

CITY OF PORTLAND, MAINE
Standing Committee on Sustainability and Transportation
Councilor Belinda Ray (D1), Chair
Councilor Spencer Thibodeau (D2)
Councilor Andrew Zarro (D4)

Agenda
September 15, 2021
5:30 PM

Remote meeting via Zoom. Click the link to join:
<https://us02web.zoom.us/j/83575448551?pwd=VTZRZng3SXh3UUt5YmJ2eVBXK0pWQT09>

1. Review and approve minutes from July 21, 2021
 - a. Minutes
Presenter, Councilor Ray
5 Minutes
No public comment
2. Sustainability Program Updates
September Updates
 - a. September Sustainability Updates
Presenter, Troy Moon
20 minutes
No public comment
3. Presentation and Discussion
 - a. Presentation Regarding Opportunity to Demonstrate Voluntary Tolling
Presenters: Troy Moon, Griffin Schultz (CEO of Rapidflow)
30 minutes
No public comment
 - i. Staff Memo
 - b. Libbytown Safety and Accessibility Project
Presenters: Christine Grimando, Nell Donaldson, Bruce Hyman
Public comment will be taken
45 minutes
4. Discuss Agenda Items for Upcoming Meetings
 - a. The Committee will discuss the meeting schedule for the remainder of the year and identify action priorities.
15 minutes

Work plan items remaining:

- Plans for bike lanes
- Tree protection and canopy enhancement
- Bayside Traffic Plan
- Building energy labeling
- Sidewalk material policy
- Bayside Parking Plan

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Draft Minutes July 21, 2021

Members Present: Councilor Ray, Councilor Thibodeau, Councilor Zarro

Staff Present: Troy Moon, Peyton Siler-Jones, Jon Jennings, Dena Libner, Alex Marshall, Casey Zorn

Guests: Carolyn Goldthwait, Emmeline Luck

Meeting called to order at 5:35 PM.

June Minutes

Councilor Zarro motions to approve the June meeting minutes. Councilor Ray seconds the motion. May minutes passed unanimously, 2-0 (Councilor Thibodeau was not present at the time of the vote).

Sustainability Update

Presented by Troy Moon

The City has officially adopted the IECC 2021 building energy code. Portland's recycling rate is at almost 35.7%, which is the second highest recycling rate of all ecomaine communities. Tonnage of trash has gone down 60% since 1999. City Council has passed the EV charging fee. In June, the City had 265 charging sessions with a cost that has increased from 100\$/month to 450\$. So it will be important to get fee in place so that the City can at least break even on the current costs they are paying. They are working to get the charge implemented. The RFP for charging network closes next month and Troy will have an update for the September Sustainability and Transportation Committee meeting.

Many relevant bills passed in the legislature this season. The data access bill that requires PCU to do a RFI was signed by governor. The clean energy accelerator was signed by the governor. A new version of LD 1682, which requires the PUC to consider greenhouse gas emissions, was signed by governor. LD 57, which is a fee on waste landfilled in Maine, was signed by governor. Maine is also officially the first state in country to pass an Extended Producer Responsibility (EPR) for packaging bill, LD 1541.

The One Climate Future team also hosted a forum on heat pumps earlier in the month as their Coffee and Climate discussion, which went very well.

Committee Comment on Sustainability Update

Councilor Zarro wonders if the recycling rate encompasses wish-cyclers or if it is solely good recycling practices. *It is likely mostly good recycling, tagging by ecomaine interns has shown red tagging (which denotes high contamination levels) has gone down. The City receives reports*

from ecomaine every month about current levels of contamination. Wonders for LD 1541 how the DEP is going to engage municipalities and how the bill will be enforced. It will be a substantive rule process with opportunities for municipality input and participation. The DEP has good track record with product stewardship bills. Ultimately, all different companies must pay a fair share and it likely becomes self-policing because of this.

Councilor Ray wonders if the Coffee and Climates get recorded. *It currently does not.* Councilor Ray also notes that for LD 1682, there is the potential to do something to this effect in Portland and this should be added as a potential work item.

Solarize/Electrify Program and Green CIP

Presented by Jon Jennings and Staff

The concept is to expand solar adoption and other electrification in residential homes by creating incentives for homeowners. Will put out an RFP to find a partner to roll this out. Other cities and towns have created similar initiatives.

