

Sustainability & Transportation Committee Agenda

July 8, 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 DATE
2. Sustainability Program Updates
 - a. July Updates
 - b. Community Compost Update
3. Presentation and Discussion
 - a. Annual Report: Golf Carts on Peaks Island
Presenter: Zach Lenhert
Communication — No public comment will be taken
 - b. Additional Parking Spaces on Fore Street: Issue introduction and committee vote
Presenter: Tony Wirkus
Public comment will be taken.

- c. Moped/Motorcycle Parking: Issue Introduction
Presenter: Tony Wirkus
No public comment will be taken.
- d. Reimagining Franklin Street Project Update
Presenter: Kevin Kraft
No public comment will be taken.
- e. Vision Zero Action Plan Updates
No public comment will be taken
 - i. Presentation by Portland Bike/Pedestrian Advisory Committee
 - ii. Presentation by GPCOG staff on Roadway Safety Projects
 - iii. Vision Zero Action Plan Update including committee direction on Red Light Enforcement Cameras
Presenter: Greg Jordan

4. Other Business

City of Portland | Sustainability Office

Troy Moon, *Director*



To: Sustainability and Transportation Committee

Regina Phillips, Chair

MEETING DATE

July 8, 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:

Recruitment for the Sustainability position is in process. We expect to have our candidate finalized very soon.

Project: Climate Resilience

Shoreline inventory and fieldwork data collection is now underway. Consultants have started collecting data along the shoreline for the Risk-Based Asset Management Tool (RBAMT).

The 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.

Project: Community Composting

We recently conducted a survey to get feedback from the community about our compost drop off program. 399 people completed the survey. Some key findings include:

89% of respondents compost at least some food scraps

58% of respondents use the City drop off sites

42% of respondents use a subscription based curbside collection program

The top 3 reasons people compost were:

(respondents could choose more than one reason)

- Help the environment (92%)
- Reduce trash (91%)
- Save on trash bags (57%)

The most cited barriers to participation were:

- Cost of the curbside recycling subscription
- Limited number of drop off sites
- Concerns about pests/odors

Project: Community Education and Engagement

Troy presented at the SARE (Sustainable Agriculture Research and Education) conference on Wednesday, July 1, 2026, discussing Portland's composting program, waste reduction goals, and the composting program's impact in diverting organic waste from the waste stream.

Emma Bordi organized and facilitated this year's first Landcare Lunchbreak webinar, with guest speaker Mark King from the Maine Department of Environmental Protection. On June 17, Mark presented "Where Does My Compost Go? The Journey from Scraps to Soil." Participants learned about the composting process, where food scraps go after collection, and how compost supports healthy soils and sustainable waste management practices.

On June 13, Troy spoke as a panelist and answered audience questions during a Q&A following the screening of the film "Unless Something Goes Terribly Wrong."

On Friday, June 12, we hosted our monthly Coffee & Climate webinar with guest speaker Max Boykoff, a Professor in Environmental Studies and Executive Director of the Buckley Center for Sustainability Education at the University of Colorado Boulder. Max shared insights from decades of experience communicating about climate change, discussing how comedy, art, storytelling, and performance can make climate change more tangible and relatable to engage people in climate action.

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.



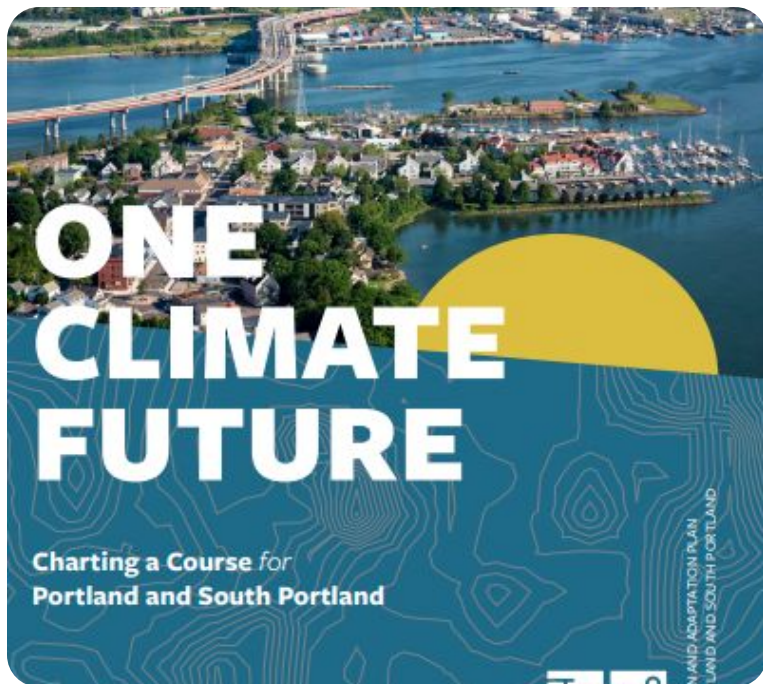
office of
sustainability

Portland Community Composting Program

S&T Update

July 1, 2026

One Climate Future Goals



2030 Goal

Reduce Organics in Waste Stream

Target a **70% reduction** in the organic waste stream to minimize environmental impact.

2050 Goal

Achieve "Zero Waste"

Strive for **90% waste diverted** from the waste stream to secure a sustainable future.

MORE THAN 45% OF WASTE IN PORTLAND IS COMPOSTABLE

45%+

Of All Collected Waste

The majority of Portland's household trash consists of organic materials that could be composted and diverted from landfills.

The Average Trash Bag Contains...

33.19% Food Waste

Scraps, leftovers, and uneaten food items.

7.60% Non-Recyclable Compostables

Soiled paper, napkins, and certified compostable packaging.

4.23% Green Waste

Yard trimmings, leaves, and garden organic waste.

Program Timeline

2021

Pilot Program

Launched pilot program with the Mitchell Sustainability Institute.

2022

Program Continuity

Initiated formal RFP process to select vendors and secure the program's future.

2023

Expansion

Enhanced educational outreach and expanded composting bins to City buildings.

2026

Infrastructure

Adding a drop-off location and constructing protective kiosks at some sites.

Drop-Off Locations

Community Gardens

- Boyd Street
- Brentwood Farms
- Libbytown
- North Street
- Payson Park
- Riverton

Schools & Other Sites

- Parkside, King Middle School
- Reiche School
- Parks, Recreation & Facilities
- Peaks Island



Acceptable Scraps



Fruits & Veggies

All fruit and vegetable scraps, peels, and pits.



Dairy Products

Cheese, butter, yogurt, and other dairy leftovers.



Meat & Bones

Includes animal bones, meat, and seafood like lobster shells.

Coffee Grounds

Used coffee grounds and paper coffee filters are accepted.



Clear signage

High-visibility educational graphics posted at all local food waste collection hubs.

Designed for Action

- **Intuitive Color Coding:** Green "YES" and red "NO" sections prevent common sorting mistakes.
- **Visual Aid Icons:** Realistic illustrations allow quick identification of compostable versus non-compostable items.
- **Usage Guidelines:** Clear step-by-step preparation steps help community residents minimize contamination.



Translated signs

The signs at the drop-off sites are translated into six languages:

Arabic

Portuguese

French

Spanish

Vietnamese

Somali

Depósito de compostaje de alimentos de Portland

Sí
Puede compostar

Restos de verduras y frutas
Carnes y huesos
Lácteos, queso, yogur
Cáscaras de huevo
Mariscos y conchas
Flores
Sobras de comida
Granos de café

NO
No compostar

Tazas y pajitas
Taza de café
Bolsas de plástico
Utensilios desechables (incluso biodegradables)
Desechos de mascotas
Papel y embalaje
Botellas de plástico
Contenedores para lavar

Ciudad de Portland
Oficina de Sostenibilidad
207-756-8362

Cómo usar el depósito de compostaje de alimentos:
- Recoger los restos de comida en un recipiente hermético
- Poner el contenido en el carro de recogida

Más información:
www.portlandmaine.gov/sustainability

تجميع نفايات المأكولات لتحويلها إلى سماد في بورتلاند

ما يمكنك تسميده
يمكنك تسميد النفايات التالية:

بقايا الخضراوات والفاكهة
اللحوم والعظام
الألبان والجبن والزبادي
المأكولات البحرية والأصداف
قشور البيض
الزهور
بقايا الطعام
نفل القهوة (رواسب القهوة)

ما لا يمكنك تسميده
لا يمكنك تسميد النفايات التالية:

الأكواب والمصاصات
أكواب القهوة
الأكياس البلاستيكية
مخلفات الحيوانات الأليفة
الألوان التي يمكن التخلص منها (حتى وإن كانت مصنوعة من مواد عضوية)
الألوانق وأكياس التغليف
الزجاجات البلاستيكية
حاويات التيك أوي

مدينة بورتلاند
مكتب الاستدامة
207-756-8362

كيفية استخدام موقع تسميد الطعام هذا
ج مع بقايا الطعام في حاوية محكمة الغلق لمنع وصول الهواء إليها
أفرغ المحتويات في سلة التجميع

المزيد من المعلومات
www.portlandmaine.gov

In-person outreach

Direct community engagement and on-site education at local food waste drop-off hubs



Drop-off Site Activations

Composting hubs serve as active touchpoints for neighborhood gatherings and environmental education.



On-the-Spot Guidance

Staff demonstrate clear contamination guidelines to help residents sort organic waste accurately.

Outreach via social media



Don't trash your jack-o-lantern!
Bring it to us instead!



PUMPKIN-CYCLE



Payson Park
Saturday, November 9th
10am-1pm



Garbage to Garden



Come chuck your slumpin' pumpkins and we will make sure the pumpkins get properly composted and don't go to waste.

Pumpkin Cycle is a free, kid-friendly event; bring as many pumpkins (and gourds) as you want!



Portland Food Composting Drop Off



YES You Can Compost



Leftover
Chips and Dip



Chicken Wings
& Bones



Veggie Scraps,
Peels, & Seeds

NO Do Not Compost



Packaging

Foam
Fingers



The
Other Team's
Jersey

City of Portland
Sustainability Office
207-756-8362
sustainability@portlandmaine.gov

How To Use This Food Composting Site:
•Collect food scraps in an air tight container
•Empty contents in the collection cart
•Rinse container and repeat!

Results



Annual Diverted Waste

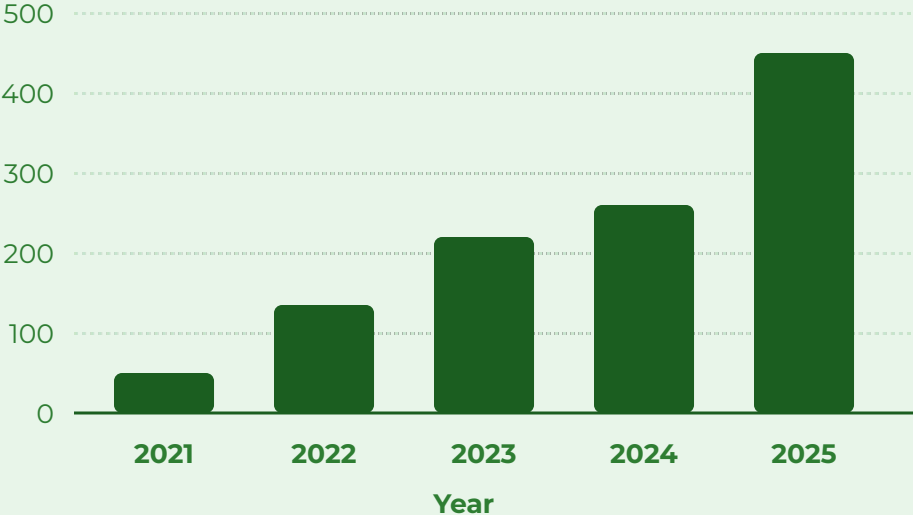
Steady year-over-year increases show increasing program participation.



Peak Diversion

In 2025, the program diverting 450 tons of food scraps.

Organic Waste Diverted



2026 Community Composting Survey

Survey Overview

- Conducted in **April 2026** (open for 7 weeks)
- **399 completed responses** (66.4% completion rate, up from 60.4% in 2022)
- Submitted in English

Participation

89%+ of respondents compost at least some food scraps.

82% of non-composters would compost if it were easier.

Key Findings & Drivers

- **Community drop-off sites** are the most-used composting option (58% of composters).

Top Motivations:

- 🌱 Help the environment (92%)
- 🗑️ Reduce trash (91%)
- 💰 Save on trash bags (57%)

- **20% of respondents** were unaware of the City's compost program.

Largest Barriers:

- 💰 Cost of curbside composting
- 📍 Limited nearby drop-off options
- 🪰 Concerns about pests/odors





Garbage to Garden

Founded in 2012

Portland's first grassroots curbside composting service.

1 in 7

Portland households participate

City Collaboration

Partnering with the City on drop-off sites and ongoing promotion of composting.



Island Compost Project

Community Drop-Off Program

Peaks Island volunteers operate the island drop-off program at Trott-Littlejohn Park, diverting **90 tons** of organic waste.

Facility Development

Developing an on-island compost facility with key support from the **Maine DEP** and City staff.

"We got a pile of compost and it's so rewarding for the kids to take little buckets and put it all over the garden beds."

— Peaks Island School Volunteer



Questions?

Troy Moon

✉ thm@portlandmaine.gov

🌐 portlandmaine.gov/sustainability



Business Name	DBA	License Number	License Type	License Classification	License Status	Issued Date	Expiration Date
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004237-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004235-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004244-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004238-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004242-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004243-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004240-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004239-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
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MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004253-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004249-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004236-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-004245-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
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MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006069-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006070-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006071-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006072-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006073-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
MICHAEL SYLVESTER	MIKE'S CARTS LLC	VEH-006074-2024	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004212-2022	Vehicles	Golf Cart-Electric	Issued	5/4/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004218-2022	Vehicles	Golf Cart-Electric	Issued	5/4/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004211-2022	Vehicles	Golf Cart-Electric	Issued	5/4/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004219-2022	Vehicles	Golf Cart-Electric	Issued	5/4/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004206-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004208-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027

NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004209-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004210-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004213-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004207-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-006903-2025	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-006904-2025	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004214-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004221-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004224-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004215-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004226-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-004222-2022	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027
NATASHA MARKOV-RISS	PEAKS ISLAND GOLF CARTS	VEH-006905-2025	Vehicles	Golf Cart-Electric	Issued	4/28/2026	4/30/2027



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

July 8, 2026

AGENDA ITEM

Agenda Item – #3D Additional Parking Spaces on Fore Street

PURPOSE

The S&T Committee is being asked to support parking schedule changes on Fore Street between Mountfort St. and Munjoy South St. from no parking to two-hour parking spots.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

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

BACKGROUND/ANALYSIS

Fore Street between Mountfort St. and Munjoy South St. is currently underutilized. There is a portion of the road approximately 225 in length that is wide enough to accommodate parking on the north side of the road in addition to maintaining adequate drive lanes. In order to maintain site lines for vehicles exiting Mountfort St., a setback would need to be included from Mountfort St. to the first utility pole. It is recommended to include the additional spots in Residential Zone 11 which would increase the capacity of parking near the Casco Bay Lines terminal. The Parking Division regularly receives feedback that it is difficult to find time zone street parking in this area.

FISCAL IMPACT

The fiscal impact of this change is minimal. Signage would be changed to designate the new parking area.

CONCLUSION(S)

Staff recommends approving the change to the traffic schedule to add 6 parking spots with a 2 hour time zone limit on Fore St. Additionally, it is recommended to add the new spaces to Residential Zone 11. The spaces would serve nearby businesses and expand the capacity of the Island Residential Zone.

PRIOR COUNCIL/COMMITTEE REVIEW

N/A

PREPARED BY

Tony Wirkus
Director
Parking Division

ATTACHMENTS

[Fore Street - Council Order](#)
[Portland Traffic Schedule](#)



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

July 8, 2026

AGENDA ITEM

Agenda Item – 3C: Revision to Moped and Motorcycle Parking

PURPOSE

The S&T Committee is being asked to review the time limits associated with motorcycle/moped parking (Schedule XXXIV).

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

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

BACKGROUND/ANALYSIS

The Parking Division has received feedback that motorcycle/moped parking spaces on Avon St. are not adequately serving residents in the area. Motorcycle/moped parking spaces have a 10 hour limit to allow for commuting, running errands, and supporting local businesses, while preventing vehicle storage. Motorcycle/moped parking spaces are currently not part of the residential permit program. If an individual qualifies for a residential permit, the motorcycle or moped may be parked in any of the 1 or 2 hour time zone spaces within the appropriate residential zone. Under current city code, a motorcycle/moped that has been issued a residential permit is not permitted to park beyond the 10 hour limit in any motorcycle/moped parking spaces. Staff have received feedback that the time restriction leaves motorcycle/moped parking spaces underutilized on Avon St. since it is not included in the residential permit program.

FISCAL IMPACT

N/A

CONCLUSION(S)

If the committee finds that the current use of motorcycle/moped parking spaces should be adjusted, staff recommends creating a new designation of motorcycle/moped parking spaces to accommodate residential parking in specific areas. It is not advisable to make a change that allows long term parking at all spaces as this could have negative impacts on how residents commute and limit access to local businesses.

PRIOR COUNCIL/COMMITTEE REVIEW

N/A

PREPARED BY

Tony Wirkus
Director
Parking Division

ATTACHMENTS

N/A



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

MEETING DATE

July 8, 2026

AGENDA ITEM

Agenda Item – Reimagining Franklin Street Update

PURPOSE

Provide the committee with an update on the *Reimagining Franklin Street* process.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

[Reimagining Franklin Street](#) closely aligns with several [City Council's goals](#) and advances a number of the City's adopted policy initiatives. The project supports the vision established in [Portland's Plan 2030](#), the City's Comprehensive Plan, as well as the goals and recommendations of [One Climate Future](#), Portland's climate action plan. It also advances the objectives of the City and region's [Vision Zero Action Plan](#) and is consistent with Portland's [Complete Streets Policy](#). Collectively, these initiatives emphasize transportation and pedestrian safety, improved accessibility and multimodal mobility, housing creation, climate action, equity, sustainability, and coordinated land use and transportation planning.

The project would transform Franklin Street from an auto-oriented corridor into a multimodal urban street that is safer and more accessible for pedestrians, bicyclists, transit riders, and motorists. A redesigned and realigned corridor would create safer crossings, reduce barriers between neighborhoods, and strengthen east-west connectivity by restoring portions of Portland's historic street grid. In addition, by reducing Franklin Street's footprint, the project would create new development parcels in the heart of the city, supporting opportunities for housing, mixed-use development, economic growth, and an expanded Lincoln Park.

Reimagining Franklin Street would also directly address safety concerns along a corridor identified within the region's High Injury Network and High-Risk Network, with several intersections designated as critical safety locations in the *Greater Portland Vision Zero Action Plan*. By improving street design, retrofitting conflict points, and enhancing multimodal access, the project would help advance the Council's goal of reducing traffic-related fatalities and serious injuries.

Finally, the project supports the implementation of *One Climate Future* by encouraging walking, bicycling, and transit use, reducing dependence on automobile travel, lowering

transportation-related greenhouse gas emissions, and fostering a more resilient, connected, and sustainable urban center. Overall, *Reimagining Franklin Street* represents a significant opportunity to advance Portland’s long-term goals for transportation safety, mobility, housing, economic development, and climate resilience.

BACKGROUND/ANALYSIS

Prior planning + Reimagining Franklin Street

Reimagining Franklin Street has evolved over many years of study and public participation. The [Reclaiming Franklin Street](#) study was adopted by the City Council in 2009, establishing a design approach that focused on converting Franklin Street to a more standard urban street and restoring lost neighborhood connectivity to the east and west. [The Franklin Street Master Plan](#), adopted by the Council in 2015, refined the approach from the *Reclaiming Franklin Street* study into a recommended street concept that included a reduced street footprint, improved bikeways and streetscape, and street connectivity at Oxford, Newbury and Federal Streets.

At a [September 2023 City Council workshop](#), city staff presented an update on Franklin Street, reintroducing the project to the Council and providing a rationale for revisiting and updating the 2015 Master Plan concept. The presentation included an overview of the changes that have occurred since 2015, including major development along and near Franklin Street, post-pandemic shifts in traffic conditions, and new opportunities to obtain significant federal funding for projects like Franklin Street. The strong sentiment of the Council at the workshop was that the time is right to re-engage with the public and advance an update to the Master Plan concept.

