CITY OF PORTLAND, MAINE

Standing Committee on Sustainability and Transportation
Councilor Andrew Zarro, District 4, Chair
Councilor Roberto Rodriguez, At-Large
Councilor Victoria Pelletier, District 2

Agenda
March 9, 2022
5:00 PM
Please use the link below to join the webinar:
https://portlandmaine-gov.zoom.us/j/81008878859?pwd=TTNqeUliY3JoamhJMzBDTVVpRjdidz09
Webinar ID: 810 0887 8859
Passcode: 459167

1. Review and approve minutes from January 12, 2022

   a. January 12 2022 Minutes

2. Sustainability Program Updates

   a. Sustainabilty Updates

3. Presentation and Discussion

   a. Harbor Dredging Project Updates
      Communication
      Presented by Bill Needelman, Waterfront Coordinator
      No Public Comment

   b. Portland Rapid Transit Study
      Presented by GPCOG
      Public comment will be taken.

   c. Review Complete Streets Policy
      Presentation by Nell Donaldson, Bruce Hyman
      No public comment will be taken.

4. Other Business

CITY OF PORTLAND, MAINE
Committee on Sustainability and Transportation
Councilor Andrew Zarro (D1), Chair
Councilor Victoria Pelletier (D2)
Councilor Roberto Rodriguez (At-Large)

Draft Minutes January 12, 2022
Members Present: Councilor Zarro, Councilor Rodriguez, Councilor Pelletier
Staff Present: Troy Moon, Caity Hager

Meeting called to order.

November Minutes
Councilor Rodriguez moves to approve the November meeting minutes. Councilor Pelletier seconds the motion. November minutes passed unanimously, 3-0.

Sustainability Update
Presented by Troy Moon

The office is working to launch Electrify Everything! to help residents fully electrify their homes. We will provide educational resources, financial resources, and support to homeowners. The goal is to create a program that anyone in Portland can participate in.

Composting drop-off program is continuing to go well. There is more use each month. The Parks Department is working with Public Works to provide a Christmas Tree recycling program so that trees can be recycled at EcoMaine. EV chargers were installed in the lot on the corner of Spring St and High St and we are just waiting on CMP to connect them to the grid so they are operational. We are close to announcing a partnership with a private vendor to expand EV charging around the city. Many communities around the state have been interested in learning about One Climate Future as an example for their own climate action plans. Coffee and Climates occur each month and continue to garner support and attendance.

Committee Comment on Sustainability Update
Councilor Rodriguez asks where the compost drop-sites are located. *Mainly at community gardens: North St Garden, Boyd St Garden, Clark St Garden, Libbytown Garden, Riverside Recycling center.* Is there a plan to have more drop-sites? *Yes, the program is going very well and the demand is there. We would like to include more sites possibly starting around Earth Day.* It is worth mentioning even though EVs are beneficial, the EV infrastructure has a long-term commitment and it is worth considering how we live with this infrastructure in the long-term.

Councilor Zarro is happy to hear about Electrify Everything! and asks about the work being done to make the program as equitable and accessible as possible. There are good community solar options that anyone can benefit from. Efficiency Maine has great incentives for low and middle income people and our partners will help people apply for them. Many people who qualify for

these programs do not apply and we would like to help them apply. We would like to apply for funds to bridge the funding gap so that residents have little barriers to completing electrification projects. Older adults can benefit from heat pumps reducing heating costs and they also supply cooler air in the summer which is a big risk in older homes during the summer.
Have you been thinking about ways to include renters in Electrify Everything? Renters can take advantage of community solar programs and benefit from savings on their electric bill.
EV chargers that were installed at High and Spring St, are they level 2? They are level 2 and can serve as a charging hub for that neighborhood. Level 2 chargers take multiple hours to charge up their car.
Glad that Coffee and Climate is successful but how can we get the word out about the events to get new faces involved? *We share the postings on social media and the city calendar. Would recommend sharing the social media posts.*

Councilor Pelletier asks how to conduct outreach for this program offline for folks without broadband or laptops? *We are working with organizations that support seniors. There are many volunteers in the Portland Climate Action Team that will provide visits and calls with people interested in the program to provide on-on-one outreach.*
Is there any plan to partner with schools and get parents and teachers involved? That partnership hasn't been established yet but it is a great opportunity to get students involved.

One Climate Future Overview and First Year Progress Report
Presented by Troy Moon

The Sustainability Office includes Troy Moon, Sustainability Director and Erin Ferrell, a part-time Sustainability Associate. Targets established by the Council include: 80% reduction in community GHG emissions by 2050, run City operations on 100% clean energy by 2040, and establish a climate emergency to strive for carbon neutrality by 2030. Global temperatures are already above 1.2 degrees celsius above pre-industrial levels. GMRI released an article stating that 2021 was one of the hottest years on record in the Gulf of Maine. In terms of emissions, they continue to climb. Portland emissions breakdown shows 60% from buildings and 30% from transportation. One Climate Future is broken down into 4 categories: buildings and energy, transportation and land use, waste reduction, and climate resilience. The plan shows the need to build better buildings with new construction being more efficient with low to no emissions. Retrofitting existing buildings to use renewable energy is a big focus this year with Electrify Everything! And our Energy Benchmarking Ordinance. OCF calls to deploy solar wherever we can with a goal of 245 mw solar by 2045. ReCode is a great opportunity to enact land use policies featured in OCF – Woodfords Corner is a great example of complete neighborhoods. Complete neighborhoods allow us to address mode shift – to use our streets for more than just cars. EV charging stations are being installed in neighborhoods to allow residents to purchase EVs. OCF outlines a goal of 90% waste reduction by 2050. Portland has seen a 60% drop in waste disposal in the last 20 years and we are looking to continue the reduction trend. OCF is a complete community effort with city staff, business owners, students, and all residents needed to have the most impact. One Climate Future means a sustainable community. This means that social sustainability is just as important as environmental sustainability and economic sustainability.

In the first year, we've started progress on over half of the 58 strategies outlined in OCF. The OCF progress dashboard is a great resource for seeing progress that has been made in the first year. The City was one of the first municipalities that adopted IECC 2021 stretch code this past year. Energy Benchmarking has been a priority with all 800 buildings to start reporting in May 2023. 4 new EVs in 2021 along with 15 networked EV charging stations. The Technical Manual requires new parking lots to install EV charging stations. In terms of Resilience, the council voted in 2021 to work on improving tree equity in Bayside.

Key Sustainability Office projects this year include: Electrify Everything!, EV charging deployment, fully implementing the energy benchmarking ordinance, supporting the ReCode effort, begin efforts to retrofit City buildings. Policy and external work includes: collaborating with allies in the building and design community to promote high performance buildings, continuing to work with stakeholders to modernize the electrical grid in Portland, and advancing discussion of climate resilience overlay zones.

Engaged citizens calling for action helps to move OCF projects forward. The much improved state renewable energy policy, ReCode, increasing support from City departments and ongoing collaboration with South Portland have all helped move these projects forward. Limited office resources and staff hours are a limiting factor in this effort.

Councilor Comment on One Climate Future Overview and First Year Progress Report
Councilor Rodriguez asks about what else we are doing in terms of outreach? *The Planning Dept is leading the effort in terms of ReCode. The Sustainability Office is helping to support their outreach efforts.* Councilor Rodriguez emphasizes the importance in getting residents involved in the ReCode process. Councilor Rodriguez agrees that updating the electrical grid is incredibly important as we continue moving forward with OCF projects. In regards to complete neighborhoods, Councilor would like to highlight the opportunities at Allens Corner.

Councilor Pelletier flags when Troy spoke about equitable sustainability. It is important to be mindful of gentrification and further displacement in the spirit of improving climate change. The intersection of social justice and climate is important to highlight. Historically the war on climate change has upheld systemic and environmental racism. It is important that the information makes its way to all impacted neighborhoods.

Councilor Zarro wants to highlight the fact that the Sustainability Office is one and a half people while the climate change issue is an extremely important issue. There is a lot of work to do. Sustainability needs to be a facet in every aspect of municipal government. Climate accountability means acknowledging the state of the climate crisis we are in and taking action on the goals that have been set. Getting more residents aware and involved in OCF should be a big priority.

Community Resilience Self Assessment
Presented by Troy Moon and Caity Hegar

The Resilience Self Assessment is an exercise needed to join the Community Resilience Partnership. When creating OCF, there was a Climate Change Vulnerability Assessment completed that identifies threats likely to come from climate change. These include: sea level rise, heat, powerful storms; damage to infrastructure such as energy systems and water resources; environmental hazards such as marsh migration, lost habitat and damaged ecosystems; socio-economic risk such as threats to housing, local economy and health systems; and Inequity and social risk such as amplified climate threats for vulnerable communities.

Key terms in terms of resilience include shocks and stressors. Shocks are acute events such as a storm that results in immediate disruptions from damage and requires action to keep people safe. Stressors are chronic conditions that will challenge us gradually as climate changes. These include nuisance flooding, worsening air quality and hotter days. Both shocks and stressors exacerbate existing problems, especially for vulnerable populations.

The Resilience Self Assessment identified that the City prepares well for emergency situations including storms, fires, and accidents. But we have work to do in terms of long term resilience in relation to climate change. In regard to Emergency Response: the City has an Emergency Management System that is well established and coordinated with County, State, and Federal EMAs; We have an Emergency Management Coordinator; Collaborate well on the County emergency management plan; We drill and plan out responses to a variety of emergency situations. The City has the governance structures to make decisions during emergencies. Professional staff with subject matter expertise in City administration, emergency management, infrastructure, health, and public safety. The Council meets regularly and can convene more often if necessary. The City has financial reserves to carry out emergency operations during a crisis. Climate vulnerability assessments overlays census data to indicate where vulnerable populations are at risk of climate hazards. The City works with community members on hazard mitigation, coordinates mutual aid agreements with neighboring communities, and actively seeks to address the housing crisis.

