geological Survey discussed how we can take nature-based approaches (plants, rocks, sand) to protect our coastline against the impact of coastal erosion and enhance coastal ecosystems. We promoted this event in our monthly *One Climate Future* newsletter.
- Sustainability Office staff continued outreach efforts with the educational campaign “Mow Tall Until Fall”. This year, WMTW picked up the story and [ran a news story and collaborative social media post](#) about the campaign. Since 2023, we have handed out over 1,000 yard signs at community events (e.g., Portland Farmers Market, Wayside Pop-up Picnic events, Earth Day).
- We promoted the Eastern Prom Invasive Removal Series. In partnership with the City of Portland, Maine Audubon, Munjoy Hill Neighborhood Association, and Friends of the Eastern Promenade, volunteers removed invasive knotweed and plant native species every first and third Tuesday throughout the summer and fall.
- Sustainability Staff organized a fall “Apartment-Friendly Wildflower Workshop” where we provided free native seeds and planting materials and showed people how to properly overwinter native wildflower seeds. We also created educational “how-to” materials for those who could not attend.
- Sustainability Staff also designed a native wildflower poster with native seed packets attached and installed them across the city. People were able to take the packets of native wildflower seeds for free, with instructions on how to prepare them for spring bloom. This campaign was incredibly popular and we anticipate doing similar outreach next year.

- The Sustainability Office recently wrapped up the first round of our [Sustainable Neighborhoods Mini Grants](#) which awarded funding to 29 community-led projects from across the city! Many of these projects are rooted in sustainable landcare projects:
 - Parkside Native Pollinator Planting Project: Aims to convert three esplanades “hell strips” in the Parkside neighborhood into low-growing (<24”) native, xeric pollinator gardens.
 - Fort Sumner Native Plant Garden: Aims to enhance Fort Sumner Park, both from ecological and aesthetic standpoints, and to encourage it to grow as a community space.
 - Garden Revitalization Project: Engage the community in the design and plan for community garden space and grow a vibrant, welcoming outdoor space where people can learn, gather, and connect with nature in the Deering neighborhood of Portland.
 - Parks Open House and Celebration: Host a community event to 1) celebrate significant recent improvements to our two island parks and the partnerships that helped make this possible, and 2) identify specific ways islanders of all ages can engage in caring for and creatively using these special places.
 - Community Gardens at 651 Forest Ave: Aims to add 8 community garden beds and a picnic table to the empty space behind the Odd Fellows building in an effort to create a nurturing and welcoming environment for our neighbors and community members.
 - Building a Community Pocket Park at Allen's Corner: Engages the community in Phase 1 of designing and building an age-friendly, public pocket park at the center of Allen’s Corner to encourage community connections across identities and backgrounds.
 - Introduction to Nature Journaling and other ecology related workshops like "Maine Critters: Insects": A project that aims to foster awareness, curiosity and appreciation of the natural world (especially insects) in our neighborhood and beyond through regular documentation of observations in our journals.
- Between social media, presentations to students and professionals, in-person community events and more, we have so many opportunities to highlight programming around sustainable landcare and composting.
- The City of Portland Landcare website was updated with the new ordinance information and continues to be updated regularly by City staff. See the website at portlandmaine.gov/landcare

Portland Parks, Recreation, and Facilities Landcare Updates

- The Parks, Recreation & Facilities Department is continuing the initiative to improve biodiversity in our ecosystem to produce more robust and resilient urban habitats and forests.
 - The Horticulture crew has continued to integrate native perennial plantings whenever possible in the manicured garden spaces around town to reduce overall carbon emissions associated with the growing and installation of annual flower displays. The perennial plants are transplanted from the gardens in the late fall to overwinter in pots at the Canco facility as well as several locations in City Hall.

- The Horticulture crew has also continued to expand its wintertime seed germination capacity to grow more of the herbaceous plants that populate our garden spaces in house.
- The Forestry crew planted 160 new trees in 2025, focusing on neighborhoods with the lowest tree equity scores and canopy coverage numbers.
 - Tree equity scores for the City of Portland can be viewed here: www.TreeEquityScore.org.
 - More than 25 individual species were planted to increase overall species diversity within the City's tree canopy.
 - The Forestry crew went to great lengths to prepare sites and improve growing conditions for newly planted trees by excavating tree wells and replacing depleted urban soils with healthy soil wherever feasible.
 - Soil testing in 2024 revealed severely depleted and compacted soils in many of the greenspaces that are limiting plant growth and long term ecosystem health. The Parks crew has been leading the charge to improve soil conditions across the City's green spaces by incorporating aeration and organic matter amendments to improve water and nutrient holding capacity of the soils.
- The Parks, Recreation & Facilities Department is continuing efforts to mitigate invasives species and disease in our City trees:
 - In 2025, the Department continued its efforts to manage the Emerald Ash Borer, involving the removal of infested trees in the City's Right-Of-Way and the treatment of ~150 of the largest and healthiest ash trees to preserve them for future generations.
 - In 2025, the Department continued its efforts to manage the Elm Bark Beetle and Dutch Elm Disease. Dutch elm disease continues to be active in Portland and causes annual elm tree mortality. The Department's 2025 efforts include the ongoing treatment that targets both the disease pathogen itself as well as the insect vector that spreads it (Elm bark beetle).
 - In collaboration with the Parks department, the Parks Conservancy undertook a pilot program of mechanical removal of Japanese knotweed along the midslope trail at the Eastern Promenade. Knotweed was repeatedly pulled by hand and the site was replanted with various conifer and deciduous tree species as a trial to test the effectiveness of volunteer driven invasive plant removal.

Amendments to Chapter 34

The City Council dissolved the Landcare Management Advisory Committee and requested that the Sustainability & Transportation Committee review the ordinance (Chapter 34) and recommend potential amendments to the Council. The committee has one year to report to the Council. If no action is taken, Chapter 34 will revert back to the prior language on March 5, 2027.

Under the recently adopted amendment, the Sustainability Director will receive requests for waivers from the requirements of the ordinance and make a recommendation to the Legislative & Nominating Committee about whether the waiver should be granted. The Legislative & Nominating Committee will decide whether to accept or reject the recommendation. The Committee's decision will be final.

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
Acelepryn Insecticide	Chlorantraniliprole	Turf	Hadlock Field
Acelepryn Insecticide	Chlorantraniliprole	Greens	Riverside GC
Advion Ant Bait Gel	Indoxacarb	Crack and Crevice, ants	
Advion Ant Bait Gel	Indoxacarb	Homes, ants	
Advion Ant Bait Gel	Indoxacarb	Crack and crevice, wall void, ants	
Advion Ant Bait Gel	Indoxacarb	Cracks and crevices (interior)	
Advion Cockroach Bait Arena	Indoxacarb	Cracks and crevices (interior)	
Advion Evolution Cockroach Gel Bait	Indoxacarb	Crack and crevice, wall void, cockroaches	
Advion Evolution Cockroach Gel Bait	Indoxacarb	Crack and Crevice, rodents	
Advion Evolution Cockroach Gel Bait	Indoxacarb	Cracks and crevices (interior)	
Advion fire ant bait	Indoxacarb	Property	
Alpine Aerosol Fly Bait	Dinotefuran	Spot, cracks and crevices (interior)	
Alpine Pressurized Fly Bait	Dinotefuran	Interior	
Alpine WSG	Dinotefuran	Spot, cracks and crevices (interior)	
Alpine WSG	Dinotefuran	Apartment, roaches	
Alpine WSG	Dinotefuran	Interior (crack and crevice)	
Anuew Plant Growth Regulator	Prohexadione calcium	Fairways, greens	Riverside GC
Aprehend RTU	Beauveria bassiana Strain GHA	Boxspring and bedframe, bedbugs	
Arborjet Propizol	Propiconazole	Tree	
Arborjet TREE-äge R10	Emamectin Benzoate	Tree	
Arbotect 20-S Fungicide	Thiabendazole Hypophosphite	Tree	
Avert Dry Flowable	Abamectin	Ants	
Avesta CS	Lambda-cyhalothrin	M&T	
Azatin O Insecticide	Azadirachtin	Ornamental trees and shrubs	OMRI
Azatin O Insecticide	Azadirachtin	Ornamental, trees	OMRI
Badge X2 Bactericide/Fungicide	Copper Hydroxide, Copper Oxychloride	Ornamental trees and shrubs (exterior)	OMRI
Badge X2 Bactericide/Fungicide	Copper Hydroxide and Copper Oxychlorid	Ornamental, trees	OMRI
Bedlam Insecticide	N-Octyl bicycloheptene dicarboximide, Ph	Boxspring and bedframe, bedbugs	
Bedlam Plus Aerosol Insecticide	Imidacloprid, N-Octyl bicycloheptene dicar	Boxspring and bedframe, bedbugs	
Bedlam Plus Aerosol Insecticide	Imidacloprid, N-Octyl bicycloheptene dicar	Boxspring and bedframe, bedbugs	
Bedlam Plus Aerosol Insecticide	Imidacloprid, Phenothrin/Sumithrinm, Octy	Cracks and crevices (interior)	
Benefect Decon - 30	Thymol	Disinfectant	
Bifen I/T	Bifenthrin	Home, yard, mosquitos, ticks	