Subsequently, with Council support, the City of Portland and MaineDOT entered into a Village Partnership Initiative (VPI) agreement to update the 2015 Master Plan through the Franklin Street Enhanced Project Scoping project. A Request for Proposals (RFP) for this work was released by the City of Portland on August 14, 2024, and WSP, Inc. was selected as the consultant to support the work.

The Enhanced Project Scoping process, titled *Reimagining Franklin Street*, commenced in Spring 2025 with the objective of re-engaging the public and updating the 2015 Master Plan. The final product will be a refined plan to inform future design and construction.

Community engagement and public participation

The Reimagining Franklin Street [public process](#) has included ongoing engagement with community members, stakeholders, and the broader public. Public outreach began with a kickoff open-house event in [April 2025](#), followed by a project survey that was available from April through June and received 425 [responses](#). Additional engagement efforts included staff participation at community events, such as Walk the Working Waterfront Day, outreach activities at the Boyd Street Community Garden in partnership with Cultivating Communities to connect with users using the Oxford Street footpath, and Portland Housing Authority’s East Bayside Fest on June 26 held at Kennedy Park. Staff also conducted on-site engagement at key intersections along the corridor, speaking directly with people walking, biking, driving, and crossing Franklin Street to gather input and better understand user experiences.

In June, the City hosted a multi-day community design workshop accompanied by a series of in-person roundtable discussions. The roundtables brought together stakeholders to discuss a range of topics, including housing, economic development, transportation, sustainability, and property owners directly abutting Franklin Street.

In addition, throughout the fall and winter of 2025–2026, City staff met with a variety of stakeholders to discuss the project and gather additional feedback, including:

- Urbanist Coalition
- Franklin Street Reclamation Authority
- Munjoy Hill Neighborhood Association
- Bayside Neighborhood Association
- East Bayside Neighborhood Association
- India Street Neighborhood Association
- Cultivating Communities
- Portland Housing Authority
- Greater Portland Landmarks
- Friends of Lincoln Park
- Businesses and abutting property owners

Analysis

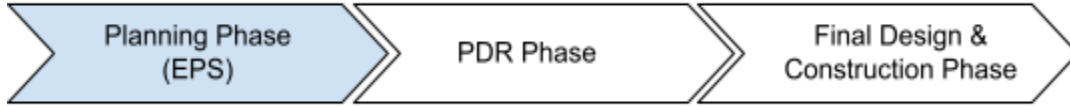
Informed by public engagement, best practices, and key policy documents, the project team developed a draft street layout in early 2026 to meet project goals and objectives, including important objectives around transportation safety, connectivity, place-making, and mobility. This layout was subsequently modeled to ensure that it continues to meet Franklin Street’s core traffic operations function while enhancing connectivity and reflecting the changing context from I-295 to the waterfront. After several months of required technical analysis and collaboration with project partners at MaineDOT, this technical phase of the project is nearing completion.

The project team is now translating this analysis into a refined street design and land use concept that incorporates public input and best practices while balancing the multiple goals and objectives for the corridor.

NEXT STEPS

Once the refined street design concept has been further developed, it will be shared with the public, and a public meeting will be held to gather additional feedback and input. Following public engagement, refinement of the design concept will occur and a final street design concept will be presented to the Sustainability & Transportation Committee and City Council for review and endorsement.

Following Council endorsement of the street design concept (EPS Phase), the project will immediately transition into the Preliminary Design Report (PDR) phase, which is already funded through a previously awarded Reconnecting Communities grant as well as State and local matching funds.



Project Process and Next Steps

FISCAL IMPACT

In April 2024, the City of Portland and MaineDOT entered into a Village Partnership Initiative (VPI) agreement to update the 2015 Franklin Street Master Plan through the Franklin Street Enhanced Project Scoping (EPS) project (*Reimagining Franklin Street*). The total agreed cost of the Planning Study is \$300,000. The City of Portland is contributing \$150,000 and MaineDOT contributed the remaining \$150,000.

On September 16, 2024, the City Council approved the use of existing impact fee funds in the total of \$250,000 in order to provide a 10% local match for the MaineDOT Reconnecting Communities and Neighborhoods federal grant, which will fund the initial Franklin Street design phase (PDR), projected to begin following the completion of the Enhanced Project Scoping phase. The remaining funding would be \$250,000 (10%) from MaineDOT and \$2,000,000 (80%) in federal funds.

CONCLUSION(S)

Staff is providing an update on the *Reimagining Franklin Street* process and an outline of next steps.

PRIOR COMMITTEE REVIEW

- September 11, 2024 - S&T Committee

PREPARED BY

Kevin Kraft, AICP
Director
Planning & Urban Development

Bruce Hyman
Transportation Program Manager
Planning & Urban Development



To: Sustainability and Transportation Committee
Councilor Regina Phillips, Chair

MEETING DATE

July 8, 2026

AGENDA ITEM

Agenda Item 3E – Vision Zero Action Plan Update

PURPOSE

Provide information and updates on various Vision Zero Action Plan initiatives.

COMMITTEE WORK PLAN/CITY COUNCIL GOAL ALIGNMENT

Vision Zero has been adopted by the City Council and is a priority for the Committee.

BACKGROUND/ANALYSIS

The July 8, 2026 meeting of the Sustainability and Transportation Committee will include the following topics:

- Presentation of recommendations from the Portland Pedestrian and Bicycle Advisory Committee (PBAC), an external advocacy organization.
- Presentation by the Greater Portland Council of Governments on Portland Safety Project: Before & After.
- Updates on Portland’s Vision Zero Action Plan by city staff.
- Review of Issue Briefs on two specific Vision Zero Action Plan initiatives: Traffic/Pedestrian Signal System Improvements and investigation of Red Light Cameras (RLCs).

FISCAL IMPACT

N/A

CONCLUSION(S)

This item is for information and discussion.

PRIOR COUNCIL/COMMITTEE REVIEW

This is a recurring item.

PREPARED BY

Greg Jordan
Assistant City Manager
Executive Department

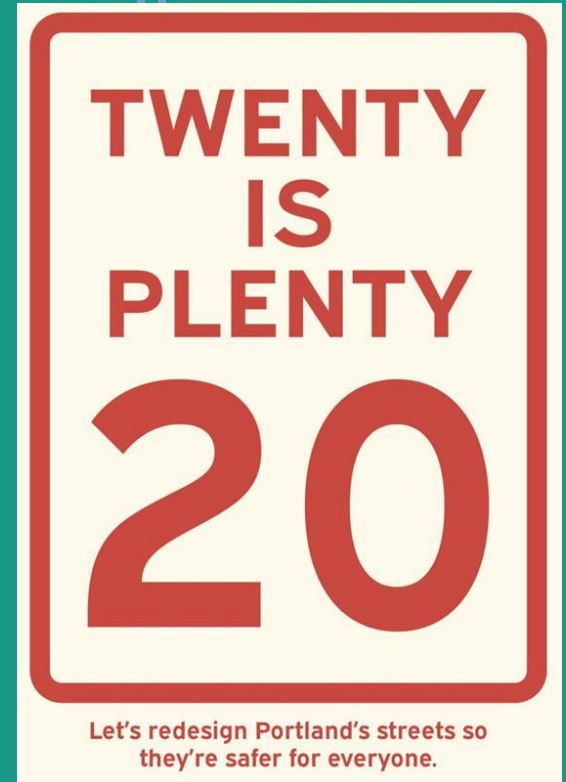
ATTACHMENTS

- PBAC Slide Deck
- PBAC Letter
- GPCOG Slide Deck - Portland Safety Project: Before and After
- Portland Vision Zero Action Plan Progress Report and Attachments
- Portland Vision Zero Issue Briefs (2)

Recommendations for Safer Streets

Portland Bicycle Pedestrian Advisory Committee

Prepared for Portland City Council, July 2026





Agenda

1. What Portland Does Do
2. Reduce speed limits on city streets: **20 is Plenty**
3. Transparent post-crash risk analysis and recommendations: **Crash Analysis Studio**



What Portland has done so far

- Vision Zero and Quick Action Plan
- Complete Streets Policy
- Portland Transportation Plan
- Ongoing improvements to our streets such as State & High, Forest Ave, Brighton Ave, Payson Park, etc.

THESE ARE ALL GREAT! BUT WHAT MORE CAN WE DO?



Today, we are specifically calling for

1. **Pro-active:** Reduce speed limits on all city streets to 20 miles per hour, with few exceptions (**20 is Plenty**)
2. **Reactive:** Review all serious crashes to identify design risks in our streets in order to reduce future harm (**Crash Analysis Studio**)



These actions have been endorsed by...

1. Portland Bicycle Pedestrian Advisory Committee
2. Urbanist Coalition of Portland
3. Friends of Woodfords Corner
4. Portland Gear Hub
5. Portland Protectors
6. Bicycle Coalition of Maine
7. Friends of Congress Square Park
8. East Coast Greenway Alliance
9. Portland Climate Action Team

20 is Plenty

- Proven, fast, low-cost intervention with meaningful improvements in public health, safety, and quality of life
- Allowed under Maine state law and aligned with current practices for urban areas
- Tried in other jurisdictions with positive results, **reducing crashes and injuries by about 20%**
- Slowing vehicles to these speeds increases travel times on the average in-city trip by a couple of minutes
- Cities who have implemented it have seen no negative economic impact (Seattle, Boston, New York)

20
MPH

8%



30
MPH

20%



40
MPH

46%



Typical Pedestrian Fatality Frequency.
Source: Vision Zero Network



20 is Plenty FAQ

1. Is speed really the big factor in crashes? **Yes, speed is the #1 factor in whether victims survive**
2. Will reducing speed limits actually reduce speeds? **Yes, especially at the high end of speeding**
3. Have other places tried it? **Yes, it's worked, and no one goes back to faster streets**
4. Will this cause huge increases in commute times or congestion? **No, only a couple of minutes!**
5. Isn't the DOT reviewing our speed limits? **Yes, but very slowly and with a flawed approach.**
6. Why not 25 mph or 30 mph? **Conservative approaches will stop fewer crashes & injuries.**
7. Will this just lead to more people getting speeding tickets? **Probably not.**
8. Will this cause economic harm? **Definitely not!**

And many more questions answered in the meeting attachments!!



Crash Analysis Studio

- Cars have safety features designed to protect drivers from their mistakes, as well as from those of other drivers. Our streets don't.
- After a fatal or serious-injury crash, Portland police will determine 'who did what', and file a report so insurance companies can sort out who pays
- We recommend a separate process to analyse the design and policy factors that contributed to crash occurrence and severity. Then using that information to prioritize investments and policy changes.
- The non-profit Strong Towns developed this approach on a free-to-use basis and has partnered with over two dozen towns across the country in using it
- Improvement in street safety is staff-led, quick and cost-effective. No consultants needed



We also would like to see

1. Improved **traffic signals** to prioritize pedestrian safety, mobility, and encourage mode shift
2. Improve sidewalk and bike lane **snow clearing and winter maintenance**
3. Improve **public transit service** frequency, quality, and accessibility
4. Establish a **Complete Streets Board** of staff and community members to set citywide street design standards, and staff to ensure such projects are compliant and prioritized
5. Create **specific, quantifiable performance objectives, goals, metrics, and expenditures** to assess and report on progress towards these goals



To:

Members of the Portland City Council

Assistant City Manager Greg Jordan

For the Sustainability and Transportation Committee Meeting, July 8, 2026

From:

Myles Smith, Portland Bicycle Pedestrian Advisory Committee

Jacob Lavarney, Urbanist Coalition of Portland

Re: Emergency actions for safer streets for Portland in 2026

This package of information is to supplement the presentation of the Portland Bicycle Pedestrian Advisory Committee to the Portland City Council for the pedestrian safety workshop on July 8, 2026.

First, we want to acknowledge the work that the staff and council have done to address safety on our streets in recent months. We also welcome the initiative of the council to return to this issue and explore other actions we can take, immediately and with little or no cost, to provide safe access to everyone to our public streets.

This past winter, PBPAC submitted our list of policy priorities for 2026 to the sustainability and transportation committee. Among these priorities were two changes that we believe the City could adopt, right now, to immediately address traffic violence in both pro-active and responsive ways.

1. We call upon the Council to immediately lower all speed limits on local city streets to 20 miles per hour, and to request a lower speed limit for all other streets.
2. We call on the Council to adopt a transparent, collaborative process to investigate the infrastructure failures that contributed to all deadly and most serious-injury crashes, and to prioritize quick fixes and long-term design changes to address the deficiencies identified. We specifically endorse the Strong Towns Crash Analysis Studio, a free-to-use protocol that has been adopted in over two dozen cities.

This package also contains

1. Safer Streets for Portland policy platform for 2026, with endorsements from local organizations
2. Frequently Asked Questions on 20 is Plenty and Crash Analysis Studio
3. Analysis of the legal pathway to implementation for 20 is Plenty

Safer Streets for Portland in 2026

We endorse the following proven policies to immediately and substantively improve conditions for safer walking and biking Portland.

Endorsements as of July 1, 2026:

1. Portland Bicycle Pedestrian Advisory Committee
2. Urbanist Coalition of Portland
3. Friends of Woodfords Corner
4. Portland Gear Hub
5. Portland Protectors
6. Bicycle Coalition of Maine
7. Friends of Congress Square Park
8. East Coast Greenway Alliance
9. Portland Climate Action Team

Our Platform

We endorse the following policies to advance our shared vision in 2026.

1. Adopt a **20 is Plenty**: a citywide speed limit of 20 miles per hour, with few exceptions
2. **Improve traffic signals** to prioritize pedestrian safety, mobility, and encourage mode shift
3. **Respond to severe crashes** with a participatory and transparent audit of the street infrastructure in place, implementing rapid response fixes and identifying long-term investments to reduce future harms¹
4. Improve sidewalk and bike lane **snow clearing and winter maintenance**
5. **Improve public transit service** frequency, quality, and accessibility
6. **Establish a Complete Streets Board** of staff and community members to set citywide street design standards, and staff to ensure such projects are compliant and prioritized
7. **Create specific, quantifiable performance objectives, goals, metrics, and expenditures** to assess and report on progress towards these goals

We request that Portland's Master Transportation Plan incorporate our recommendations, as some will take years to fully realize.

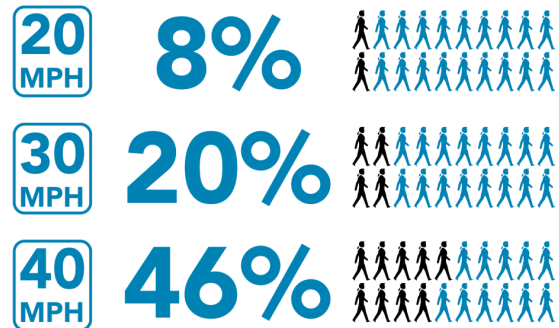
¹ We suggest the Strong Towns Crash Analysis Studio, which is an open source, free-to-distribute model, currently used by dozens of other cities with no liability risk to the municipality

Frequently Asked Questions on *20 is Plenty*

1. Is speed really the big factor in crashes?

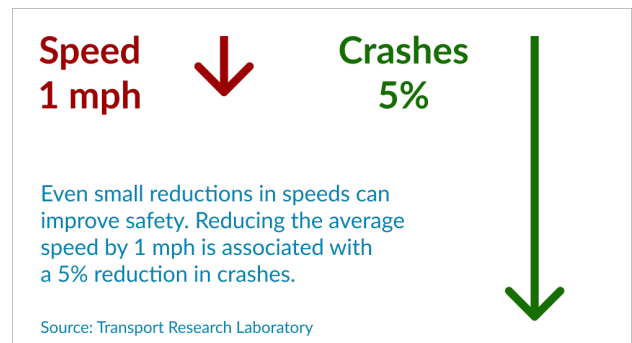
Yes. According to the national Vision Zero Network and the National Transportation Safety Board, [managing speed is the #1 factor in reducing traffic violence](#). Reducing speed reduces both the incidence of crashes, and their severity.

Pedestrian death risk at various speeds. Source: Vision Zero Network. Note: this data is from 2007-2009, and does not reflect the significant change in average vehicle height and weight in the past 17 years.



This is simple physics - the destructive power of a crash is its [force](#), which is velocity times mass. The likelihood that a person is killed in a crash rises exponentially with the speed of the vehicles involved.

Also, reducing speeds reduces the likelihood of all types of crashes. One institute found that a 1 mile per hour reduction in speed is associated with a 5% reduction in crashes.



The AAA Foundation study notes that a pedestrian's **age** heavily dictates these survival rates. For instance, a 70-year-old struck by a car traveling at **25 mph** faces the exact same statistical risk of death as a 30-year-old struck at **35 mph**. Higher speeds are most likely deadly for the youngest and oldest pedestrians.

Maine DOT and Maine Turnpike Authority have spent billions of dollars in our taxes and tolls to increase vehicle speeds in the name of safety in recent decades. They have achieved no such result. In fact, [both state institutions would argue that safety increases as all Maine people drive more](#), regardless of how likely we are to die in crashes. They would argue this even though, for any given person, the more they drive (or walk, or bike), the more likely they are to be killed by an automobile in a crash!

This is not a unique Portland problem. The pedestrian fatality rate in the United States is three times that of the United Kingdom and seven times that of Italy. There are [two major reasons for this, according to Transportation for America](#): we drive faster in areas where pedestrians, children, cyclists, and others are present, and we drive bigger vehicles. Portland's streets were designed using discredited 1950's-60's era traffic engineering practices, which prioritized vehicle speed above all other users of public streets, and above the safety of all users.

Pedestrian death rates in Europe were much higher in the 1970s than they are today, largely due to Europe's deprioritizing vehicle speed in their street designs. In the U.S. pedestrian death rates have dropped significantly in cities that reduced vehicle speeds. Most achieved this through street design and policy changes, such as 20 is Plenty, as part of a Vision Zero approach. The only other places that have reduced traffic violence are those that have a massive increase in congestion, which also slows vehicles down.

Vision Zero Network provides for a whole host of interventions to reduce speeds and improve public health. Portland will need to do more of these to achieve our Vision Zero goals. Some of these interventions are in our Vision Zero quick action plan, and in GPCOG's regional plan. But, this is an impactful, low-cost, immediate step we can take.

In cities, you can either have fast vehicle movement OR safe streets with minimal injuries and deaths for all users. **You cannot have both.**

2. Isn't road design more important than speed setting?

Street design is the most effective way that governments can change driver behaviors, including reducing speeds and improving safety for all users. Unfortunately, street redesigns take decades. Street redesigns in the U.S. in general, and in Maine in particular, are incredibly slow and receive far less funding from the federal government than new roads and widening.

Portland has been discussing redesigning Franklin Street for a quarter century. Nothing has been done, and there have been dozens of major injuries and deaths on that 0.7 mile stretch in that time. At the current rate, thousands more Portland residents and visitors will be badly injured or killed before we have rebuilt them to better balance safety and walkability. We can save lives by doing something now, even if there's more work to do.

And, there is some evidence that the speed limit does inspire even faster driving. A [study from Denver](#) found that drivers are more likely to speed when the speed limit is higher. Only 25% of drivers exceeded 25 mph speed limits by 5 mph or more, while over 50% of drivers exceeded 35 mph speed limits by the same amount.

3. Does the City of Portland have the legal authority to adjust speed limits?

Yes. Currently, Maine DOT sets the speed limit for every road in the state. In the law, there is a provision allowing for greater local control. Accordingly, the City of Portland has the following authority:

- Request to the DOT that we can take over speed limit setting on all local streets, and to set their speed limit at 20 miles per hour
- Request that the DOT change the speed limit on all state-owned streets, and to request that their speed limit be 20 miles per hour

More information on this process is in the following attachments.

4. What if they say no? Do we have any leverage?

Maine DOT requires cost sharing for all state-owned street maintenance, repaving, and redesign projects in implements on streets in Portland. Maine DOT also does not contribute any amount to install pedestrian and cyclist improvements such as crosswalks or sidewalks on state-owned streets when repaving them, despite the desires of the city and neighborhood residents. At the same time, Maine DOT has added lanes and increased vehicle capacities and design speeds through their repaving program, against the wishes of area residents, even when there were requests to do the opposite. As a result, their ‘repaving’ and ‘maintenance’ programs often make streets more dangerous for our residents.

Portland could refuse to provide cost sharing for any Maine DOT projects planned in Portland unless Maine DOT relinquishes speed limit setting and process authority to the city. If Maine DOT believes in the necessity and decision-making process of its own work plan to achieve its stated goals of facilitating statewide mobility, it will heed the city’s request and partner with the city to achieve a policy priority of its residents and elected officials.