In terms of long term resilience, we need to: incorporate more robust design standards for new development; implement climate resilience overlay zones; ensure that new infrastructure projects are designed for a future of climate change; and electrify everything we can. Two areas to improve in the short term include: working with communities including private property owners to prepare for the impacts of sea level rise; address resilience and threats from climate change in land use code/ adopt resilience overlay zones. Areas to address in the long term include: ensure that the transition to a clean energy economy includes all members of the community and that everyone has access to energy resources; ensure access to wild harvest seafood and aquaculture resources in a future where species shifts and dynamic environmental conditions become the norm.

Five priorities identified include: electrification of homes and businesses, electrification of transportation, revising the land use code to support goals established in One Climate Future

and Comp Plan, implementing Climate Resilience Overlay Zones described in OCF, support the Portland Fish Exchange as the state's largest location for groundfish.

Public Comment on Community Resilience Self Assessment
Allen Armstrong of Portland echoes Councilor Zarro's comments on the importance of climate change and resilience. Allen emphasizes the need for more staffing in the Sustainability Office and asks the Committee to advocate for more staffing for the office in the coming budget cycle.

Elizabeth Parsons echoes Allen Armstrong's comment. South Portland has 4 or 5 full time positions in their Sustainability Office and asks the Committee to advocate for more staffing in Portland's Sustainability Office.

Maggie Wolf of Portland welcomes the new councilors and echoes their previous comments. There is great concern of gentrification and the housing crisis happening in Portland. Climate needs to be incorporated in every decision being made in Portland. We need to improve outreach efforts to engage more community members in these efforts.

Councilor Comment on Community Resilience Self Assessment
Councilor Zarro realizes how difficult it can be to look at the realities of climate change. Councilor echoes the 5 priorities that were identified and emphasizes the aquaculture and blue economy. How often are these assessments done? *This was the first for the Sustainability Office but the Emergency Management Coordinator does assessments every few years on the city and county levels.* Councilor Zarro asks Troy to share the presentation with the entire Council.

Resolution to Join the State of Maine Community Resilience Partnership
By joining this partnership, we would be able to apply for some grant funding for the projects identified in the presentation.

Councilor Rodriguez asks for the purpose of the grants. *The grants are to move forward community resilience projects. We would like to use the grants to help homeowners electrify their homes. No grant would exceed $50,000.* Are these grants related to the land and conservation grants? *This funding source is something from the state legislature. The Land and Conservation grants are on the federal level. We are continuing to identify funding opportunities.*

Public Comment on Resolution to Join the State of Maine Community Resilience Partnership
No public comment.

Councilor Vote on Resolution to Join the State of Maine Community Resilience Partnership
Resolution passes unanimously, 3-0.

Work Plan for the Year
Presented by Troy Moon

Topics rolling over from last year include:

1. Food Trucks
2. Heritage Tree Ordinance
3. GPCOG would like to address the Committee on the bus rapid transit study
4. Food Waste Composting Options
5. PMAC Report in April

Councilor Comment on Work Plan for the Year
Councilor Pelletier would like to address the lack of capacity in the Office and wants to be realistic about what can be done in this year. Everyone has a role to play in actions that are community and neighborhood based. It is important to hold community conversations to get feedback and input on all projects. Attacking climate from an equity perspective. There are many languages spoken in Portland and including access to these conversations is important. Using language that people can understand should be a priority. Every project should also identify who is going to be most impacted and how are we reaching that community.

Councilor Rodriguez reaffirms prioritizing expanding the composting program. Community members are interested in this and it is something everyone can do on an individual level.

Councilor Pelletier asks if the OCF page is translatable? *We have translated fact sheets and we can make sure they are posted.*

Councilor Zarro asks about the Sustainability Fund and CIP. Identifying funding to move these projects forward is a priority. Councilor would like to emphasize complete streets and mode shift. Would like to continue the conversation of curbside composting collection especially with the success of the community food scrap drop sites. We should look at how we are funding the Sustainability Office and asks Troy to guide the Committee on the needs of the Office. Echoes Councilor Pelletiers comment on reaching people where they are and using language they can understand.

Councilor Pelletier asks if the Parks Commission can come to present and identify other collaborative efforts. *One of the strategies in OCF talks about expanding the Land Bank and that could be a collaborative conversation.*

Troy mentions that the agendas fill up and more topics will present themselves. Such as the conversation of requiring property owners to disclose energy ratings of their buildings.

Councilor Zarro asks about hiring another Resilience corps member. *We hope to get the budget to fund a Resilience Corps member for the year.*

Councilor Rodriguez moves to adjourn.

CITY OF PORTLAND
Sustainability Office
Troy Moon
Sustainability Director

Sustainability Updates
March 9, 2022

Energy:

We have officially launched the Electrify Everything! Campaign to help Portland residents adopt energy efficient appliances and solar power. The program creates a “one stop” resource for Portland residents who would like to kick fossil fuels by electrifying their homes using air source heat pumps, heat pump water heaters, and solar. Our program partner, ReVision Energy, is an employee owned, mission driven company that shares our commitment to clean energy and a just transition. In addition to the generous discounts they are offering Portland residents who participate in the program, they have set aside an additional $60,000 to help low to moderate income homeowners install solar panels on their roofs.

We are very pleased the members of the Portland Climate Action Team are volunteering to support the program. They will be reaching out to residents who want to learn more about the program and/or specific technologies. They will also help spread the word about the program by developing testimonials, talking to their friends and neighbors, and helping us reach out to individuals who may be eligible for free or very low cost installations of heat pumps and heat pump water heaters.

Waste Reduction

As the composting drop off program reaches it’s one year anniversary we’re preparing a community engagement process to hear feedback from residents. We’ll have an online questionnaire that people can fill out and will be hosting a virtual public meeting on March 22 for people to share their thoughts. To promote the initiative we will put signs at the drop off sites with directions for filling out the questionnaire. We’ll also speak with people at our Earth Month Kick Off on April 1.

We’ll discuss composting during the March 23 meeting.

Electric Vehicles

We've finalized our agreement with EVgo to dramatically expand the EV charging network in Portland. The program is an innovative public/private partnership that will allow us to create community charging hubs in neighborhoods with a high density of multi-family buildings at no cost to the city. It will also deploy four DC Fast Chargers that can charge up to eight vehicles simultaneously. The first round of deployment will begin soon and include the DCFCs and three community charging hubs:

DCFC locations: corner of Spring Street and High Street & Commercial Street (near the Fish Exchange).
Community charging: Reiche School (four L2 chargers), East End School (four L2 chargers), and Deering Oaks (four L2 chargers).

During the course of 2022 we will identify additional community charging locations and install thirty six more L2 chargers. This initiative will make owning an EV convenient and practical for all Portland residents and encourage visits by EV owners from other communities who will know they can charge while they are here.

Education and Outreach:

Since the January Sustainability and Transportation Committee meeting we have held several events:

January 24 – Troy Moon made a presentation about One Climate Future to the Biddeford Climate Change Task Force

January 25 & February 10 – we collaborated with the South Portland Sustainability Office to host workshops about the 2021 IECC, which is Portland's building energy code. (South Portland will begin enforcing it on April 1). Over 100 people from around the State attended each session. The program was led by Kim Cheslak of the New Building Institute. Kim is a national code expert who lives here in Portland. Attendees learned about specific code changes that improve energy performance and how to comply with the new regulations.

February 11 – Coffee and Climate, Energy Efficient Housing Edition – Jesse Thompson of Kaplan Thompson Architects shared information about high performance buildings and the benefits of energy efficiency.

February 17 – the Sustainability Office hosted the Swedish Consul General for the day. During the morning three Casco Bay HS students presented their work on public policy related to climate change. We also presented information about One Climate Future and a panel of local architects discussed advanced building techniques using wood. After lunch we traveled to GMRI where we discussed their scientific work and public education mission. We also visited Union Wharf, which GMRI recently purchased, to discuss efforts to promote marine industry on

the waterfront. Finally, we visited the New England Ocean Cluster to tour the Hus and to discuss expanding trade relations between Portland/Maine and Sweden.

February 22 – we conducted a virtual round table with land care professionals to share information about how City staff restored Fox Field using fully organic practices and to provide information about Portland's pesticide ordinance. More than 25 people were in attendance.

February 23 – Troy Moon was the featured speaker at the Portland Public Library's Sustainability Series to provide an overview of One Climate Future, current progress, and plans for the future.

Climate and Coffee events are community conversations that happen on the 2nd Friday of the month at 9 AM. We record sessions with guest speakers and post them on www.oneclimatefuture.org, along with other information about our work. You can also follow us on social media. Instagram @sustainableportlandme / Twitter @SustainPortME / FB @SustainablePortlandME

City of Portland | Housing and Economic Development Department
Mary P. Davis, Interim Director

Memorandum

To: Chair Zarro and members of the Sustainability and Transportation Committee

From: Bill Needelman, Waterfront Coordinator

Date: March 3, 2022

RE: Update on Portland Harbor Dredge Project

CC: Danielle West, Interim City Manager
Anne McGuire, Deputy City Manager
Mary Davis, Interim Housing and Economic Development Director

Note: Updates to the Committee have been provided as far back as 2017 and in advance of applications for federal funding in 2020 and 2021. This memo provides a brief summary of the dredge planning process to date and concentrates on Climate Change and Environmental Sustainability. Staff will also be making a presentation at the meeting.

The project was presented to the Housing and Economic Development Committee on February 15, 2022 where the Committee voted to recommend authorizing staff to apply for Federal funds. Some material from the Feb 15 is reproduced here (with updates) for those who were not in attendance.

For those members of the Committee and the public seeking greater depth, an extensive amount of background and detail on the project is found in the 2021 RAISE application which is posted on the Portland Harbor Commission website at: https://portlandharbor.org/raise

Introduction

The City of Portland, with funding from the Maine Department of Transportation and partnership with the Portland Harbor Commission and the City of South Portland, continues to work toward dredging the piers, wharfs, and berthing resources of Portland Harbor. The project additionally includes the creation of Maine's first Contained Aquatic Disposal (CAD) cell to permanently sequester the dredged material. The March 9, 2022 Sustainability and Transportation Committee meeting provides an opportunity to update Councilors and the public on recent progress, funding opportunities, and next steps. This memo concentrates on Climate Change Resiliency and Pollution Abatement benefits of the project.