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
BorActin Insecticide Dust	Boric Acid	Crack and crevice, wall void, cockroaches	
Broadform fungicide	Fluopyram, Trifloxystrobin	Tree	
Brandt TriTek	Mineral Oil	Ornamental trees and shrubs (exterior), insects	OMRI
Camelot O	Copper Octanoate	Ornamental, trees	OMRI
CB80 Aerosol Insecticide	Pyrethrins, piperonyl butoxide	Ants	
CimeXa Insecticide Dust	Silica Gel	Cracks and crevices (interior)	
Cimexa Insecticide Dust	Silicon Dioxide/Amorphous Silica	Crack and crevice, wall void, bedbugs	
Confrac All Weather Blox	Bromadiolone	Rodent bait box, rodents	
Confrac All-Weather Blox Bait with Lumitrack	Bromadiolone	Bait stations (interior)	
Confrac Blox	Bromadiolone	Rodent bait box	
Confrac Bulk Pellets Rodenticide	Bromadiolone	Bait stations (interior)	
Confrac Meal Place Packs	Bromadiolone	Home, establishments, rodents	
Confrac Meal Rodent Bait	Bromadiolone	Rodent bait box	
Confrac Pellets	Bromadiolone	Ground, rats	
CREW Herbicide	Isoxazolyl, dithiopyr	Turf	Hadlock Field
Crosscheck Plus	Bifenthrin	Wood edges, lawn, mosquitos, ticks	
Crossfire Aerosol	Clothianidin, Metofluthrin, Piperonyl Butox	Crack and crevice, bed bugs	
Crossfire BedBug Concentrate	Clothianidin, Metofluthrin, Piperonyl Butox	Spot, cracks and crevices (interior)	
Daconil Action Flowable Fungicide	Acibenzolar-s-methy, Chlorothalonil	Greens, fairways	Riverside GC
Delta Dust Insecticide	Deltamethrin	Structure	
Demand CS	Lambda cyhalothrin	Structure	
Densicor Fungicide	Prothioconazole	Greens	Riverside GC
Diamid T&O insecticide	Chlorantraniliprole	Greens, fairways, rough	Riverside GC
Dimension 2EW Pre-Emergent Herbicide	Dithiopyr	Fairways, rough, trees	Riverside GC
DITHIOPYR 2EW Specialty Herbicide	Dithiopyr	Fairways, rough	Riverside GC
Ditrac tracking powder	Diphacinone	Rat burrow treatment, rats	
Ditrac tracking powder	Diphacinone	Rat burrow treatment, rats	
Double Nickel Biofungicide	Bacillus amyloliquefaciens strain D747	Ornamental, trees	OMRI
Doxem NXT Aerosole Insecticide	Indoxacarb, Novaluron, Imidacloprid, Pyri	Void, crack and crevice, roaches	
Doxem Precise Bait	Indoxacarb	Void, roaches	
Drione Dust	Pyrethrins, Piperonyl Butoxide, Amorphou	Void, insects	
Dual Strike Cockroach Gel Bait	Boric Acid, Fipronil	Crack and crevice, roaches	
DuraFlex ZC	Bifenthrin, Novaluron, and Pyriproxyfen	Biting flies	

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
EBI	Cedar oil, clove oil, cinnamon oil, thyme oil	Perimeter	
EcoVia MT	Soybean oil, 26.3%, Clove oil, 13.2%, Citrus	Building exterior, mosquitoes	25b
EcoVia WD	Thyme Oil, Phenethyl Propionate	Structure	25b
EcoVia WH	Sodium Lauryl Sulfate, Clove Oil, Peppermint	Wasp nest, wasps	
Enviro Care Neutral Disinfectant	Didecyl dimethyl ammonium chloride	Interior	
Essentria IC PRO	Geraniol, Clove Oil, Cornmint Oil	Structure	25b
Essentria IC3	Rosemary Oil, Geraniol, Peppermint Oil	Building exterior	25b
Essentria IC3	Rosemary Oil, Geraniol, Peppermint Oil	Boarders, barriers, ticks and mosquitos	25b
Essentria IC3	Rosemary Oil, Geraniol, Peppermint Oil	Building exterior, ants	25b
Essentria IC3	Rosemary Oil, Geraniol, Peppermint Oil	Structure	25b
Ethephon 2SL	Ethephon	Greens	Riverside GC
Evergreen Pyrethrum Concentrate	Pyrethrins	Turf, AC	OMRI
ExciteR	Pyrethrins, Piperonyl Butoxide	Crack and Crevice (Interior), bedbugs	
Fiesta	iron HEDTA	Turf, weeds	BP
Fiesta	iron HEDTA	Lawn	BP
Fiesta	iron HEDTA	Turf, AC	BP
Final All Weather Blox Rodenticide	Brodifacoum	Rodents, stations	
First Strike	Difethialone	Rodents, stations	
Flatiline Soft Bait	Chlorophacinone	Rodent bait stations, mice, rats	
Fluazinam 40SC Select Fungicide	Fluazinam	Fairways, tees	Riverside GC
Generation Mini Blocks Rodenticide	Difethialone	Home, establishments	
Gentrol IGR Concentrate	Hydroprene	Crack and crevice, wall void, cockroaches	
Gentrol Point Source	Hydroprene	Crack and crevice, wall void, cockroaches	
GrubGONE!	Bacillus thuringiensis (Bt) subspecies galleriae	Turf, AC	OMRI
Imidacloprid 2F Insecticide	Imidacloprid	Ornamental, trees	
Instrata Fungicide	Chlotothalonil, Propiconazole, Fludioxonil	Turf	Hadlock Field
InTice 10 Perimeter Bait	Boric acid	Building exterior, ants	
InTice Smart Ant Gel	Sodium Tetraborate Decahydrate (Borax)	Cracks and crevices (interior) Ants	
Lesco Crosscheck Plus	Bifenthrin	M&T	
LESCO Horticultural Oil Insecticide	Refined Mineral Oil	Ornamental trees and shrubs (exterior), insects	
Lexicon Intrinsic Brand Fungicide	Fluxapyroxad, Pyraclostrobin	Greens	Riverside GC
Liqua-Tox II	Diphacinone	Bait stations (interior)	
M-Pede	Potassium salts of fatty acids	Ornamental, trees	OMRI