5. Shouldn't we do a study before changing anything?

No. Best practice on achieving safety outcomes, including Vision Zero, has proven that speed studies are unnecessary and ineffective speed limit setting tools. They are unnecessary, as criteria for speed limits in the National Association of City Transportation Officials (NACTO) City Limits Guide Book on urban street speeds directs us to set 20 mile per hour speed limits on almost every street in Portland, based on the context alone – land use, street uses, and the number of conflicts. In a few cases, arterial and industrial streets with large parcels, no residents, or those with separated, protected sidewalks and biking facilities may be suitable for 25 or 30 miles per hour speed limits. Baxter Boulevard and Fore River Parkway may be two examples of designs that are acceptable for 30 mile per hour speed limits, per NACTO guidance.

Maine DOT's process for changing speed limits requires a speed study. The process is opaque, but it involves some combination of desk review of current classifications and land uses with an actual measurement of vehicle speeds using instruments. This is why they take years. These speed studies are based on the outdated assumption, created in the 1950's and taught to traffic engineers for decades, but not based on data or scientific evidence, that very slow speeds are more dangerous than faster speeds. The so-called speed desire differential – the gap between how fast a driver feels like they should go versus the actual speed limit – has not been linked to any increased safety risk. But, we know that slowing down vehicles is directly related to reduced crashes, and improved safety outcomes.

6. Isn't Maine DOT responsible for setting speed limits?

The Maine Department of Transportation currently sets speed limits for all streets in the state, unless they are specified in the law (for instance, on the interstate). **There is a procedure in the law which allows cities like Portland to take over setting speed limits for their locally-owned streets, and it explicitly permits the city to lower every city street speed limit on the mainland to 20 miles per hour.**

Maine DOT rolled out a reformed process for reconsidering and resetting speeds two years ago. Since it was launched, the city has requested that speed limits be lowered on three arterial streets. The DOT's internal speed study process is only completed for one of those projects. And, DOT's criteria is deeply flawed, as it considers many streets in Portland to be 'suburban' because of their design flaws, despite their urban setting and

the presence of pedestrians, cyclists, transit riders, people with disabilities, and many other conflicts (Marginal Way and Franklin Arterial are two examples).

Maine DOT's process is functionally flawed, as it considers the current road design, which likely prioritizes vehicle speed, to be a determining factor of what the speed limit should be, rather than the presence of people. Maine DOT's process is too cumbersome and flawed to produce systemic change, and it is likely to reinforce current unsafe designs and uses, rather than the actual safety of all users, and the preferences of the community for more sane and pleasant public spaces.

7. Why 20 Miles per hour? Wouldn't 25 be better for mobility?

No. The National Association of City Transportation Officials (NACTO) have identified 20 miles per hour as the ideal speed in most urban contexts. [NACTO's risk analysis tool](#), which complies with the MUTCD-guidance that is cited in state law, recommends 20 mile per hour limits on all streets with high numbers of use conflicts or high levels of user activity.

Cutting speeds by 5 miles per hour from 25 miles per hour to 20 miles per hour will reduce crashes by 20%. It will also reduce the risk of pedestrian fatalities in crashes from 15% to 8%, according to the Vision Zero Network.

Note - these estimates use data from 2011, which do not account for the rapid rise in large pickup trucks and SUVs that are heavy and have a tall front grill. The UK magazine [Brake estimates the pedestrian death risk to be much higher at 33% in 35 mph crashes](#). More recent data from IIHS estimates that the average pickup causes a fatality in 42% of 35 mph crashes, and a serious injury in 91% of 35 mph crashes.

We can be conservative with speed limits, but more generous speed limit reductions will save more lives and prevent more life-changing injuries.

8. This seems like a big change. Has anyone else done it? Did it work?

Yes! [Comprehensive speed limit reductions have been implemented in many other US cities](#), including [Atlanta](#), Austin, [Boston](#), [Minneapolis and St. Paul](#), New York, Seattle, and [Portland, Oregon](#). Many European cities and countries are ahead of us, with research from [Wales](#) showing impressive impact.

- [Seattle](#) implemented a policy most similar to what we propose, which reduced speeds to 25 mph on arterial streets and 20 mph as the citywide default. According to its report: “When SDOT signed streets for 25 mph, the data showed total crashes decline, injury crashes decline, 50th percentile speeds decline, 85th percentile speeds decline, and high-end speeding decline for every location reviewed. The largest changes were in the reduction of high end speeders and in the number of total crashes. This was true for streets that were previously signed for 30 mph as well as streets that were previously unsigned for speed limits (25 mph default speed limit). SDOT has found **lowering speed limits and increasing sign density alone** - absent any marketing campaigns, additional enforcement, retimed signal progressions, or engineering changes to the street geometry – **resulted in lower speeds and fewer crashes**. In their data, they observed about 20% fewer crashes and injuries. They also found **vehicles traveling over 40 mph fell by over 54%**.
- In [Boston](#), most arterial speed limits were reduced from 30 mph to 25 mph. After the change, almost 30% fewer vehicles exceed 35 mph.

9. What about speed limits on I-95 and I-295?

While reducing speed limits on I-95 and I-295 would improve safety both on those highways and in the neighborhoods where cars exit, the city has little input on these matters.

10. Aren't major roads / arterials treated differently by Maine DOT?

Maine DOT, unfortunately, prioritizes vehicle speeds over safety on all state roads. This is inherent in their speed limit setting policy, including in the new “Safe Systems Approach” that it has taken over the last few years. This is because Maine DOT considers the current design of the road - even if it is known to be dangerous, outdated, and deadly - to be a major consideration in the speed limit.

11. People won't actually drive 20.

Most will not - but research from where speeds were lowered shows that people will slow down. Most of us drive at the speed which is suggested by our context, rather than the speed limit posted on a sign. Some of us drive at the posted speed limit.

Research from Wales, where 20 is Plenty was implemented in recent years, found that **only 1 in 5 cars reducing their speed in accordance with the new limits is sufficient to cause a significant reduction in speeds of all drivers.** [Injuries dropped by 900 in one year since Wales dropped in-town speed limits from 30 mph to 20 mph.](#) One of the most influential contextual factors is the speed other drivers are traveling. This is especially true on single-lane roads, where drivers are limited by those ahead of them, and pressured by those behind them. Speeding is a habit, and habits can be changed by context and incentives.

12. Will this just result in more people being ticketed?

Unlikely. Speed limit enforcement is currently done entirely at the discretion of the local police department and individual officers. PPD has said at numerous public meetings that the Department is prioritizing other issues for enforcement, and explicitly cites the need to police the behavior of homeless folks.

According to data compiled by PBPAC via a FOAA request, Portland issued less than 10 speeding violations per month in 2023. Compare that with smaller neighboring cities, such as Westbrook, which issued up to 10 times more speeding violations. So few speeding tickets or other moving violations are issued to drivers in Portland that they feel a sense of near impunity on our streets, and behaviors and habits show this.

13. Will this disproportionately increase the commute times of the working class?

No. As drivers, we consistently overestimate the time savings from speeding, particularly over short distances. Almost all driving trips within Portland's city limits are 5 miles or less. Over such a short distance, reducing vehicle speed has a very small impact on one's commute time.

The **maximum amount of delay** caused by reducing speeds from the current speed limit to 20 miles per hour, for the longest commutes through Portland, would be just **5 minutes**. Most trip durations within the city would be extended by only a minute or two.

Example 1: Consider Franklin Arterial, which is 0.7 miles long from the I-295 off-ramp to the Maine State Pier, and mostly posted at 35 miles per hour, an absurdly high limit for an urban street with huge numbers of pedestrian crossings. **A driver**

reducing speed from 35 miles per hour to 20 miles per hour for the entire distance would increase their driving time by a maximum of 56 seconds. The actual drive time savings is probably closer to 40 seconds, due to the time spent accelerating and decelerating each block at frequent traffic signals. The time cost fades to nothing if, for example, the driver does not find parking immediately at their destination, and instead circle the block looking for a space. However, the safety risk of that change in speed is dramatic. **Reducing the vehicle's speed from 35 miles per hour to 20 miles per hour cuts the pedestrian death rate from 20% to 8%, and cuts the serious injury rate from 67% to just 18%.**

Example 2: Reducing your maximum driving speed for a commute along Brighton Avenue, from the Westbrook city line to City Hall, a distance of about 4 miles, would increase the driver's travel time by 4 minutes, while cutting the risk of killing a pedestrian in a crash from 20% to just 8%.

See the table at the end of this document for more examples of the time 'cost' of safe streets.

14. Tickets will go to those least likely to afford them or pay them

Also, note that the research shows that the most egregious speeding drivers are driving through, they are not local residents. Most 'super-speeders', the folks who most egregiously and dangerously exceed the speed limit, are wealthy. Meanwhile, the most likely people to be killed in a crash are local residents, children, the elderly, and the working class, as those folks are the people who walk, bike, and take public transportation most frequently.

15. Aren't we doing more enforcement? Won't this be useless without enforcement?

We are skeptical that any change in the speed limits will lead to any increase in PPD enforcement and ticketing. Regardless, the data show that human (police) enforcement of vehicle movement laws have little or no impact on driver behavior. Automated speed camera enforcement is more effective, as it targets areas where driving habits are for unsafe speeds. However, speed cameras are not currently legal in Maine.

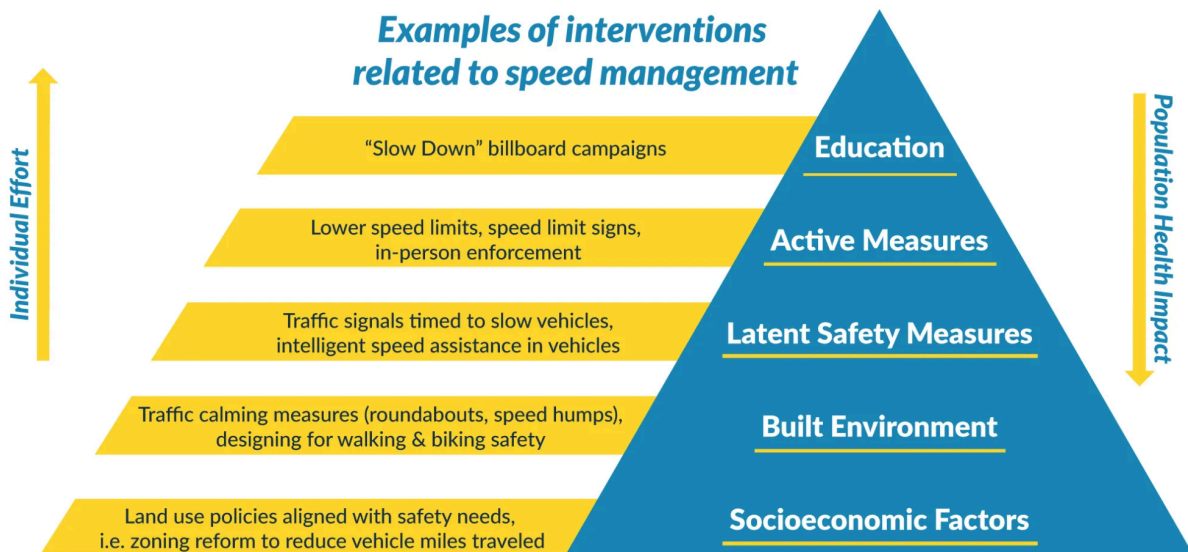
16. Won't technology save us?

No. Technology has underperformed our hopes for years. Lane assist technology has been shown to fail about once every 8 miles, on average. Front collision detection has been shown to decrease front collisions by 7-14%, according to insurance claims.

Autonomous vehicles will not save us either. They are shown to be most prone to mistakes in conflict-rich urban environments. Also, while these vehicles could be programmed to travel at the posted speed limit, the companies that own these vehicles are not doing so, and there is no accountability for this systemic violation of the law. Portland should pass an ordinance requiring that AVs within the city limits be programmed to travel at or below the posted speed limit, with serious consequences up to, and including, impoundment of the vehicle and sale at auction.

17. We are conducting a public awareness and education campaign, shouldn't that do the trick?

No. Education is the lowest-impact intervention for reducing speeds, according to Vision Zero Network. Lowering speed limits has more impact, though is still less effective than more active interventions, and less than changing road designs, investing in alternatives, and changing land uses. Those interventions cost more money, and take more time to make an impact, but they have the advantage of requiring the individual to make a smaller change in order to have an impact.



18. Won't slower speeds cause economic harm to our businesses?

No! The research is clear on this. There is no link between vehicle speeds or commute times and economic performance.

In the report *The Congestion Con*, Transportation for America demonstrated that our most congested cities (places where vehicle speeds are lowest, on average) perform far better economically than our least-congested ones. In fact, the opposite is more likely true. Our slowest streets are in places with very high congestion and trip delays, such as New York City and Boston. Hoboken, New Jersey, hasn't had a traffic fatality in over 8 years! These are the safest places for people because vehicles are traveling too slowly to create as many serious injuries and deaths. They got that way for a series of reasons – one of which was congestion. However, all of these places have significantly higher economic activity than Portland, Maine.

Furthermore, our best-performing business districts are in the 'walkable destination' parts of the city, where vehicle speeds are their *slowest*. While there is significant business activity in some sprawling areas at the city's fringe, such as Northgate or Westgate plazas, these areas perform significantly worse in terms of business revenue and property tax payments per acre than other retail and office lots on downtown parcels.

The few minutes of delay that drivers may experience by traveling through walkable areas at speeds that are safe for people walking *pays off* in commercial and residential value and performance.

Sources

Vision Zero Network: <https://visionzeronetWORK.org/preventing-unsafe-speeds/>

Maine DOT Public Map Viewer / 10 Year Crash Data
<https://www1.maine.gov/mdot/mapviewer/index.html>

Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Insurance Institute for Highway Safety

<https://www.iihs.org/news/detail/vehicle-height-compounds-dangers-of-speed-for-pedestrians>

Crash Analysis Studio

1. Do we have to pay consultants to do all this work?
2. Does this increase our legal liability as a city?
3. What is the point if we don't have the money or authority to make improvements?
4. Will this take a lot of staff resources? How many are we talking?
5. Just cars or all types of incidents?
6. Just city streets or all roads within the city jurisdiction?

Concrete goals setting

1. I thought we are already doing this

No. Here's what a real one looks like:

https://www.twtpo.org/sites/default/files/uploads/other-agenda-files/2025_04_22/2025-04-22-25-129-triangle-west-vision-zero-plan_body_final-1.pdf

2. What would this actually accomplish?

Analysis of the Legal pathway to local speed limits setting

Relevant state statute: [29-A M.S.R.A. §2075\(3\)](#)

3. **Municipal authority.** Except as provided in this subsection, a municipality may not alter a speed limit or enact or enforce a regulation contrary to this Title. A municipality may:

D. With the approval of the Department of Transportation and the Chief of the State Police, increase or decrease the speed limit on through ways by erecting standard signs giving notice of the speed limit in accordance with the latest edition of the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration; [PL 2003, c. 92, §2 (AMD).]

ANALYSIS: The City of Portland may request a decrease of the speed limit on any road in the city. No specific procedure is required - the Maine DOT Commissioner and Maine State Police Chief may grant this request at their discretion. This is separate from the below procedure, 29-A M.S.R.A §2075(3)(E), which outlines Portland's right to take over speed setting for all local streets.

E. Subject to the provisions of this paragraph, if it is a qualifying municipality, set speed limits on qualifying roads. As used in this paragraph, "qualifying municipality" means a municipality that has a population of 2,500 or more as measured by the latest decennial United States census or that employs a professional engineer licensed in this State. As used in this paragraph, "qualifying road" means a town way that is classified as local by the Department of Transportation in accordance with the federal functional classification system.

If a qualifying municipality decides to set speed limits in accordance with this paragraph, the municipality shall provide written notice of that determination to the Commissioner of Transportation and shall set speed limits for all qualifying roads in that municipality.

ANALYSIS: Portland has the right to notify the Commissioner of the DOT that the City will set speed limits on our local streets.

Unless otherwise approved as provided in [paragraph D](#), speed limits set by a municipality must be in 5-mile-per-hour increments within the following ranges:

- (1) From 20 to 25 miles per hour, inclusive, regarding roads in a business or residential district or a compact area, except that the lower limit may be set at 15 miles per hour on roads on islands not accessible by road or dead end roads less than 1/4 mile in length; and
- (2) From 30 to 50 miles per hour, inclusive, regarding roads in all other areas.

ANALYSIS: Portland may reduce the speed limit to 20 or 25 miles per hour on any local street on Portland's mainland, as the entirety of the mainland is a compact area, per DOT definitions and [maps](#).

Only parts of Peaks Island and the other Portland islands are not considered urban, but this section enables the city to further lower speed limits on those islands to 15 miles per hour.

Prior to establishing a speed limit, the municipality must perform a traffic investigation that reviews the factors identified in the applicable sections of the Manual on Uniform Traffic Control Devices. The municipal officers shall validate that speed limit in accordance with the procedure for establishing municipal traffic ordinances set forth in [Title 30-A, section 3009](#), post standard speed limit signs in accordance with the Manual on Uniform Traffic Control Devices and provide written notice of that speed limit zone to the Commissioner of Transportation on forms approved by the Department of Transportation.

ANALYSIS: Here is the relevant section of MUTCD: [MUTCD 11th Ed. §2B.21\(3\)](#). Relevant paragraph below:

Agencies with designated authorities to set speed limits, which include States, and sometimes local jurisdictions, can establish non-statutory speed limits or designate reduced speed zones using an engineering study. Setting appropriate speed limits is especially important to ensure safety for all road users in varying types of contexts, particularly on roadways where adjacent land use suggests that trips could be served by varied

modes. These situations include urban and suburban non-freeway arterials or rural arterials that serve as main streets in smaller communities, consistent with the context classifications of urban core, urban, suburban, and rural towns found in "A Policy on Geometric Design of Highways and Streets," 2018 Edition, AASHTO. When setting a speed limit, a range of factors such as land-use context, pedestrian and bicyclist activity, crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, and observed speeds can influence the speed limit determined in the engineering study. The engineering study will determine which of the recommended factors will prevail in setting the speed limit.

MUTCD 11th Ed. §2B.21(6):

Standard: Speed zones (other than statutory speed limits) shall only be established on the basis of an engineering study that has been performed in accordance with traffic engineering practices. The engineering study shall consider the roadway context.

MUTCD 11th Ed. §2B.21(7):

Guidance: Among the factors that should be considered when conducting an engineering study for establishing or reevaluating speed limits within speed zones are the following:

A. Roadway environment (such as roadside development, number and frequency of driveways and access points, and land use), functional classification, public transit volume and location or frequency of stops, parking practices, and pedestrian and bicycle facilities and activity;

B. Roadway characteristics (such as lane widths, shoulder condition, grade, alignment, median type, and sight distance);

C. Geographic context (such as an urban district, rural town center, non-urbanized rural area, or suburban area), and multi-modal trip generation;

D. Reported crash experience for at least a 12-month period;

E. Speed distribution of free-flowing vehicles including the pace, median (50th-percentile), and 85th precentile [sic] speeds; and

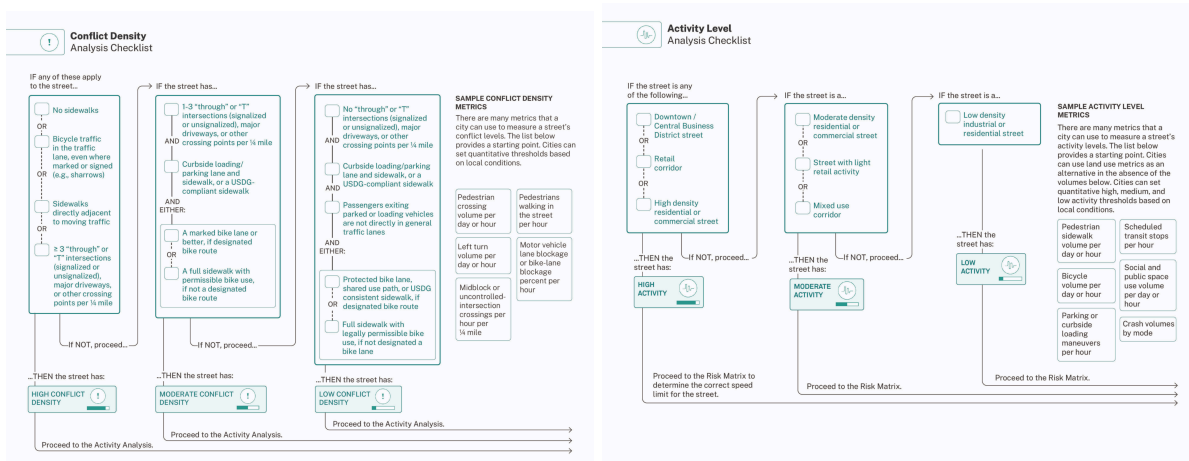
F. A review of past speed studies to identify any trends in operating speeds.