Background

Most observers of Portland's waterfront are aware of the ongoing efforts to dredge berthing and vessel support infrastructure along both shores of the Fore River. Since the creation of the

Waterfront Coordinator position in 2014, the City has led this effort and engaged in a consistent process of building public and private partnerships, procuring funding from outside sources, producing technical material, conducting public outreach, and overseeing permitting and design processes needed to secure project funding. Over the last three years, the project team has concentrated on permitting and funding. Having been unsuccessful through two rounds of Federal funding requests, the project has reached a pivotal juncture and is seeking City Council support and authorization to apply for a new round of funds from the RAISE program administered by USDOT. As noted above, the Housing and Economic Development Committee voted to support the application on February 15, 2022.

Why Dredge?

All harbors dredge eventually and the piers, wharfs, marinas and ramps of Portland Harbor have not been dredged in decades. Dredging maintains a safe and functional water depth supporting commercial and recreational vessel access. Access allows loading and unloading, berthing (boat parking,) vessel service and repair, marine construction, and the transport of goods and people.

Areas Permitted for Dredging

The maintenance of vessel access is foundational to the seafood economy, future growth of aquaculture, and opportunities to support emerging green industries such as ocean energy. As noted elsewhere, maritime industries in Portland Harbor generate over $1billion in annual revenues and support thousands of good paying jobs.

Vessel access within the subject project is also the economic lifeline and transportation link between the islands of Casco Bay and mainland services (representing over 1.3 million passenger trips on Casco Bay Lines alone.)

The primary barriers to dredging are the legacy pollutants that have settled in the sediments along harbor piers, wharfs and marinas. The subject project proposes to restore and expand vessel access, while improving the marine ecology by removing and responsibly disposing of contaminants.

Climate Change Resiliency

The Portland Harbor Dredge project is seen as pivotal to creating a climate resilient waterfront.

The *One Climate Future (OCF)* report promotes a resilient waterfront that creates "*an ongoing platform for collaborative planning to ensure that Portland and South Portland's port and waterfronts can respond, adapt, and thrive with new climate stresses*." One Climate Future, pg 228

The report additionally calls for "*Evaluating and permitting the growth of compatible, "flood-tolerant" commercial and industrial uses that are built to resilience standards (see action CR 1.1), including new and diverse industries that can support the economic prosperity of the cities (see action CR 3.3)*;" To achieve these goals, *OCF* recommends *"public-private partnerships to leverage grant funds and other innovative financing approaches for collaborative waterfront resilience projects"* One Climate Future, pg 231

The Portland Harbor Dredge and CAD project is a tangible example of this collaborative platform described in *OCF*. With its goal of stabilizing both the infrastructure and financial future of both cities' waterfronts, the project will be foundational to future resiliency planning on both sides of the Fore River. Without commercial and recreational vessels, working waterfronts cease to function. Furthermore, berthing is a primary revenue source for working waterfront infrastructure and without dredging, this revenue source is continually diminishing.

All waterfront infrastructure can anticipate future adaptation expenses. As water depth is lost, so are the financial resources needed for future climate change adaptation.

Berthing and water depth are also foundational to the working waterfront uses that both communities value. These uses themselves are precisely the *"flood-tolerant"* uses suggested in *OCF*. If water depth is lost, waterfront property owners lose the ability to support fishing and marine industrial uses that by their nature are more resilient and adaptable to a future with more water. In short, working waterfronts are resilient and working waterfronts need to access the water.

Working waterfronts will also be critical for maintaining and developing climate friendly food sources through wild caught fisheries and aquaculture. The ocean's potential to replace terrestrial proteins and fibers with lower carbon alternatives is vast; however, actualizing that potential is predicated on quality access to the ocean through working waterfronts.

Finally, ocean energy is a foundation of the State of Maine climate action plan, *Maine Won't Wait.* Like aquaculture, ocean energy will need port infrastructure. The Port of Portland will need to dredge if we are to meaningfully participate in generating the lower carbon energy and carbon mitigation industries that are emerging in real time.

Pollution Abatement:

In addition to creating a more resilient waterfront, dredging in Portland Harbor will address a legacy of pesticide use, industrial waste, and historically uncontrolled urban runoff. The remnants of past decades of past practices are held in marine sediments alongside of working waterfront infrastructure, creating a barrier to their responsible removal and disposal. The subject project is fully permitted to create a new disposal facility – the Confined Aquatic Disposal (CAD) cell – to address disposal needs. CAD cells have a long and successful record in similar environments. Boston, New Bedford, New London, Providence, and other harbors in

southern New England have used CAD technology and the Portland Harbor project benefits from the successful experience of these communities.

Recent work by the Casco Bay Estuary Partnership (2021 State of the Bay Report) compares deep sediment samples collected for the Portland Harbor Dredge project to more recent surface sediment samples. The State of the Bay report shows the success of recent pollution abatement efforts with lower levels of contamination in surface sediments as compare to the legacy sediments found deeper in sampled muds near the harbor's piers and wharfs. These results support the removal of contaminated material for disposal in a CAD cell, with reasonable expectation that future dredging will have less expensive options for disposal, such as use of licensed open water disposal sites in federal waters. Open water disposal is typical for clean material, subject to rigorous testing and permitting.

Committee Feedback and Questions

The March 9, workshop is an opportunity for Committee members to become familiar with the project, to ask questions, and as part of the ongoing public outreach process for the project. No committee action is required. A full City Council hearing is anticipated later this month to take action authorizing the City to apply for funding to pay for the project.

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Previously Submitted material

The following material was included in the recent HED Committee packet and reproduced herein for the benefit of those committee members and public interested parties who did not attend the February 15 meeting. The budget numbers have been revised to reflect recent refinement by the project team.

In the Central Waterfront alone, ***over 26% of potential berthing has been lost to sediment build up –*** over 3000 feet of lost berthing *(enough space to support 60 lobster boats or other smaller commercial vessels).* Other parts of the harbor have experienced similar loss with extensive additional loss of water depth and berthing value. As time passes, marine industry loses capacity while the costs to dredge increases as sediment accumulates.

Dredging Benefits

The benefits of dredging Portland Harbor and creating a CAD cell are multi-faceted and significant.

- ***Improved environmental conditions*** - Removing contaminants from the harbor bottom and sequestering them into a CAD cell will improved sediment conditions and water quality in the Fore River. The Friends of Casco Bay, the Casco Bay Estuary Partnership, and the fishing community all support the environmental benefits of the project.
- ***Future Adaptation for Climate Change*** – Returning berthing resources to functional use is critical to creating a solid financial future for working waterfront infrastructure. Climate change adaptation will require large investments and polluted sediments is a major barrier to financing.
- ***Supporting an Equitable Economy*** – In 2020 the Cities of Portland and South Portland contracted with AECOM to estimate the value of Portland Harbor to the regional economy. According to the final report, there are *"120 marine businesses (not including*

individual commercial fishing vessels) in Portland and South Portland. These 120 marine businesses have ***over a billion dollars in annual revenue*** *and provide employment for approximately* ***2,270 workers****. Commercial fishing adds another $17 million in revenue and* ***570 jobs****." Portland Harbor Economic Assessment and Data Collection, 2020, AECOM, page 9.* Original research by the City HEDD concluded that within 700 regional seafood jobs, that over 70% of workers were either immigrant or minority, with as many as 8 languages spoken at one individual processing facility. Seafood needs a functional harbor, and seafood supports a highly diverse employment base.

Dredge Statistics:

- 244,000 cubic yards of material needs to be removed from Portland Harbor to restore lost or degraded berthing areas, estimated to cost +/-$40/cubic yard or $9,760,000.
- 370,000 cubic yards of material to build the CAD cell (which must be "over-dredged" to accommodate the contributing sediments) at an estimated $30/cubic yard or $11,100,000.
- +/-108,000 cubic yards of material are estimated for dredging from the Portland side of the Fore River
- +/-136,000 cubic yards of material anticipated from the South Portland waterfront.
- City owned public facilities in Portland (East End boat ramps, Ocean Gateway and the Amethyst lot, Maine State Pier, and the Portland Fish Pier) will contribute nearly 52,000 cubic yards of material.
- The South Portland "Portland Street Pier" is estimated at +/-2,300 cubic yards.
- The balance of sediment will come from 30 private piers, boat yards, and marinas throughout the harbor.

Funding Strategy:

Funding to Date:

To date, a mix of State, Federal, and municipal funding has taken the process from concept to 30% design and permitting. US EPA Brownfields funds awarded to the Portland Harbor Commission (with smaller amounts to the City of Portland) have totaled over $400,000 targeted toward assessment and permitting of dredging the berthing resources themselves. The Portland Harbor Dredge project is the first Brownfields program project in the nation to fund a submerged lands assessment. MDOT has contributed $325,000 toward the CAD cell portion of the project. The City of Portland has allocated $100,000 of Waterfront TIF funding to complete the process of permitting and permit review support. MTI granted $25,000 to assist with chemical and geotechnical assessments, design and permitting.

The above funds are in addition to years of staff time and thousands of volunteer hours committed by waterfront advocates and members of the Portland Harbor Commission.

Future Project Costs (Updated after the 2-15-22 HEDC meeting and subject to revision)
The above soft costs, while significant, represent only a fraction of the anticipated construction costs moving forward. Including future soft costs for final engineering and design, bidding document prep, mobilization, and mitigation fees, the Portland Harbor dredge project is estimated at $31,806,602

Assumed Funding Structure (rounded estimates, subject to confirmation revision prior to application)

MaineDOT Funds (Matching local, see below)		$ 6,000,000
Needs confirmation from MDOT		
City Allocation:		
City of Portland	$ 500,000	
City of South Portland	$ 500,000	
		$ 1,000,000
Public Tipping Fees (at $29/cubic yard)		
City of Portland (51,914 cubic yards)	$ 1,500,000	
City of South Portland (2348 cubic yards)	$ 70,000	
		$ 1,570,000
Private Tipping Fees (at $20.62cubic yard)		
(190,000 cubic yards)	$ 4,000,000	
		$ 4,000,000
Total Tipping Fees +City allocations	$ 7,133,598	
(Note: Brownfield revolving loan fund could be used to finance public and private tipping fees)		
Total non-federal contribution		$ 12,500,000
Federal Brownfield Targetted Assessment Grant	$ 1,500,000	
Total Brownfield Assessment funds		$ 1,500,000
Needs confirmation from EPA		
Total Identified Funds		$14,000,000
Potential RAISE Application		**$18,000,000**

Multiple variables may impact the total value of local contributions and the participation of project partners. These variables include potential receipt of Maine ARPA funds (allocated but not approved); MDOT funding ($3,000,000 committed with additional funds requested to match increased local contributions); approvals for EPA Brownfields funds; and, potential State legislative appropriation.

