

Sustainability & Transportation Committee Agenda

June 10, 2026 at 5:00 PM



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

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

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

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

1. Review and approve minutes from May 13, 2026
 - a. Minutes from May 13, 2026
2. Sustainability and Transportation Program Updates
 - a. Sustainability Updates
3. Presentation and Discussion
Public comment may be taken
 - a. Vision Zero Implementation Report
Presenter: Greg Jordan
No public comment will be taken.
 - b. Commercial Street Safe Streets for All Report
Presenter: Jeremiah Bartlett, Cashel Stewart
No public comment will be taken.

- c. Portland in Motion (Comprehensive Transportation Plan)
Presenter: Kevin Kraft and Nell Donaldson
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 May 13, 2026

Members Present: Councilor Ali, Councilor Bullett, Councilor Michniewicz, Kevin Kraft, Greg Jordan, Ethan Hipple, Troy Moon, Meghan Houdlette, Masi Ngidi-Brown, Emma Bond

The meeting was called to order.

April 8, 2026, Meeting Minutes

The April 8, 2026, meeting minutes were approved unanimously.

Sustainability Program Updates

Presented by Director of Sustainability, Troy Moon

Director Moon provided updates from the Sustainability Office, including recent staffing changes. Katie Tim departed from her position and the office is currently recruiting new staff, having received more than 200 applications. The office also welcomed a new intern from the University of Southern Maine for the summer and fall.

Director Moon highlighted the success of the Earth Day celebration held on April 18, 2026, which included participation from more than 30 organizations and collaboration with the Farmers' Market. On May 25, the Great Portland Pickup took place in collaboration with the Portland Parks Conservancy, with more than 500 community members participating.

The Sustainability Office also launched Grow Wild Portland, an initiative intended to transform Portland streets and yards into habitat for pollinating insects and other wildlife. Staff have been working with Public Works and Parks to develop guidelines for residents. The City is also collaborating with Maine Audubon and the Portland Parks Conservancy on a pilot project on Munjoy Hill along North Street, which will be planted later this fall.

Director Moon shared that the City launched a community survey regarding compost drop-off locations. The survey is being promoted on social media and through QR codes placed at composting sites.

Additional updates included work on Peaks Island, participation in energy workshops, and shoreline erosion workshops for island communities, including a workshop on Great Diamond Island focused on nature-based solutions for shoreline stabilization.

Director Moon also referenced a recent Climate & Coffee event focused on the value of ecological gardening.

Recommend a name for the waterfront park currently referred to as Portland Harbor Common

Presentation by Masi Ngidi-Brown, Director of Justice, Diversity, Equity, and Inclusion

Director Ngidi-Brown discussed the naming process for the waterfront park. The naming committee convened in December 2025 and January 2026 and began meeting in February to review approximately 325 submissions from residents. The committee narrowed the options to three finalist names: First Light Commons, Portland Harbor Common, and Freedom Commons.

Director Ngidi-Brown explained that the names were selected to reflect community connections to Portland's history and culture. "First Light" references the meaning of Wabanaki as "People of the Dawn." "Freedom Commons" references the Freedom Trail and Portland's historical role as the last stop before Canada on the Underground Railroad.

Director Ngidi-Brown also explained the distinction between "common" and "commons," noting that "commons" reflects shared resources and shared history. "Portland Harbor Common" was described as honoring an individual instrumental in the creation of the park who passed away last fall.

Comments from Councilors

Councilor Michniewicz thanked Director Ngidi-Brown for the summary and reflected on the committee's discussions surrounding the naming process, including conversations regarding the terms "common" and "commons." Councilor Michniewicz stated that the committee sought a name that would draw people in and embody multiple perspectives while incorporating public feedback and historical context.

Additional comments from Director Ngidi-Brown

Director Ngidi-Brown stated that the naming committee's recommendation is "First Light Commons," because the name reflects Wabanaki history and cultural context while also acknowledging the significance of the Underground Railroad and formerly enslaved people who settled in the Greater Portland area.

Public Comment

A Portland resident expressed support for the name "Portland Harbor Common," stating that it felt more geographically specific and thanking the committee for developing the finalist names.

Comments from Councilors

Councilor Bullett expressed support for "First Light Commons," stating that it honors Maine's history and reflects the significance of Maine's coastline as a place of first light.

Councilor Ali also expressed support for "First Light Commons," citing both the historical meaning and the sound of the name.

Motion to Bring Recommendation to Council

Motion moved by Councilor Bullet and seconded by Councilor Ali.

The vote passed unanimously.

Consider a recommendation that Mayor Dion sign a Letter of Support for a Safe Streets for All grant in support of Libbytown traffic improvements

Presented by Director of Planning and Urban Development, Kevin Kraft.

Director Kraft summarized the history of the Libbytown traffic improvement project, which began in 2009 through extensive community engagement and later evolved into a planning project with Maine DOT. In 2021, the City and Maine DOT completed an enhanced project scoping process for the corridor.

Director Kraft explained that Maine DOT had previously been awarded a Reconnecting Communities Grant for construction, though the award was rescinded in 2025. Following completion of the design process with Maine DOT, the City is now seeking Safe Streets for All grant funding for construction.

The project aims to enhance safety, connectivity, walkability, multimodal accessibility, resiliency, and economic activity. Director Kraft noted that Congress Street and Park Avenue serve as a major gateway into the city and provide access to Maine Medical Center, Hadlock Field, and surrounding businesses.

The proposed project includes converting Congress Street and Park Avenue from one-way to two-way operations, constructing a roundabout at Congress Street and Park Avenue, improving pedestrian crossings and ADA-compliant sidewalks, adding dedicated bicycle facilities and upgraded transit stops, enhancing streetscape elements such as lighting and trees, and improving infrastructure.

Director Kraft stated that the committee's endorsement was being requested so that Mayor Dion could sign a letter of support for the grant application. More than 20 letters of support had already been received from community organizations, including all three neighborhood associations.

Public Comment

A Libbytown resident expressed support for the project.

Motion to have the letter of support sent to the Mayor

Motion moved by Councilor Bullet and seconded by Councilor Ali.

The vote passed unanimously.

Consider recommending an interlocal agreement and resolution regarding the Casco Bay Trail

Presented by Greg Jordan, Assistant City Manager

Assistant City Manager Jordan reminded the committee that the proposed trail would extend 26 miles between Portland and Auburn along the former Berlin Subdivision rail corridor. Maine DOT has designated the corridor as a trail corridor unless rail service becomes feasible in the future. Jordan explained that the State allocated \$600,000 for preliminary planning work and that the Greater Portland Council of Governments convened municipalities along the corridor to coordinate efforts. The proposal would establish a Casco Bay Trail Board of Supervisors through an interlocal agreement.

Each municipality along the corridor would appoint one voting member and one alternate representative. Non-voting members would include the Casco Bay Trail Alliance and GPCOG. Jordan stated that the agreement would remain in effect for at least 20 years. Jordan emphasized that participation in the agreement would not obligate the City to contribute future funding outside of the normal budget process. The City has already appropriated up to \$15,000 in the current Capital Improvement Program to support Portland's portion of the local match associated with Maine DOT's planning allocation.

Jordan requested that the committee endorse the interlocal agreement and recommend that the Council approve a resolution supporting the project.

Comment from Emma Bond

Emma Bond shared that the City of Auburn had recently approved the interlocal agreement.

Comment from Mark Adelson

Mark Adelson commented that Portland would become a hub not only for local trails but also for the larger statewide trail system.