Endorses the use of NACTO City Limits: <https://nacto.org/publication/city-limits-quick-guide/>

"This Quick Guide demonstrates how to use the Safe Speed Study first published in City Limits. With this tool, engineers analyze a street's activity level and conflict density in determining the posted speed limit for a speed zone. The resultant speed limit will be compliant with the MUTCD."

Risk analysis tool from NACTO City Limits

NACTO's guidance recommends 20 mph speed limits on Portland city streets, with few exceptions, based on existing land uses, activity levels and conflict densities. This is due to the number of streets with no sidewalks, or sidewalks directly adjacent to moving traffic, as well as the number of cross streets, driveways, and curb cuts, and the number of streets where bikes are traveling within the bike lane.



Based on the Conflict Density Analysis, the street has...		High Conflict Density	Moderate Conflict Density	Low Conflict Density
Based on the Activity Level Analysis, the street has...	High Activity	20 MPH	20 MPH	25 MPH
	Moderate Activity	20 MPH	25 MPH	30 MPH
	Low Activity	25 MPH	25 MPH	35 MPH

Using the tool above, Portland city officials may conduct a desk analysis to set new speeds for all city streets in an efficient way, in compliance with both MUTCD, Maine State law, and Maine DOT policy.

The Department of Transportation may require a municipality with a population of 5,000 or more as measured by the latest decennial United States census that has not provided written notice to the department that the municipality will set speed limits in accordance with this paragraph to provide the department with all data necessary to set such speed limits. The nature, extent and form of that data must be acceptable to the department and may include, without limitation, the reason for the request, length and location of the proposed speed zone, road width, number of driveways in that zone, traffic volume, posted speed, prevailing speed as measured by radar, accident history and speed enforcement efforts;

ANALYSIS: Maine DOT may require that Portland submit reams of data to justify its requests. Much of the data cited here the DOT already collects or is primarily responsible for maintaining. They also may not require this info.

F. With the approval of the Department of Transportation and the Chief of the State Police, and in accordance with the latest edition of the Manual on Uniform Traffic Control Devices published by the Federal Highway Administration, designate a school zone to which the speed limits in [section 2074, subsection 1, paragraph A](#) apply.

Pedestrian Fatality Risk by Impact Speed

Impact Speed [2, 3, 4, 5, 6, 7, 8, 9]	Historical U.S. DOT / NHTSA Baseline	AAA Foundation for Traffic Safety (Tefft)	Key Safety Takeaway
20 mph	5% chance of death	7% to 10% chance of death	90%+ survival rate; minor to moderate injuries.
25 mph	15% chance of death	12% chance of death	Risk of death nearly doubles from 20 mph.
30 mph	40% to 45% chance of death	20% chance of death	Trajectory point where a car becomes rapidly lethal.
35 mph	60% to 70% chance of death	31% chance of death	Drivers are much less likely to stop in time; severe impact.

Sourcing & Methodology for Each Estimate

- Historical U.S. DOT / NHTSA / FHWA Baseline:**
 Derived from seminal studies by Leaf & Preusser (1999) and Pasanen (1992) published via the [Federal Highway Administration \(FHWA\)](#) and archived by the [National Association of City Transportation Officials \(NACTO\)](#). This data underlies the global "20's Plenty" and urban traffic-calming initiatives. [2, 3, 4]
- AAA Foundation for Traffic Safety (Tefft Model):**
 Based on the landmark study *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* by Brian Tefft (2011), published via the AAA Foundation for Traffic Safety. It analyzed a sample of U.S. pedestrian crashes and adjusted data to reflect realistic 21st-century vehicle designs and average walking demographics. [1, 10, 11, 12]

Table 1: Travel time loss resulting from speed reductions is minimal over short distances, but safety impact is dramatic

Case	Current Speed limit(s)	Distance	Current pedestrian risk of death in a crash	Current risk of pedestrian serious injury in a crash	Potential reduction in overall crash incidence, all types	Maximum Travel Time Cost of driving 20 miles per hour	Notes
Franklin Arterial, 35 and 30 mph, 0.7 miles	35 mph, plus 2 blocks at 30 mph	.7 miles	31%	67%		54 seconds	~46 seconds, due to acceleration/deceleration for traffic lights
Brighton Ave from Westbrook to City Hall	30 miles per hour, 4 miles	4 miles	20%			4 minutes	~3 min 30 seconds during rush hour
Outer Congress Street from I-95 offramp to MMC	40 mph to Stroudwater, 35 mph to Westgate Plaza, 30 mph to MMC	3 miles	20-46%			3 min 47 sec	
Allen Ave from Washington Ave to Forest Ave to City Hall	35 mph in some parts, 30 mph in others	5 miles	20-31%	67%		5 min 18 seconds	Less than 5 minutes, considering intersection stops

[DRAFT] RESOLUTION OF THE PORTLAND CITY COUNCIL DIRECTING THE ESTABLISHMENT OF A CITY-LED SPEED LIMIT SETTING POLICY

WHEREAS, the City of Portland is committed to providing a safe, accessible, equitable, and sustainable transportation system for all users, including people walking, bicycling, using mobility devices, riding transit, and driving; and

WHEREAS, excessive vehicle speed is a leading contributing factor in the frequency and severity of traffic crashes, and lower vehicle speeds significantly reduce the likelihood of fatal and serious injuries; and

WHEREAS, the City has adopted policies and plans that prioritize Vision Zero principles, Complete Streets, multimodal transportation, neighborhood livability, and reducing greenhouse gas emissions as major goals in One Climate Future and Portland's Plan 2030; and

WHEREAS, the traditional practice of setting speed limits based primarily on observed operating speeds has often resulted in speed limits that do not reflect the needs of urban neighborhoods or the City's goals for public health, livability, greenhouse gas emissions, choice of transportation modes, and overall quality of life; and

WHEREAS, new best practices on street safety provide for lower speed limits, without other street redesigns, using evidence-based guidance for establishing speed limits that prioritize safety, street context, land use, and the presence of vulnerable road users; and

WHEREAS, cities across the United States have successfully implemented context-sensitive speed limit programs that reduce speeds while improving safety, neighborhood quality of life, and public health; and

WHEREAS, the global "20 Is Plenty" campaign has shown that reducing speed limits on all streets in urban areas substantially reduces the risk of death or serious injury while creating safer, more livable communities; and

WHEREAS, Maine law now provides municipalities with expanded authority to establish speed limits on municipal ways, enabling local governments to set context-appropriate speed limits that better reflect community safety priorities;

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the City Manager to establish a City-led program for the evaluation, establishment, and administration of speed limits on municipal streets using the authority granted under Maine law.

BE IT FURTHER RESOLVED that the City Council adopts the principles and methodology described in *NACTO City Limits: Setting Safe Speed Limits on Urban Streets* as the City's primary guidance for establishing speed limits, including consideration of:

- The level of conflicts on the street, based on its current design and use;
- The level of activity on the street, either currently or as expected, based on its surrounding land use, transportation infrastructure, and the presence of schools, parks, commercial districts, homes, and neighborhood centers;
- Desired operating speeds that support safe street design rather than prevailing vehicle speeds alone.

BE IT FURTHER RESOLVED that City staff shall develop a comprehensive speed management policy consistent with these principles and shall recommend speed limits that prioritize the safety of all street users.

BE IT FURTHER RESOLVED that, unless engineering analysis demonstrates that a different speed is necessary to safely serve the street's function, it shall be the policy goal of the City that:

- Neighborhood residential streets generally be posted at **20 miles per hour**;
- Downtown streets, neighborhood business districts, mixed-use corridors, and other streets with substantial pedestrian activity generally be posted at **20 or 25 miles per hour**;
- Urban collector streets generally be evaluated for **25 miles per hour** operation;
- Higher speed limits be reserved only for streets whose design, access patterns, and transportation function clearly support higher operating speeds while maintaining safety.
- Lower speed limits of 15 miles per hour may be assessed, particularly for areas such as school zones, within parks, near senior living facilities, islands, or in dense residential neighborhoods,

BE IT FURTHER RESOLVED that staff shall integrate speed limit changes into future traffic calming, street design, and public education measures to encourage voluntary compliance and achieve safe operating speeds.

BE IT FURTHER RESOLVED that the City Manager shall implement these changes within six months of adoption of this Resolution, including:

1. A proposed citywide speed management policy;
2. Estimated implementation costs;
3. A timeline for making these changes;
4. Metrics for evaluating reductions in crashes, injuries, fatalities, and vehicle operating speeds.

BE IT FINALLY RESOLVED that it is the policy of the City of Portland that speed limits shall be established primarily to protect human life and support safe, equitable, and comfortable travel for all users, recognizing that modest reductions in travel speed yield substantial improvements in traffic safety and neighborhood quality of life.

RESOLUTION OF THE PORTLAND CITY COUNCIL TO REVIEW SERIOUS CRASHES IN ORDER TO IDENTIFY DESIGN RISKS AND PRIORITIZE SOLUTIONS

WHEREAS, the City of Portland is committed to eliminating traffic fatalities and serious injuries through the principles of Vision Zero and the Safe System Approach; and

WHEREAS, nearly every traffic fatality and serious injury represents a preventable failure of the transportation system, which warrants a thorough, transparent, and multidisciplinary review to identify opportunities for systemic safety improvements; and

WHEREAS, traditional crash investigations are primarily intended to determine legal responsibility and support law enforcement or insurance proceedings, and therefore may not identify the roadway design, operational, policy, or maintenance factors that contribute to crashes; and

WHEREAS, the Safe System Approach recognizes that people make mistakes and that streets should be designed and managed so that those mistakes do not result in death or serious injury; and

WHEREAS, the Strong Towns Crash Analysis Studio model provides a structured, multidisciplinary framework for reviewing serious traffic crashes with an emphasis on identifying systemic transportation improvements rather than assigning blame to individual road users; and

WHEREAS, municipalities that conduct routine post-crash reviews are better able to identify recurring safety issues, prioritize infrastructure investments, improve agency coordination, and build public confidence in transportation decision-making; and

WHEREAS, the City Council finds that timely review of fatal and serious injury crashes is an essential component of continuous improvement in transportation safety;

NOW, THEREFORE, BE IT RESOLVED that the Portland City Council directs the City Manager to establish a Serious Crash Review Program modeled on the Strong Towns Crash Analysis Studio methodology for all traffic crashes occurring on public streets within the City that result in a fatality or a suspected serious bodily injury.

BE IT FURTHER RESOLVED that the purpose of each review shall be to identify systemic opportunities to improve transportation safety through engineering, operations, maintenance, policy, education, and other measures, rather than to determine legal fault or criminal responsibility.

BE IT FURTHER RESOLVED that the City Manager shall designate an interdisciplinary Crash Review Team that may include representatives from:

- Public Works;
- Planning and Urban Development;
- Transportation Planning;
- Police, Fire, Emergency Medical Services;
- Public Health partners, where available; and
- Members of the public who advocate for public safety measures on city streets; and
- Other agencies or technical experts as appropriate.

BE IT FURTHER RESOLVED that, following each qualifying crash, the Crash Review Team shall conduct a structured review that includes, at a minimum:

1. One or two people with lived experience moving through the area where the crash took place acting as members of the crash response team for that review;
2. A field visit to the crash location;
3. Documentation of roadway geometry, design, and operating characteristics;
4. Evaluation of posted and observed vehicle speeds;

5. Review of pedestrian, bicycle, transit, and accessibility conditions;
6. Review of lighting, visibility, signage, pavement markings, signal operations, and maintenance conditions;
7. Identification of recurring crash patterns or systemic risks at the location or on similar streets;
8. One meeting which is open to the public and allows public comment;
9. Consideration of Safe System principles, including opportunities to reduce crash severity through lower operating speeds and forgiving street design; and
10. Development of recommended short-term, medium-term, and long-term safety improvements.

BE IT FURTHER RESOLVED that crash reviews shall emphasize learning and continuous improvement and shall not assign or imply legal fault to any individual involved in the crash.

BE IT FURTHER RESOLVED that, whenever practicable, the Crash Review Team shall complete its review within ninety (90) days after a qualifying crash, recognizing that certain reviews may require additional time depending upon the availability of information.

BE IT FURTHER RESOLVED that staff shall prepare a public Crash Review Summary following each completed review. The summary shall:

- Describe the crash location and roadway context;
- Identify systemic safety factors observed during the review;
- Recommend engineering, operational, maintenance, or policy improvements divided into the short term, medium term, and long-term actions;
- Protect confidential, medical, investigative, and personally identifiable information as required by law; and
- Be made available to the City Council and the public.

BE IT FURTHER RESOLVED that the City Manager shall incorporate recommendations from crash reviews into the City's transportation planning, capital improvement programming, maintenance activities, and traffic safety priorities, with particular attention to locations exhibiting recurring risk factors.

BE IT FURTHER RESOLVED that City staff shall maintain a database of crash review findings to identify recurring systemic issues and opportunities for citywide policy or design improvements.

BE IT FURTHER RESOLVED that the City Manager shall submit an annual Serious Crash Review Report to the City Council summarizing:

1. The number and location of fatal and serious injury crashes;
2. Common systemic factors identified during reviews;
3. Safety improvements implemented or planned;
4. Progress on recommendations from previous crash reviews; and
5. Recommendations for policy, design standards, or funding priorities to further reduce traffic fatalities and serious injuries.

BE IT FINALLY RESOLVED that it is the policy of the City of Portland that every traffic fatality and serious injury shall be treated as an opportunity to improve the transportation system so that similar tragedies become less likely in the future, and that the City shall prioritize institutional learning, transparency, and continuous improvement through the implementation of a Safe System crash review process.



Portland Safety Projects: Before and After

Safety Benefits Analysis

Portland Sustainability and Transportation Committee
July 8, 2026

We're Working Together Toward Zero Traffic Deaths and Serious Injuries

Vision Zero

Highlights

- 1 Analysis
- 2 Outreach
- 3 Action Plan
- 4 Implementation



Our transportation system has become increasingly dangerous

Nationally, pedestrian fatalities increased by 50% from 2010 to 2020.

Local & State

News

Woman killed at Saco crosswalk was a friendly face in her neighborhood

LOCAL & STATE >

Posted February 21 | Updated February 21

Portland man dies 2 months after hit-and-run crash

Aron Werman, 41, died from injuries suffered when he was hit by a Honda CRV in Portland in December, police said Tuesday.

And Speed Kills

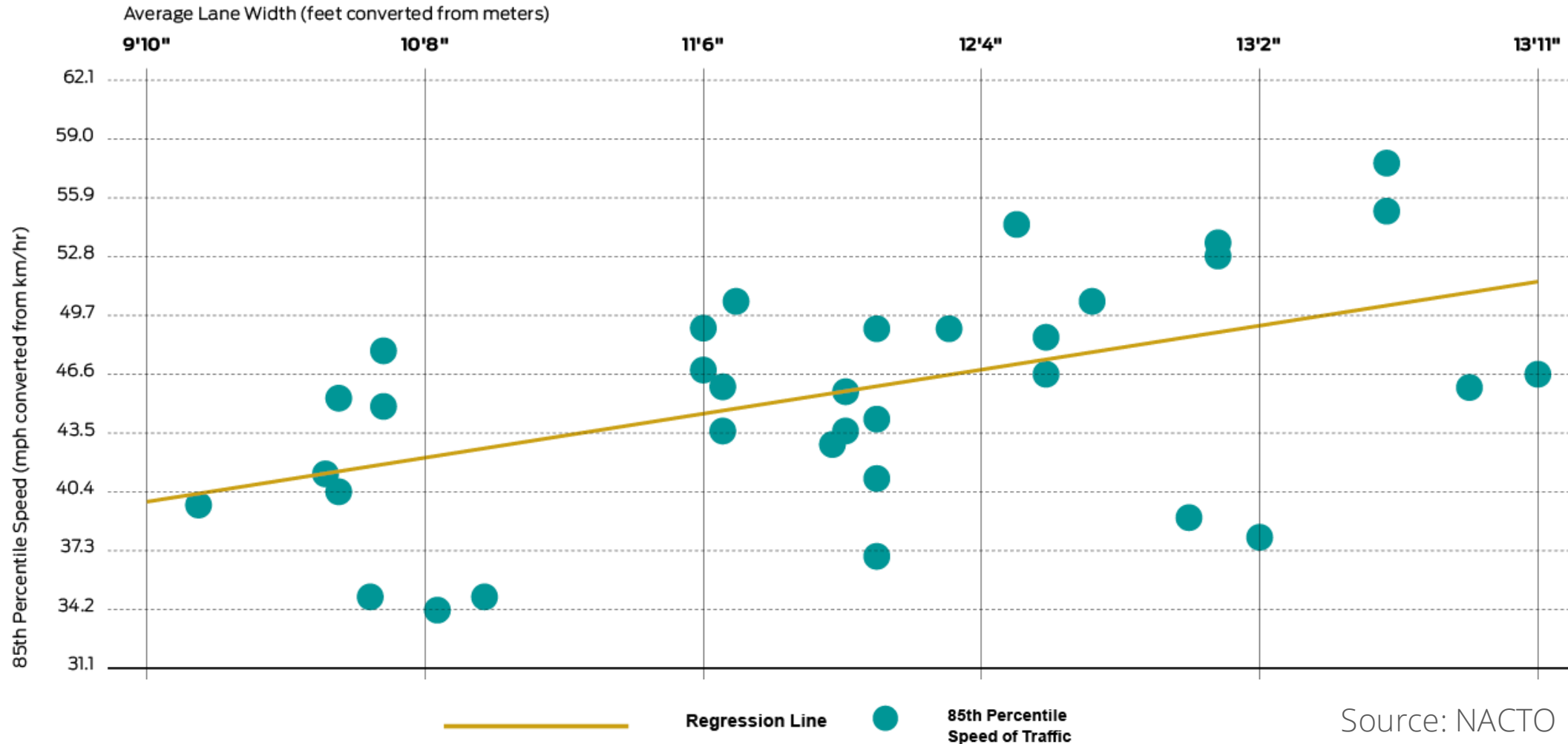
As vehicle speeds **increase**, pedestrians' chances of surviving a crash **decrease**.

Relationship between Speed and Safety



Wider lanes = higher speeds

Relationship between lane width and speed



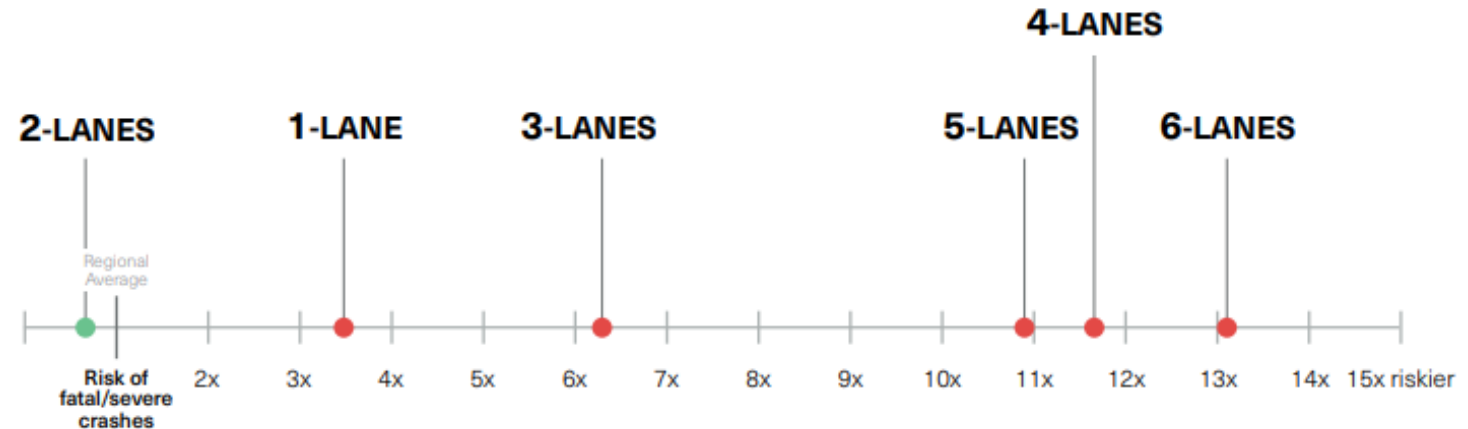
Source: NACTO

More lanes = greater risk (and more disconnected neighborhoods)

Fatal and serious injury crashes are at least 10x as likely on roads with four or more lanes.