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
Maxforce Carpenter Ant Gel	Fipronil	Ants, carpenter ants	
Maxforce Complete Granular Insect Bait	Hydramethylnon	ants	
Maxforce FC Ant Bait Stations	Fipronil	Ants	
Maxforce FC Magnum Roach Killer Bait Gel	Fipronil	Crack and crevice, roaches	
Maxforce FC Select Roach Bait Gel	Fipronil	Crack and crevice (interior), cockroaches	
Maxforce Fleet Ant Bait Gel	Fipronil	Crack and crevice, carpenter ants	
Maxforce Impact Roach Gel Bait	Clothianidin	Crack and crevice, roaches	
Maxtima Fungicide	Mefentrifluconazole	Turf	Hadlock Field
Maxtima Fungicide	Mefentrifluconazole	Fairways, greens	Riverside GC
Mectinite Insecticide	Emamectin Benzoate	Tree	
Medallion SC Fungicide	Fludioxonil	Greens	Riverside GC
Mediclean	o-Phenylphenol, Piperonyl butoxide, Pyrethrin	Bedroom, Disinfectant	
Mirimichi Green PRO Weed Control	Ammonium Nonanoate	Ornamental trees and shrubs (exterior), weeds	OMRI
Mosquito Free Insecticide	Cedar Oil, Phenyl Propionate	Ornamental Trees & Shrubs, perimeter woodlines, natural	25b
Navicon Intrinsic Brand Fungicide	Mefentrifluconazole, Pyraclostrobin	Greens	Riverside GC
Niban Granular Bait	Boric acid	Building exterior, ants	
Nibor D	Disodium Octaborate Tetrahydrate	Voids (interior)	
Nibor-D Foam	Disodium Octaborate Tetrahydrate, Pyriproxyfen	Spot, flies	
Nibor-D Insecticide Foam with IGR	Disodium Octaborate Tetrahydrate, Pyriproxyfen	Crack and crevice, wall void, flies	
Nibor-D Powder	Borate	Spot, flies	
Nyguard IGR	Pyriproxyfen	Residential General Application, bedbugs	
Omni Supreme Spray Oil	Mineral oil	Ornamental trees and shrubs	OMRI
One Guard	Lambda-cyhalothrin, Prallethrin, Pyriproxyfen	Yards, mosquitoes	
Onslaught	(S)-cyano (3-phenoxyphenyl) methyl-(S)-4	Structure, ants	
Optigard Cockroach Gel Bait	Emamectin Benzoate	Cracks and crevices (interior)	
Orthene	Acephate	Spot, roaches	
PCQ Pro	Diphacinone	Rat burrow treatment, rats	
Phantom Insecticide/Termiticide	Chlorphenapyr	Crack and crevice (interior), bedbugs	
Pinpoint Fungicide	Mandestrobin	Fairways, tees	Riverside GC
Posterity Fungicide	Pydiflumetofen	Fairways	Riverside GC
Posterity XT Fungicide	Pydiflumetofen, Azoxystrobin, Propiconazole	Greens	Riverside GC
Propam select fungicide	Propamocarb hydrochloride:	Greens	Riverside GC
Proplant Turf and Ornamental Fungicide	Propamocarb hydrochloride	Greens	Riverside GC

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
PT 565 Plus XLO	Pyrethrins, Piperonyl Butoxide (PBO), MG	Cracks and crevices (interior)	
PT Alpine Flea & Bed Bug Pressurized Insec	Dinotefuran, Pyriproxyfen and Prallethrin	Spot, cracks and crevices (interior)	
PT Alpine Flea and Bed Bug insecticide	Dinotefuran, Prallethrin, Pyriproxyfen	Interior, fleas, bedbugs	
PT Alpine Pressurized Fly Bait	Dinotefuran	Crack and crevice, wall void, flies	
PT Cy-Kick CS Aerosol	Cyfluthrin	Cracks and crevices (interior)	
PT Wasp Freeze	Prallethrin	Nests	
PureSpray Green	Mineral oil	Ornamental, trees	OMRI
Pyganic Insecticide	Pyrethrins	Ornamental trees and shrubs (exterior), insects	OMRI
Pyronyl Crop Spray	Pyrethrins, Piperonyl Butoxide	M&T	
Quali-Pro Ipro 2 Fungicide	Iprodione	Greens	Riverside GC
Quali-Pro Tebuconazole 3.6F Fungicide	Tebuconazole	Fairways, tees, greens	Riverside GC
RatX Bait Discs	Citric Acid, Corn Gluten Meal, Putrescent	Rodent bait stations, mice, rats	
RMR	Ammonium Chloride	Interior cleaner, mold	
Rozol Tracking Powder White	Chlorophacinone	Rodents, stations	
Safari 20 SG Insecticide	Dinotefuran	Tree	
Secure Action Fungicide	Fluazinam, Acibenzolar-S-methyl	Greens, fairways	Riverside GC
Spectre 2 SC	Chlorfenapyr	ants	
SpeedZone EW Broadleaf Herbicide for Turf	2,4-D, MCP, dicamba, carfentrazone	Fairways, rough	Riverside GC
Sterifab	Isopropyl alcohol, Phenothrin, Didecyl dim	Spot, cracks and crevices (interior) bedbugs	
Strobe 50WG Fungicide	Azoxystrobin	Greens	Riverside GC
Stryker 54	Pyrethrins, Piperonyl Butoxide	roaches	
Stryker Wasp & Hornet Killer	Prallethrin	Nests	
Suspend Polyzone	Deltamethrin	Interior/exterior, ants bedbugs	
Suspend SC	Deltamethrin	Crack and crevice (interior), bedbugs	
T-Methyl Fungicide	Thiophanate-methyl (dimethyl [(1,2-phenyl	Turf	Hadlock Field
Talon Weatherblok XT	Brodifacoum	Structure, rats and mice	
Talstar PL Granular Insecticide	Bifenthrin	Perimeter	
Talstar P	Bifenthrin	Mosquitos and Ticks, structures	
Tartan Stressgard Fungicide	Trifloxystrobin, Triadimefon	Turf	Hadlock Field
Taurus SC	Fipronil	Ants, Yellow Jackets	
Tekko Pro IGR	Pyriproxyfen, Novaluron	Crack and crevice, roaches, bedbugs	
Tempo 1% Dust	Cyfluthrin	Wasp nest, wasps	
Tempo SC Ultra	Cyfluthrin	Spot, crack and crevice, insects	

Pesticides Applied in 2025 per Reports	Active Ingredient	Target/Purpose	Notes
Tempo Ultra WP Insecticide	Beta-cyfluthrin	Cracks and crevices (interior)	
Temprid FX	Imidacloprid, Beta-Cyfluthrin	Residential General Application, bedbugs	
Terad3 Blox rodenticide	Cholecalciferol	Bait stations (interior)	OMRI
Termidor SC	Fibronil	Carpenter ants, foundations	
Tetrino Insecticide	Tetraniliprole	Greens	Riverside GC
Tide Glufosinate 280 SL	Glufosinate-ammonium	Bedbugs	
Title Phyte Fungicide	mono- and di-potassium phosphite	Turf	Hadlock Field
Transport GHP Insecticide	Acetamiprid, Bifenthrin	Building exterior, bedbugs	
Transtect 70WSP Insecticide	Dinotefuran	Tree	
Tree-äge G4	Emamectin Benzoate	Tree	
Tri-Die Dust	Pyrethrins, Piperonyl Butoxide, Amorphou	Ants, bedbugs	
Ultracide Flea IGR	Pyriproxyfen, Pyrethrins	Residential Unit Space application, fleas	
Velista Fungicide	Penthiopyrad	Greens	Riverside GC
Vendetta Cockroach Gel Bait	Abamectin B1	Cracks and crevices (interior) roaches	
Vendetta Cockroach Gel Plus	Abamectin B1, Pyriproxyfen	Cracks and crevices (interior) roaches	
Vendetta Cockroach Gel-Nitro	Pyriproxyfen	Crack and crevice, roaches	
Vendetta Nitro Cockroach Gel Bait	Clothianidin, Pyriproxyfen	Crack and crevice, wall void, cockroaches	
Wisdom TC Flowable Insecticide	Bifenthrin	Cracks and crevices (interior)	
Xzemplar Fungicide	Fluxapyroxad	Turf	Hadlock Field
Key			
Exempt Organization			
non-synthetic pesticide			



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

MEETING DATE

March 11, 2026

AGENDA ITEM

2025 Complete Streets Annual Report

PURPOSE

Overview of the 2025 Complete Streets Annual Report.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

In July of 2025, the City Council adopted an updated complete streets policy, fulfilling a goal of the Sustainability & Transportation Committee's 2025 work plan. Among many changes, the new policy is more prescriptive regarding performance measurement and annual reporting. This 2025 annual report is a response to those requirements.