Public comment

A Portland resident expressed support for the trail and for expanding regional trail connections to improve transportation access and encourage outdoor recreation.

Comments from Councilors

Councilor Bullett asked whether other municipalities had committed funding through their Capital Improvement Programs. Jordan responded that the municipalities had not yet finalized a formula for sharing local costs, though Portland's currently appropriated \$15,000 would be sufficient under the proposed approaches.

Jordan also stated that Auburn had approved the agreement, though he was unsure whether funding had been formally appropriated there or in other municipalities.

Emma Bond clarified that the \$600,000 Maine DOT allocation requires a \$60,000 local match shared among Portland, Falmouth, Cumberland, Yarmouth, and the Casco Bay Trail Alliance. One possible allocation would involve each municipality contributing approximately \$12,000, though final agreements are still under discussion.

Bond also explained that Auburn has not yet been asked to contribute funding because the current engineering study does not extend to Auburn. She added that the Casco Bay Trail Alliance Board had approved up to \$5,000 in startup funding for the future Board of Supervisors.

Councilor Bullett noted that the estimated cost of the full trail project could reach \$55 million and asked whether a private fundraising strategy was already in development.

Bond responded that the project team anticipates seeking approximately 80% federal funding while also advocating for Maine DOT participation and pursuing private donations, grants, and municipal contributions.

Motion to recommend to the council that they approve a resolution of support for the project.

Motion moved by Councilor Bullet and seconded by Councilor Ali.
The vote passed unanimously.

Review proposed pilot program for traffic management in Payson Park

Presented by: Ethan Hipple, Director of Parks, Recreation, and Facilities, and Meghan Houdlette, Portland Parks Project Manager

Director Ethan Hipple introduced the proposed traffic calming project for Payson Park. He explained that nearby residents had raised concerns regarding speeding and the use of park roads as a cut-through route to Interstate 295.

Director Hipple noted that the project was partially funded through a negotiated agreement associated with the 2025 Back Cove Music Festival, which included a \$100,000 contribution toward improvements in Payson Park. Following community outreach and Parks Commission discussions, the primary concern identified was improving pedestrian and bicycle safety within the park.

Portland Parks Project Manager Meghan Houdlette explained that staff met with Portland Trails, the Friends of Payson Park, the Parks Commission, and community members to discuss transportation concerns. Concerns included speeding on Catafalque Drive and Arboretum Road, limited multimodal infrastructure, and pedestrian and cyclist safety.

A speed study conducted in March 2026 found that the average speed on Arboretum Road was 24 miles per hour despite a posted speed limit of 15 miles per hour. Approximately 97% of vehicles exceeded the speed limit during the study period.

To address these concerns, staff proposed several traffic calming measures, including restricting vehicle access on a segment between Inlet Road and Baxter Boulevard while still allowing pedestrian and bicycle access. Additional proposed improvements include restriping Catafalque Drive and Arboretum Road to provide five-foot bike lanes, widening sections for parking using compacted gravel or reclaimed material, and installing three raised speed tables with pedestrian crossings.

The proposal also includes updating parking signage, removing signage no longer applicable to proposed curb uses, and installing flexible traffic posts to improve pedestrian safety and guide vehicle movement. Staff anticipate implementing the pilot program during the summer of 2026.

Comments from Councilors

Councilor Bullett encouraged staff to involve community partners such as Portland Trails in potential public art or roadway painting efforts on Catafalque Drive. Councilor Bullett also asked when implementation would begin.

Project Manager Houdlette responded that implementation is expected to begin during the summer through coordination with Public Works contractors.

Councilor Ali asked whether the road closure would be temporary or permanent. Houdlette responded that the closure is currently proposed as a pilot program and that staff would evaluate outcomes before determining whether it should become permanent.

Councilor Ali stated support for a permanent closure due to speeding concerns.

Review process for developing recommendations for amendments to Chapter 6 regarding energy standards for City funded projects

Presented by Director of Sustainability Troy Moon

Director Moon reminded the committee that Chapter 6 energy requirements had previously been discussed during development of the committee's work plan.

Director Moon explained that the requirements stem from the 2020 Green New Deal referendum, which established energy performance standards for buildings receiving more than \$50,000 in City funding.

At the time the ordinance was adopted, Maine's energy code was based on the 2009 code cycle. Since then, significant changes have occurred through updates to the Maine Uniform Building and Energy Code (MUBEC), including adoption of the 2021 IECC and Portland's implementation of the 2021 stretch energy code, which exceeds the base code by 15%. Director Moon stated that additional City initiatives, including cool roof requirements, cool pavement standards, and upgraded stormwater management standards, have also advanced building performance expectations.

As part of the review process, staff plan to evaluate how current City and State building performance requirements compare to Chapter 6 standards and explore opportunities to streamline compliance pathways.

Director Moon explained that staff also intend to evaluate whether separate compliance pathways should exist for major renovations versus new construction projects. Additional goals include aligning ordinance references more closely with State energy code standards in order to simplify review processes and reduce confusion for both staff and developers.

Director Moon emphasized that the objective is not to weaken performance standards, but rather to clarify requirements, simplify compliance pathways, and maintain alignment with the City Council's goals of achieving net-zero emissions buildings by 2040 and reducing community-wide carbon emissions by 80% by 2050.

The Sustainability Office plans to work with consultants experienced in green building standards, including Mike Pulaski and Gunner Hubbard.

Comments from Councilors

Councilor Bullett asked whether the Green New Deal standards apply only to buildings or also to City-owned vehicles. Director Moon clarified that the standards apply only to buildings. Councilor Bullett also asked who would conduct the technical review process. Director Moon responded that the work would be completed by staff in coordination with consultants. Councilor Bullett asked about the estimated cost of the review process, and Director Moon stated that the cost would be less than \$5,000.

Councilor Bullett then asked whether funding had already been budgeted for the work. Director Moon confirmed that funds are available and that he had discussed the matter with Assistant City Manager Dena Libner regarding the availability of existing Sustainability Office funds to support the work.

Councilor Bullett and Councilor Ali expressed support for the review process.

Motion to Adjourn

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

The motion was approved 2-0

Meeting adjourned

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

June 10, 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

Staffing update:

Katie Tims left the City on May 1 to explore a new career opportunity. She was with us for almost four years and was instrumental in our success while she was here. We will miss her but wish her great success in her new job. Recruitment for this position is in process.

Project: Climate Resilience

Consultants started their shoreline inventory work, collecting data for the Risk Based Asset Management Tool (RBAMT). The Risk-Based Asset Management Tool (RBAMT) is a new planning tool that will help Portland and South Portland identify and prepare for the impacts of coastal flooding on critical public infrastructure—things like roads, utilities, public buildings, and emergency services.

RBAMT integrates climate vulnerability data into a single GIS-based platform, incorporating updated flood modeling for Portland and South Portland. The tool will help both municipalities identify vulnerable facilities and infrastructure, prioritize resilience investments, and guide capital improvement planning for asset upgrades and future construction.

The Sustainability Office applied for a Community Action Grant for the creation of a Resilience Collaborative composed of Commercial Street waterfront stakeholders. Through a series of facilitated meetings, this group will develop a common base of knowledge about the impacts of sea level rise on Commercial Street and develop a consensus policy recommendation for the Portland City Council that will serve as the policy underpinning for specific adaptation efforts to meet the City's commitment to prepare for 1.5' of sea level rise by 2050 and 4' by 2100.