Relationship between # of Lanes and Safety

NUMBER OF LANES

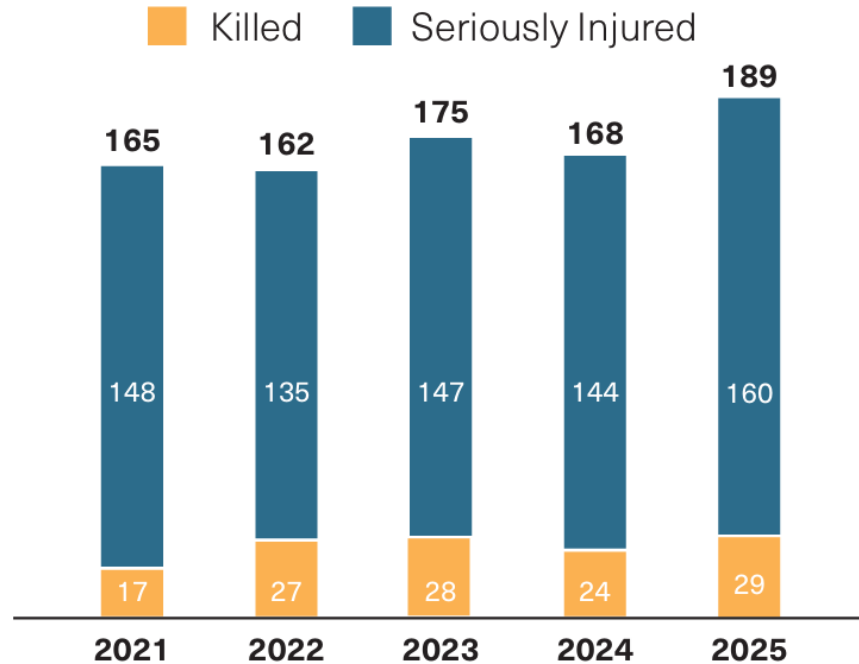


Source: GPCOG Vision Zero Action Plan (Urban)

Recent Crash Context (GPCOG Region)

THE HUMAN COST OF CRASHES

People Killed or Seriously Injured in a Crash



Annual totals for the 29 communities in the GPCOG region

IN 2025...

29 people lost their lives and 160 were seriously injured in traffic crashes across the Greater Portland region. Among them:



10 pedestrians were killed and 18 seriously injured.



2 cyclists were killed and 15 were seriously injured.



12 motorists were killed and 105 seriously injured.



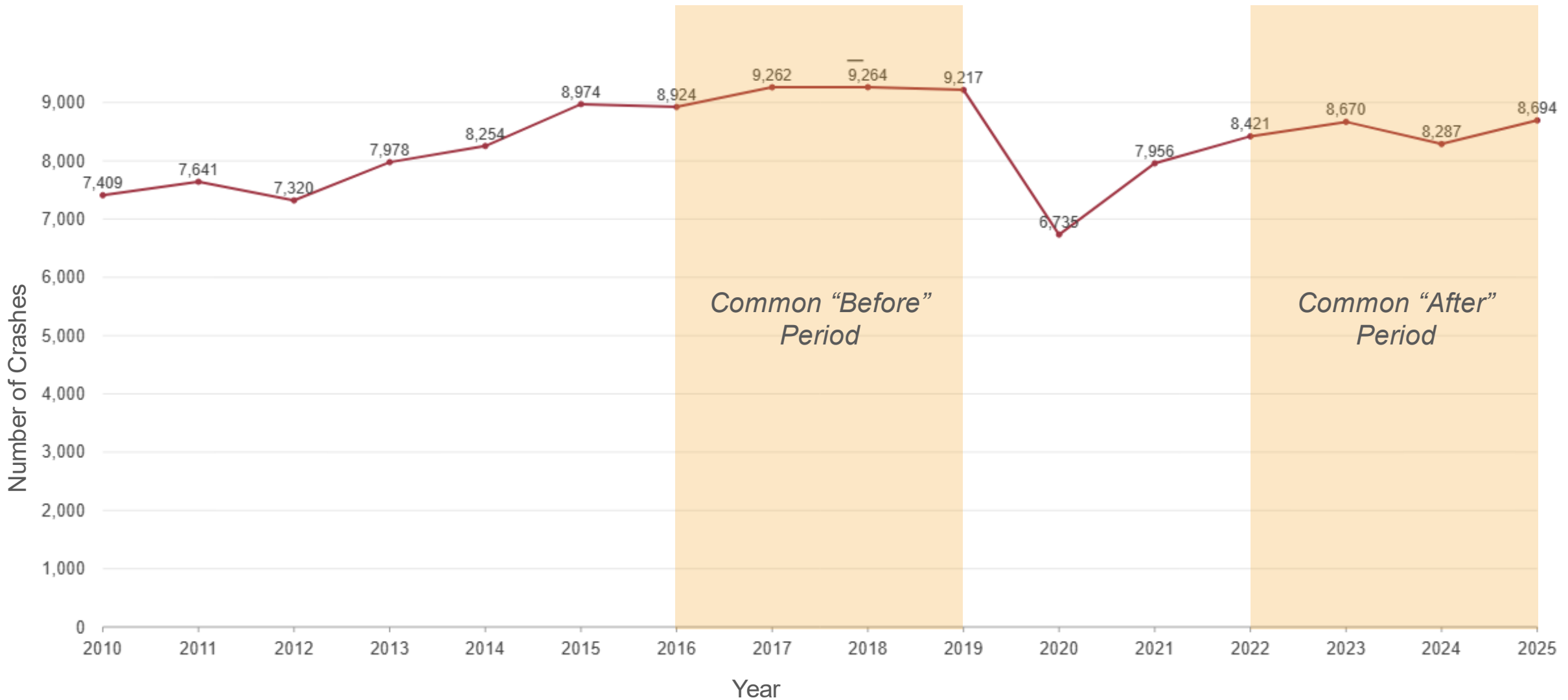
5 motorcyclists were killed and 22 seriously injured.

Comparison Crash Context (GPCOG)

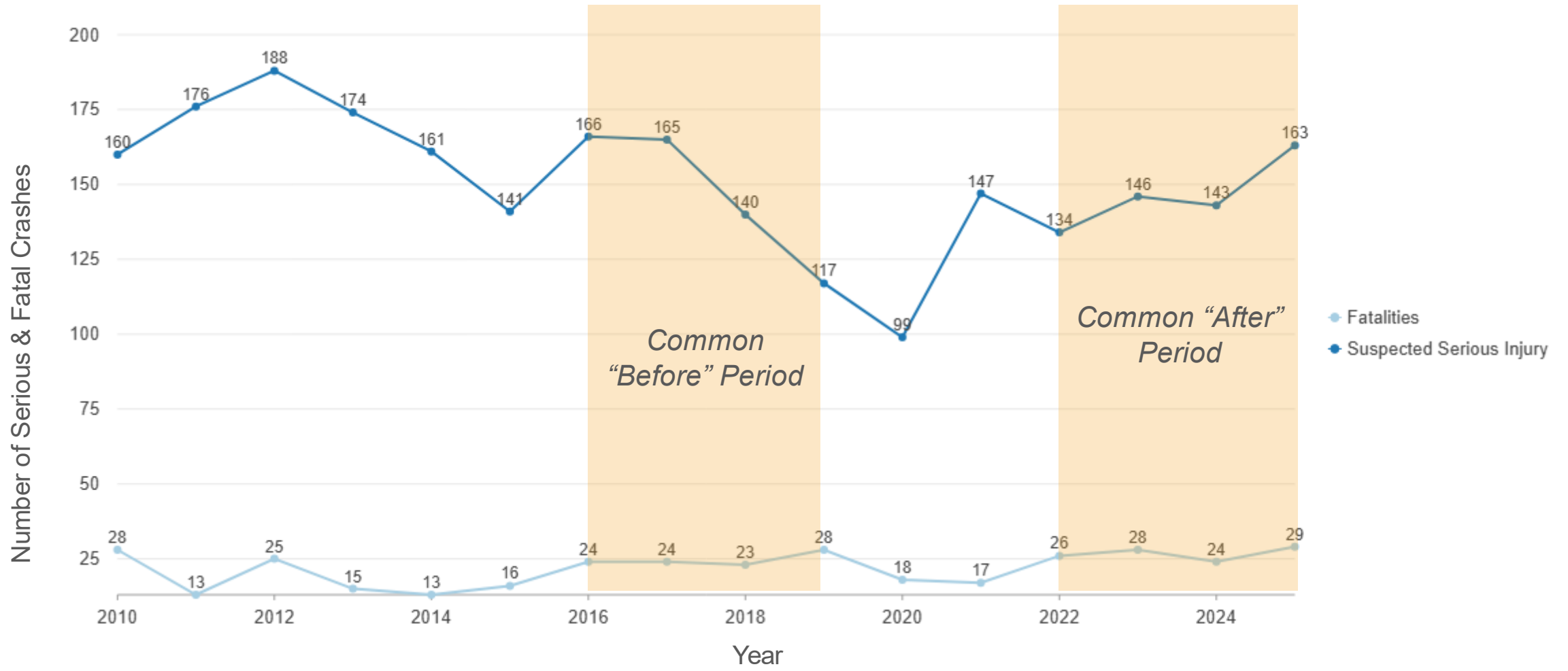
- Between 2016-2019 and 2022-2025 (common before/after timeframes):
 - Total crashes (including property damage only) were down by about 7%.
 - Serious crashes were about flat.
 - Fatal crashes were up by about 8%.



Total Crashes | GPCOG Region



Serious & Fatal Crashes | GPCOG Region

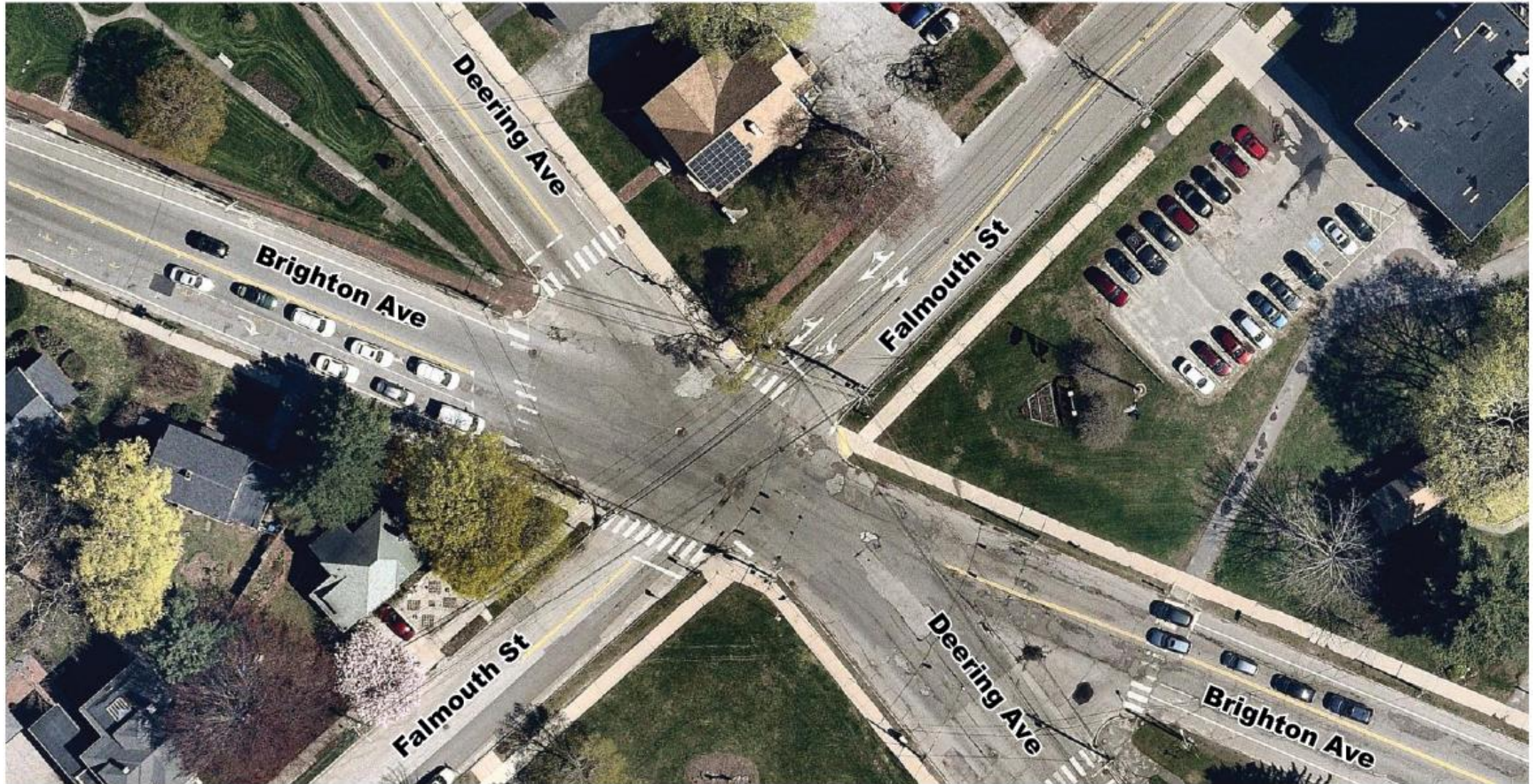


Before/After Analysis

- **3 Portland projects:** USM Roundabout, Marginal Way, Washington Ave
- **All projects resulted in a significant decline in total crashes or reduced crash severity, defying regional trends.**
- Achieved amidst generally steady exposure rates (traffic volumes).



Portland – USM Roundabout



Portland – USM Roundabout



Portland – USM Roundabout



Portland – USM Roundabout



Benefits



We analyzed:
Before: 2016 through 2019
After: 2022 through 2025



Total crashes declined by about 40%.



Crashes became slightly less severe with total injury crashes decreasing from 8 to 6.



Traffic volumes remained about flat, with a very slight decline on Brighton Ave and a very slight increase on Deering Ave.

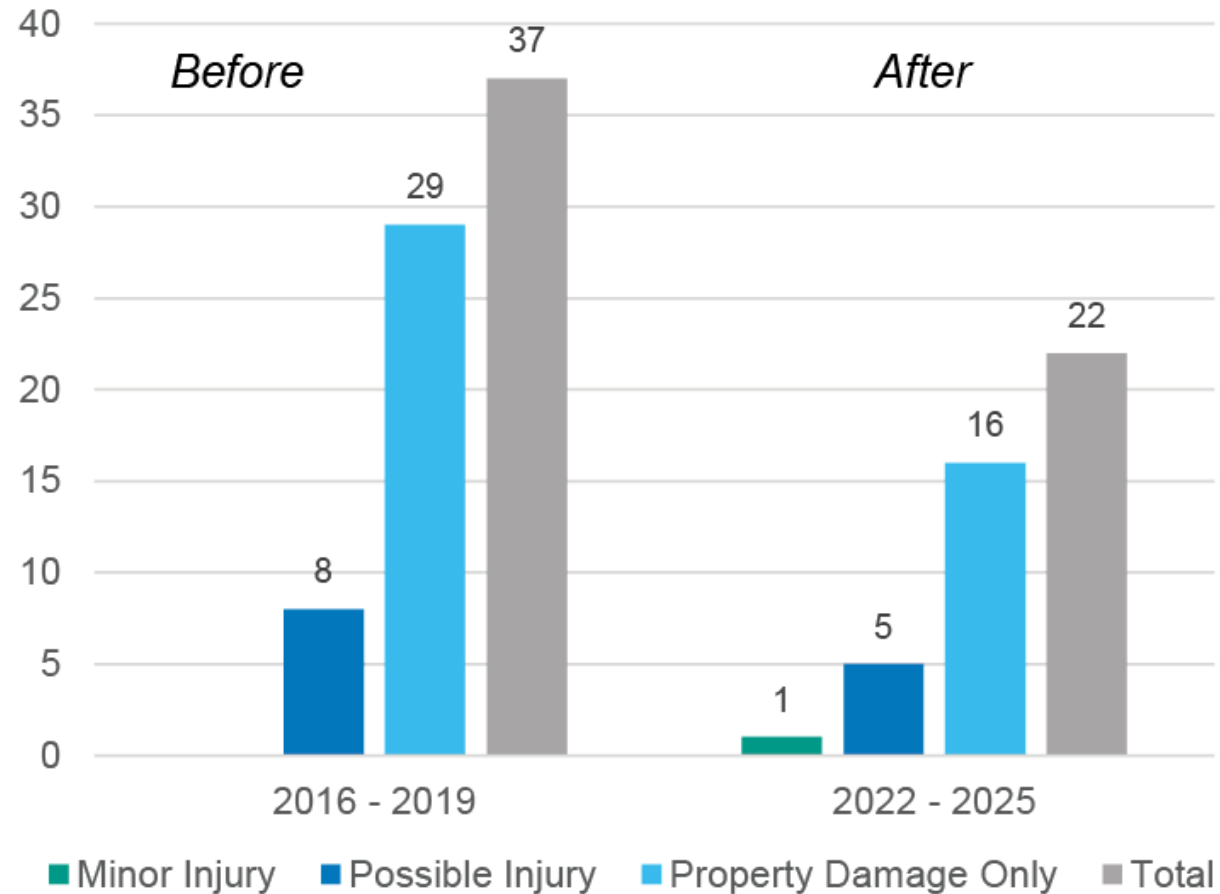


Median speeds at the intersection declined from almost 20mph to less than 15mph. Median approach speeds decreased slightly as well.

Change in Crashes



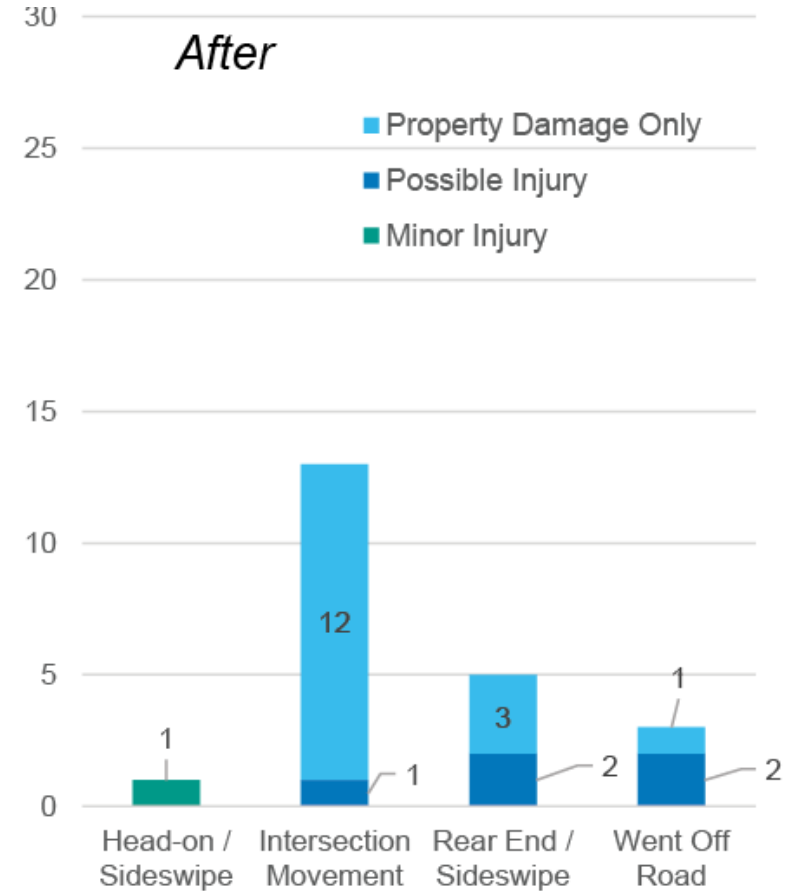
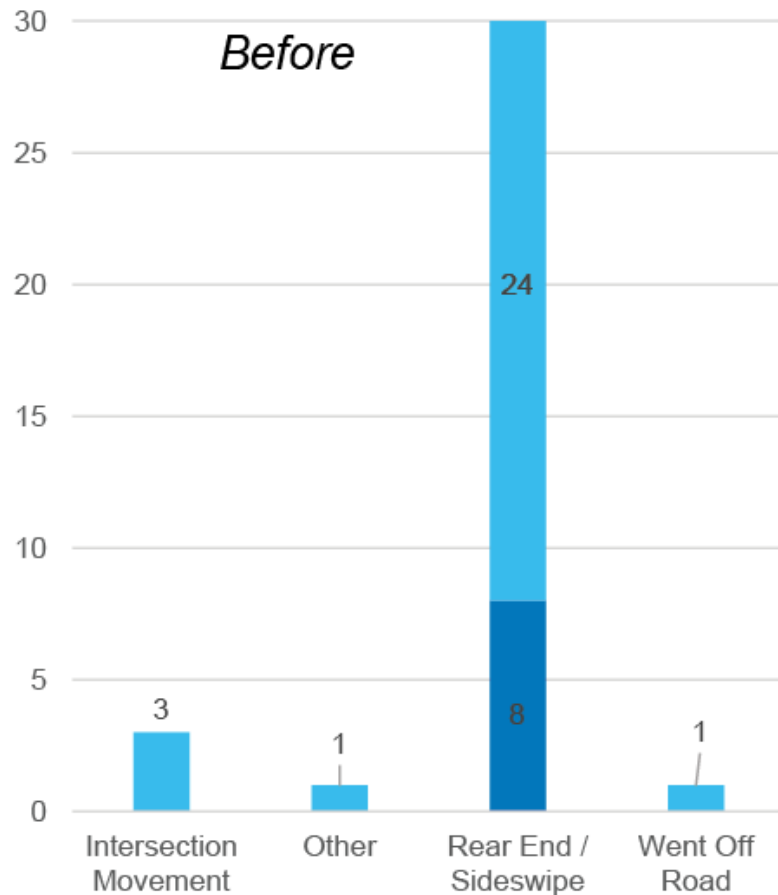
We analyzed:
Before: 2016 through 2019
After: 2022 through 2025