BACKGROUND

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

The City of Portland has had a complete streets policy since 2011, and most recently updated the policy in 2025. This means that the concept of complete streets has been central to the City's transportation planning and street design for well over a decade. The complete streets policy aligns with other City policies and initiatives like Vision Zero, and is consistent with city-wide plans including *Portland's Plan* and *One Climate Future*.

Consistently and comprehensively measuring our performance relative to complete streets implementation, however, is new; this is the first complete streets annual report to be prepared under the new policy. The 2025 Annual Report starts by documenting complete streets projects implemented by the City over the course of the calendar year. Subsequent pages are structured around the six goals of the policy, with metrics meant to help the City assess its performance relative to those goals. Overall, the report indicates substantial progress in implementing complete streets, as well as measurable performance regarding access and safety. Looking ahead, active and planned projects for 2026 and beyond are

expected to deliver significant and increasing improvements in provisions for all transportation modes.

PREPARED BY

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Planning & Urban Development

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Department of Public Works

ATTACHMENTS

Attachment 1 – City of Portland Complete Streets Policy
Attachment 2 – 2025 Complete Streets Annual Report

1. Vision. The City of Portland shall develop and maintain a safe, predictable, continuous, convenient, accessible, and connected network of streets that provide for the year-round needs of all current and future users and transportation modes.

2. Goals. The goals of this policy are to:

- a. Ensure that pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to move from destination to destination along and across a network of complete streets;
- b. Improve multi-modal safety outcomes in alignment with the City's initiatives such as Vision Zero;
- c. Complement land use patterns to support local businesses, enhance neighborhood livability, and foster people-centered public spaces;
- d. Support the City's sustainability goals, including a shift toward multi-modal transportation, as defined in *One Climate Future*, the City's climate action plan;
- e. Provide access to and connectivity between all neighborhoods, with a focus on those that are historically underinvested and underserved; and
- f. Enhance public health by encouraging active transportation and improvements to air and water quality;

recognizing that all streets are different and that the needs of various users will need to be balanced in a context-sensitive manner.

3. All Projects. Complete streets shall be achieved through network-level planning, network-level improvements, integration into single location projects, and incrementally, through a series of small improvements or maintenance activities. Those planning and designing projects that affect streets within the public right-of-way shall account for the needs of all street users and all modes from the very start of planning and design work. This includes all publicly- and privately-initiated street projects, including those involving new construction, reconstruction, repaving/rehabilitation, resurfacing, restriping, or street retrofit as well as private development projects subject to site plan review. Street retrofits may include changes in the allocation of the right-of-way and pavement space on an existing street, such as changes to the number and use of lanes, changes in lane widths, and/or reconfiguration or removal of on-street parking.

4. All Users and All Modes. This policy is inclusive of users of all ages and abilities, including children and older adults, and all modes including: bicyclists; pedestrians, including persons with disabilities who may use mobility devices such as wheelchairs and persons with strollers; public transportation services, vehicles, and patrons; freight and delivery providers; emergency responders; and motorists.

5. Prioritizing underinvested and underserved communities. In planning, designing, and constructing streets, and in alignment with the Capital Improvement Plan process, the City of Portland shall prioritize equitable community investments, with the goal of ensuring the equitable distribution of complete streets benefits across the city and equitable access to a network of complete streets that provide connections to important destinations.

6. Exceptions. This policy shall not apply when a project involves a right-of-way where bicyclists and/or pedestrians are prohibited by law or when a project involves only ordinary maintenance or emergency repair activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour routes.

In addition, the City Manager or their designee may approve exceptions to this policy based on documented findings presented by the Director of Public Works or their designee, in consultation with other City departments, which demonstrate one or more of the following conditions:

- a. There is insufficient space to safely accommodate new or enhanced facilities and a parallel or nearby facility provides reasonably similar accessibility to destinations.
- b. The cost or right-of-way impacts of establishing new or enhanced facilities as part of a project would be excessive and disproportionate in relation to the anticipated number of users.
- c. Establishing new or enhanced facilities is not practically feasible or cost-effective because of significant adverse impacts to historic resources, streams, floodplains, remnants of native vegetation, wetlands, steep slopes or other critical areas; or due to impacts on neighboring land uses (including impacts from right-of-way acquisition); or
- d. There is a documented absence of current and future need (e.g. the street falls outside an established existing or planned transit route).

Sidewalk or transit shelter requirements for a private development project may also be formally waived based upon the waiver provisions within [Chapter 14 of the Code of Ordinances](#).

7. All Agencies and All Streets. The City of Portland shall coordinate and collaborate internally across departments, with other transportation agencies including PACTS and the MaineDOT, and with other users of the public right-of-way, such as utilities and public transportation providers, including Greater Portland METRO, to ensure that the principles and practices of complete streets are embedded within their planning, design, construction, and maintenance activities in the City of Portland.

8. Design Standards and Guidelines. The Department of Public Works and the Department of Planning & Urban Development shall incorporate complete streets best practices into street design, construction, operations, and maintenance, using resources including but not limited to the most recent versions of: the AASHTO Policy on Geometric Design of Highways and Streets; AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; NACTO Urban Street Design Guide; NACTO Transit Street Design Guide; NACTO Urban Bikeway Design Guide; MassDOT's Separated Bike Lane Planning & Design Guide; Manual on Uniform Traffic Control Devices; US Access Board Public Right-of-Way Accessibility Guidelines; and Tactical Urbanism: Short Term Action for Long Term Change.

Transportation projects shall include facilities and features that support and enhance complete streets, such as:

- a. Pavement markings and signs;
- b. Street and sidewalk lighting;

- c. Sidewalks and pedestrian safety improvements such as medians/pedestrian refuges, curb extensions, raised intersections, pedestrian hybrid beacons, rectangular rapid flashing beacons (RRFB), and crosswalk improvements;
- d. Shared streets or street closures to motor vehicle traffic;
- e. Improvements that provide ADA (Americans with Disabilities Act) compliant and full accessibility such as curb ramps and accessible pedestrian signals;
- f. Traffic calming improvements;
- g. Transit accommodations including bus shelters, improved pedestrian access to transit stops and centers, and where appropriate transit priority treatments such as dedicated lanes and queue jumpers;
- h. Bicycle detection at intersections and bicycle accommodations including curb-separated bicycle lanes, separated bicycle lanes, shared use lanes, paved shoulders, wide travel lanes, or in-street bicycle lanes; and
- i. Street trees, landscaping, street furniture, bicycle parking, and adequate drainage facilities, including opportunities for 'green' stormwater management facilities and practices.

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

9. Community Context. All projects that affect streets within the public right-of-way shall include early consideration of the existing and planned land use context, the identification of gaps or deficiencies in the transportation network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users.

10. Performance Measures. The City will define performance measures to track the implementation and outcomes of this policy. Such measures may include, but not be limited to: percentage of transportation projects which implement complete streets elements; distribution of complete streets projects; safety for all street users; capacity and connectivity for all modes of transportation (e.g. miles of bicycle and pedestrian facilities); usage (such as mode share) of bicycling, walking, and transit, including for school-based trips; and attainment of ADA compliance. Such measures shall be incorporated into relevant plans, manuals, policies, processes, and programs. The Departments of Public Works and Planning & Urban Development shall work with other departments and agencies to track and report on such performance measures on an annual basis. An annual report covering the prior year will be presented to the City Council's Sustainability and Transportation Committee (or successor committee overseeing transportation) by January 31 of each year.