On the topic of a Green Capital Improvement Plan (CIP), South Portland has a green CIP. Will see whether City of Portland could make investment in the future toward growing a green CIP (currently at no cost to City in preliminary idea that involves 1% of CIP being allocated to green capital improvements).

Committee Comment on Solarize/Electrify Program

Councilor Thibodeau wonders about synergies between Sustainability Fund and a Green CIP. *Green CIP is the same as sustainability fund. Look at 1% that is solely dedicated to sustainability infrastructure projects. This is akin to solar array or putting solar on more municipal buildings.* Councilor Thibodeau voices support of both Solarize and Green CIP.

Councilor Ray wants to confirm that the current CIP is \$12M. *Yes, but this will change in just a few years. Anticipating that the City will be making greater investments in the CIP by 2025.* Councilor Ray wonders if someone had calculated that it would take 1M a year for One Climate Future. *This calculation was determined by a resident not by staff.* Councilor Ray voices that 1% of \$12M is \$120,000 and this is a great start but not enough, but also some fleet electrification and other items are counted under other parts of the CIP. Councilor Ray voices supports for Solarize Green CIP, but also if funding is available would still like to create a separate sustainability fund. Wonders if there is potential to loop in GPCOG for solarize and regionalizing the project. *In Portland, trying to get program off the ground as fast as they can. Feel strongly that the City needs to move forward. Could potentially have conversation on regional approach while having City continue to make progress on their own.* There are various avenues in terms of impact fees that we can take a more expansive look at

Eastern Promenade Trash and Litter

Update by Alex Marshall

The Parks and Recreation Department is clear that there has been no discussion about kicking food trucks out from the Eastern Prom. They are trying to find solution to coexist in that space. Solid Waste, Parks and Rec, and rangers have been discussing the trash issue. They have

increased receptacles so that there are now 7 Big Bellies and 3 Recycling Bins on the Prom. They have also ordered 8 Historic Barrels. They swapped out some of the big bellies at Community Gardens with trash totes to move Big Bellies to the Prom. Rangers complete full rounds around Eastern Prom each day. Solid Waste is starting their day at the Prom and ending it there to collect twice (beginning of day and right after lunch rush). Since they have made these adjustments, they have seen much fewer complaints in See-Click-Fix reports. They are in talks on how to work with food trucks and will be meeting next week to discuss.

Committee Comment on the Eastern Promenade Trash and Litter

Councilor Thibodeau says this is a good and bad problem to have. Should keep eye on trash issue. Wonders how many food trucks is a good number to have. Thinks the City should consider how we use these spaces and how to keep them in good condition. Wonders if there is a way to partner with Friends of Eastern Prom or collect fees to help expand capacity to deal with the litter problem.

Councilor Zarro believes this is bigger than the food trucks and the trash is coming from more than just the food trucks alone. Wonders if it would be worthwhile to create an educational signage program like the mask campaign such as a Carry-In Carry-Out campaign. *There used to be a Carry-In Carry-Out policy (like the current policy at Fort Allen Park) but it was unclear if it was worthwhile.* Councilor Zarro also wonders about designated compostable containers. *The compostable packaging is not that compostable and so would cause issues.*

Councilor Ray would love a Carry-In Carry-Out policy. *Troy says Deering Oaks once had this policy but put trash cans back because people would just leave trash in the park. Might be contextual, but no easy answer.* Councilor Ray puts out ideas such as trash can size requirements or asking food trucks to do perimeter sweep before packing up. On visibility issues related to food trucks, wonders if we need to limit number of trucks or if they are better placed somewhere else like Cutter St since there have also been noise complaints. Have heard that there are some food trucks that have several trucks and vans in fleet that stay overnight and it's becoming a brick-and-mortar sort of business, so one food truck cannot monopolize and have a brick-and-mortar sort of business.

The Committee and relevant city departments will continue to monitor the issue and consider potential solutions.

The Casco Bay Trail Resolution

Presented by Councilor Ray

There is a network that the CBTA has proposed, a bike trail system that can become a great commuter systems and great asset to greater Portland. This proposed trail system deals with a section of rail, St Lawrence and Atlantic (which is no longer being studied as a rail option to Portland due to cost prohibitions). They are proposing in resolution that Maine DOT set up rail corridor advisory council to set up trail rail system. The trail would help connect commuters from Lewiston to the Eastern Prom.