Project: Community Education and Engagement

On May 15, the Sustainability Office partnered with the Bicycle Coalition of Maine, GoMaine, Portland Trails, and others to host a Bike to Work Day celebration event featuring bike demos, commuter resources, games, music, and more. This annual international event celebrates active commuting and coordination between the many stakeholders to make Portland a safer place to bike and walk.

Additional Outreach:

On May 18, Troy met with the University of New Hampshire Carsey School Graduate students to discuss the Sustainability Office's Sustainable Neighborhoods Program to discuss place-based, resident-led engagement within a municipal structure. The visit included a walking tour throughout the Bayside neighborhood to discuss street level engagement and relationship building and met directly with community partners, such as the Bayside Neighborhood Organization and Cultivating Community.

On May 11, Troy and Emma visited Waynflete school to present on the impact of public spaces and the importance of sustainable energy. The presentation included an explanation of what the sustainability office does, on renewable energy and what constitutes a safe, inclusive and environmentally sustainable public space.

On May 30, the Sustainability Office partnered with Peaks Island residents to host a workshop on organic landcare practices. Troy and Emma attended the workshop in person with a presentation on the Sustainability Office, the City of Portland's Landcare

Ordinance, and on the office's upcoming program, Grow Wild, which aims to transform Portland's streets and yards into vibrant habitats for pollinating insects, birds, and other wildlife by encouraging community members to plant native gardens.

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.

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

June 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

#	Action	6/2026 Progress Report
PF-1	City Council adoption of GPCOG's Vision Zero goal and plan adoption on April 14, 2025.	Completed April 2025
PF-2	Form a cross-departmental task force to oversee Vision Zero Action Plan.	In place with representatives from the Executive Office, Public Works, Police, Planning, Communications, Sustainability, Parking, GPCOG.
PF-3	Participate on GPCOG Vision Zero Panel	Ongoing - Public Works staff participating
PF-4	Update the City's Complete Streets Policy	Completed August 2025.
PF-5	Onboard consultant(s) and commence work on Comprehensive Transportation Plan	Completed. Funding appropriated in FY26 CIP, Project scoped in late 2025; Consultant selected in early 2026. Public kick-off taking place on June 11. A Stakeholder Advisory Group will be convened to help guide the plan; it will include representatives from a wide range of groups and organizations.
PF-6	Update the Street Design Technical Manual	In progress - Aiming to secure Planning Board approval in 2026.
PF-7	Identify sources of funding to support Action Plan measures.	<p>FY27 CIP includes \$1.1 million for Vision Zero related projects. Staff will share preliminary scoping with the ST Committee at its June 10 meeting.</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 to support traffic enforcement.</p> <p>Portland submitted a 2026 Safe Streets for All Demonstration Grant application for \$24M through the U.S. DOT's Safe Streets and Roads for All grant program to fund design/construction of the Libbytown Safety Project.</p>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

June 2026 Progress Report



Objective 2: Safer Roads

#	Action	6/2026 Progress Report
SR-1	Advance approved transportation CIP projects in alignment with Vision Zero goals.	A full project list will be provided to the ST Committee at the June 10 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 annual crosswalk painting. 	DPW examined flashing school zone signs in 2025 and will confirm operability this year also. DPW is in the process of completing annual crosswalk painting and deploying crosswalk safety signs.
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; • Daylighting Intersections (on-street parking near intersections). 	These assessments are in progress - findings and recommendations will be communicated to the ST Committee in June-July 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. 	<p>The FY27 CIP includes \$300k to fund a city-wide lighting study focused on arterial and collector level streets. An RFP for consultant assistance to perform this work will be issued during summer 2026.</p> <p>DPW performs routine “point-in-time” scans of street light operability and has developed a semi-annual report. 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>
SR-5	Conduct review of sidewalk snow ordinances in Chapter 25 with possible recommendations for changes.	Staff will recommend including this item on the Sustainability and Transportation Committee’s 2026 workplan targeting a fall 2026 review.

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

June 2026 Progress Report



#	Action	6/2026 Progress Report
SR-6	<p>NEW OBJECTIVE - Review the City's program for implementing community sponsored Transportation Demonstration Projects</p>	<p>This 3 year old program invites community proposals for minor traffic calming installations. Subject to City approval and license agreements with insurance requirements, community groups are cleared to conduct installations, handle maintenance, and collect data. As of May 2026, 8 proposals have been received and are in the final stages of approval.</p> <p>City staff are aware of community concerns that the administrative and insurance requirements are a burden and could limit future installations. Staff will complete a review of the program with stakeholder input by December 2026. If changes are justified, these will be made in advance of the 2027 season.</p>
SR-7	<p>NEW OBJECTIVE - Work with PACTS and MDOT to maximize inclusion of Vision Zero & Complete Street elements in projects approved for inclusion in MDOT's 3 year work plan and the Statewide Transportation Improvement Program.</p>	<p>City staff aim to build on historical success advancing major transportation projects by advocating for the inclusion of Complete Streets elements in corridor paving projects, intersection reconstructions, and other projects where complete streets elements can be reasonably added.</p> <p>The MDOT and PACTS funding and project selection processes are complex, challenging to fully understand and effectively influence, and constrained by limited funding. City staff are working to advance Portland's priorities and continue to advocate for greater transparency in the decision-making process.</p>
SR-8	<p>NEW OBJECTIVE - Review and consider changes to the City's Traffic Calming Ordinance.</p>	<p>The Traffic Calming Ordinance allows neighborhoods to petition the City to study, present findings, and (depending on results) install traffic calming measures. A review of the ordinance and associated process will consider potential changes based on clear program goals and city capacity.</p>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

June 2026 Progress Report



Objective 3: Safer Speeds

#	Action	6/2026 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.	<p>PD is working to onboard additional staff to strengthen 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>Through May 2026, PD conducted 2238 traffic stops and issued 882 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> <p>Through May 2026 there were 1137 traffic accidents compared to 1330 for the same period in 2025.</p>
SS-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.	<p>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.</p>
SS-3	Conduct a policy analysis on the introduction of red light cameras as an enforcement tool.	<p>PD Staff are preparing a preliminary assessment of this technology for the July ST Committee and will be requesting direction on next steps.</p>
SS-4	Develop a prioritized program of arterial and collector speed studies in appropriate coordination with MaineDOT.	<p>DPW staff are developing a prioritized list of arterial and collector speed studies with priority placed on the high crash and/or high injury network. This preliminary review will be shared with the ST Committee at its June meeting.</p>

City of Portland Vision Zero - Quick Action Plan

July 1, 2025 - June 30, 2026

June 2026 Progress Report



Objective 4: Safer People (SS)

#	Action	6/2026 Progress Report
SS-1	Implement a communications campaign aimed at both motor vehicle operators as well as bicyclists and pedestrians.	<p>The Communications & Digital Services Department (CDD) has worked with Maine Department of Public Safety and Maine Bureau of Highway Safety on a community led public messaging campaign that will kick off on June 11 with a joint press conference.</p> <p>Portland staff are in the process of building a localized communications campaign that will complement and expand on the State campaign to launch later this summer.</p>

Objective 5: Post-Crash Care (PC)

#	Action	6/2026 Progress Report
PC-1	PD will rejoin GPCOG's Traffic Incident Management Committee on a trial basis.	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	Analyze crash data to determine effective local or system level interventions and measure progress toward Vision Zero goal.	<p>Portland contracted with GPCOG to prepare quarterly reports on crash data, trend analysis, findings, and recommendations. GPCOG's next quarterly report will be provided to the ST committee in July 2026.</p> <p>City staff will be working with GPCOG to strengthen the report by adding a progress reporting element with performance measures.</p> <p>Staff are aware of community suggestions that the City should conduct more comprehensive and formal post-crash investigations to determine the need for specific locational or system level changes. City staff are reviewing this recommendation with appropriate departments and Corporation Counsel.</p>
PC-3	Consider changes to how the Police Department communicates with the public on initial crash reports and completed investigations.	The Police Department has prepared new guidelines for issuing initial post-crash press releases and providing updated information once investigations are fully complete.