11. Project selection and development. In long-range and capital planning, the City of Portland shall prioritize projects that advance this complete streets policy, including through pilot projects.

12. Implementation. The City will implement this policy by:

- a. *Restructuring Policies and Procedures*
 - Evaluating and revising manuals and practices to ensure that they support safe, accessible, and complete streets design.

- Developing project checklists for the incorporation of complete streets elements into projects, plans, and other activities affecting streets and the public-right-of way, including documentation for exceptions.
 - Working with governmental agencies such as PACTS and the MaineDOT to ensure incorporation of the City’s complete streets policy into transportation projects under their jurisdiction.
 - Creating interdisciplinary project teams to review street designs for multi-modal performance.
- b. *Providing Training*
- Continuing education of staff and public officials on the principles and practices of complete streets.
- c. *Improving and Updating Performance Measures*
- Identifying and updating performance goals and targets.
 - Annually reporting on progress toward performance goals and targets as outlined in Section 10 of this policy, and biannually reporting on exceptions granted under Section 6 of this policy.



COMPLETE STREETS ANNUAL REPORT

In 2025, Portland modernized its complete streets policy, transforming a long-standing vision into a data-driven accountability framework. The policy mandates regular reporting on key performance indicators, ensuring that the city's commitment to safety, equity, and accessibility is backed by measurable action.

\$10.7M

The inaugural report highlights progress on complete streets, showcasing the addition of extensive multimodal infrastructure citywide. As this report demonstrates, Portland is laying the groundwork for a more resilient, multimodal future where the city is truly accessible to every resident, regardless of how they travel.

IN CONSTRUCTION
PROJECTS WITH
COMPLETE STREETS
ELEMENTS

2025 COMPLETE STREETS PROJECTS

	Sidewalks		Crosswalks	Ramps		Bike lanes	Lighting	Traffic calming
	New	Improved	New	New	Improved	New		
Canco Rd. Sidewalk, Bike Lanes, + Paving	968 ft.	2,043 ft.	1	2	9	1.32 mi.		
Woodford St., Sagamore Village, Longfellow St., Warwick Street Sidewalks	2,055 ft.	1,415 ft.	2	1	13			
Riverside St. Crossings	20 ft.	321 ft.	3	3	3			1 refuge island
Vannah Ave. Traffic Calming								3 speed humps
Washington Ave. Sidewalks		900 ft.			9			3 curb extensions
City-Wide Signals + Lighting			1		1		40 push buttons + 18 ped fixtures	
City-Wide Paving					22			

GOAL 1 Ensure that pedestrians, bicyclists, motorists and transit riders of all ages and abilities are able to move from destination to destination along and across a network of complete streets.

PORTLAND SAW SIGNIFICANT COMPLETE STREETS CONSTRUCTION IN 2025

1.3 MILES

NEW BIKE LANES

1.5 MILES

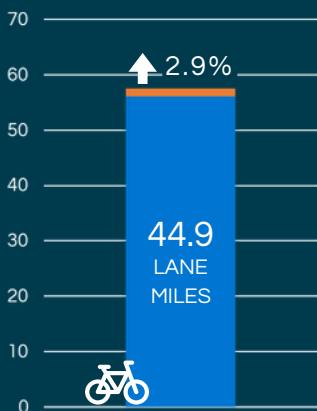
NEW + IMPROVED SIDEWALKS

7

NEW CROSSWALKS

5

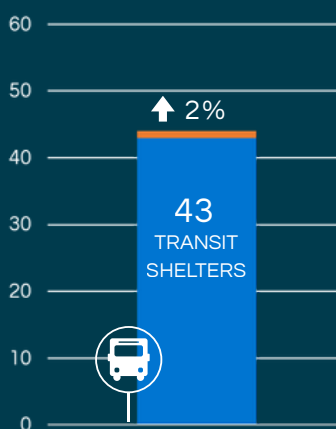
NEW PAIRS OF RRFBs



2025 CITY COMPLETE STREETS PROJECTS



NEW TRANSIT SHELTER



SPOTLIGHT ON CITY PROJECTS

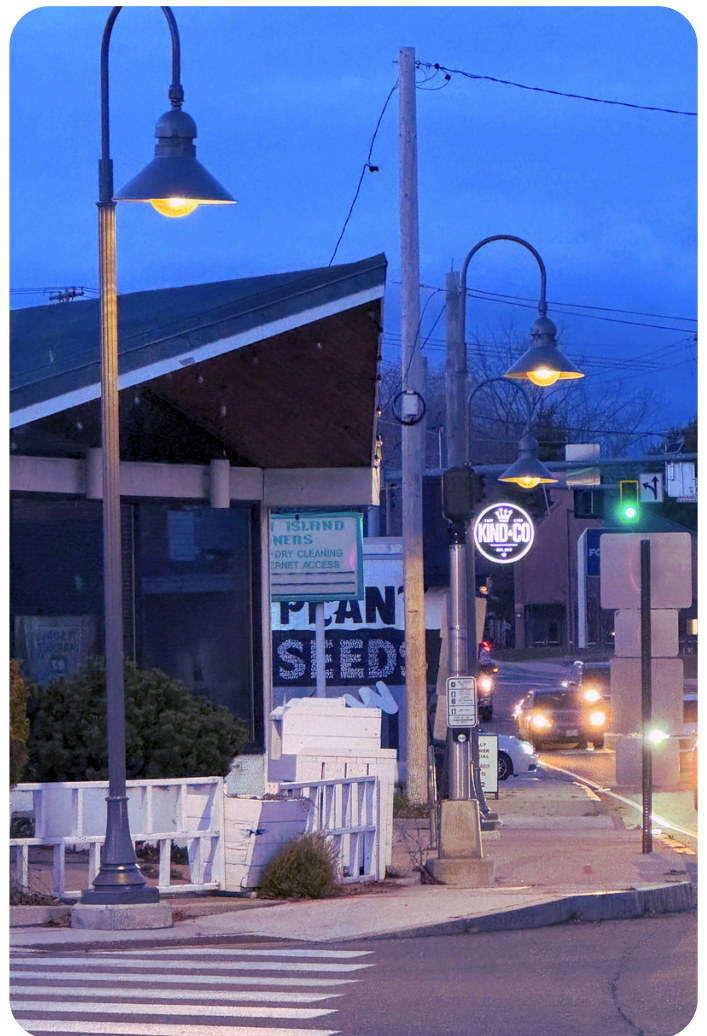


**DEVONSHIRE +
LONGFELLOW STREETS**

One of two new Rectangular Rapid Flashing Beacons (RRFB) to improve pedestrian access



**CANCO
ROAD** Sidewalks + bike lanes from
Washington Avenue to Read
Street



**WOODFORDS
CORNER** Lighting + new multi-
modal detection



VANNAH AVENUE

Three new speed humps between Clifton Street and Grace Street



BAXTER BOULEVARD + PREBLE STREET

New ADA ramps, crosswalk, signal heads, and cabinet



STATE STREET

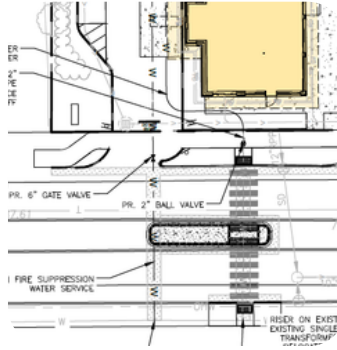
New signalized crossing at Pine Street in advance of two-way conversion



RIVERSIDE STREET

New crosswalks with median, RRFBs, and lighting at the Homeless Services Center - one of three new crossings on Riverside Street