The second ask of the proposal is requesting that to DOT enforce the 2018 amended discontinuance agreement, there is 1 freight operator that holds an easement on the corridor. The most recent amendment to contract that if the freight is not used by Nov 1, 2021, will abandon use of railroad and easement. This would make it simpler to create such a trail. Either enforce this discontinuance or have a public discussion on extending the amendment.

This has already been passed by Yarmouth and Freeport. Falmouth is currently discussing it.

Councilor Zarro wonders what the makeup of the Council would be. *LD 991 spells it out It's a 14-member advisory with a diverse array of positions and people.*

Public Comment on Casco Bay Trail Resolution

Maggy Wolf of the East End wonders if the trail dead ends at the crossing of 295 or if there has been any consideration of an option to get across 295 or avoid that section. *Councilor Ray says there has been discussion long term to make a better pedestrian biker connection of this section. Can also currently go through Payson Park and go around other side of Back Cove.*

Committee Discussion and Vote on Casco Bay Trail Resolution

Councilor Thibodeau motions to discuss the Casco Bay Trail Resolution. Councilor Zarro seconds the motion.

Councilor Thibodeau would like to flag this item for Tony Donovan regarding the specific pinch point of the 295 crossing. Supportive of trail until rail. Also groups supportive of trail and rail together some day. Supports resolution.

Councilor Zarro says using a space that is otherwise ignored. Other cities on board. Calls for diverse perspectives. Would also like to see it go to Council.

Councilor Ray also in favor and believes this would be a very meaningful connection to the East End.

The motion passes unanimously, (3-0), of all present.

Building Energy Labeling

Presented by Emmeline Luck of NEEP

Across the country, communities and states are implementing energy disclosure policies to increase efficiencies, reduce emissions, and increase affordability. Most of these policies include types of labels, trigger dates (such as date of sale), and types of documentation. Types of home energy disclosure include utility bill disclosure (operational rating), custom label (asset rating), and certified score (asset rating). Methods of home energy assessments include home energy audits (in-home and completed by professional) and automated energy models (online and completed by resident or professional). There are different scores and metrics, such as DOE Home Energy Score Index and RESNET HERS Index. Labels, like the Vermont model, include recommendations on improvements. Should identify primary goal of program, policy model,

and potential label to use. NEEP can help support next steps and provide technical assistance in developing a Portland program.

Committee Discussion of Building Energy Labeling

Councilor Zarro wonders about the scoring and if there is a roadmap provided on how to get to the score. *That's just the quick label, but the home energy score is a more detailed packet and has recommended improvements. Can also have a "call Efficiency Maine" recommendation as an automated improvement message so it doesn't have to keep being regenerated.*

Councilor Thibodeau appreciates the presentation and the inclusion of a roadmap in some of the labeling systems.

Troy wonders if Maine will have a similar issue to Vermont of not having technical capacity to roll out such a program with support. *Vermont had originally rolled out a pilot with NH and did not have the robust workforce and cost issues which led to ending that program. The 2021 IECC in Portland would help with some of these cost issues. There are very few energy score providers in Maine, which could be an issue. There is a workforce issue. But also the money would be better spent with handholding on improvements over just home energy score creation.*

Councilor Ray wonders about the current requirement in Maine and/or Portland for the HERS score. *A HERS score is required in Maine; however, because Portland and Maine have different codes (stretch vs regular) the actual score is a different value, with Portland's being a stricter 54/5 score. The lower the HERS score, the better.* Wonders if NEEP has advice for a municipality taking on labeling as opposed to a state. *NEEP has resources on IPCC 2021 and on using the Vermont program as a template. There is a cost for generating the label and NEEP can help figure this out based on volume. Customizations and modification based on stakeholder feedback and repository for storage of information will also add costs.*

Committee would like to continue to pursue this discussion and would like to see a sample ordinance to be reviewed by Corporation Council. The State does have some legislation that has never been enacted and there is opportunity to support the State or borrow from the State based on this legislation.

Future Agenda Items

Plan to not hold a meeting in August. Next meeting will be in September and will potentially hold a supplemental meeting in September if needed.

Here are some of the proposed items to discuss in future Sustainability and Transportation Committee meetings:

- Building energy labeling
- Recommendations about tree canopy protection
- Bike lane investments (Can we look at where it makes sense to put in protected bike lane) with Jeremiah, Bruce, and Nell
- Libbytown transportation issues with Nell Donaldson

-Bikesharing RFP – Troy will follow up with Bruce, should at least have an update for September

Councilor Thibodeau wants to meet in Council Chambers if possible for September meeting.