Change in Crash Types



We analyzed:
Before: 2016 through 2019
After: 2022 through 2025



Speed Changes

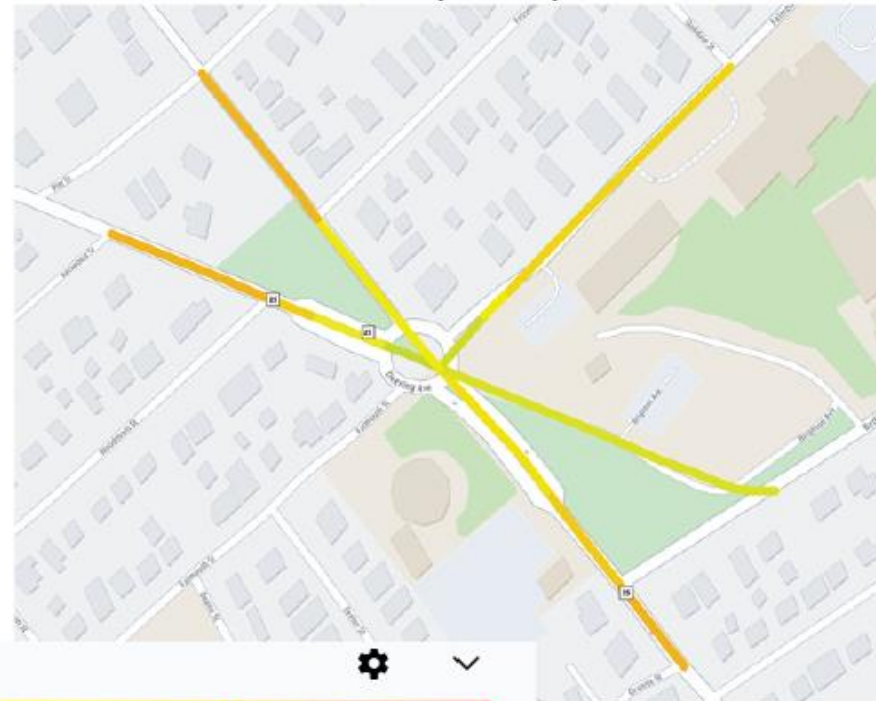


We analyzed:
Before: 2016 through 2019
After: 2022 through 2025

Before (2019)



After (2025)



Color scale - Median speed



Median speeds were derived from TomTom data for calendar years 2019 and 2025.

Portland – Marginal Way



Portland – Marginal Way



Portland – Marginal Way



Portland – Marginal Way



Portland – Marginal Way



Portland – Marginal Way



Benefits



We analyzed:
Before: 2016 through 2018
After: 2022 through 2024



Total crashes declined by almost 50%.



Pedestrian crashes declined while bicycle crashes increased, perhaps in part because of more bicycle traffic resulting from the addition of bike lanes.



Traffic volumes along the corridor declined slightly between 2016 and 2025.

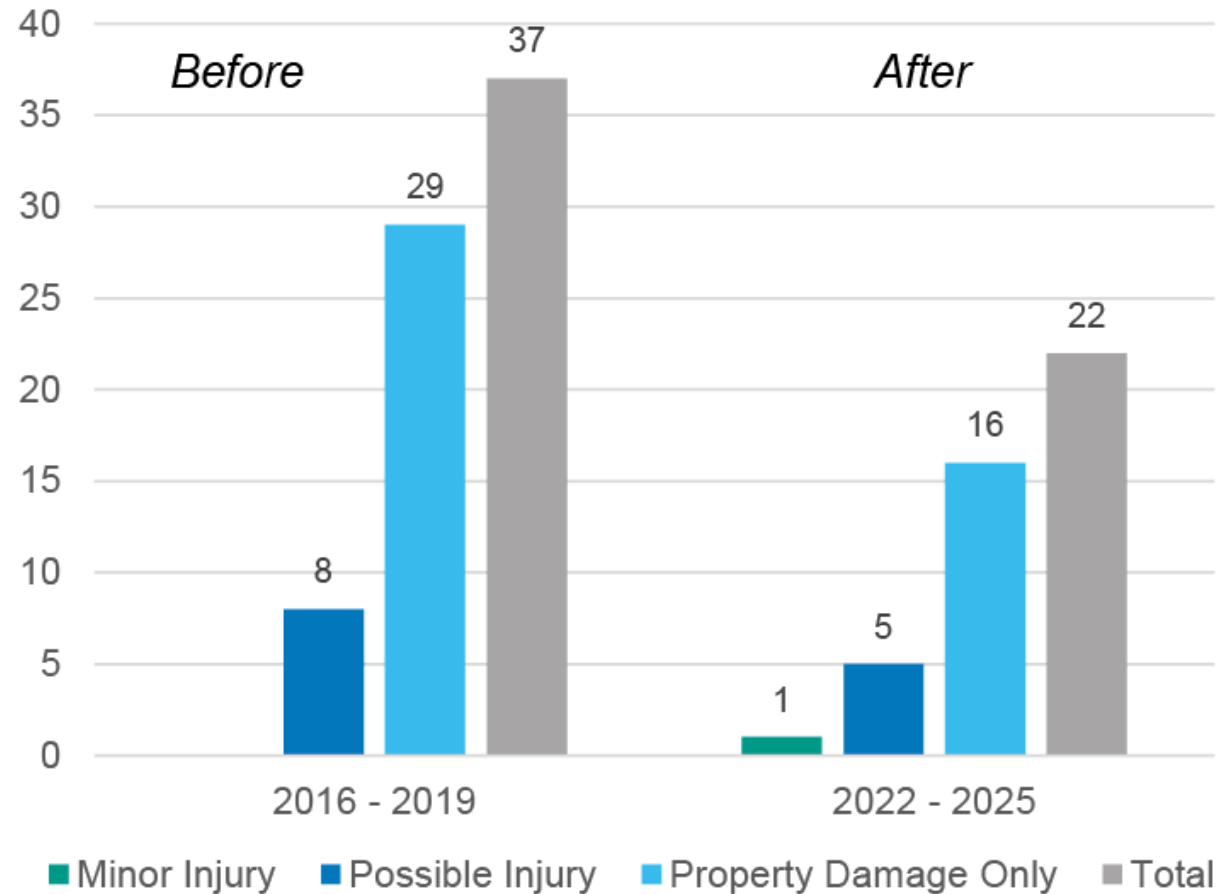


Median speeds declined slightly on the southern (Forest Ave) end of the corridor, from about 22mph to about 16mph.

Change in Crashes



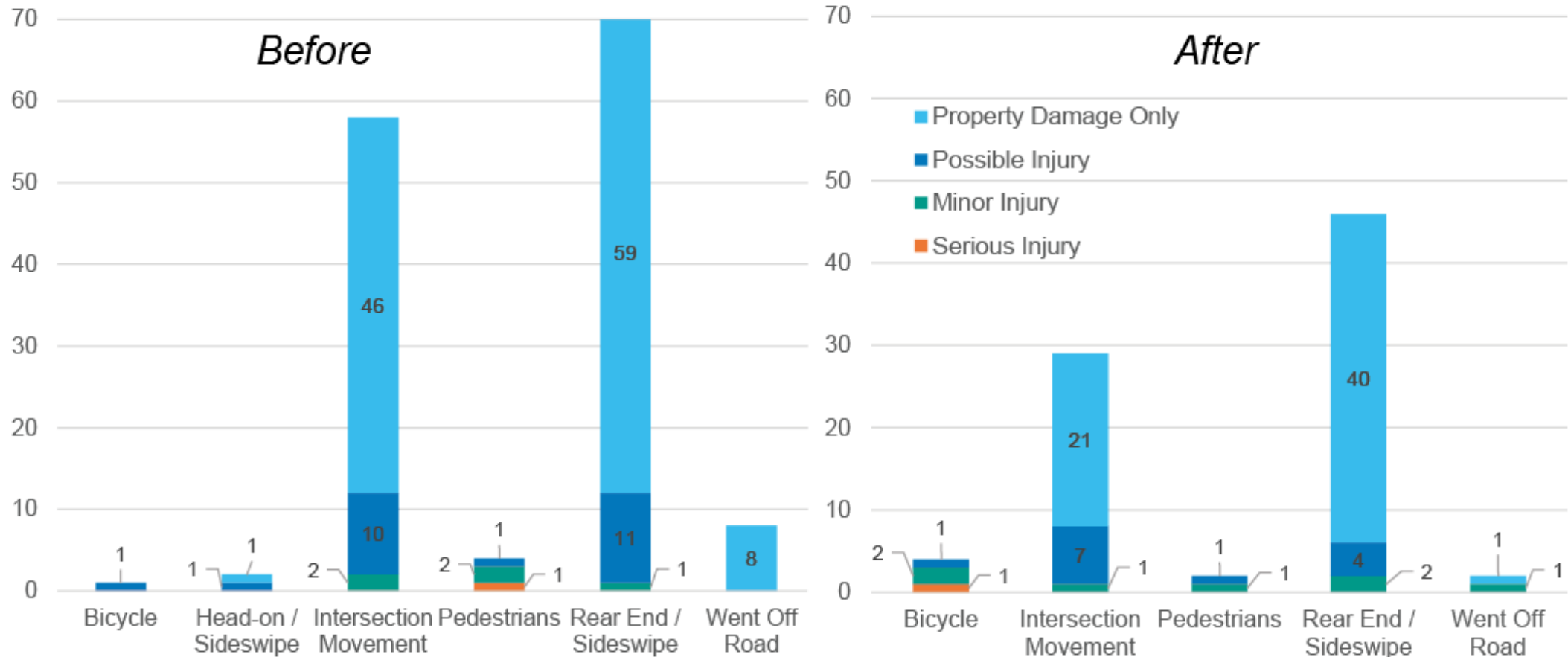
We analyzed:
Before: 2016 through 2018
After: 2022 through 2024



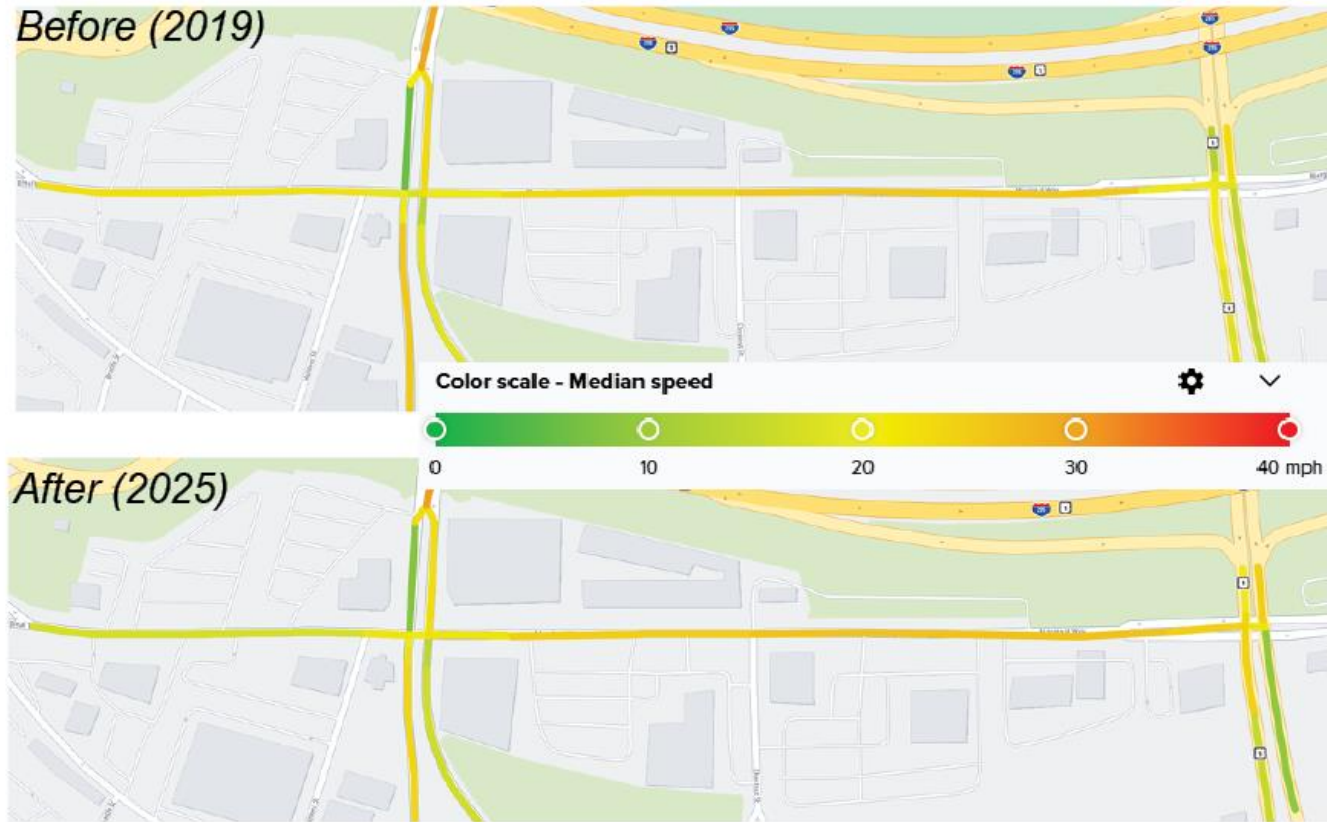
Change in Crash Types



We analyzed:
 Before: 2016 through 2018
 After: 2022 through 2024



Speed Changes



Median speeds were derived from TomTom data for calendar years 2019 and 2025.

Portland – Washington Avenue



Portland – Washington Avenue



Portland – Washington Avenue



Portland – Washington Avenue



Portland – Washington Avenue



Portland – Washington Avenue



Benefits



We analyzed:
Before: 2014 through 2017
After: 2022 through 2025



Total crashes remained about the same.



Injury crashes were significantly reduced, decreasing by over 60% from 11 to 4.



Traffic volume data is relatively limited for this corridor, but it appears to have decreased slightly overall despite rising post-Covid.

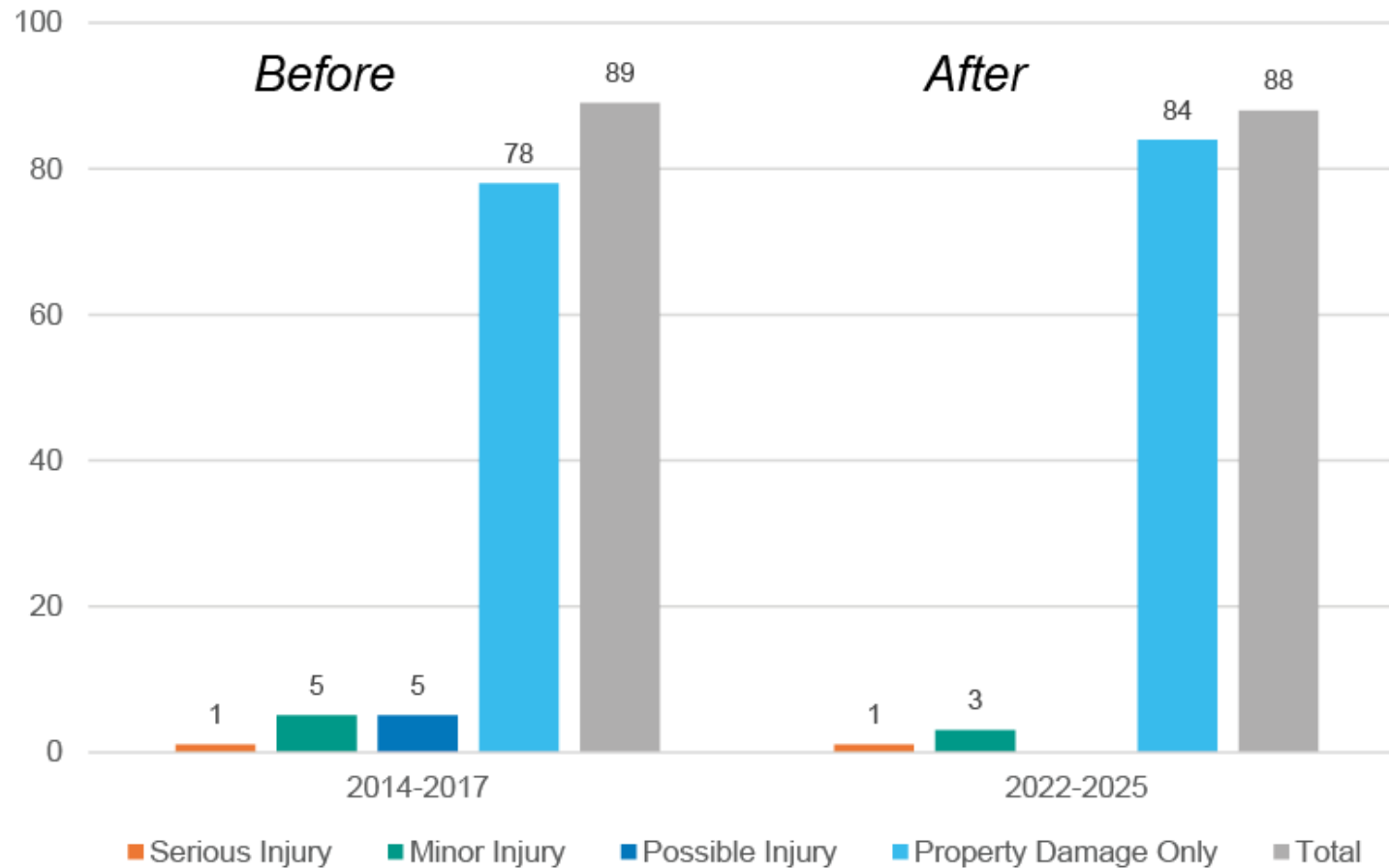


Median speeds just west of Fox Street decreased by about 10mph, suggesting a traffic calming effect.