To: Greg Jordan, Assistant City Manager
From: Mike Murray, Public Works Director
Date: June 9, 2026
Re: Vision Zero Action Plan - DPW Items

The Department of Public Works (DPW) is currently advancing the City’s Vision Zero mission through comprehensive infrastructure improvements and an array of data analysis tools. All current projects are prioritized to maximize safety and align with the City Council’s Vision Zero objectives, with particular emphasis on mitigating hazards for vulnerable road users in high-volume corridors, as these areas are responsible for the majority of serious injuries and fatalities.

Vision Zero Action Plan - Objective 1: Programmatic Support and Funding

Objective 1 identifies a need to identify and secure additional funding to advance Vision Zero activities and projects. To advance this objective, the Department of Public Works (DPW) recommended and the City Council approved a \$1.1 million Vision Zero project be included in the FY 2027 Capital Improvement Plan (CIP). Since the April 2027 approval of the CIP, DPW in coordination with the Executive Office, established the following programming for these funds:

- High-Risk Pedestrian Crossings Improvements - \$580,000
- Brighton Avenue Safe Streets for All Grant Local Match - \$275,000
- Traffic Calming Improvements - \$100,000
- School Zone Safety Improvements - \$50,000
- Urban SDK Software - \$45,000
- Bi-Modal Blankout Signage - \$25,000
- Public Outreach - \$25,000

Vision Zero Action Plan - Objective 2: Safer Roads

Objective 2 requires DPW to complete safety audits on arterial crosswalks and school zones, assess where additional “daylighting” is needed at intersections and cross walks, and undertake a comprehensive city-wide lighting assessment.

- **High-Risk Pedestrian Crossings** - DPW’s strategy for pedestrian safety centers on improving crossings identified within the Greater Portland Council of Governments (GPCOG) High Risk and High Injury Network, as well as locations experiencing the greatest rates of pedestrian injuries. To ensure these improvements are both effective and compliant with updated MaineDOT regulatory standards, the department employs a multi-faceted analysis process. This includes GIS mapping, lighting assessments with our

partners at Acuity/Holophane, physical site surveys, and a final project selection process based on a synthesis of all of this information.

Currently, several high-priority sites have been selected for upgrades, including critical intersections such as St. John Street (northerly of Congress St), various points along Congress Street (at Avon, Park, Dow, Weymouth, and Walker Streets), and segments of Commercial Street. These initiatives are now in the design phase, with bidding and construction contingent upon the estimated construction cost of these locations later this calendar year.

- **School Zone Safety**

Beyond corridor improvements, DPW reviewed school zones to enhance student safety. This spring, inspection staff used standardized assessments to evaluate physical infrastructure and operational traffic patterns.

Review findings highlight strategic intervention areas. While crossing guards remain effective, infrastructure needs include sidewalk maintenance and potential traffic calming or median enhancements. Operational issues were also observed, including parking non-compliance, which impedes intersection sight lines, and chaotic conditions during arrival and dismissal due to unsafe U-turns and unauthorized parking. Moving forward, DPW's strategic objectives include the following:

- Launching a structured sign replacement program
- Addressing sidewalk maintenance needs
- Assess potential for additional traffic calming interventions

Additional safety benefits could be realized by more active management and enforcement of traffic regulations, but that lies outside the scope of DPW's area of responsibility.

- **Signal Systems**

Franklin at Cumberland and Congress: In early spring, DPW initiated the deployment of bi-modal blankout signage at the intersections of Franklin Street with Congress Street and Cumberland Avenue. These dual-phase indicators, which communicate both pedestrian yielding requirements and turn prohibitions on red, enhance the visibility of vehicular restrictions to improve safety outcomes for pedestrians and cyclists. Additionally, technical enhancements are ongoing regarding the configuration of Leading Pedestrian Intervals (LPI) at these locations.

Stevens Avenue at Pleasant Avenue: The intersection of Stevens Avenue and Pleasant Avenue is undergoing a comprehensive modernization of its signalization hardware. Key upgrades at this location include:

- Installation of equipment on new mast arms featuring robust structural supports to ensure long-term stability.

- Integration with the City's ATMS network to enable faster response times in the event of system failures.
- Enhanced illumination on the structures to improve visibility for vulnerable pedestrians.
- Deployment of bi-modal blankout signage to communicate turn restrictions and the retention of an exclusive pedestrian phase.

Congress Street at Frost Street: Similar improvements are taking place at Congress Street with Frost Street, where the City is also partnering with MaineDOT to update the ADA facilities. A number of other signalized locations are to be redesigned with safety and updated features in mind in the coming years.

- **Comprehensive Lighting System Audit:**

This year staff will launch a comprehensive audit of light levels city wide. This will also include a component to ensure that our intersections and crossings meet modern safety standards. This will include measuring light levels at high priority intersections and marked pedestrian crossings. It will also identify dark spots along city streets throughout the City as well as areas where tree canopy blocks more than 50% of the light.

Additionally, the audit will evaluate the efficiency and cost effectiveness of our current maintenance and control infrastructure. Nearly 10 years ago the City converted all of the street lights to LED and added electronic controls to better monitor the system. This led to significant energy and cost savings but lighting control technology has improved significantly since then. We may have the opportunity to use better technology and maintenance practices to improve efficiency and safety. Finally, the project will evaluate our lighting program against Maine's newly adopted lighting standards to ensure we are compliant moving forward.

Vision Zero Action Plan - Objective 3: Safer Speeds

Objective 3 requires DPW to develop a prioritized program of arterial and collector speed studies in appropriate coordination with the Maine Department of Transportation. The City plans to utilize technology from Urban SDK to obtain real time speed data, with 13 month look back capabilities, to formulate a list of streets where reductions in speed limits may be in order.

Other Initiatives

DPW is advancing broad infrastructure and data-driven safety initiatives, including year-round maintenance of pavement markings, sidewalks, and lighting. We utilize a traffic control database and field audit tools to support data-driven decision-making and asset reliability.