Meeting Conclusion

Councilor Thibodeau motions to adjourn. Councilor Zarro seconds the motion. Passed unanimously, (3-0). Meeting adjourned at 7:30 PM.



CITY OF PORTLAND

Sustainability Office

Troy Moon

Sustainability Director

Sustainability Updates September 2021

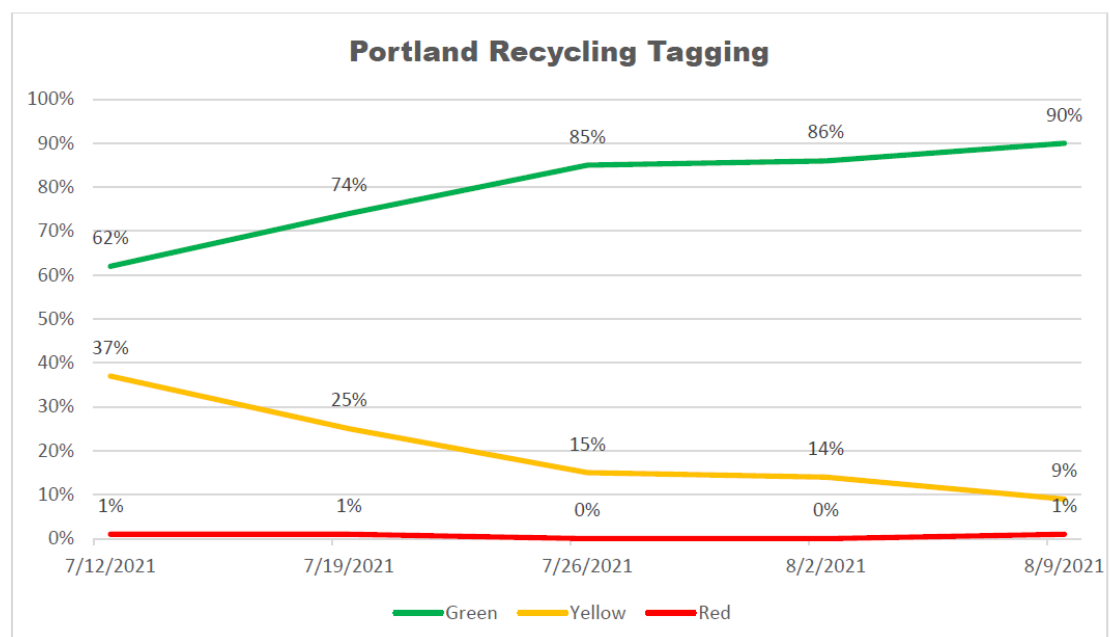
Energy:

On Friday we issued an RFP for Electrify Everything! -- our initiative to promote beneficial electrification. We are selecting a partner to provide discounted pricing for residents and small businesses to purchase solar panels, heat pumps, heat pump water heaters, EV chargers, and community solar subscriptions. Our team will aggressively promote the program and help residents understand the environmental and financial benefits of electrifying their homes.

We have had two meetings with CMP staff to share our plans for beneficial electrification including widespread deployment of EV chargers, solar panels, and replacement of oil and natural gas for buildings. It will be important to work closely with them to ensure that constraints on the grid don't impede progress toward our climate goals.

Waste Reduction

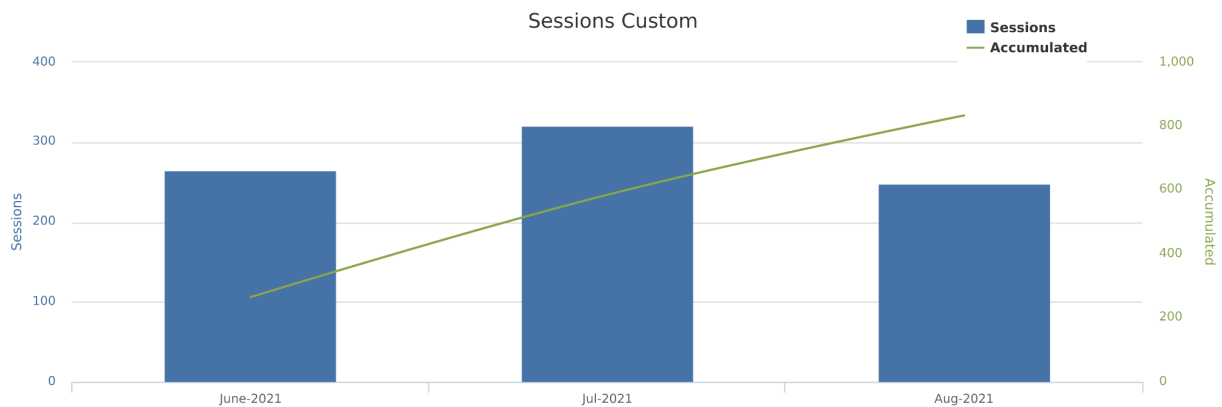
Portland (Mondays)