Next Steps

The RAISE application deadline is April 14, 2022.

Staff is requesting that the HEDC vote to recommend to the City Council Authorizing City Application of up to $25 Million Federal Funds to Dredge Public and Private Berthing and Vessel Support Resources and to Develop a Confined Aquatic Disposal (CAD) Cell in Portland Harbor.

Gorham – Westbrook – Portland
Rapid Transit Study

Sustainability and Transportation Committee

March 9, 2022

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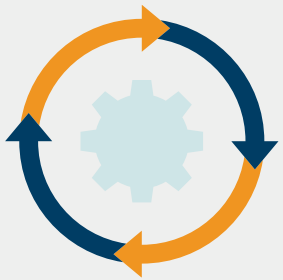
Federal Metropolitan Planning Organization (MPO) that coordinates transportation planning and investment decisions with the state, municipalities and public transportation partners.

Main functions

Allocate funding

Plan future



Implement plans

Public engagement

Rapid Transit Background

What is Rapid Transit?

Types of Rapid Transit

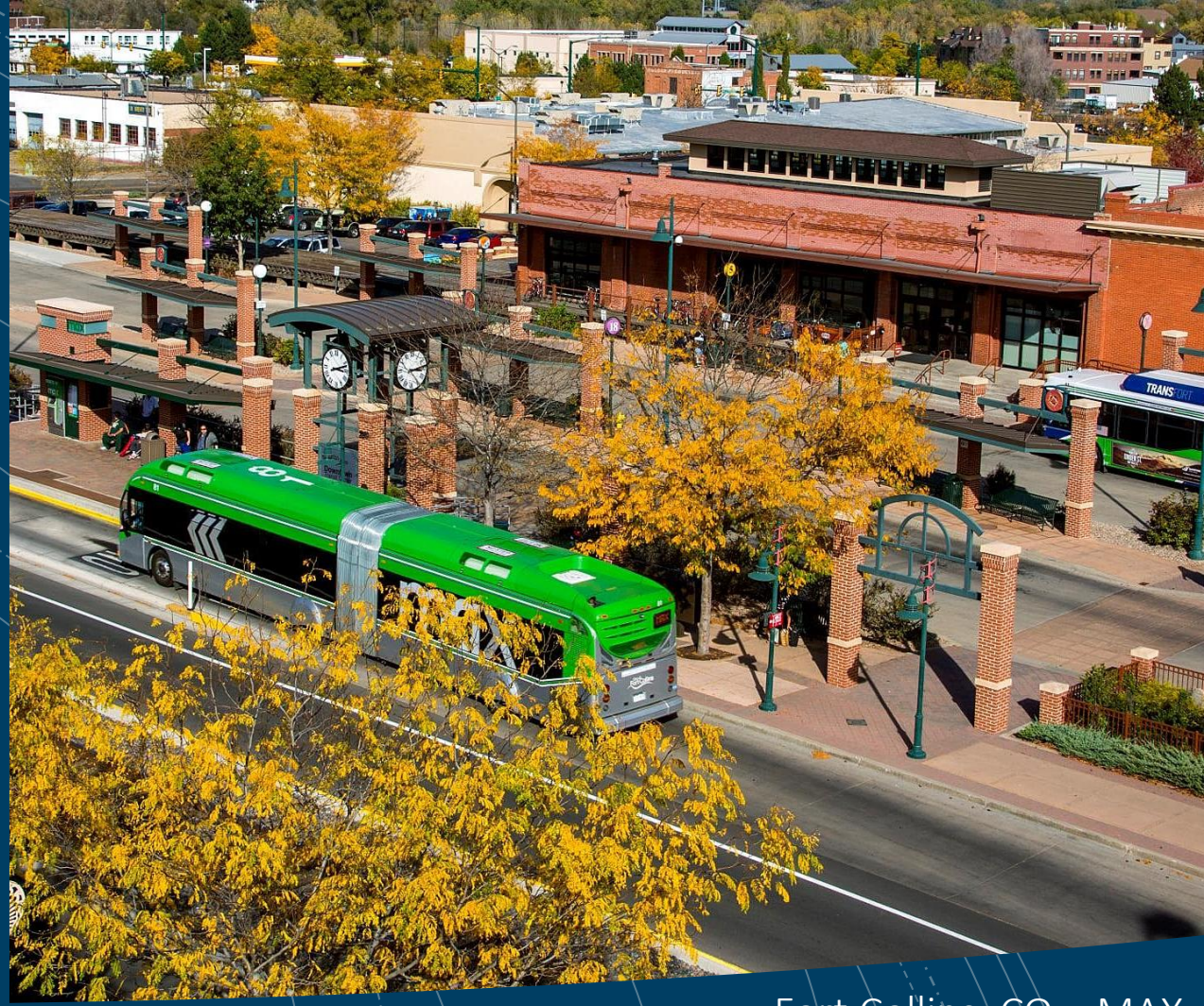
Features of Rapid Transit

What is Rapid Transit?

"Rapid transit is a form of public transportation on a fixed route that includes features that dramatically improve the speed, capacity, reliability, and quality of the service."

-Institute for Transportation and Development Policy (ITDP)

Eugene, OR – Emerald Express



Fort Collins, CO – MAX

Common Types of Rapid Transit

Bus Rapid Transit (BRT)

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Cincinnati, OH – Cincinnati Bell Connector

Tucson, AZ – Sun Link

Common Types of Rapid Transit

Streetcar

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Northern New England - Downeaster

Northern Virginia– Virginia Railway Express

Common Types of Rapid Transit
Commuter Rail

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Morgantown, WV – Personal Rapid Transit (PRT)

Pittsburgh, PA – Monongahela Incline

Uncommon Types of Rapid Transit

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Features of Rapid Transit

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Features of Rapid Transit


Prominent Brand / Identity
Higher Capacity
Fixed Guideway
90213
90213
Downeaster
Operated by AMTRAK

Features of Rapid Transit


Enhanced Station
Elevated Platform

Context

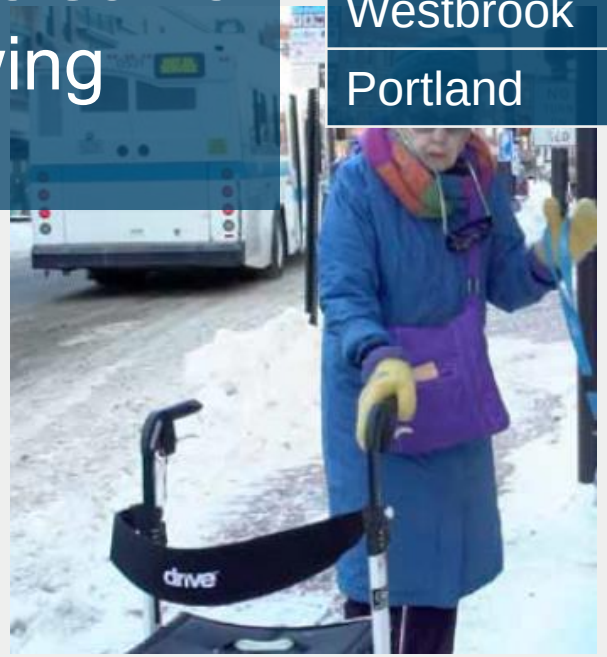
Growth, Development, and Future Traffic Conditions

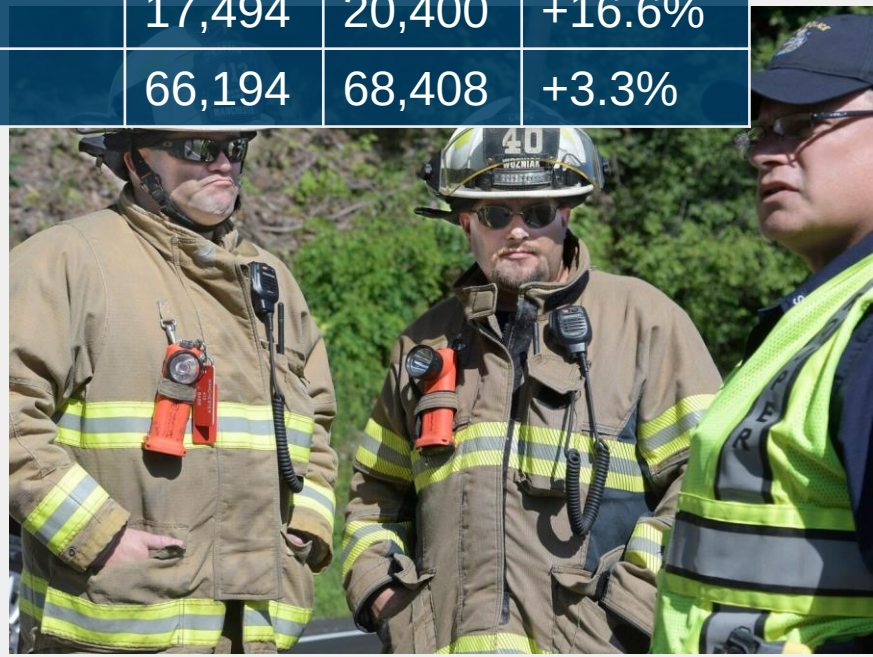
Why Rapid Transit?

Growth, Development, and the Future

The corridor is growing and changing. From 2010-2020, Gorham, Westbrook, and Portland were some of the state's fastest growing communities.