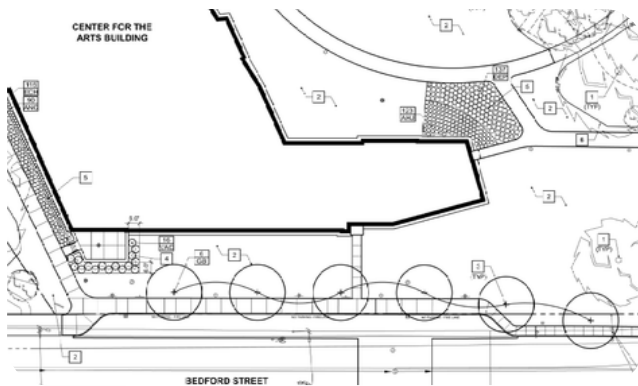
SPOTLIGHT ON DEVELOPMENT REVIEW PROJECTS



RUMERY LOFTS
509 FOREST AVENUE
New sidewalks, bicycle parking, improved ramp



STARBUCKS
84 AUBURN STREET
New signalized crossing with median refuge island, sidewalks, and landscaping



CREWE CENTER FOR THE ARTS
111 BEDFORD STREET
Improved sidewalks, bicycle markings, new street trees

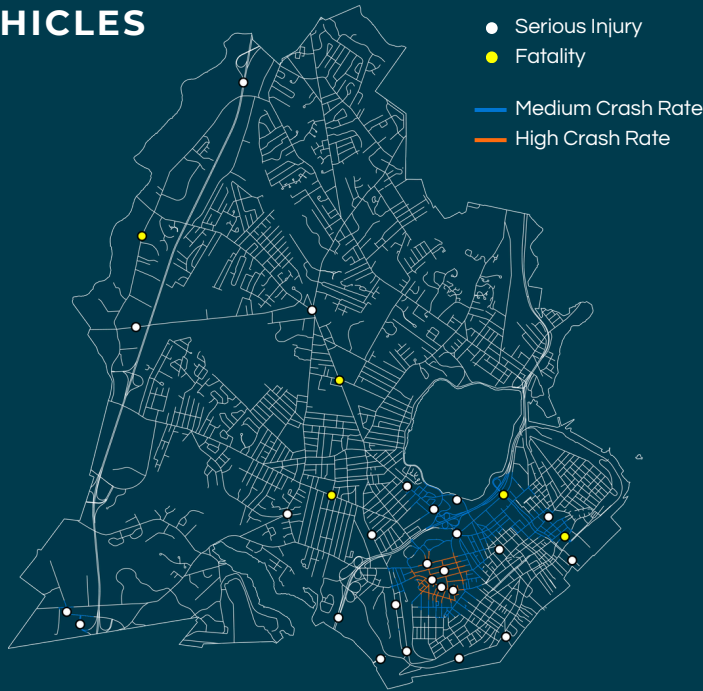
GOAL 2 Improve multimodal safety outcomes in alignment with the City's initiatives such as Vision Zero.

VISION ZERO

GOAL

Eliminate all traffic fatalities and serious injuries

2025 SAW AN INCREASE IN FATAL AND SERIOUS INJURY CRASHES FOR ACTIVE MODES, AND A DECREASE FOR VEHICLES



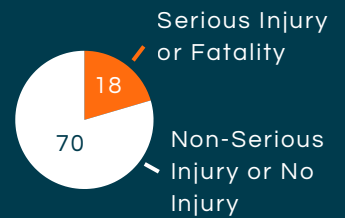
CRASHES INVOLVING FATALITIES OR SERIOUS INJURIES (2025)

34

OF THE 2,272 CRASHES IN THE CITY IN 2025 INVOLVED SERIOUS INJURIES AND/OR FATALITIES

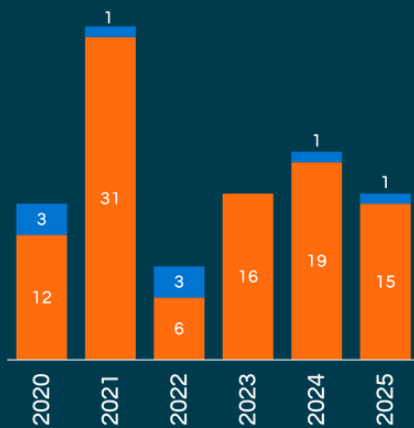
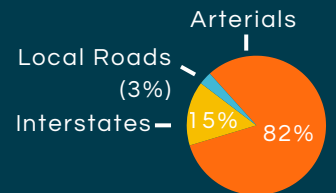
88