Interns from ecomaine monitored recycling contamination in Portland over the summer. They put green tags on carts that were full of clean recyclable materials, yellow tags on carts with some unacceptable items, and red tags on carts that were contaminated with trash. You will see from the graph above that the number of green tags increased dramatically over the course of the program, from 62% to 90% of carts. Fortunately, red tags remained very low. This indicates that Portland residents are committed to recycling and do a good job keeping contamination out of their carts.

Electric Vehicles

Over 800 vehicles used the City charging stations during the past three months indicating continued demand. July was our record month so far with 365 vehicles plugged in.



We have instituted the fee schedule for EV charging the City Council approved. (\$0.15/kwh for charging and \$0.25/minute for overstay) During the month of August we collected \$575. Our goal with the fee was to cover the City's costs and this revenue suggests the fee is currently adequate for that purpose.

Our RFP for a partner to build out a charging network was successful. We received four proposals and selected two firms to interview. We are very optimistic that we will select one of them to work with.

Staffing

Our Sustainability Associate resigned due to conflicts with her graduate school work. We are currently setting up interviews for the top candidates and hope to make a selection soon.

Our Resilience Fellow, Casey Zorn, will complete her term in October. We are very grateful for her excellent work and look forward to continuing our work with her as she takes on the role of Interim Sustainability Coordinator in South Portland.

Education and Outreach:

We held our seventh monthly One Climate Future coffee hour on August 13 and focused on organic lawn care. Organic expert, Chip Osborne, recorded an informative video for us and joined the conversation to answer questions from the public. We used Chip's video on a new section of the One Climate Future webpage focused on climate friendly organic lawns.

On Friday, September 10 we held our eighth monthly Climate and Coffee event and focused on electric vehicles. Molly Siegel from Efficiency Maine joined the call to talk about the incentives and tax breaks available to people who purchase an EV. Attendance was excellent with my questions asked and answered. We recorded this session and will post the video on the Sustainability Office YouTube page as well as www.oneclimatefuture.org.

Climate and Coffee events are community conversations that happen on the 2nd Friday of the month at 9 AM. Information is one www.oneclimatefuture.org.



CITY OF PORTLAND
Sustainability Office

To: Councilor Ray and members of the Sustainability and Transportation Committee

From: Troy Moon, Sustainability Director

Re: Opportunity to Upgrade Traffic Signal Equipment and Technology by Demonstrating Voluntary Tolling

Date: September 10, 2021

CC: Jon Jennings, City Manager

Christopher Branch, Director of Public Works

Jeremiah Bartlett, Transportation Systems Engineer

As you know, the City's LED Streetlight Conversion and Smart City Project included deployment of [Surtrac](#) adaptive traffic control equipment along Forest Avenue and Franklin Street. We have been pleased with the performance of this system and have found that it has improved the efficiency of the intersections where it is deployed thereby reducing wait times for drivers and decreasing the amount of time vehicles idle at red lights.

During the past year, the City Manager and staff from Public Works and the Sustainability Office have been in discussions with representatives of [Rapidflow Technologies](#) -- the creators of the Surtrac system -- about having the City of Portland serve as a demonstration site for a citywide deployment of their technology. Under the terms of the discussion, Rapidflow would deploy Surtrac at signalized intersections throughout the City of Portland at no cost to us. They would also make investments to upgrade traffic control hardware and detection equipment as needed to operate the system. Once installation is complete they would use the platform to demonstrate a program to allow road users to voluntarily share their travel route with the Surtrac system. This shared data, augmented by the data collected from detection equipment installed at the intersections, would further increase the efficiency of the signals. Previous tests have shown that when even a small number of road users share data with Surtrac, intersection performance improves for all road users. Rapidflow proposes to recruit local fleet operators and route drivers to pay a small monthly fee -- a voluntary toll -- to recoup equipment and technology costs. If the program proves successful, the voluntary tolls would generate a revenue stream that the City could share in.