Population Growth (2010-2020)			
Municipality	**2010**	**2020**	**Change**
Gorham	16,381	18,336	+11.9%
Westbrook	17,494	20,400	+16.6%
Portland	66,194	68,408	+3.3%





Source: MaineHealth, Voice of OC, Kennebec Journal, GPCOG

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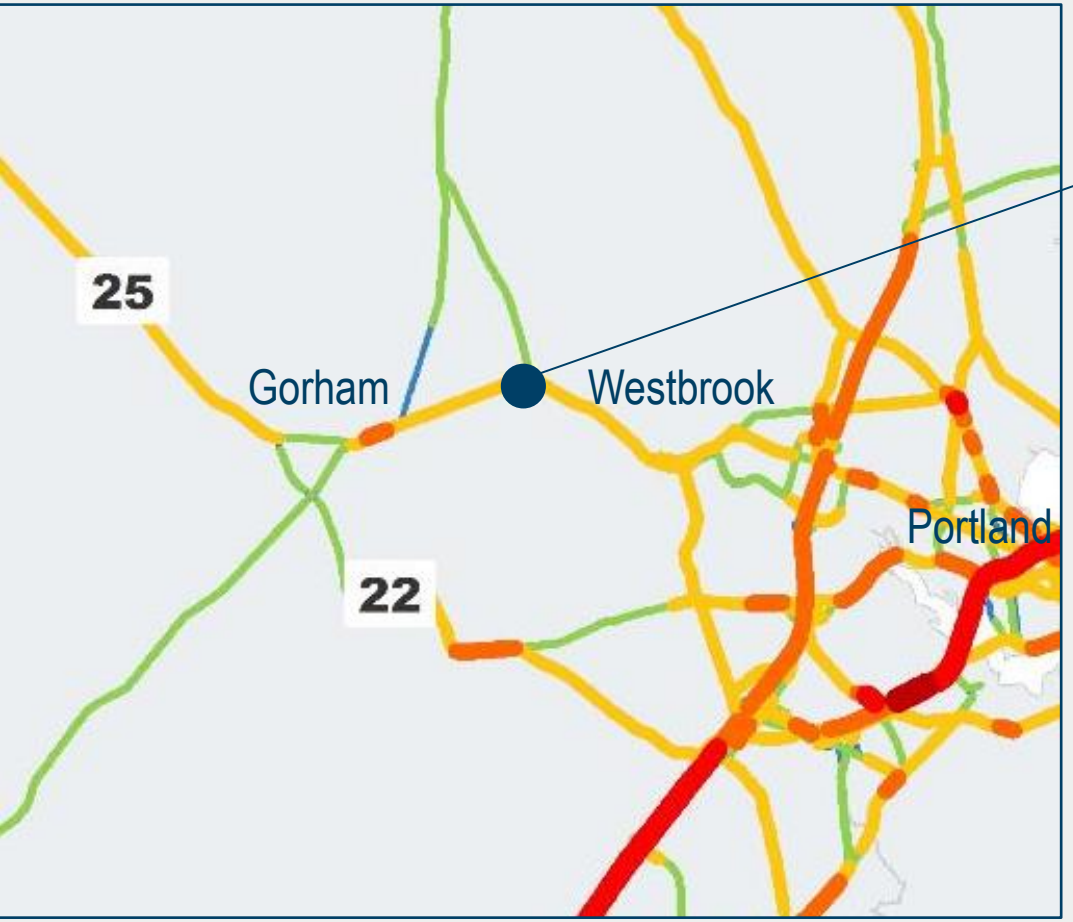
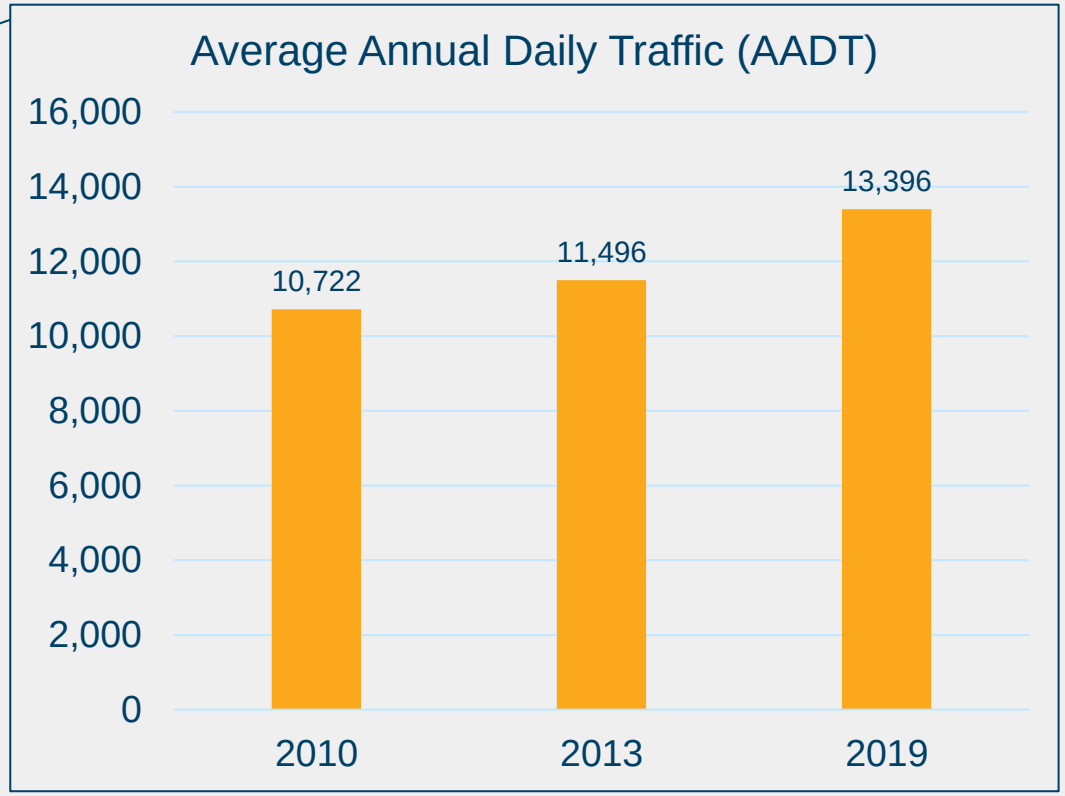
The Challenges of Growth

1. Increased traffic congestion and travel delays
2. Increased emissions
3. Housing challenges, land consumption
4. Infrastructure strains
5. Municipal expenses

Regional Traffic Snapshot



From 2010 to 2019, traffic volume increased by 25% on Route 25 in Gorham's Mosher Corner



Source: MaineDOT Historic Traffic Counts

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Why Rapid Transit?

1. Provide reliable transportation choices
2. Attract new riders, reduce traffic & emissions
3. Recover from the pandemic
4. Encourage development near transit
5. Protect conservation areas and farmland

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Benefits of Rapid Transit

Transit System

Environmental

Economic Development

Transit System Benefits – Cleveland, OH

4.5M Additional Transit Trips
In First 10 Years of Service

62% Increase in Ridership
In First 10 Years of Service

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Environmental Benefits – Cleveland, OH

4.5 m trips = 30,000 Tons of Carbon Emissions avoided

1,000 trees = Over 25 Tons of CO_2 Sequestered

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Economic Development Benefits – Cleveland, OH

Total project cost: $197.2 Million

Local match: $93.6 Million

$9.5 Billion in Development

$190 benefit per dollar invested

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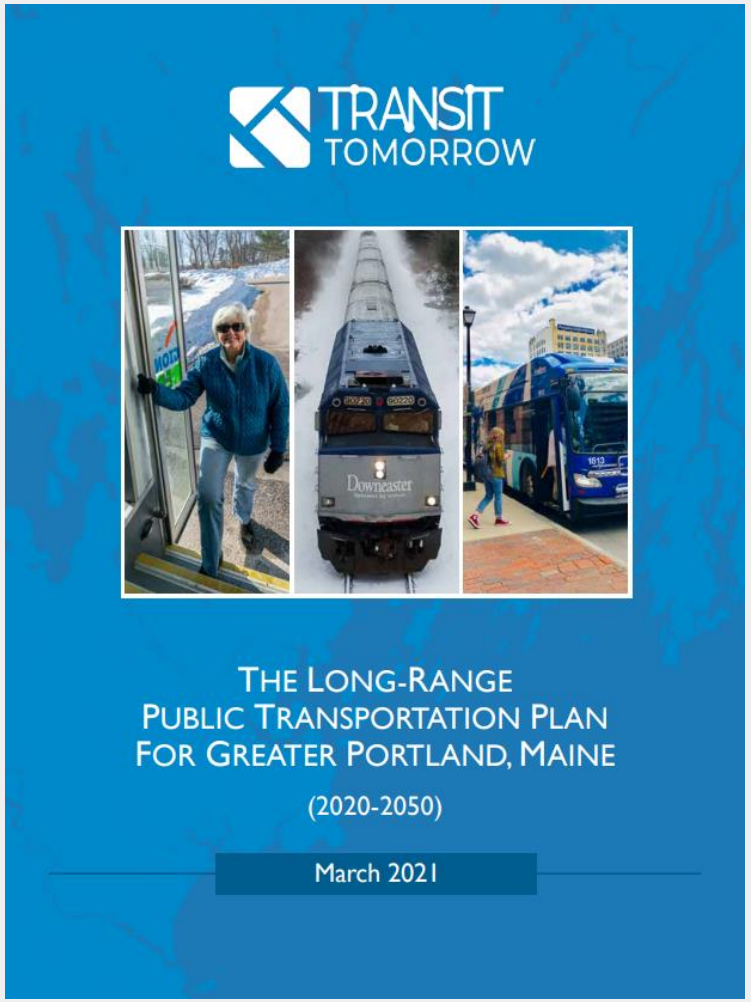
Transit Tomorrow

Why Gorham-Westbrook-Portland?