OF THE 2025 CRASHES INVOLVED A CYCLIST OR PEDESTRIAN

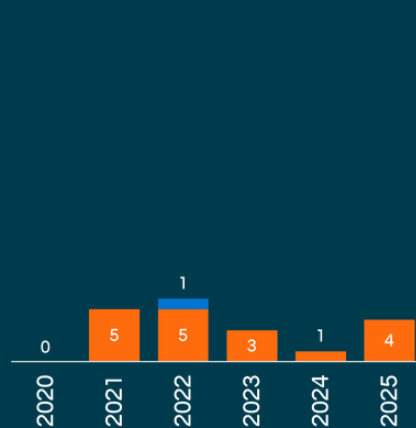


82%

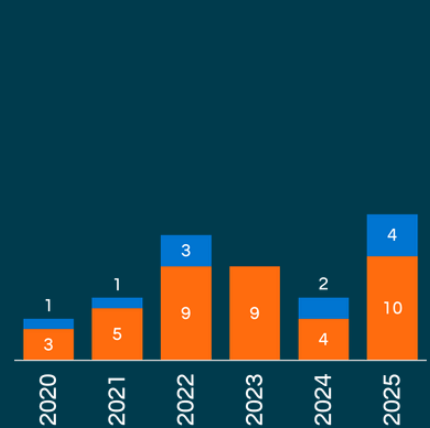
OF SERIOUS INJURIES AND/OR FATALITIES OCCURED ON ARTERIALS



Motorists



Cyclists



Pedestrians

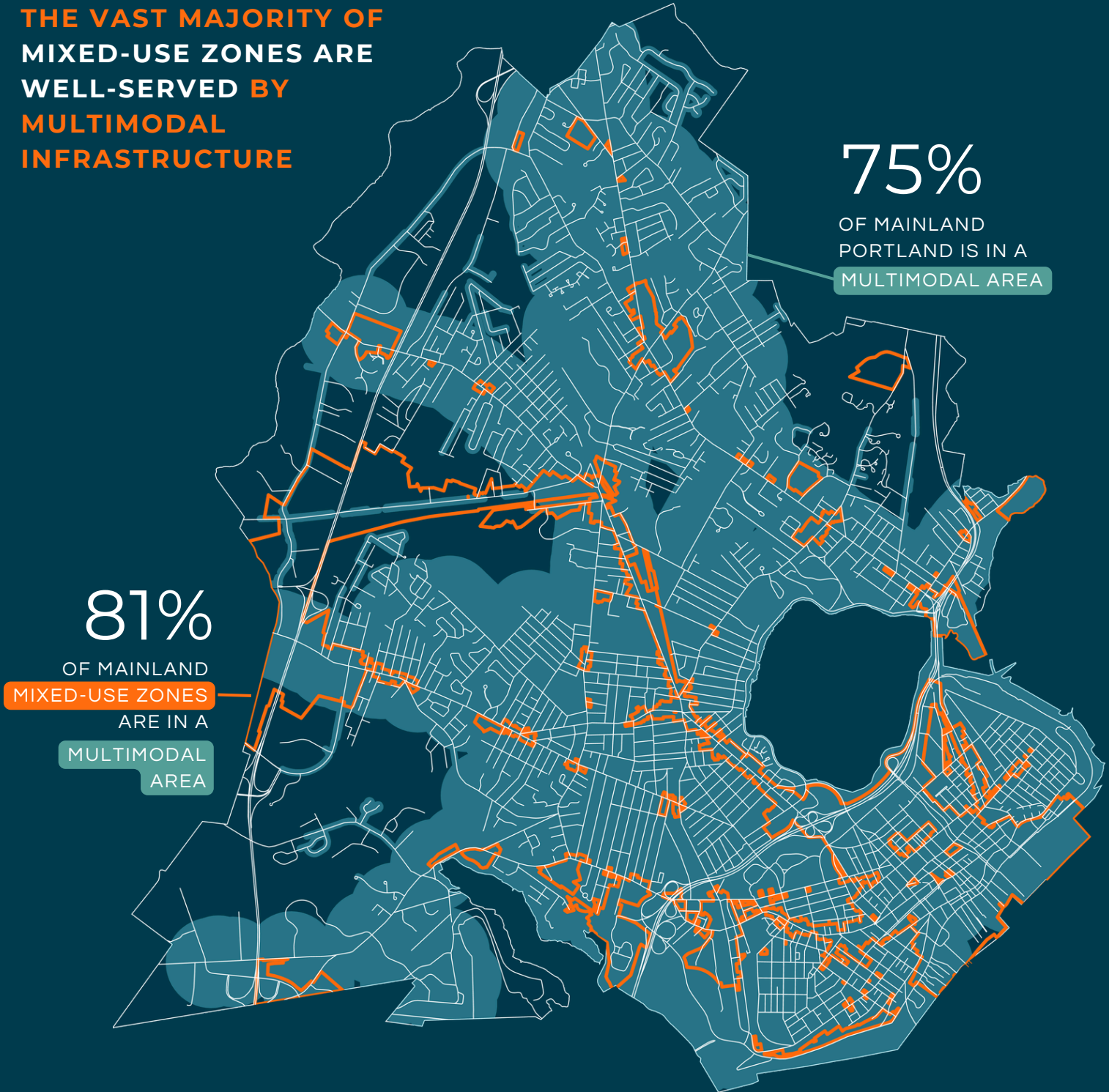
Number of People Killed

Number of People Seriously Injured

NUMBER OF CRASH-RELATED SERIOUS INJURIES OR FATALITIES (2020-2025)

GOAL
3 Complement land use patterns to support local businesses, enhance neighborhood livability, and foster people-centered public spaces.

THE VAST MAJORITY OF MIXED-USE ZONES ARE WELL-SERVED BY MULTIMODAL INFRASTRUCTURE



MULTIMODAL ACCESS IN MIXED-USE ZONES

MULTIMODAL AREAS are within 100 feet of a City sidewalk, ¼ mile of a transit stop, or ¼ mile of a bicycle facility (e.g. multi-use path, bike lane, or neighborhood byway)

GOAL
4

Support the City's sustainability goals, including a shift toward multimodal transportation, as defined in One Climate Future, the City's climate action plan.



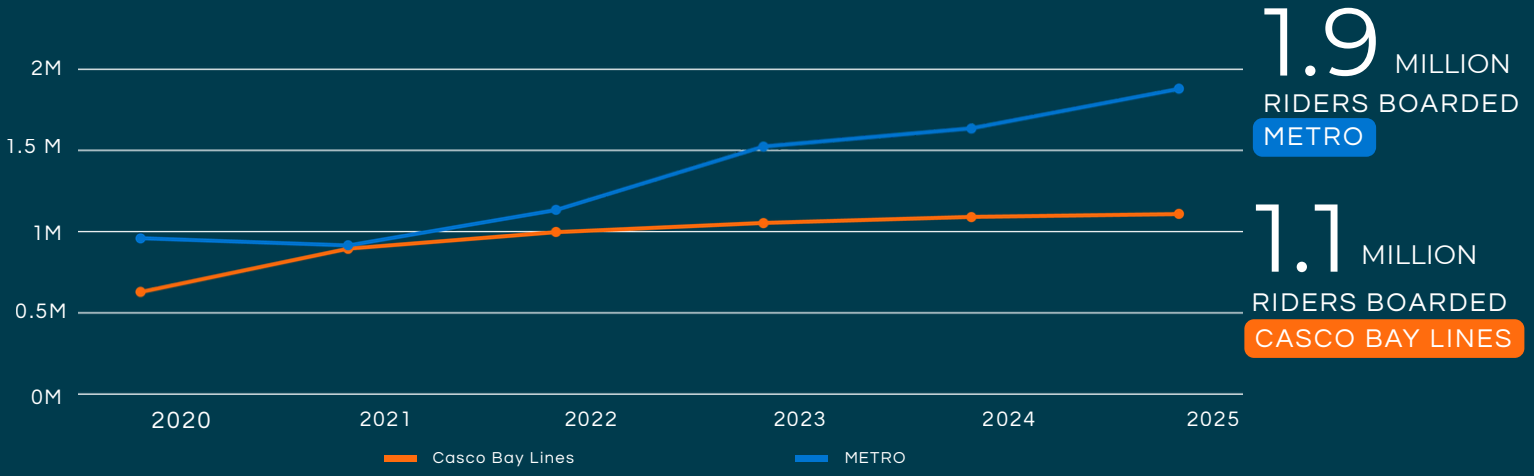
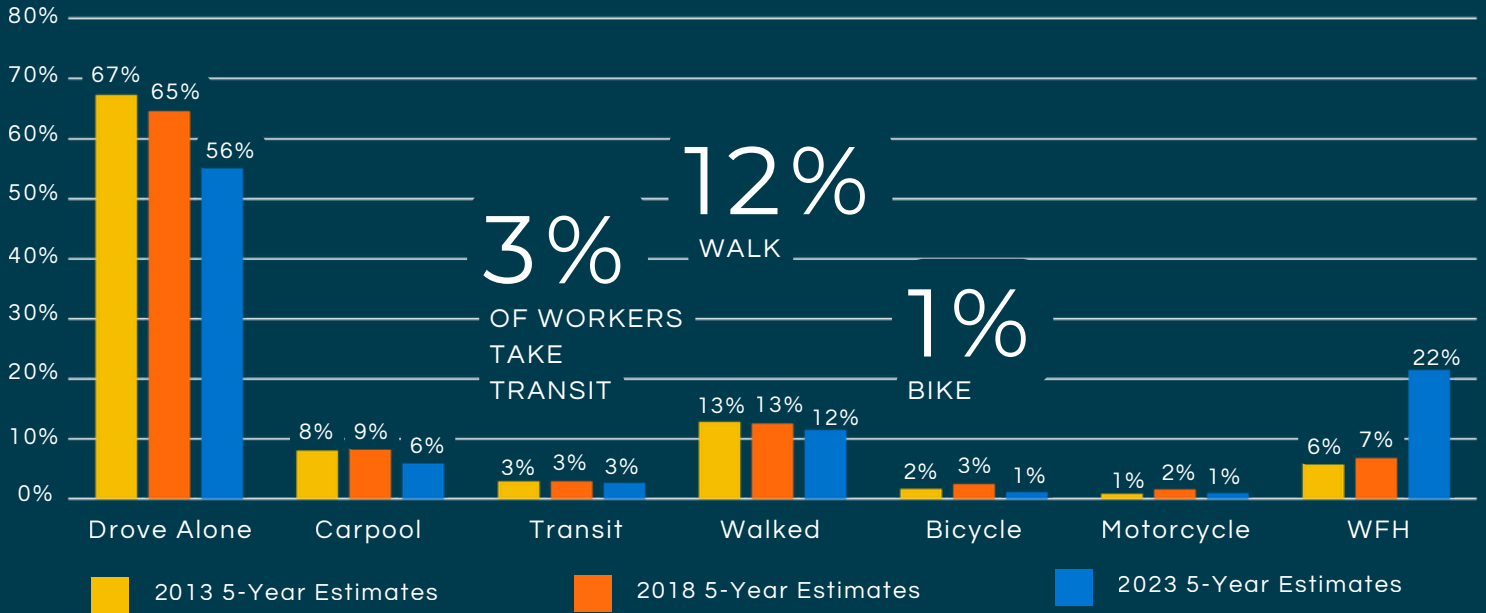
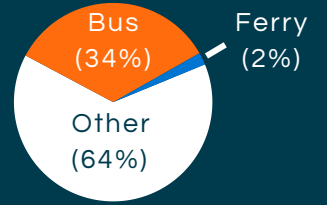
GOAL

5% of all trips to be completed by bikes by 2040.