Change in Crashes



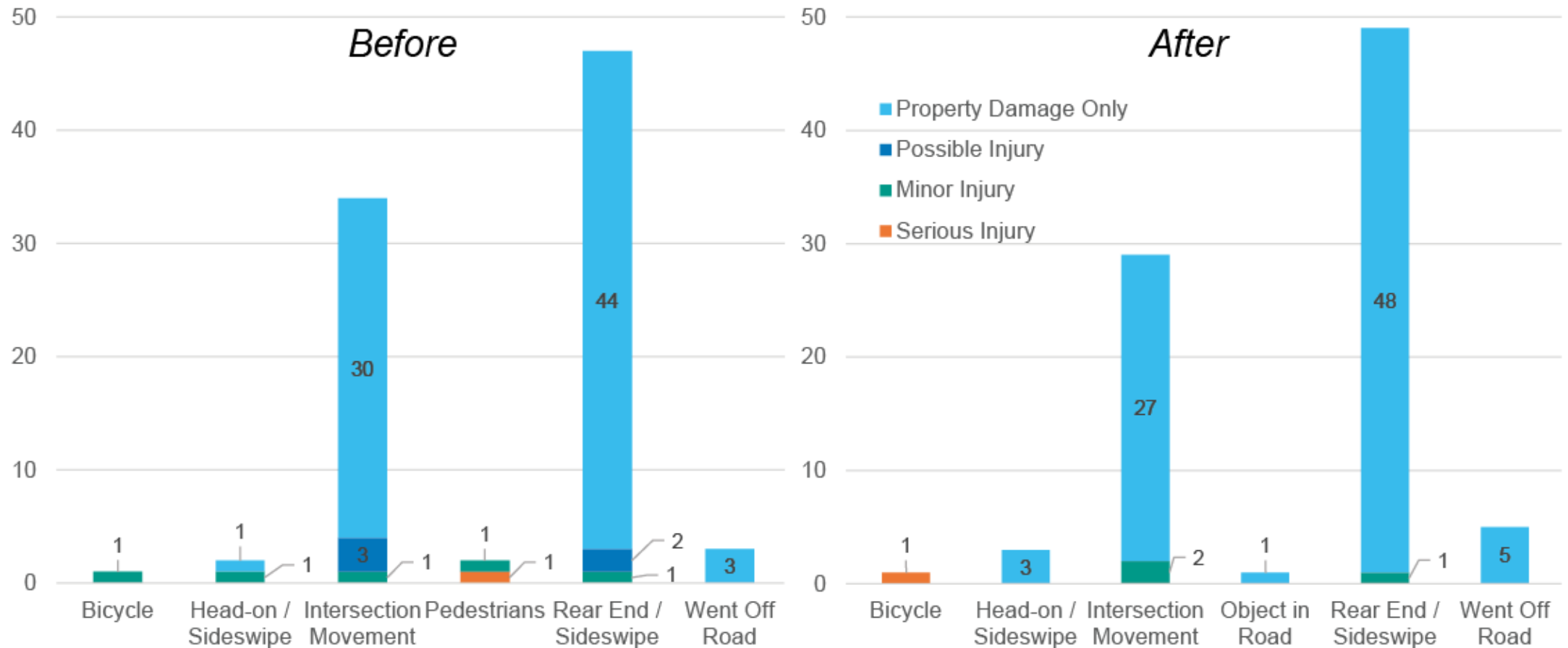
We analyzed:
Before: 2014 through 2017
After: 2022 through 2025



Change in Crash Types



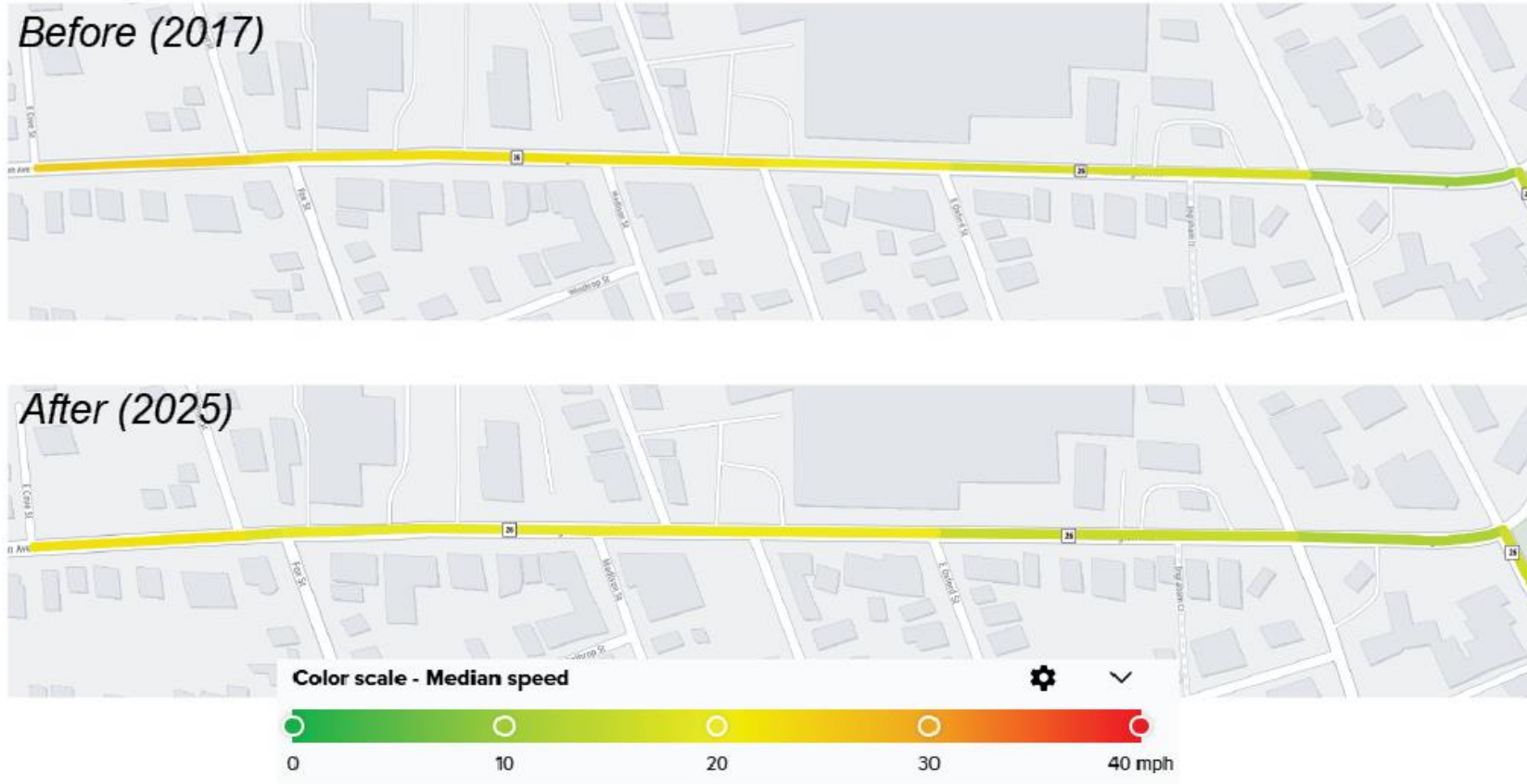
We analyzed:
 Before: 2014 through 2017
 After: 2022 through 2025



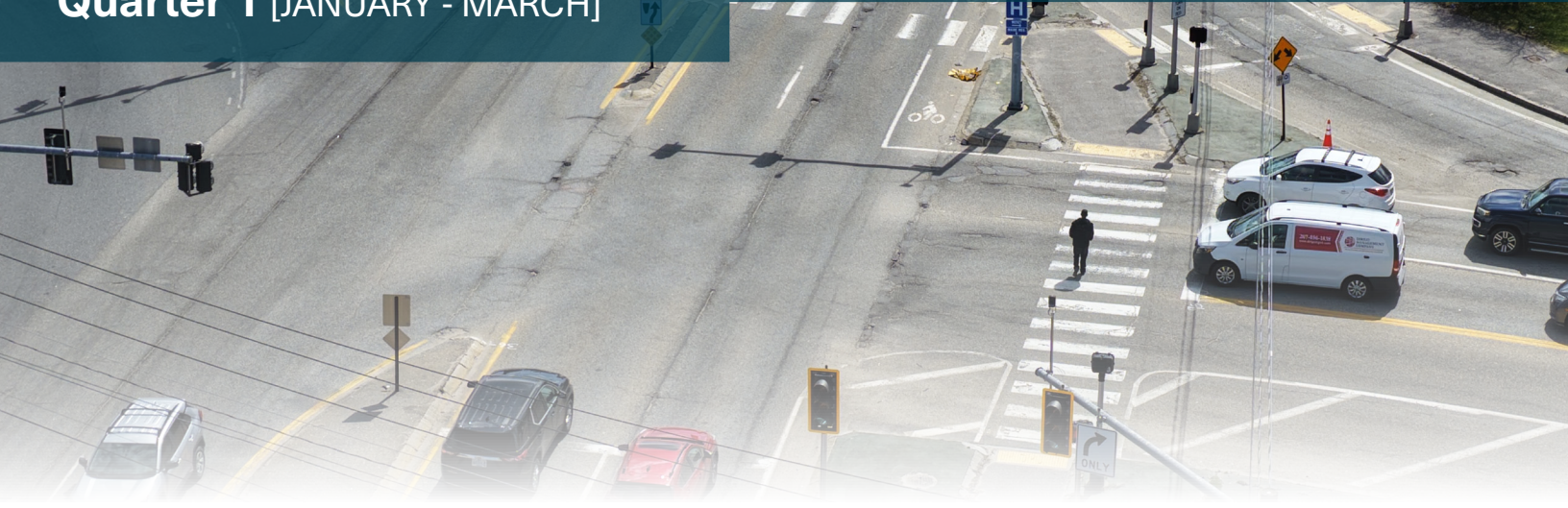
Speed Changes



We analyzed:
Before: 2014 through 2017
After: 2022 through 2025

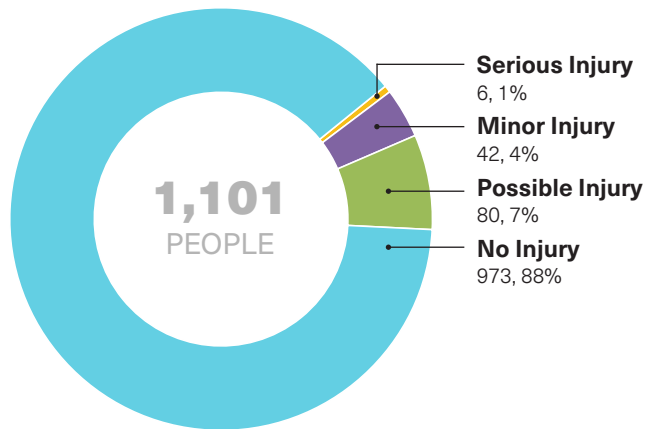


Median speeds were derived from TomTom data for calendar years 2017 and 2025.



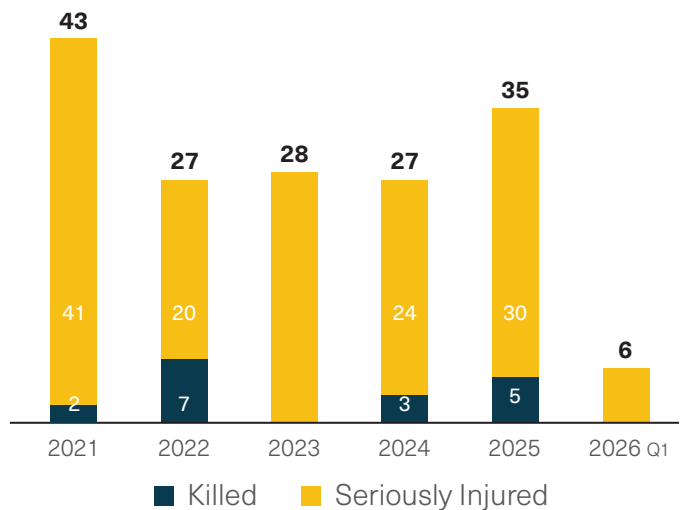
PEOPLE INVOLVED IN CRASHES BY INJURY [2026 Q1]

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

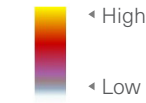
- Fatal (*none so far in 2026*)
- Serious Injury

By Mode

-  Cyclist
-  Pedestrian
-  Vehicle

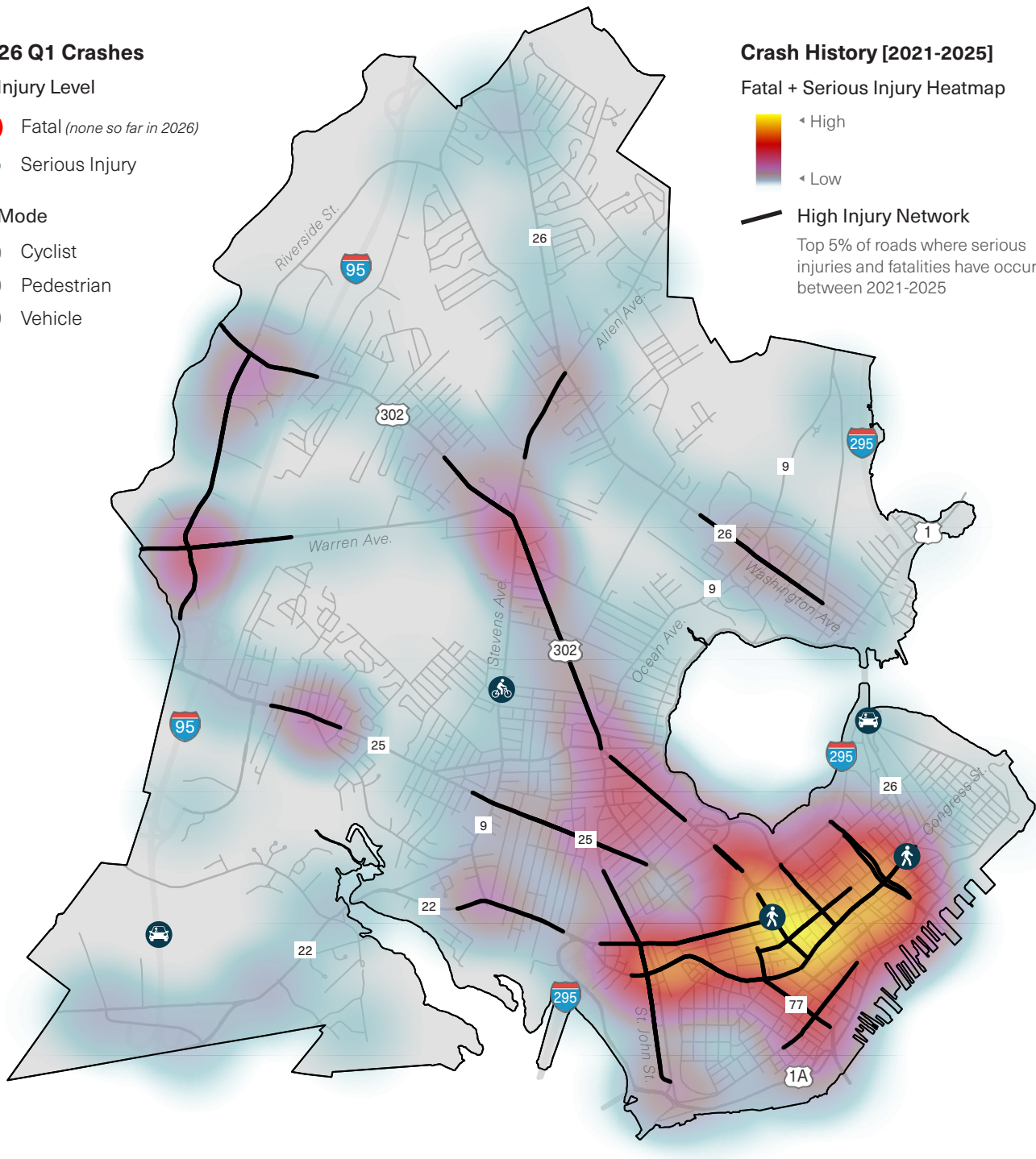
Crash History [2021-2025]

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

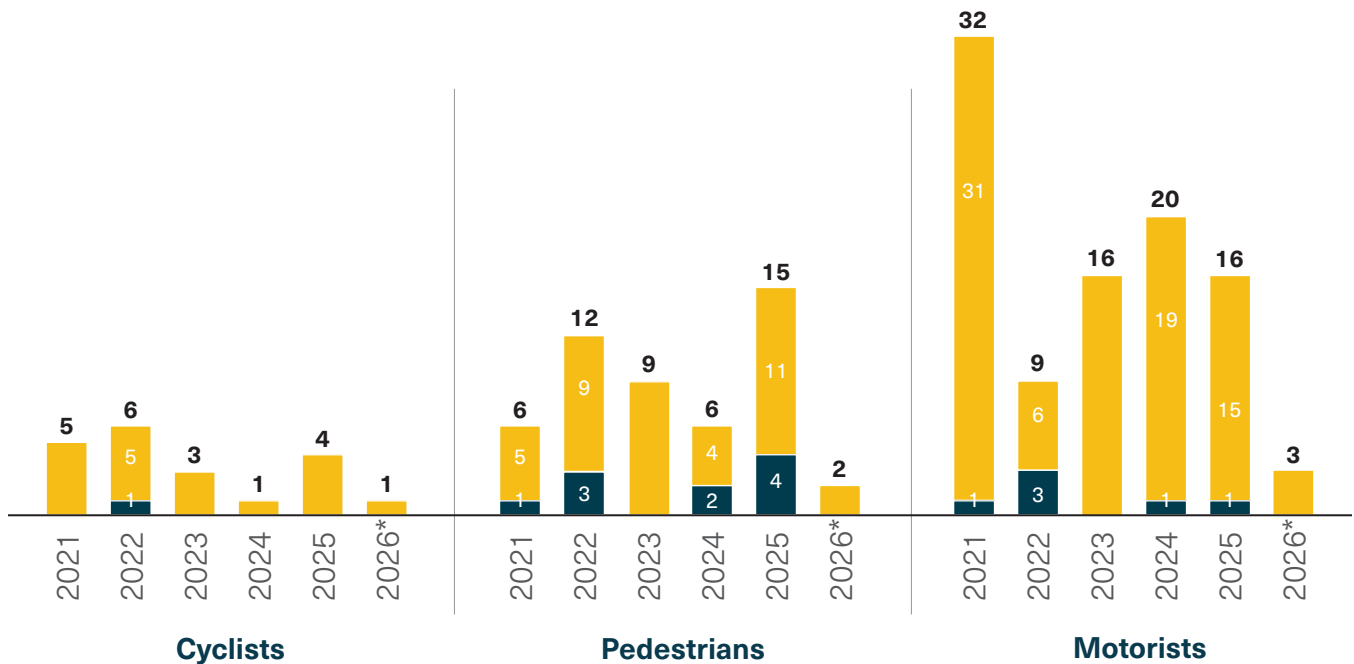
2026 Q1 serious injury crashes in Portland sorted by date / Source: MaineDOT

*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).



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.

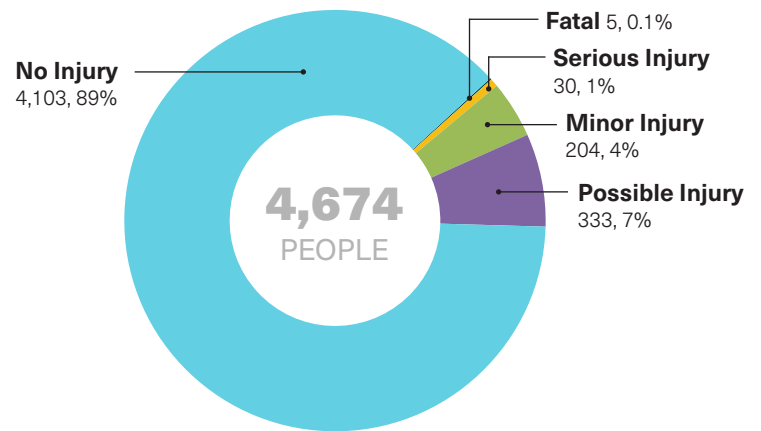
All Crashes

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.