Recommendations from *Transit Tomorrow*



1. Make Transit Easier ✓
2. Create Frequent Connections ✓
3. **Improve Rapid Transit** ✓
4. Create Transit Friendly Places ✓*

* *Efficient rapid transit systems can encourage development around key transit hubs.*

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Rapid Transit Corridors Identified in *Transit Tomorrow*

1. **Gorham – Westbrook – Portland**
2. Biddeford – Saco – Portland
3. Brunswick – Portland
4. North Windham – Portland – South Portland

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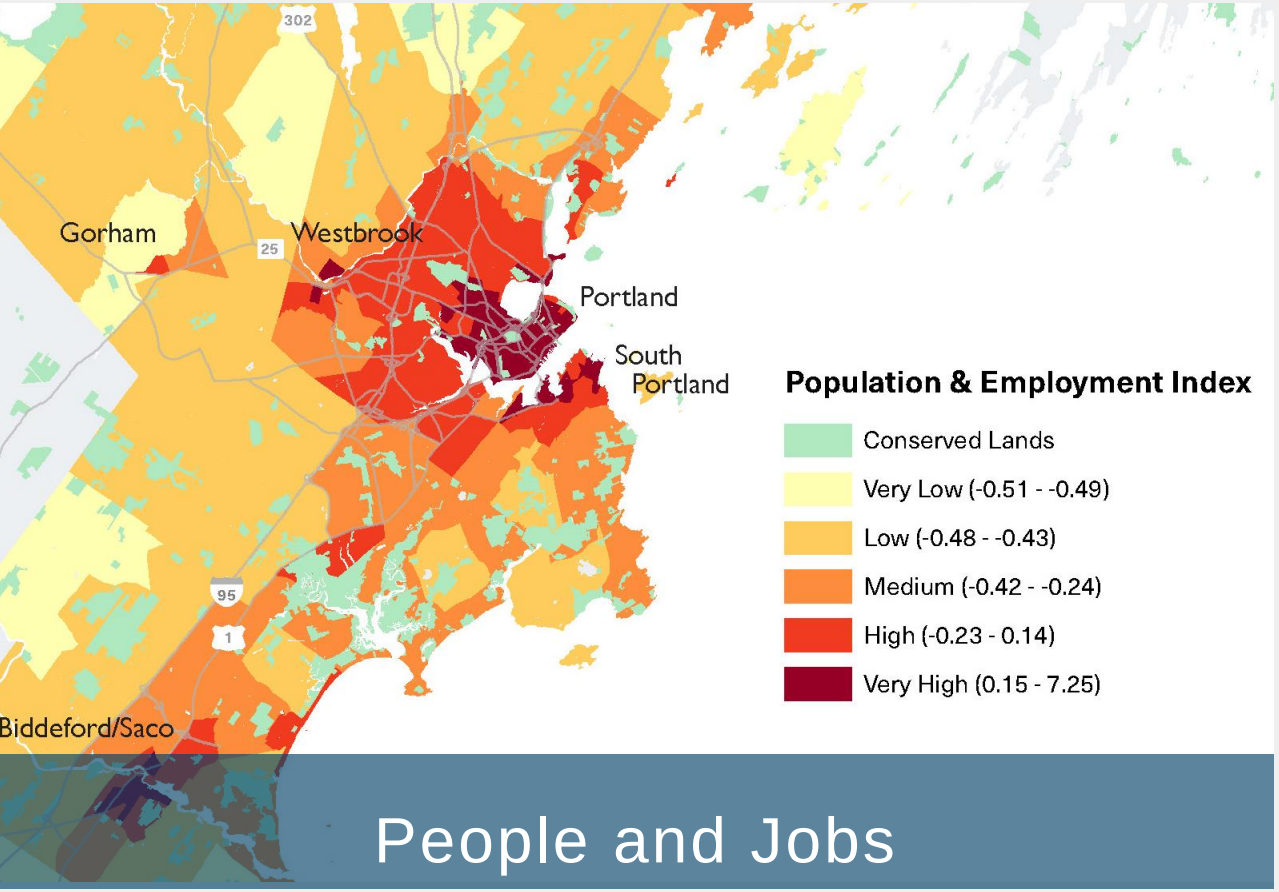
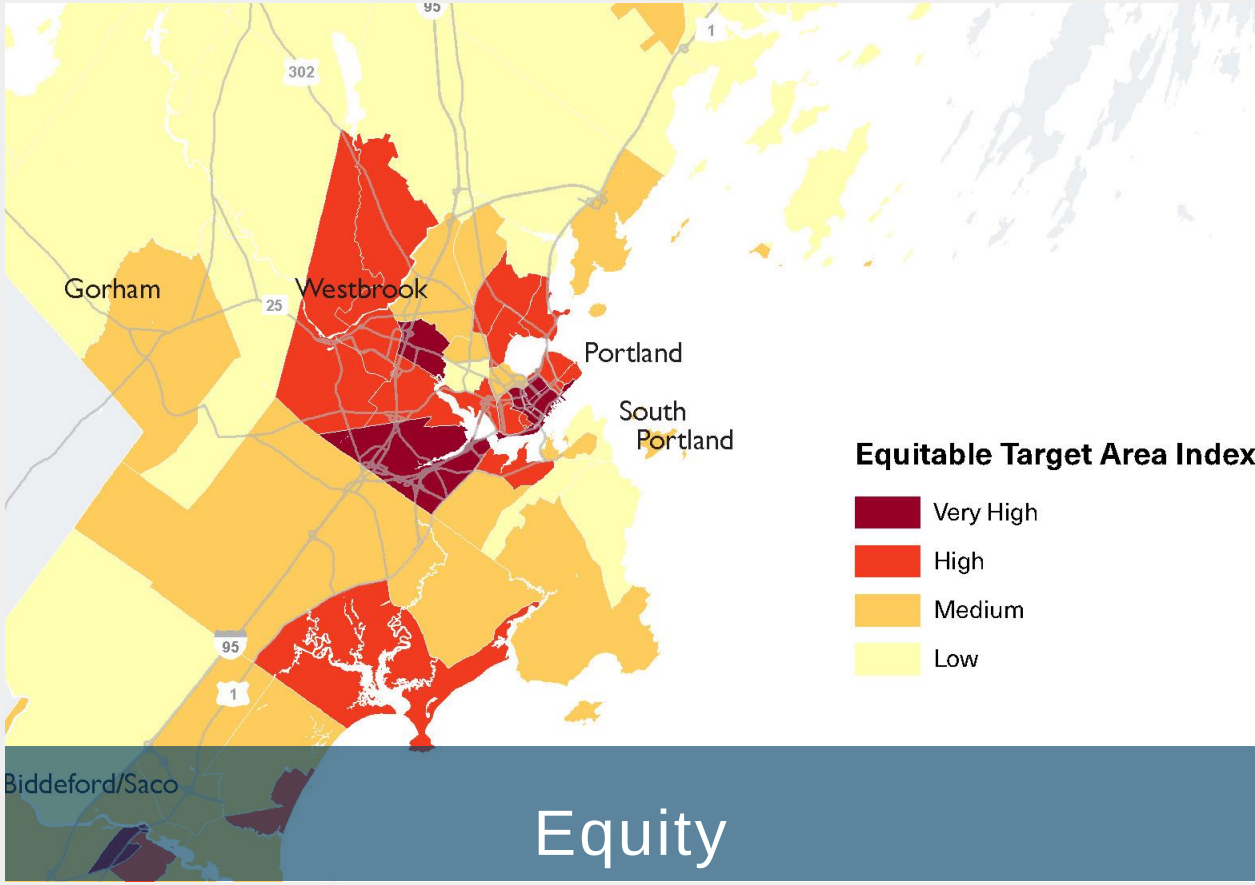
Why the Gorham-Westbrook-Portland Corridor?



People and Jobs



Equity

Source: Transit Tomorrow

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Why the Gorham-Westbrook-Portland Corridor?

USM

Rock Row

Maine Medical Center (Brighton)

Sources: USM, Maine Biz, Maine Health

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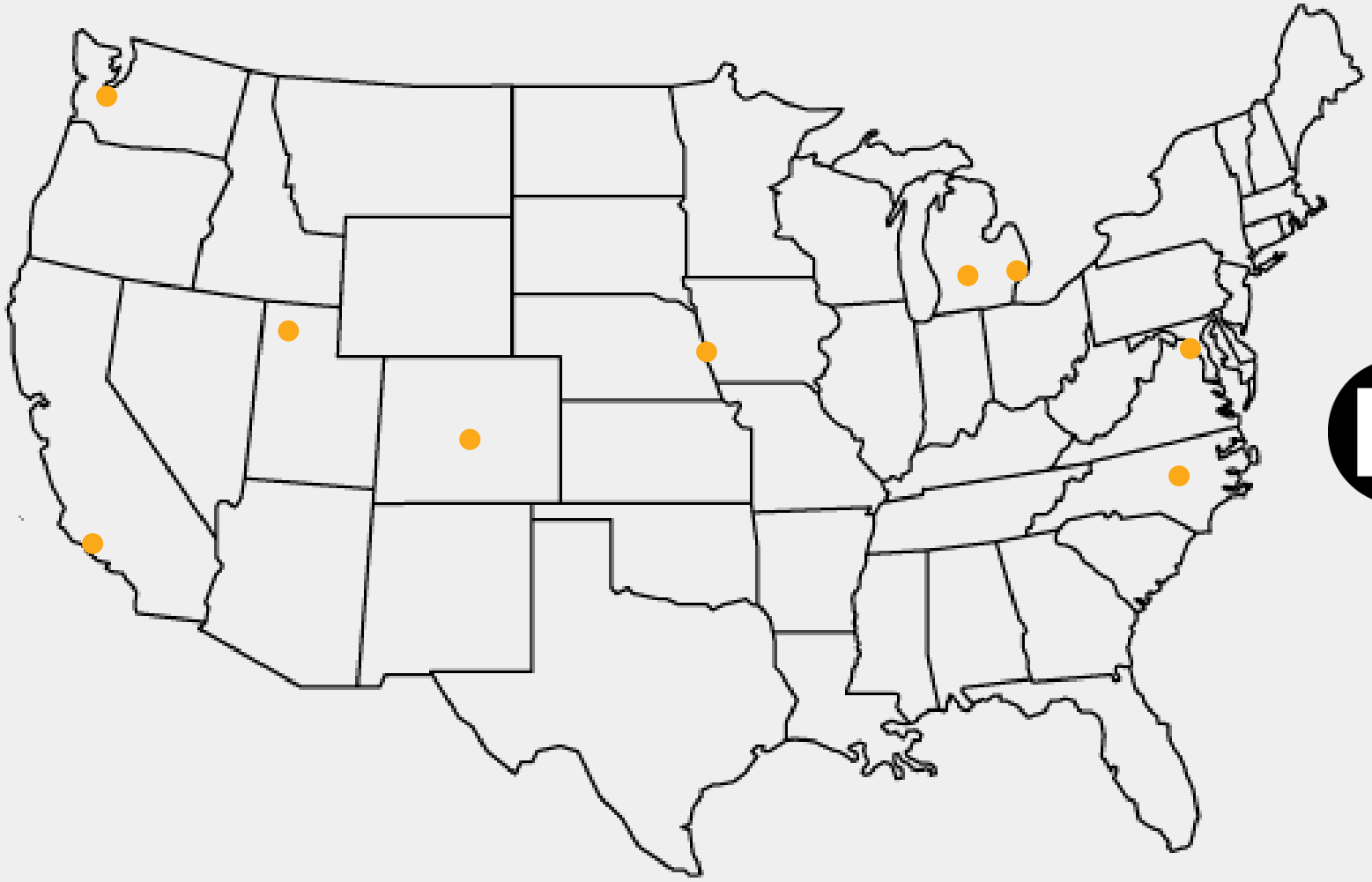
Study Background