389 Congress Street Portland, ME 04101
207-756-8362

Participating in this program would benefit the City because it will enhance the value of the Surtrac technology we have already deployed and it would also allow us to modernize elements of the City's traffic management infrastructure without investing City funds. It will also allow us to advance two important transportation priorities, transit priority and improved service for bicycles and pedestrians.

As part of the voluntary tolling pilot, transit buses from Metro will be able to share route information with the Surtrac API. That way, the algorithms operating the traffic signals will integrate data about the location and movement of transit buses to improve the flow of traffic on the travel corridor to help buses move efficiently through the intersections. This would not require any new equipment, instead relying on data the buses already generate and share with the public. Staff have discussed this program with colleagues in Quincy, MA and at the MBTA who have done preliminary tests using Surtrac in this manner. Their results have been promising and staff at those agencies have had good experiences working with the Rapidflow team.

An expanded Surtrac system can also offer benefits to cyclists and pedestrians by creating opportunities for them to share route information. For instance, Surtrac can access APIs for common fitness apps such as Strava or Fitbit if people using those apps are sharing their location. This will allow the system to integrate information about their movements into the algorithm, improving service for them. There may also be an opportunity to demonstrate a pedestrian app designed to assist people with mobility impairments to cross intersections safely. The Surtrac system can detect individuals with the app when they are crossing at a signalized intersection and override the signal timing to maintain the walk signal until the app user has crossed safely.

For these reasons, staff supports Rapidflow's plan to pilot their technology in Portland. This program will build on our growing reputation as a center for innovation and using technology to improve service to Portland residents.



CITY OF PORTLAND
Planning & Urban Development
Christine Grimando, AICP, Director

TO: Chair Ray and Members of the Sustainability and Transportation Committee

FROM: Christine Grimando, AICP, Director, Planning and Urban Development

DATE: September 10, 2021

SUBJECT: Libbytown Safety and Accessibility Project

CC: Chris Branch, P.E., Public Works Director
Jeremiah Bartlett, P.E., Transportation Systems Engineer
Nell Donaldson, Director of Special Projects
Bruce Hyman, Transportation Program Manager
Troy Moon, Sustainability Coordinator

Introduction

In March 2021, the City of Portland submitted a funding application to the Portland Area Comprehensive Transportation System (PACTS) for the Libbytown Safety and Accessibility Project. The project involves the conversion of the one-way portions of both Congress Street and Park Avenue to two-way streets, construction of a new, urban roundabout where the two streets meet, and new complementary street/streetscape elements such as high-quality bikeways, pedestrian crossings, and streetscape and transit facilities. In the PACTS application, the City requested \$260,000 for design and approximately \$4.2 million for construction, and assumed that additional funds would come from the Rail Quiet Zone program for the mainline rail crossing at Congress Street and from MaineDOT for the paving of Congress Street and Park Avenue. PACTS funding requires a 25% local match for both the design and construction phases.

Among the nine project applications submitted to PACTS in March, the Libbytown application scored the highest. In late August, the PACTS Policy Board voted to fund the project, on the condition that the construction funding commitment would be limited to \$3,000,000 (with the potential to revisit the cap following completion of the project design). The S& T Committee's endorsement is necessary in order to receive PACTS funding and begin the project.

Background

The Libbytown Safety and Accessibility Project is a direct outgrowth of the *Libbytown Traffic Circulation and Streetscape Study*, a multi-year effort on the part of the City of Portland to address safety and accessibility issues along Congress Street and Park Avenue between Fore River Parkway and St. John Street in Libbytown/St. John Valley. The study examined the street network from a

multi-modal perspective, looking at safety and accessibility for motorists, pedestrians, and bicyclists and how the existing street and I-295 ramp configurations and the condition of sidewalks and pedestrian crossings affect safety and accessibility.