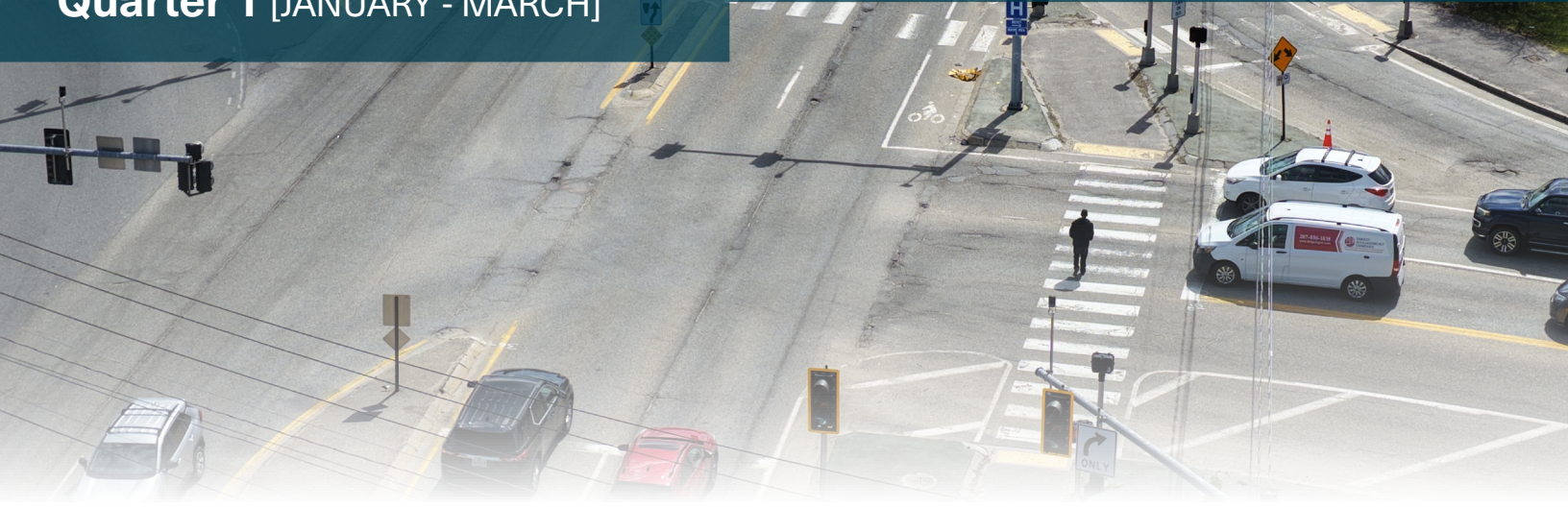
Our safety prioritization relies on several integrated platforms:

- CityLogix: Proactive maintenance to mitigate hazards.
- Cyclomedia: Remote, high-precision street measurements.
- Nearmap: High-resolution aerial imagery for visibility analysis.
- Esri Technology: Spatial analysis and safety dashboards.

- AutoTurn: Vehicle path modeling for intersection safety.

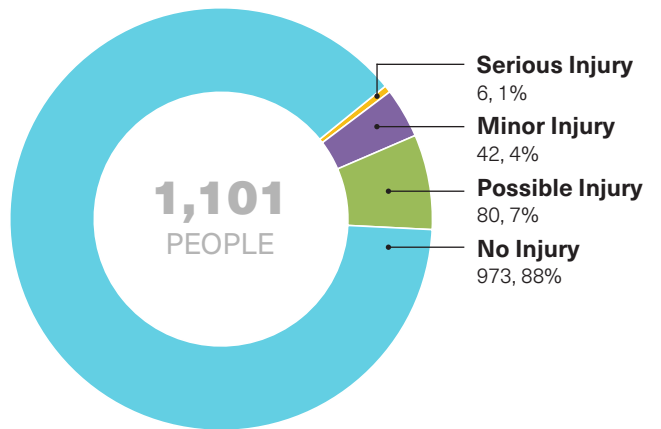
The Department intends to leverage crash data alongside expanded Cyclomedia signage tracking to monitor on-street parking near intersections. This "daylighting" initiative will empower the DPW to identify and prioritize specific sites where parking adjustments are necessary to improve safety.

A new three-year Urban SDK commitment will shift our work toward predictive collision indexing and provide the empirical speed data needed for MaineDOT regulatory requests. In addition, other traffic signals, lighting, pedestrian crossing, and bicycle-related improvements are in the design stages, anticipated for construction years 2027 through 2029.



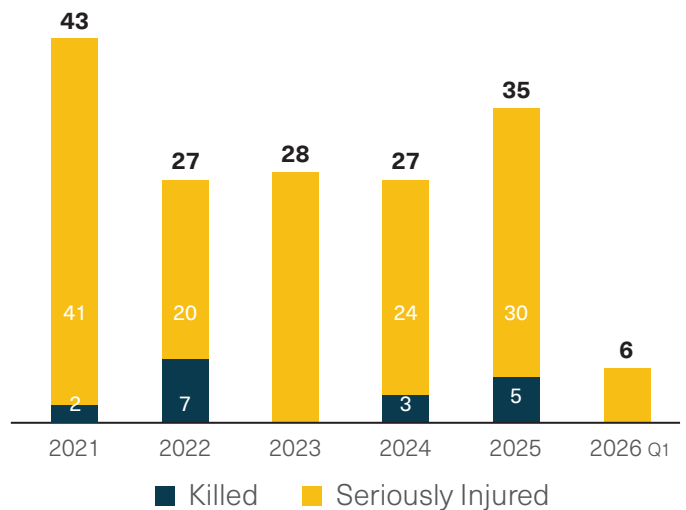
PEOPLE INVOLVED IN CRASHES BY INJURY [2026 Q1]

This chart shows the number of people involved in crashes in Portland by injury level. **Between January and March 2026, there were 564 crashes involving 1,101 people** (most crashes involve more than one person). Of those, six (1%) were seriously injured, 42 (4%) had minor injuries, and 80 (7%) had possible injuries. The remaining 973 people (88%) were not injured, and no fatalities were reported. For reference, in 2025 there were 2,318 crashes involving 4,674 people.



PEOPLE SERIOUSLY INJURED OR KILLED BY YEAR

While serious injury and fatal crashes make up a small share of total crashes, they result in the most severe outcomes and are the focus of the Vision Zero approach. The graph to the right shows the number of people seriously injured or killed in crashes in Portland by year (2026 data reflects only January through March). In the first quarter of 2026, six people were seriously injured and no fatalities were reported. If this level were to continue throughout the year, it would be equivalent to approximately 24 serious injuries and no fatalities, based on partial-year data only.






Source: MaineDOT

2026 Q1 Crashes

By Injury Level

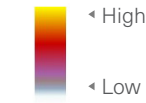
- Fatal (*none so far in 2026*)
- Serious Injury