Research

Key Takeaways

Scope of Work

Best Practices



WSDOT

DEPARTMENT OF TRANSPORTATION
UNITED STATES OF AMERICA

CATA

DENVER
THE MILE HIGH CITY

Metro

METROPOLITAN WASHINGTON
Council of Governments

MAPA
Omaha - Council Bluffs
Metropolitan Area
Planning Agency

GO
Triangle

UTA

SEMCOG

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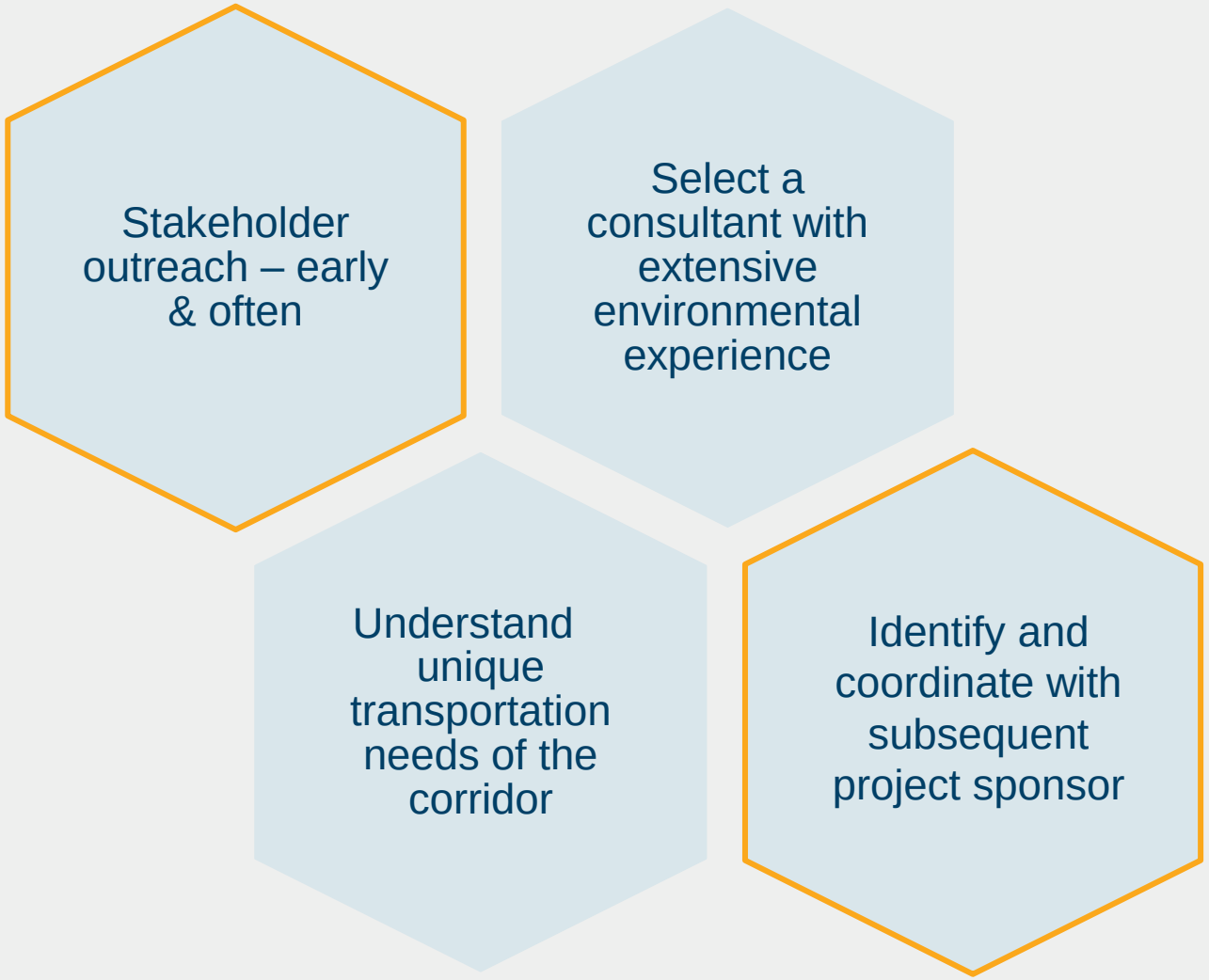
Best Practices



"Public outreach needs to start immediately and be as inclusive as possible so that initial vision can be adapted to community."

- Capital Area Transit Authority (CATA) Lansing, MI

Scope of Work

- Project Management
- Project Purpose & Goals
- Existing Conditions Analysis
- **Environmental Inventory**
- Public Outreach & Engagement
- Agency Coordination
- **Alternatives Analysis**
- Economic Development Analysis
- **Funding Application**
- Action Plan

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Scope of Work

- Project Management
- Project Purpose & Goals
- Existing Conditions Analysis
- **Environmental Inventory**
- Public Outreach & Engagement
- Agency Coordination
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- Action Plan

Informs level of National Environmental Policy Act (NEPA) review

Scope of Work

Project Management

Project Purpose & Goals

Existing Conditions Analysis

Environmental Inventory

Public Outreach & Engagement

Agency Coordination

Alternatives Analysis

Economic Development Analysis

Funding Application

Action Plan

Identifies Locally Preferred Alternative (LPA)

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Scope of Work

Project Management

Project Purpose & Goals

Existing Conditions Analysis

Environmental Inventory

Public Outreach & Engagement

Agency Coordination

Alternatives Analysis

Economic Development Analysis

Funding Application

Action Plan

Keeps project moving toward implementation

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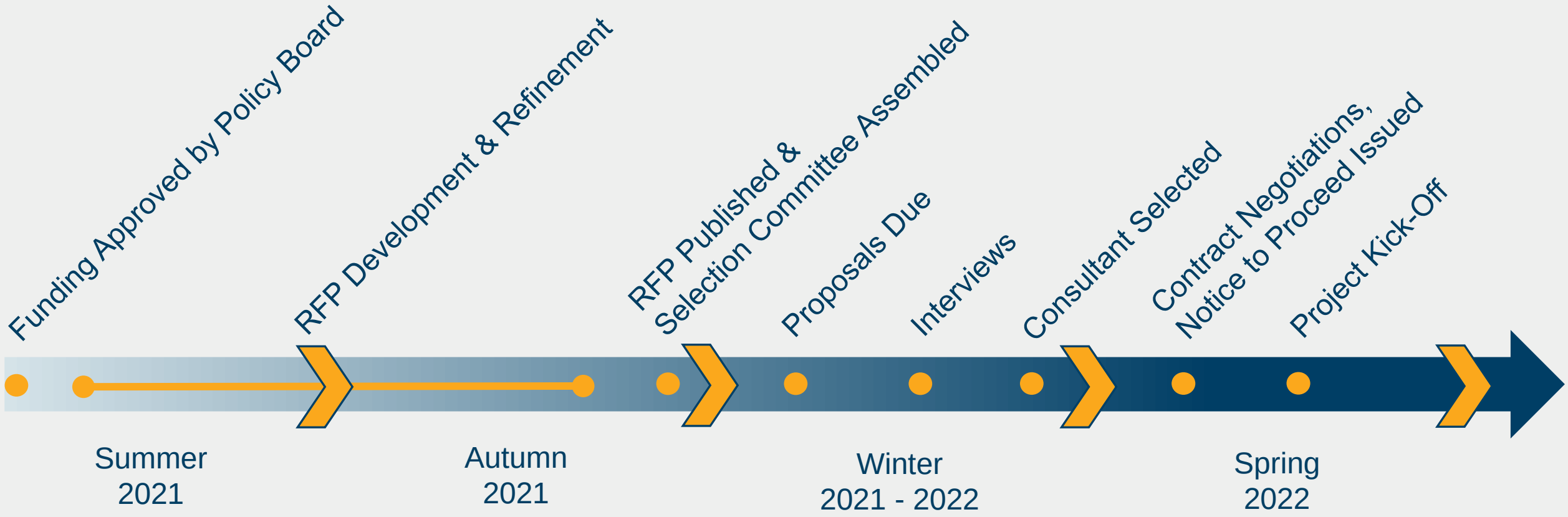
Timeline