Originally issued in 2013, the draft study report recommended several actions, including:

- Conversion of both one-way sections of Congress Street and Park Avenue to two-way
- Elimination (after testing) of four of the five I-295 on and off-ramps (preserving the NB I-295 on-ramp on westbound Park Avenue)
- Conversion of St. John Street from a four-lane roadway to a three-lane roadway, adding bicycle lanes
- Significant upgrades to the condition of sidewalks, the quality of the streetscape, ADA-accessibility along Park Avenue and Congress Street, and pedestrian crossings along and across Congress Street and Park Avenue
- The addition of bi-directional bicycle lanes on both Park Avenue and Congress Street within the study area.

The 2013 process was overseen by an advisory committee comprised of neighborhood, business, and institutional representatives. MaineDOT participated in the process. Following the issuance of the draft report, the MaineDOT vigorously opposed the portion of the recommendations that called for the removal of the interstate ramps on Park Avenue and Congress Street. Action regarding the primary recommendation for conversion from one-way to two-way streets stalled.

In 2017, the MaineDOT agreed to resume the study, updating the traffic alternatives analysis with funding from PACTS and the City, provided that the I-295 ramps remained in the street network. The resulting revised analysis updated the traffic counts and accounted for approved development in the area, including the full build-out of Thompson's Point and the construction of Maine Medical Center's parking structure on St. John Street. The analysis assumed peak summer traffic levels projected for 2027. MaineDOT Bureau of Planning staff actively participated in the review.

Similar to the original analysis, the 2017 work focused on and assessed the traffic and multi-modal impacts and benefits of three alternatives:

- *No Build(C1/P1)* – No changes to the street network (i.e., both Park Avenue and Congress Street remain one-way where they currently are)
- *Park Avenue Two-way/Congress Street One-way (C1/P2)* – Park Avenue is converted to two-way from St. John Street to the intersection with Congress Street
- *Park Avenue Two-way/Congress Street Two-way (C2/P2)* – Both Park Avenue and Congress Street are converted to two-way utilizing a compact urban roundabout in the vicinity of the I-295 overpass on Park Avenue to make the transitions.

The results of the updated traffic analysis were assessed based on multi-modal connectivity, safety, public safety, and resiliency goals. The analysis showed that C2P2, the two-way conversion of Park Avenue and Congress Street, was the most favorable in terms of:

- Vehicle level of service and queue lengths
- Promoting moderate vehicle speeds and safety
- Providing safer and more frequent pedestrian crossings
- Compatibility with plans to connect the Bayside Trail and Fore River Parkway bicycle facilities

- Intersection efficiency
- Addressing community accessibility, public safety, and resiliency.

Since the completion of the 2017 work, some recommendations from the study have been implemented, including sidewalk and curb ramp rehabilitation, installation of pedestrian crossings across Park Avenue and Congress Street with RRFBs, extension of the Fore River Parkway Trail to Congress Street, reintroduction of on-street parking in locations, conversion of St. John Street from a four-lane street to three lanes with bicycle lanes, removal of the traffic signal at Congress and Valley Streets, and reconfiguration of Congress Street from the Fore River Parkway to St. John Street to include bicycle lanes. However, the two-way conversion of Congress Street and Park Avenue has not been pursued until now.

Recent Outreach

Staff from Public Works and Planning recently held meetings with Maine Medical Center and nearby neighborhood associations to provide information on the Safety and Accessibility Project. Input from both were generally positive. MMC's input primarily revolved around preserving emergency vehicle/ambulance response time and enhancing accessibility. Neighborhood input touched on the pros/cons of a roundabout, the status and configuration of the I-295 ramps on Congress Street and Park Avenue, network resiliency, opportunities to integrate bicycle and pedestrian improvements, and gateway opportunities.

Action Sought

Staff is seeking Committee endorsement of the Libbytown Safety and Accessibility Project to enable the City to receive design and construction funding through the PACTS Transportation Improvement Program (TIP).