By Mode

-  Cyclist
-  Pedestrian
-  Vehicle

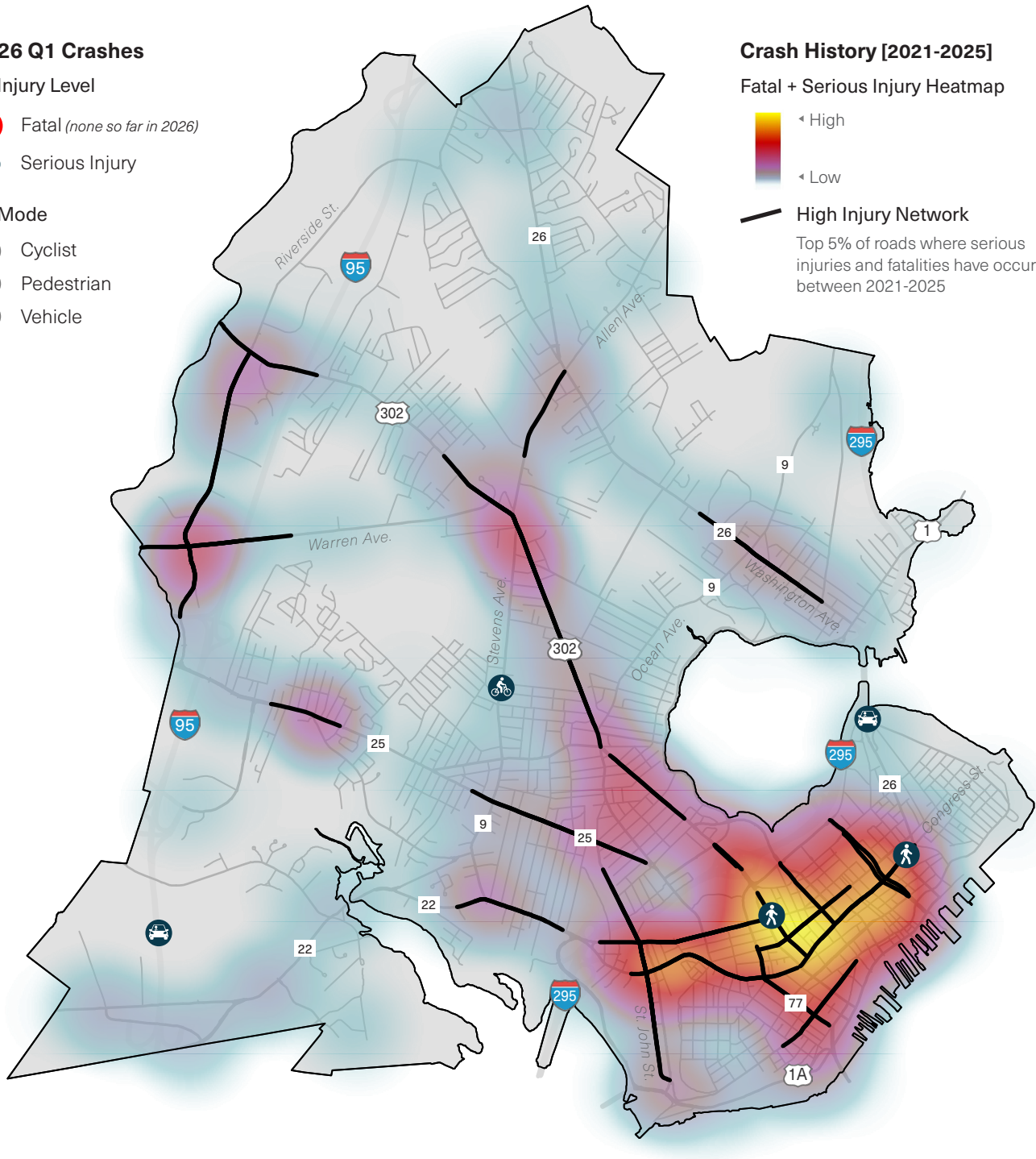
Crash History [2021-2025]

Fatal + Serious Injury Heatmap



High Injury Network

Top 5% of roads where serious injuries and fatalities have occurred between 2021-2025



CRASHES BY LOCATION

The map above shows the locations of the five serious injury (dark blue) crashes that occurred in the first quarter of 2026, overlaid on a 2021-2025 heatmap of crash frequency. It also highlights Portland's High Injury Network (black), prepared by the Greater Portland Council of Governments using the [Safer Streets Priority Finder](#). This network represents the top 5% of roads where serious injuries and fatalities occurred between 2021-2025. Major corridors such as Forest Ave (Rt. 302), Brighton Ave (Rt. 25), and Congress St. (Rt. 22) account for most serious injury and fatal crashes, particularly as they converge on the Peninsula, where traffic and activity are highest.

CRASH DETAILS

The table below provides additional details for the five crashes that resulted in six serious injuries in Portland between January and March 2026. With such a small number of crashes, it is difficult to draw strong conclusions from this period alone. However, all occurred on higher-volume roadways, and three of the six people injured were cyclists or pedestrians. No fatal crashes were reported.

Road / Route	Jurisdiction*	Date	Time of Day	Mode	Location	Speed Limit	Serious Injury	Killed
Forest Ave.	State Aid	2/14/26	10:00 PM	Pedestrian	4-leg int.	30 mph	1	0
Stevens Ave.	State Hwy	2/18/26	2:15 PM	Bicyclist	Driveway	25 mph	1	0
Congress St.	State Hwy	2/27/26	5:50 PM	Pedestrian	Straight rd.	25 mph	1	0
Washington Ave. (Rt. 26)	State Hwy	3/4/26	3:40 PM	Vehicle	Straight rd.	25 mph	2	0
I-95	Toll Hwy	3/24/26	6:20 PM	Vehicle	Straight rd.	55 mph	1	0
							6	0

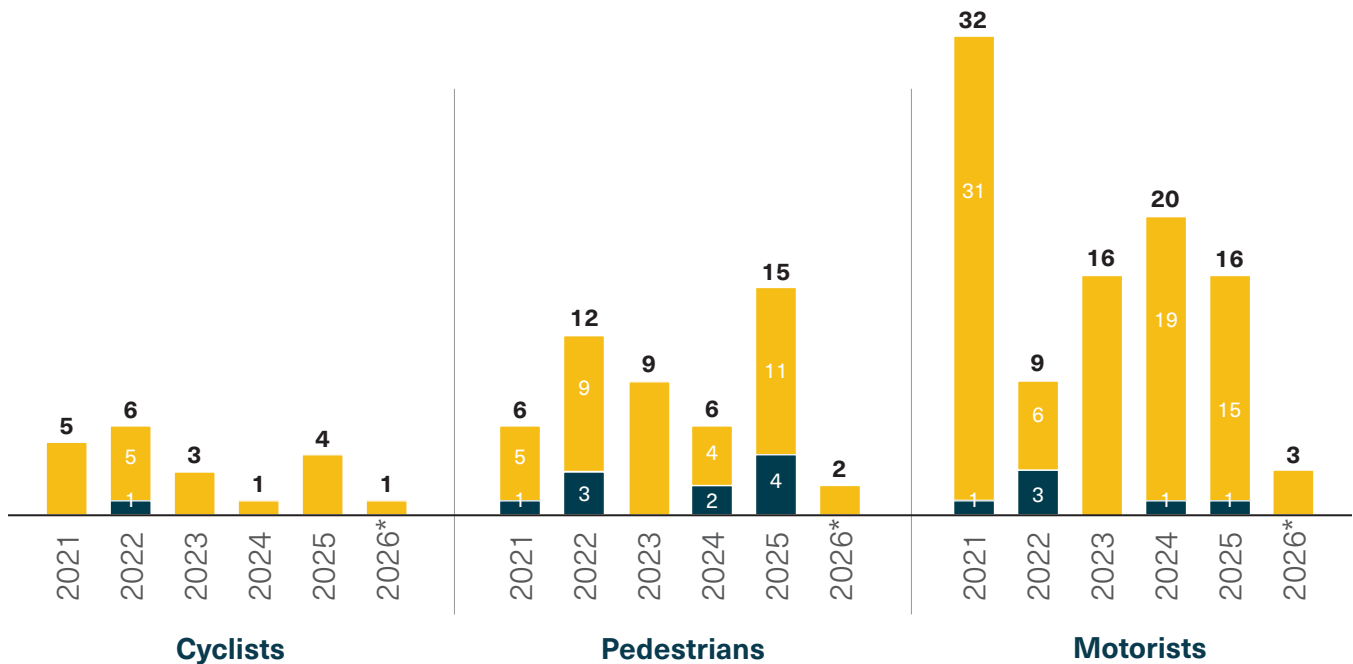
2026 Q1 serious injury crashes in Portland sorted by date / Source: MaineDOT

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

CRASHES BY TRAVEL MODE

*Source: MaineDOT
January-March only

■ Number of People Killed ■ Number of People Seriously Injured



The graph above shows the number of people killed or seriously injured in crashes from 2021-2026, broken down by cyclists, pedestrians, and motorists (2026 data reflects January through March only).