ALMOST HALF OF PORTLAND RESIDENTS DO NOT DRIVE ALONE TO GET TO WORK AND TRANSIT RIDERSHIP IS INCREASING

36%

OF PORTLAND PUBLIC SCHOOLS STUDENTS TAKE A BUS OR FERRY TO SCHOOL



MODE SHARE TO SCHOOL, WORK, + TRANSIT RIDERSHIP

Sources: Portland Public Schools; 2009-2023 American Community Survey (Data not available for 2025); PACTS

GOAL 5 Provide access to and connectivity between all neighborhoods, with a focus on those that are historically underinvested and underserved.

ALMOST ALL ACCESS FOCUS AREAS ARE WELL-SERVED BY MULTIMODAL INFRASTRUCTURE

91%

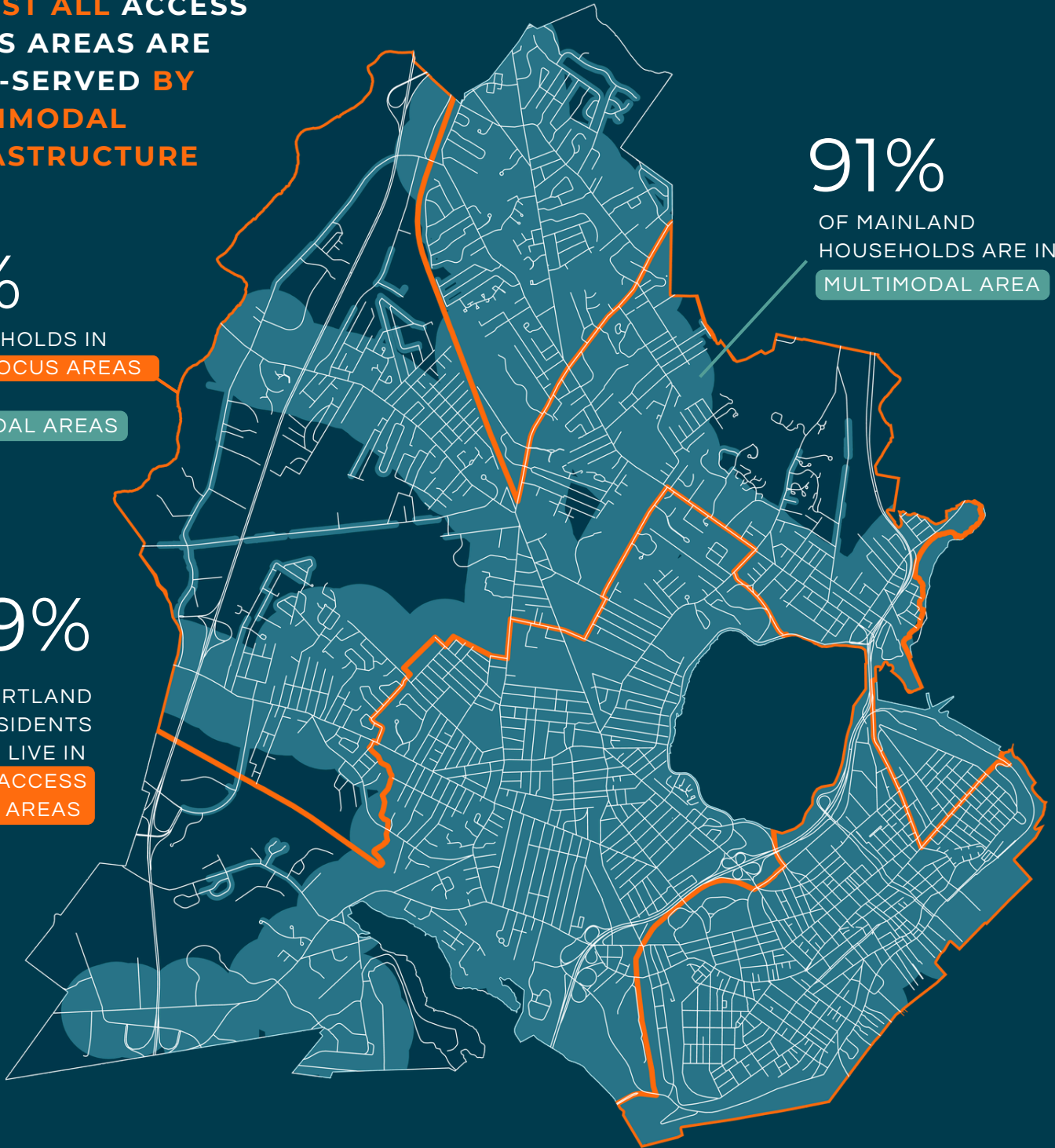
OF HOUSEHOLDS IN ACCESS FOCUS AREAS ARE IN MULTIMODAL AREAS

91%

OF MAINLAND HOUSEHOLDS ARE IN A MULTIMODAL AREA

59%

OF PORTLAND RESIDENTS LIVE IN ACCESS FOCUS AREAS



ACCESS FOCUS AREAS + MULTI-MODAL ACCESS

ACCESS FOCUS AREAS have higher than average concentrations of historically underserved community members, including people living below poverty level, people with one or more disability, households with no access to a vehicle, people who are born outside the United States, people with limited English proficiency, people aged 65 and older

Source: Access Focus Areas definition derived from PACTS 2025 Transportation Access Analysis and Action Plan

GOAL 6

Enhance public health by encouraging active transportation and improvements to air and water quality.

CITY PROJECTS ARE INTEGRATING STREET TREES AND GREEN INFRASTRUCTURE, AND FOCUSING ON ACCESS TO OPEN SPACES



GREEN INFRASTRUCTURE INSTALLED ON THE WESTERN PROM



166 STREET TREES PLANTED



IMPROVED ACCESS TO CITY PARKS AND TRAILS ON RIVERSIDE STREET

OPERATIONALIZING COMPLETE STREETS: PROJECT CHECKLIST FOR 2026 + BEYOND

- Used for all transportation projects initiated in 2026 onward
- Mirrors updated policy
- Recognizes need for project coordination
- Notes exemption process if exemptions appear needed
- Will be refined over time

Complete Streets Project Checklist

This checklist is based on the City of Portland's 2025 Complete Streets Policy Update and is intended to guide the planning, design, and implementation of street projects to ensure they account for the needs of all users and modes. *NOTE: Private development projects have a separate checklist form.*

Project Name: 2026 Traffic Signal and Lighting Project
Project Year: 2026-2027
Project Location(s): Various (St. John/Brighton, Capisic/Stevens, Deering/Park, Mellen/Park)

Phase 1: Project Initiation & Planning

- Initial Assessment (Community Context - Section 9):**
 - Consider the existing and planned land use context (with PACTS Street Type Classification):
 - Downtown
 - Neighborhood
 - Village Center
 - Industrial
 - Major Corridor
 - Identify gaps/deficiencies in the transportation network for various user groups, where applicable:
 - Pedestrian
 - Bicycle
 - Transit
 - ADA/Disabled
 - Freight
 - Assess tradeoffs to balance the needs of all users by determining priorities by mode: Operations for All I
- User & Mode Identification (All Users and All Modes - Section 4):**
 - Confirm the project considers all ages and abilities:
 - Yes
 - No
 - Account for all modes, where applicable:
 - Cyclists
 - Pedestrians (including those with mobility devices)
 - Public transportation (services, vehicles, patrons)
 - Freight/delivery
 - Emergency Responders (using standard detection)
 - Motorists
- Prioritization (Prioritizing underinvested and underserved communities - Section 5):**
 - Evaluate if the project helps prioritize equitable community investments
 - Health-Safety
 - Equity Impact
 - Ensure the project contributes to equitable distribution of complete streets benefits and access to important destinations: Improves access to major travel routes including to downtown & schools