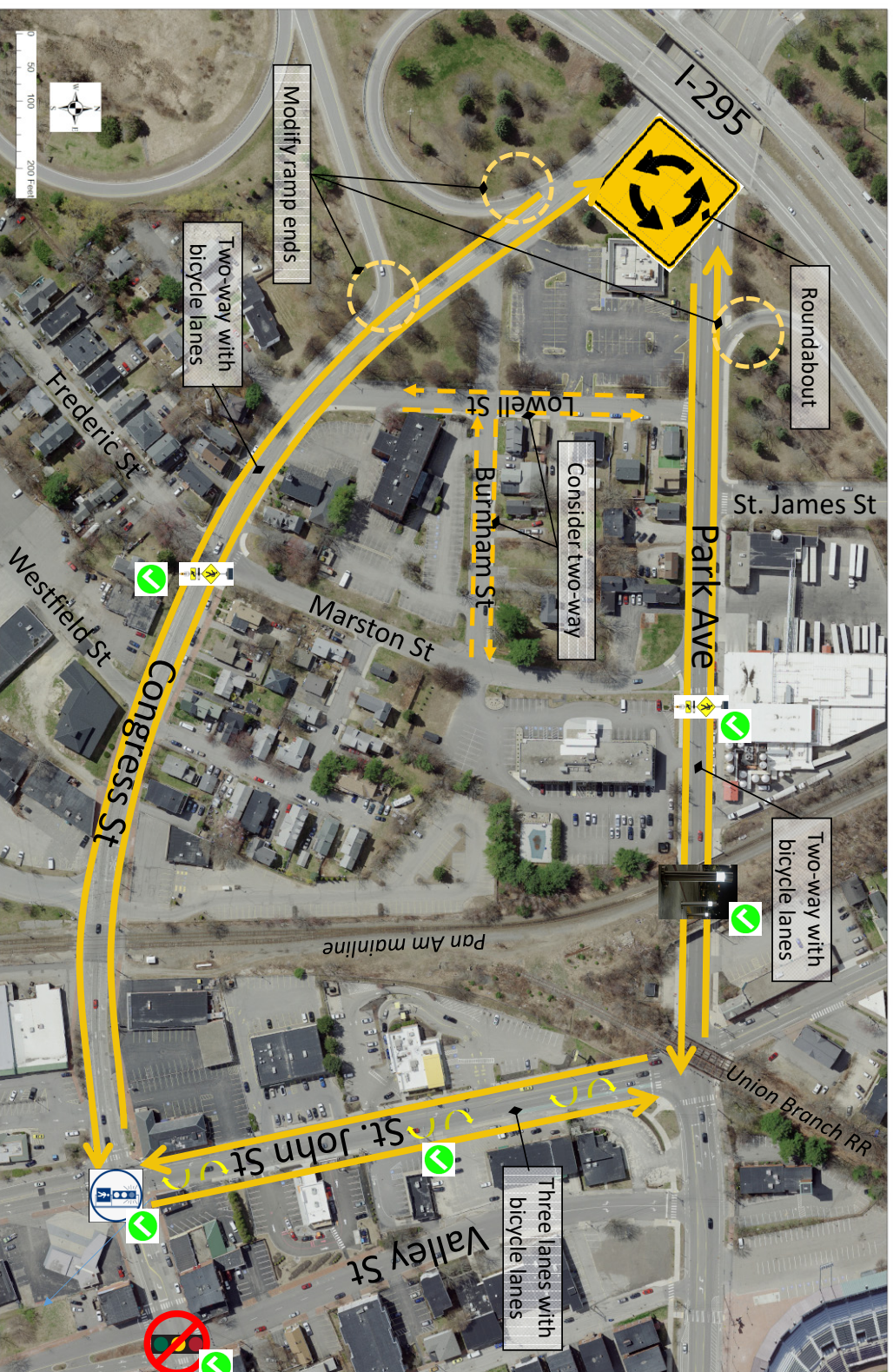
Next Steps

Following the Committee's endorsement, the project can be added to the PACTS TIP. Once added, the initial phase of design, called the Preliminary Design Report (PDR), can begin in 2022. This initial phase will accomplish 50% design, identify potential right-of-way impacts, and update the preliminary construction cost estimates. Public participation will be conducted during the PDR phase. Successful completion of a PDR and its approval by the MaineDOT is a required milestone before final design and the release of construction funding. CIP requests will be made this fall for the 25% local match for the PDR and final design/construction phases.

Attachment

1. *Libbytown Traffic Circulation and Streetscape Study* (2013/2018), Recommendations

Libbytown Traffic Circulation & Streetscape Study Recommendations (2013/2018)



Source: Portland Planning & Urban Development, 2021.

- Area-wide:
- Upgrade sidewalks/crossings
 - ADA accessibility
 - Enhance transit stops
 - Streetscape/street trees
 - Lighting
 - Bike lanes
 - Add on-street parking
- ✓ = completed