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

June 10, 2026

AGENDA ITEM

Agenda Item #3A - Vision Zero Progress Report

PURPOSE

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

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This item was included in the Committee's 2026 workplan and is supported by both the City Council's 2026 Common Goals and Resolve 8-24/25 passed in April 2025..

BACKGROUND/ANALYSIS

In April 2025, the City Council adopted Resolve 8-24/25 affirming support for the region's Vision Zero Action Plan, which commits to eliminating traffic fatalities and serious injuries within two decades. The Vision Zero approach emphasizes a multidimensional Safe System framework, recognizing that human errors and misjudgments are inevitable and that transportation systems can and should be designed and managed to ensure such errors do not result in serious injuries or fatalities.

The City Council's action on this issue was in response to increasing incidents of crashes resulting in serious injuries and fatalities as well as community calls for stronger action. Since that time, staff have worked under the guidance of the Sustainability and Transportation Committee to develop Portland's Vision Zero program.

Since adoption of the regional Vision Zero framework, the City has established a cross-departmental implementation structure and advanced a broad portfolio of initiatives organized around the Safe Systems approach. Major accomplishments include adoption of an updated Complete Streets Policy, launch of the Comprehensive Transportation Plan, development of a Vision Zero Quick Action Plan, expansion of traffic enforcement and speed feedback signage, initiation of safety audits, pursuit of significant federal and local funding, initiation of a citywide street lighting evaluation, and enhanced coordination with regional and state transportation partners. Current efforts are increasingly focused on moving from planning to implementation through targeted investments, corridor safety improvements, speed management strategies,

public education, improved crash analysis, and stronger integration of Vision Zero principles into both City and state transportation projects.

The City’s Vision Zero Program is organized along the following dimensions based on the Safe Systems Approach:

Table 1: Program Organization

Safe Systems Designation	Focus Areas	City Departments	Key Partners
Programmatic Support-Funding	Policy and Planning	Planning-Urban Development.	MDOT; PACTS; Community Groups
Safer Roads	Built Environment	Public Works	MDOT; PACTS; Community Groups
Safer Speeds	Limits and Enforcement	Public Works, Police	MDOT
Safer People	Community Engagement & Education	Communications & Digital Services	MDPS; PACTS; Community Groups
Post-Crash Care	Emergency Response and Evaluation	Police, Fire	MDOT, GPCOG

Using this framework, and with input from the ST Committee, staff developed a growing range of short and long-term actions. These actions and corresponding progress reports are outlined in Attachment A. The quarterly 2026 crash report prepared by GPCOG is included as Attachment C.

FISCAL IMPACT

There is no fiscal impact associated with this item.

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

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

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

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

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

Sustainability & Trans. Committee - Progress Reports in 11/2025, 1/2026, 3/2026

PREPARED BY

Vision Zero Working Group

- Mike Murray - Public Works
- Kevin Kraft - Planning-Urban Development
- Sgt. Benjamin Noyse - Police Department
- Jessica Grondin - Communications
- Troy Moon - Sustainability
- Masi Ngidi-Brown, JDEI

- Rick Harbison, GPCOG

ATTACHMENTS

Attachment A - Vision Zero Action Plan

Attachment B - DPW Report on Vision Zero Action Items

Attachment C - 2026 Quarterly Report

Commercial St Demonstration Project

Cashel Stewart, Greater Portland Council of Governments (GPCOG)

June 10, 2026

How'd We Get Here?

- GPCOG received Safe Streets for All (SS4A) grant in 2024
 - ~\$800K for 17 projects throughout the region, 4 in Portland
 - Same grant as Wash Ave project last summer, Brighton Ave FY25 award
 - Projects aimed at reducing serious injury and fatal crashes

Why a Demonstration Project?

- Low-cost, high-impact
- Often seasonal but offer 24/7 traffic calming
- Safety-oriented
- Easily installed
- Easily revertible, if needed

Why Commercial St?

- Commercial St Operations & Master Plan
 - Multimodal balance
 - Truck loading
- City staff & GPCOG identified Commercial St as a critical safety corridor
 - 14 injury crashes 2021-2025 (4 of these included peds + bikes)
 - Design and high volumes of peds + bikes puts it at risk for more future crashes
- Developed design improvements that aim to:
 - Improve safety + visibility of pedestrians at each crosswalk
 - Designate truck loading zones in the center lane
 - Remove dangerous parking spaces that are out of compliance with City ordinance
 - Add placemaking features

Project Team

- City of Portland
- GPCOG
- MaineDOT
- Portland Downtown
- Bicycle Coalition of Maine
- Neighborways
- FHWA

Timeline

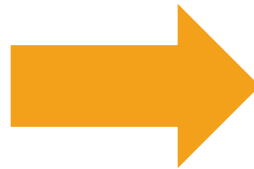
- Preliminary Design ***Jan – Apr***
- Final Design/Prep ***May – June***
- Installation & Monitoring ***Jul – Oct***
- Assessment & Reporting ***Nov – Dec***

Hoping to
install the week
of July 20!

What We'll Measure

- Before + After Data Collection
 - Speeds
 - Volumes
 - Ped yield studies
 - Crashes, crash severity

- Before + After Survey



Final report with
Recommendations

Goals

- Reduce crashes, especially injury and bike-ped crashes
- Improve compliance by delivery trucks in the center lane and angled parked cars of *must be 20' from a crosswalk* ordinance
- Improve pedestrian yield compliance
- Improve feeling of safety and comfort for all road users
- Assess treatments and collect data that can inform next steps

Take the survey!