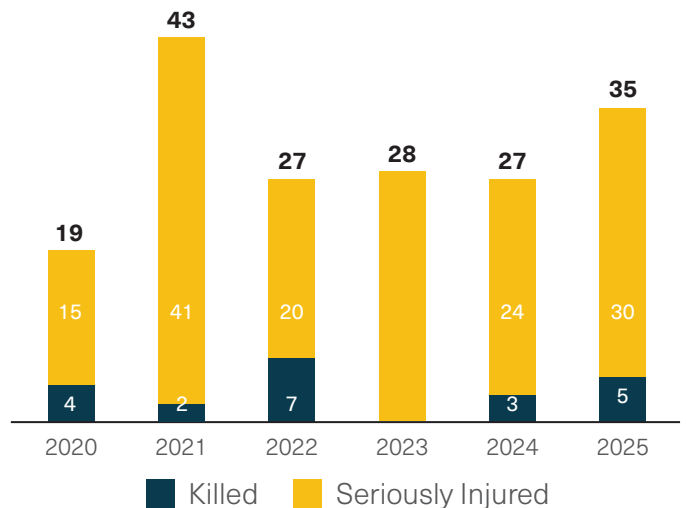
Fatal & Serious Injury Crashes

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



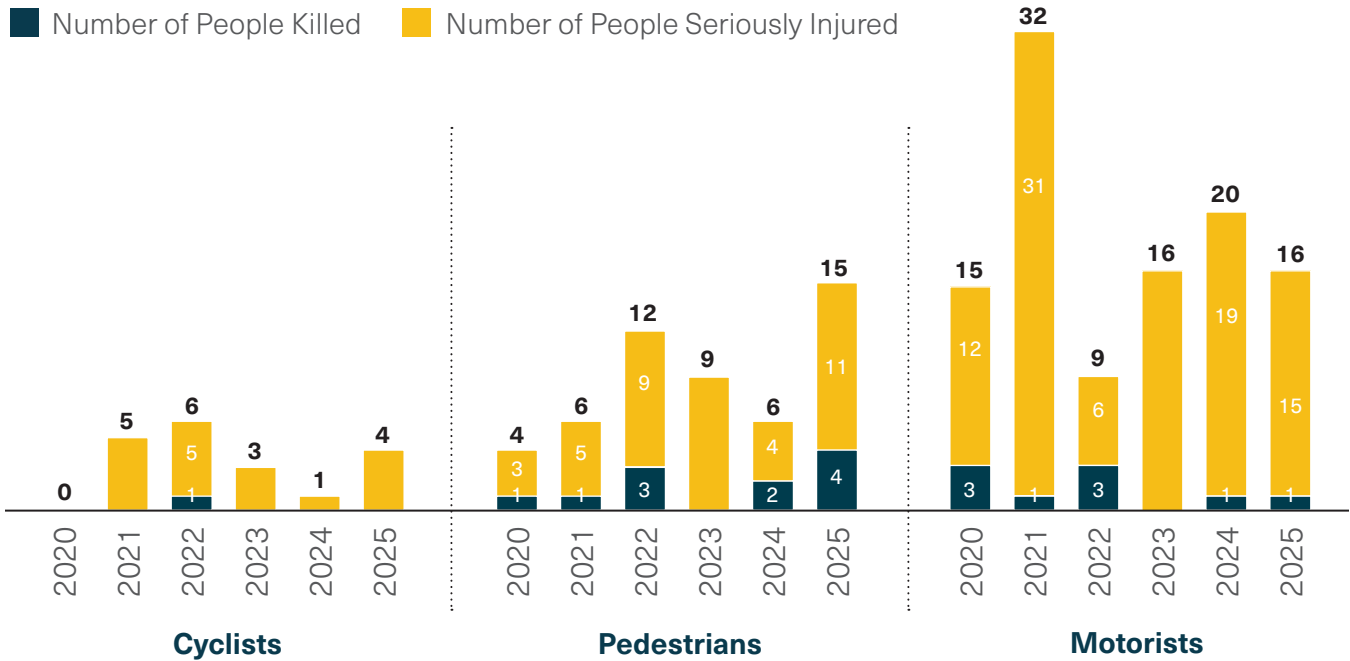
..... PEOPLE SERIOUSLY INJURED OR KILLED



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

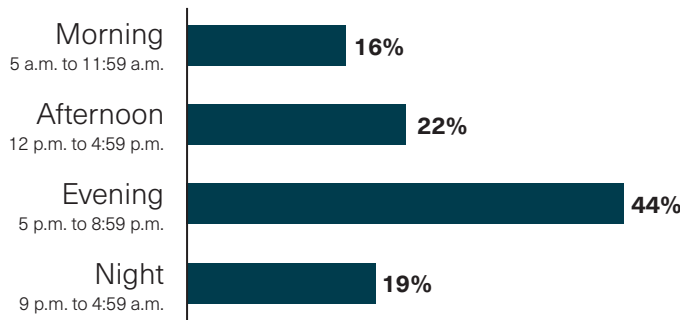
30

TOTAL CRASHES

2,318

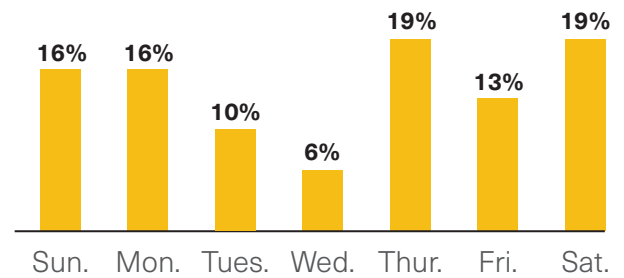
Takeaway: In 2025, 32 severe crashes resulted in five deaths and 30 serious injuries, out of 2,318 total crashes reported by Portland Police ranging from no injuries to fatal.

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



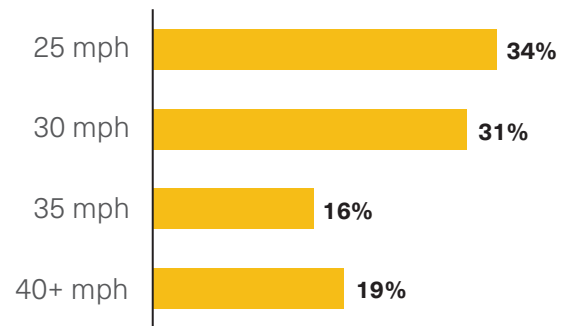
Takeaway: With only 32 serious injury and fatal crashes, no clear day-of-week trend emerges. Crashes are generally distributed across the days of the week.

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

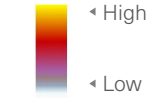
- Fatal
- Serious Injury

By Mode

- Cyclist
- Pedestrian
- Vehicle

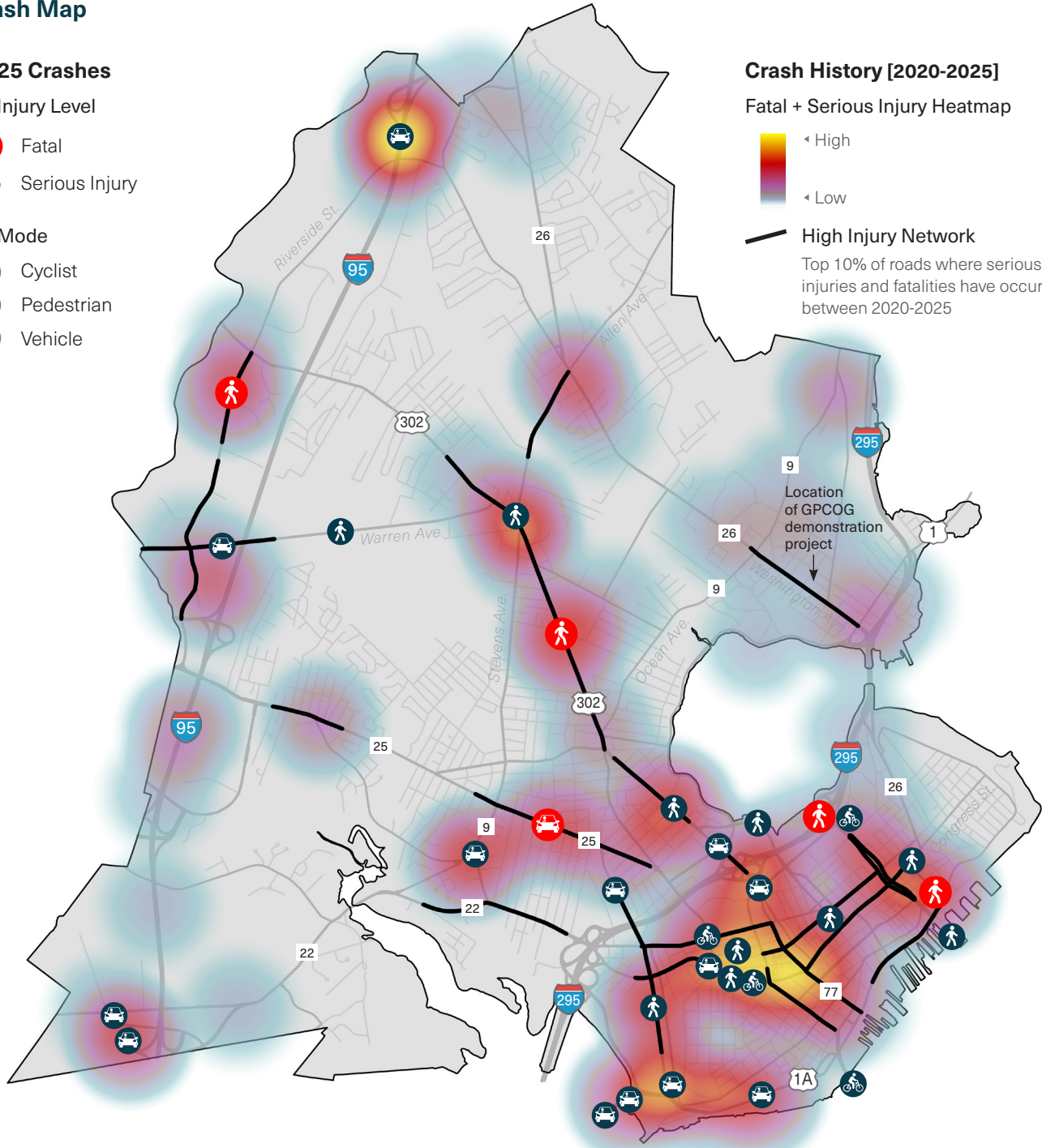
Crash History [2020-2025]

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

Vision Zero - Quick Action Plan

July 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	7/2026 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	REVISED - Update the Street Design Technical Manual and include a Street Design Guide	In progress - Aiming to secure Planning Board approval in late 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 (SS4A) grant 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 \$24M US DOT SS4A grant application for to fund design/construction of the Libbytown Safety Project.</p>

City of Portland
Vision Zero - Quick Action Plan
 July 2026 Progress Report



Objective 2: Safer Roads

#	Action	7/2026 Progress Report
SR-1	Advance approved transportation CIP projects in alignment with Vision Zero goals.	A project list will be provided to the ST Committee at the July 8 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 2026 Progress Report



#	Action	7/2026 Progress Report
SR-6	Review the City's program for implementing community sponsored Transportation Demonstration Projects	<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	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>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	Review and consider changes to the City's Traffic Calming Ordinance.	<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>
SR-9	NEW OBJECTIVE - Accelerate ongoing phase-in of traffic/pedestrian signal systems improvements.	<p>DPW continues to integrate traffic signal system updates and pedestrian safety improvements including Lead Pedestrian Intervals, Exclusive Pedestrian Phasing, Flashing Yellow Arrows, and Retroreflective Borders. DPW's consultant will outline costs and phasing plans that can form the basis of proposed FY28 CIP projects.</p>

City of Portland

Vision Zero - Quick Action Plan

July 2026 Progress Report



Objective 3: Safer Speeds

#	Action	7/2026 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 have prepared a preliminary assessment of this technology for the July ST Committee and will be requesting direction on next steps.</p>
SS-4	REVISED - In coordination with MDOT, develop a prioritized program of speed studies for streets under state jurisdiction. Determine City’s authority and process for setting speeds on local streets under municipal jurisdiction.	<p>The City is developing speed study requests for state roads and has requested meetings with MDOT to clarify the process. Also, DPW and Corporation Counsel are investigating the City’s authority and state compliant process for setting speeds on local streets.</p>

City of Portland

Vision Zero - Quick Action Plan

July 2026 Progress Report



Objective 4: Safer People (SS)

#	Action	7/2026 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 kicked 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 year.</p>

Objective 5: Post-Crash Care (PC)

#	Action	7/2026 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.

City of Portland
Vision Zero Action Plan
ISSUE BRIEF



Objective 2 - Safer Roads

SR-9: Accelerating Phase-in of Traffic/Pedestrian Signal System Improvements

July 2026

As Portland advances its commitment to eliminating traffic fatalities under its Vision Zero framework, improving intersection safety is critical. Based on data from the Maine Department of Transportation, 53% of Portland's serious injuries and fatalities in 2025 occurred at 3, 4 and 5 leg intersections, and 63% occurred during the evening or at night. The key areas where the City can improve intersection safety include signal systems, infrastructure and road design, speed limits, lighting, and added enforcement tools.

This Issue Brief focuses on Portland's Department of Public Works efforts to update, in coordination with MaineDOT where needed, traffic signals to have the following features and/or modifications that have demonstrated a proven safety benefit:

- **Lead Pedestrian Intervals (LPI's):** This feature gives pedestrians a head start of a few seconds (five seconds is most common in Portland) to begin crossing the street before the parallel vehicle traffic gets a green light, making walkers much more visible to turning drivers.

Integrating LPI's typically consists of reprogramming traffic signals so is generally the lowest cost, highest impact item in locations where traffic control equipment is new enough to support this feature. LPI's were recently added to the intersections of Franklin Street with Congress Street and Cumberland Avenue. **Out of a total 126 signalized intersections citywide, this feature is present at 12 intersections or about 10%.**

As part of an active consultant contract, DPW will add the LPI feature at up to 12 locations along the Washington Avenue and Congress Street corridors, in connection with active corridor retiming work. **These additions will increase the percentage of signalized intersections to 19%.**

- **Exclusive Pedestrian Phases:** This stops all vehicle traffic from every direction simultaneously, allowing pedestrians to cross the intersection on all crosswalks at the same time. This feature is present in about six intersections.
- **Flashing Yellow Arrow Operation:** This operation tells drivers they are allowed to make a turn, but they must first yield to any oncoming traffic and pedestrians before proceeding with caution; it has proven to be more effective and safer than the "turn on green ball" method that preceded it. This feature is present in about ten intersections.

- **Retroreflective Borders:** These consist of fluorescent yellow strips around the edge of the traffic signal frame, making the entire signal head significantly easier for drivers to see at night or during severe weather. The feature is present at about half of the City's traffic signals, or just over 50 locations.

All of these features are being considered, where appropriate, on a current round of design work that will overhaul or replace equipment at the following locations in 2027:

- Park Avenue at Mellen Street
- Park Avenue at Deering Avenue
- St. John Street at Brighton Avenue
- Stevens Avenue at Capisic Street
- Forest Avenue at Riverside Street

In addition, DPW staff are working with a design consultant to develop plans, specifications, and cost estimates to install these features at intersections citywide (where feasible). **Once complete, this information can form the basis of potential projects included in the FY 2028 Capital Improvement Plan (CIP)** or spread across several future fiscal years to accommodate broader fiscal constraints.

It should be noted that other considerations for more significant signal work can include blackout signage that informs vehicles to yield to pedestrians and/or not turn on red are also being investigated, but these can result in a higher capital cost and cannot always be added to older traffic signal locations. As such, it is typically completed in association with more significant signal updates, as opposed to a citywide deployment. Lastly, in some cases where a signal is not needed, it is removed.

City of Portland
Vision Zero Action Plan
ISSUE BRIEF



Objective 3 - Safer Speeds

SS-3: Conduct a Policy Analysis on Red Light Cameras

July 2026

The Portland Police Department (PD) began increasing traffic enforcement operations in 2025 and is continuing to prioritize enforcement in relation to limited staff capacity and other public safety priorities. Specifically, PD conducted 3,636 motor vehicle stops in 2025, a 17% increase from 2024, and issued 1,180 citations, representing a 103% increase over 2024. Even with this surge, enforcement actions are well below the pre-2020 five year annual average of 8,630 stops and 3,639 citations issued.

The reduction in traffic enforcement is the direct result of the challenges facing police departments nationwide with staff recruiting and retention and the need to prioritize other public safety concerns. Despite an overall 13-15% vacancy rate in early 2026, PD is working on measures to continue increasing traffic enforcement as permitted by staffing levels and call volume.

Technology may be an option to supplement limited staff capacity. Red Light Cameras (RLCs) are automated, event-driven enforcement systems that utilize sensors and high-definition imagery to capture vehicles illegally entering an intersection during a red phase.

Based, in part, on information included in the Federal Highway Administration's *Red Light Camera Systems Operational Guidelines* (2005), the following points generally describe most RLCs function:

- Red-light camera systems are event-driven automated enforcement tools that combine camera equipment, vehicle-detection technology, communications infrastructure, and the intersection's traffic signal operation to document vehicles that enter an intersection against a red signal indication.
- Depending on the system design, vehicle detection may rely on inductive loops, video-based detection, radar, piezoelements, or similar technologies.
- The equipment is configured to capture photographic and/or video evidence showing the vehicle before it enters the intersection on red and after it proceeds through the intersection, including a view of the license plate where possible.
- For digital systems, violation data may be transmitted to a processing location, where secure procedures, written protocols, quality-control reviews, and chain-of-custody safeguards are used to preserve the integrity of the evidence.

- Before a citation (or warning) is issued, recorded violation data should be reviewed to confirm that the evidence supports a properly documented violation.
- Final citation authorization should be made by a qualified law enforcement officer under applicable state and local law.

It is important to distinguish “event-driven traffic enforcement” from “passive surveillance” or continuous Automated License-Plate-Recognition surveillance. ALPR systems, such as Flock Safety, are designed to capture and organize searchable vehicle data from vehicles passing within the camera’s field of view, including license-plate information and vehicle characteristics such as make, model, color, timestamp, and distinguishing features. As a result, these systems can create a rolling, searchable database of vehicle-location information, including records associated with vehicles whose drivers have not committed any traffic violation.

Red-light cameras operate differently. They are designed as targeted, event-driven enforcement tools connected to a specific signalized intersection, with vehicle-detection equipment configured to document vehicles that enter the intersection after the signal has turned red. While the system necessarily monitors signal status and vehicle movement near the stop line, it is not intended to create a general-purpose, searchable record of all passing vehicles. Instead, photographic or video evidence is captured and retained for review only when the system detects a potential red-light violation, with non-violations screened out through established review procedures before any citation is issued. This makes RLCs a narrower, single-purpose public safety tool in contrast to general ALPR networks, although implementation details, retention rules, audit controls, and local & state legal requirements remain important privacy safeguards.

National data indicate the following effects associated with RLC use.

- **40% to 50% Reduction in Violations:** Implementation typically results in a near-halving of red-light running violations, establishing an immediate behavioral shift at the intersection (*Retting, Ferguson, & Hakkert, 2003*).
- **24% Reduction in Fatalities:** RLC programs yield a 24% reduction in fatal red-light running crashes citywide. Conversely, when cities eliminate these camera programs, fatal crash rates surge by 30% (*Hu, McCartt, & Teoh, 2011; Hu, n.d.*).
- **25% to 30% Reduction in Injury Crashes:** Automated enforcement significantly reduces overall intersection injury crashes, protecting drivers from severe medical outcomes (*McCartt, n.d.*).
- **29% Reduction in T-Bone Collisions:** Within the injury crash data, RLCs specifically reduce highly dangerous right-angle (T-bone) injury crashes by approximately 29%, trading high-impact lateral collisions for minor property damage (*Retting, Ferguson, & Hakkert, 2003*).
- **The Spillover Benefit:** Improved driver compliance and behavioral modification are not isolated to the cameras themselves; spatial analysis shows a positive safety ripple effect and improved compliance at nearby, non-camera-equipped intersections along the same corridors (*Ahmed & Abdel-Aty, 2015*).

Trade-offs & Open Issues

The following points identify some of the trade-offs and open issues associated with pursuing this technology.

- **Potential Increase in Rear-end Collisions:** The high-severity gains noted above must be balanced against a correlated 15% to 30% increase in minor rear-end collisions, which can be mitigated by adjusting signal clearance intervals (Federal Highway Administration [FHWA], 2005).
- **State of Maine Law:** Maine state law (Title 29-A, Section 2117) currently **prohibits** municipalities from using automated camera systems to enforce traffic violations except for at Maine Turnpike Authority toll booths, and cameras mounted on school buses to document vehicles passing a stopped bus with red lights flashing. Should the Sustainability and Transportation Committee and City Council concur this technology should be pursued, then the City would need to work with municipal partners (including the Maine Municipal Association) to advocate for state-level enabling legislation or a localized and narrowly tailored municipal RLC pilot program.
- **City of Portland Context:** The research examined by staff reflects studies conducted at the national level and across larger cities. Should staff receive direction to continue investigating this technology, staff will gather information on which intersections, if any, may be most appropriate for this technology.
- **Surveillance Concerns:** There are legitimate public concerns and ongoing debate on the use of any automated camera technology for law enforcement purposes. As a result, any consideration on the use of this technology should be accompanied by transparent public review, development of policies and procedures that prevent misuse, protect civil liberties, and ensure public accountability.
- **Administrative Implementation:** The scope of administrative implementation in terms of staff time, new personnel, equipment, supporting policies, and operational systems are not yet known. This information can be gathered depending on the Sustainability and Transportation Committee's direction on this issue.
- **Capital and Operating Costs:** The scope of capital and operating costs for a pilot project, or larger deployment, are not yet known. This information can be gathered depending on the Sustainability and Transportation Committee's direction on this issue.

Next Steps

RLCs are a tool that can reduce the number and severity of crashes at intersections. However, there are several trade-offs to consider as well as legal constraints and implementation questions to address. Staff is seeking the Sustainability and Transportation Committee's guidance on whether to continue investigating this particular traffic and pedestrian safety tool.

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