- <https://www.surveymonkey.com/r/SS4A2026>
- Open until June 19

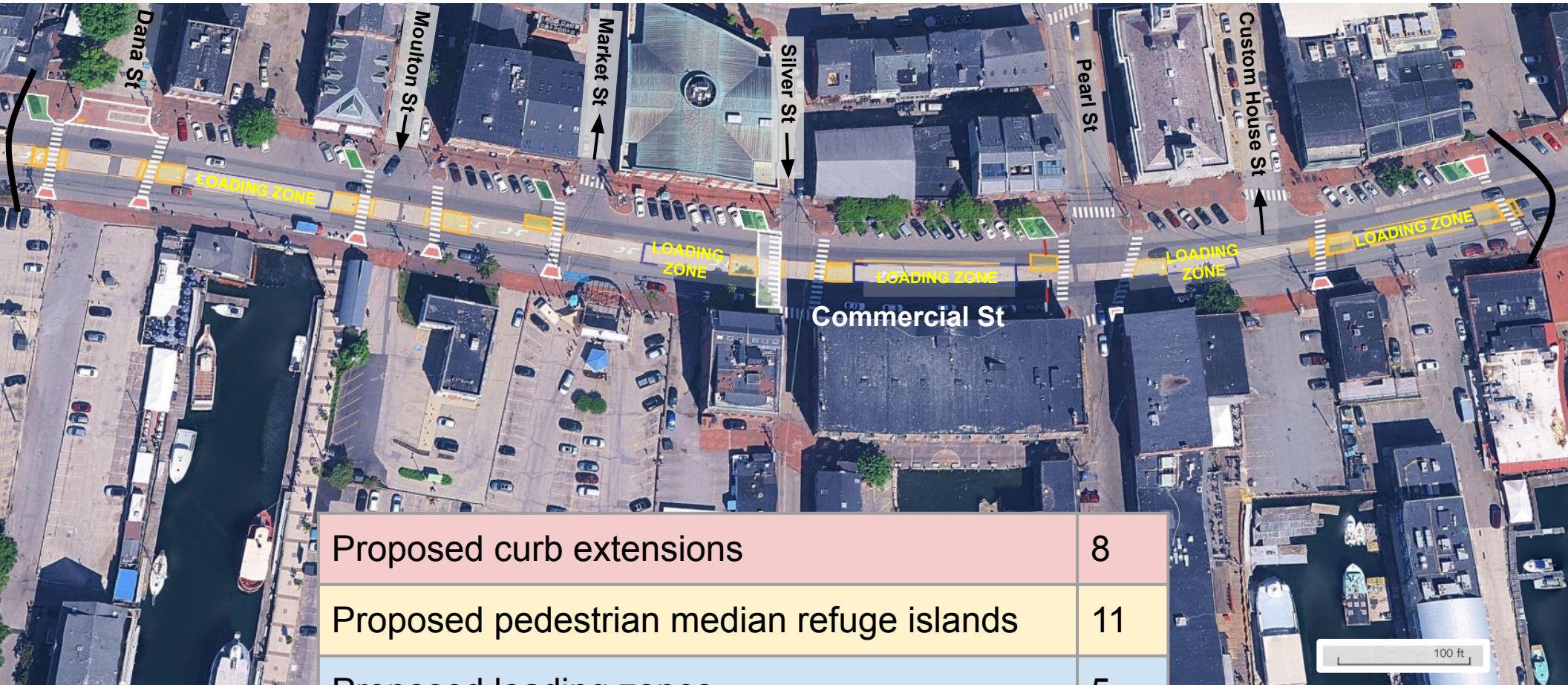


Questions?

Commercial Street **DRAFT** Concept Designs Safe Streets for All Grant



Project Area: Commercial St



Proposed curb extensions	8
Proposed pedestrian median refuge islands	11
Proposed loading zones	5
Proposed parklets	6

PROJECT TOOLKIT

Treatments and Materials

- **Painted Curb Extensions**

- Painted outlines
- Saturated paint fill in 'brick red' (outside MUTCD chromaticity color coordinates)
- White flex posts

- **Parklets**

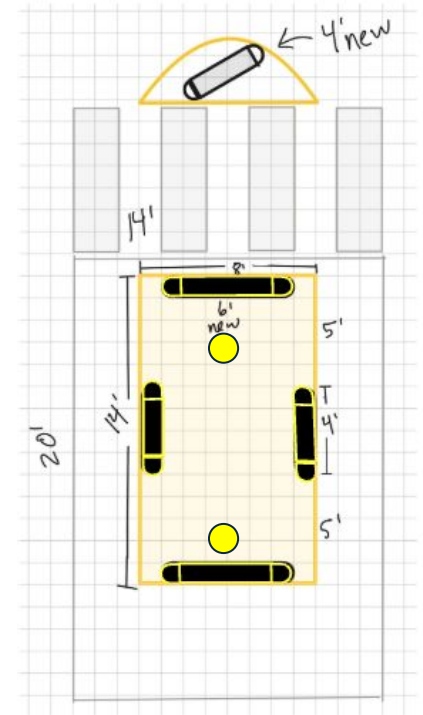
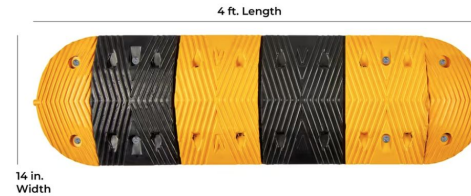
- Temporary planters
- Temporary picnic tables
- White flex posts



Treatment and Materials

- **Pedestrian Refuge Islands**

- 2.5" high rubber speed bumps
 - 4' and 6' lengths
- Yellow flex posts
- Yellow painted outline in hardened refuge area, 8' x 14'
- Backdrop: Yellow painted outline and hatchings - 20' x 14'



- **Loading Zones**

- Painted yellow boundary lines at each approach 10' x 14'
- Painted yellow "Loading Zone" Stencil
- Grey paint over existing center turn lane symbols





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

MEETING DATE

June 10, 2026

AGENDA ITEM

Agenda Item – #3C Portland in Motion (Comprehensive Transportation Plan)

PURPOSE

Provide the committee with an introduction to and overview of *Portland in Motion*, the City’s Comprehensive Transportation Plan.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

This project supports the Council’s common goal to *reduce pedestrian and bicyclist fatalities and create safer streets for all users*. It also aligns with the Council’s goal to advance *One Climate Future* by *cutting carbon emissions, supporting sustainable transportation, and preparing Portland for a resilient, low-carbon future*. *Portland in Motion* will build on previous work by the City Council, including the Vision Zero Action Plan and the City’s Complete Streets Policy.

BACKGROUND/ANALYSIS

[Portland in Motion](#) is the City’s first comprehensive transportation plan since 1993. The goal of the plan is to provide a clear and actionable roadmap for improving the movement of people and goods in Portland, considering walking, biking, transit, ferries, freight, and driving as interconnected parts of a single transportation network.

The process for *Portland in Motion* is expected to occur over the next 14-18 months, and will include three major stages. During the first stage, the process will focus on examining the existing transportation network. The second stage will involve an in-depth analysis of transportation needs in the community. And the third stage will concentrate on developing a set of recommendations - capital projects, programs, and policies - that can be used to guide the City’s investments in transportation for the next 10-20 years. Robust public engagement will be a core element of the planning process throughout, through stakeholder groups, pop-up events, workshops and open houses, questionnaires, and large public meetings. Regular meetings with the S&T Committee are also anticipated as part of the scope.

The plan will build upon recent policy initiatives, including *Portland’s Plan 2030*, *One Climate Future*, ReCode, and the City’s work on Vision Zero and Complete Streets.

In October 2025, the City of Portland issued an RFP for consultant services to prepare a comprehensive transportation plan. Proposals were reviewed in January and February 2026. Through that process, Stantec Consulting Services, in partnership with Nelson\Nygaard and Speck Dempsey, was selected, and the contract was finalized in April 2026.

NEXT STEPS

The first public [project kick-off meeting and open house](#) will be held on Thursday, June 11, from 4:00–6:00 PM at the Portland Public Library, Rines Auditorium. Community members interested in the project can subscribe for email updates through the project [website](#).

The planning process commenced in May 2026. The final plan is expected to be completed in summer 2027.

FISCAL IMPACT

The comprehensive transportation plan is funded through \$375,000 appropriated and approved by the City Council as part of the FY26 CIP budget.

CONCLUSION(S)

The *Portland in Motion* project aligns with the City’s previous planning work, including *Portland’s Plan 2030* and *One Climate Future*. It will incorporate and advance recent policy initiatives, such as ReCode, and the City’s Vision Zero and Complete Streets efforts. Lastly, the plan will provide a roadmap to help City staff and the City Council identify and prioritize projects to improve and enhance Portland’s transportation infrastructure, informed by community engagement, stakeholder engagement, and national best practices.

PRIOR COMMITTEE REVIEW

- N/A

PREPARED BY

Kevin Kraft, AICP
Director
Planning & Urban Development

Nell Donaldson
Director of Special Projects
Planning & Urban Development