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Funding Rapid Transit

Capital Funding

Federal Discretionary Grant Programs

Capital Funding Considerations

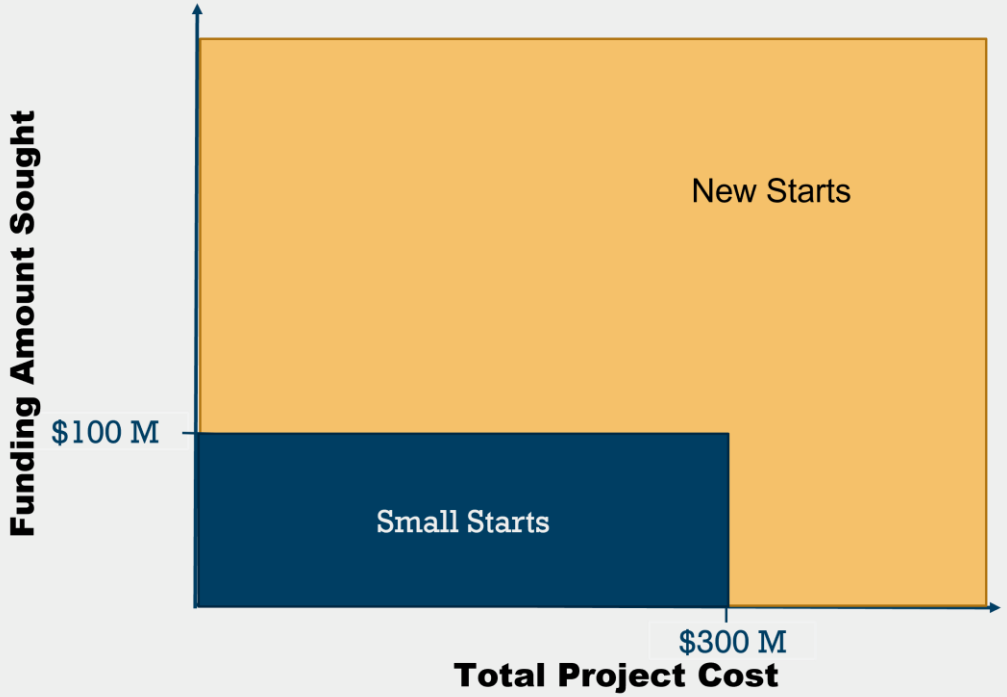
Examples of Federal Discretionary Programs

US Department of Transportation (USDOT) Grant Funding Program	Maximum Amount per Project	Maximum Amount per State
RAISE (Formerly TIGER & BUILD)	$25M	$100M

Capital Funding Considerations

Examples of Federal Discretionary Programs

Federal Transit Administration (FTA) Grant Funding Program	Total Project Cost	Funding Amount Sought	Maximum Federal Share
FTA Small Starts	< $300M	<$100M	80%
FTA New Starts	>$300M	>$100M	60%



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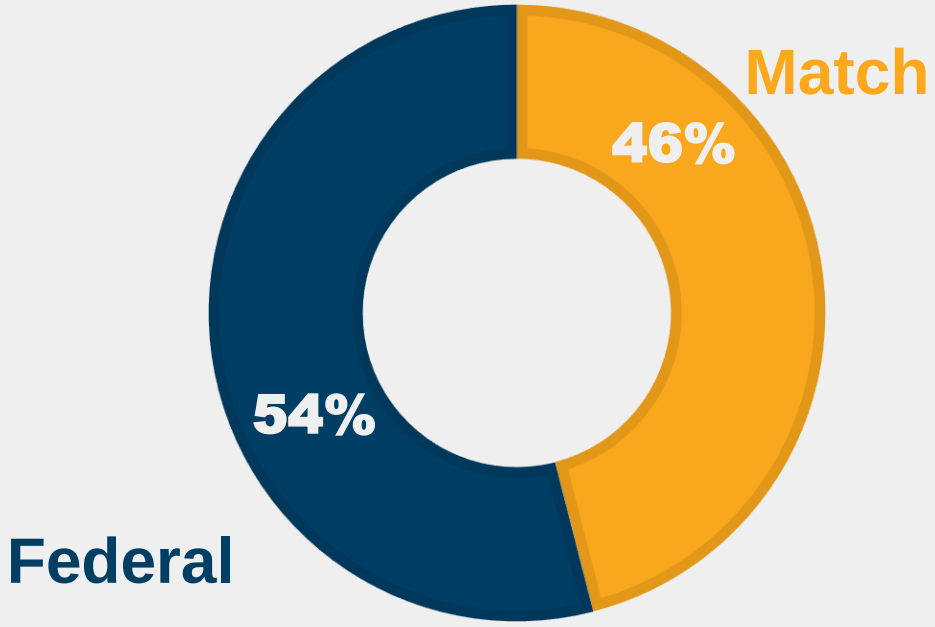
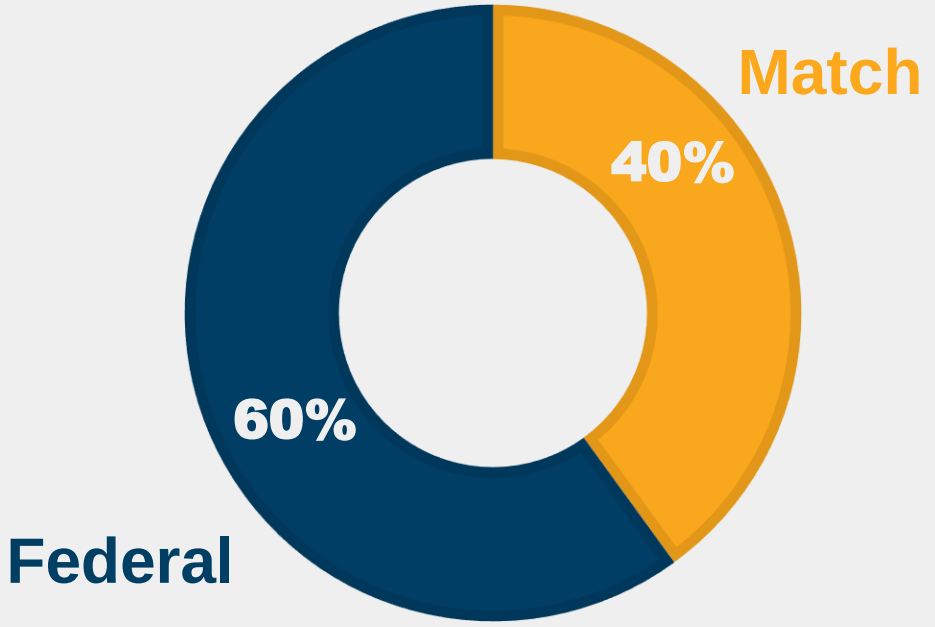
Federal Transit Administration Capital Investment Grant (FY21)

FY 2021
Average Federal Share
54%



FY 2021
Average Federal Share in regions under 1M
60%



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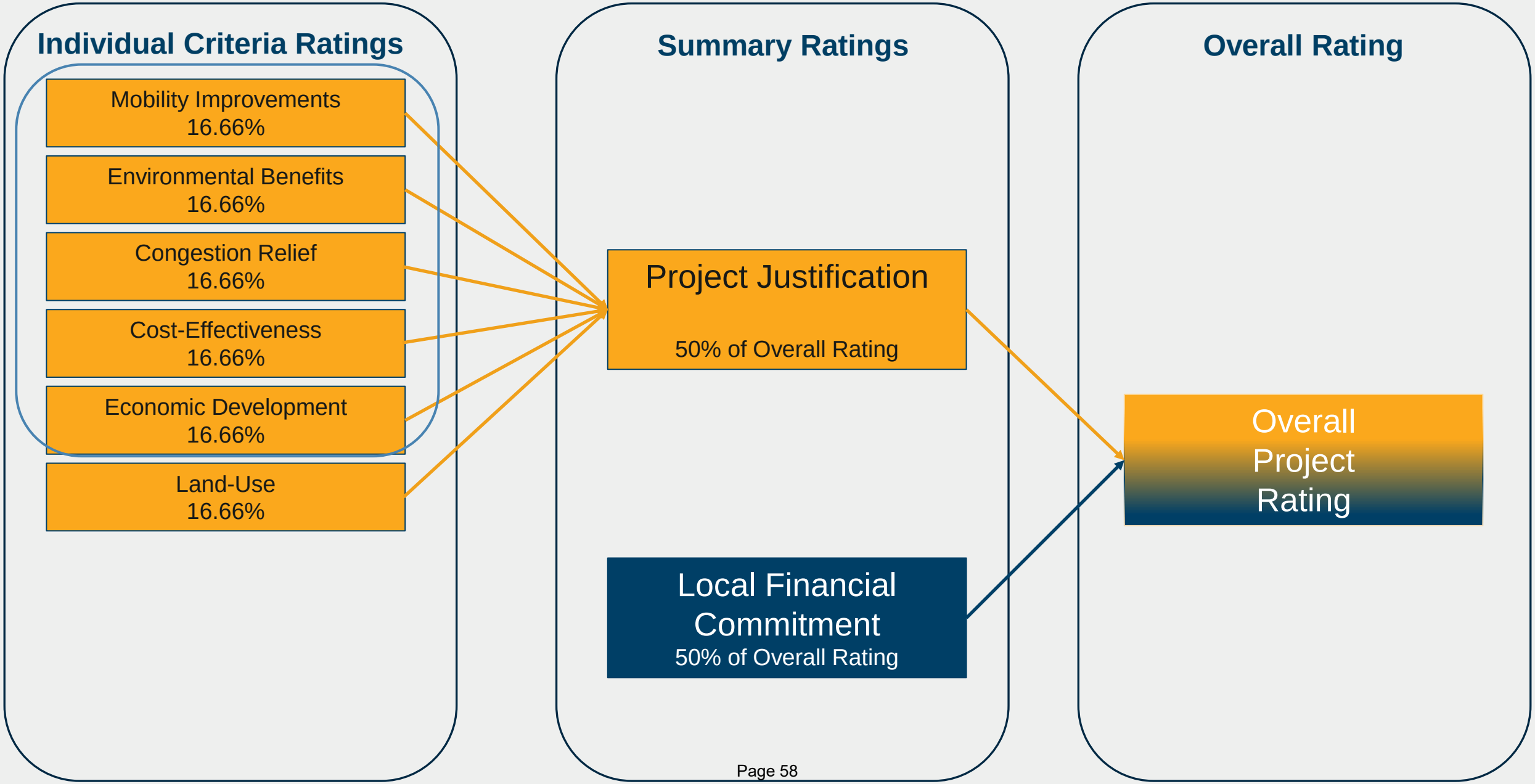
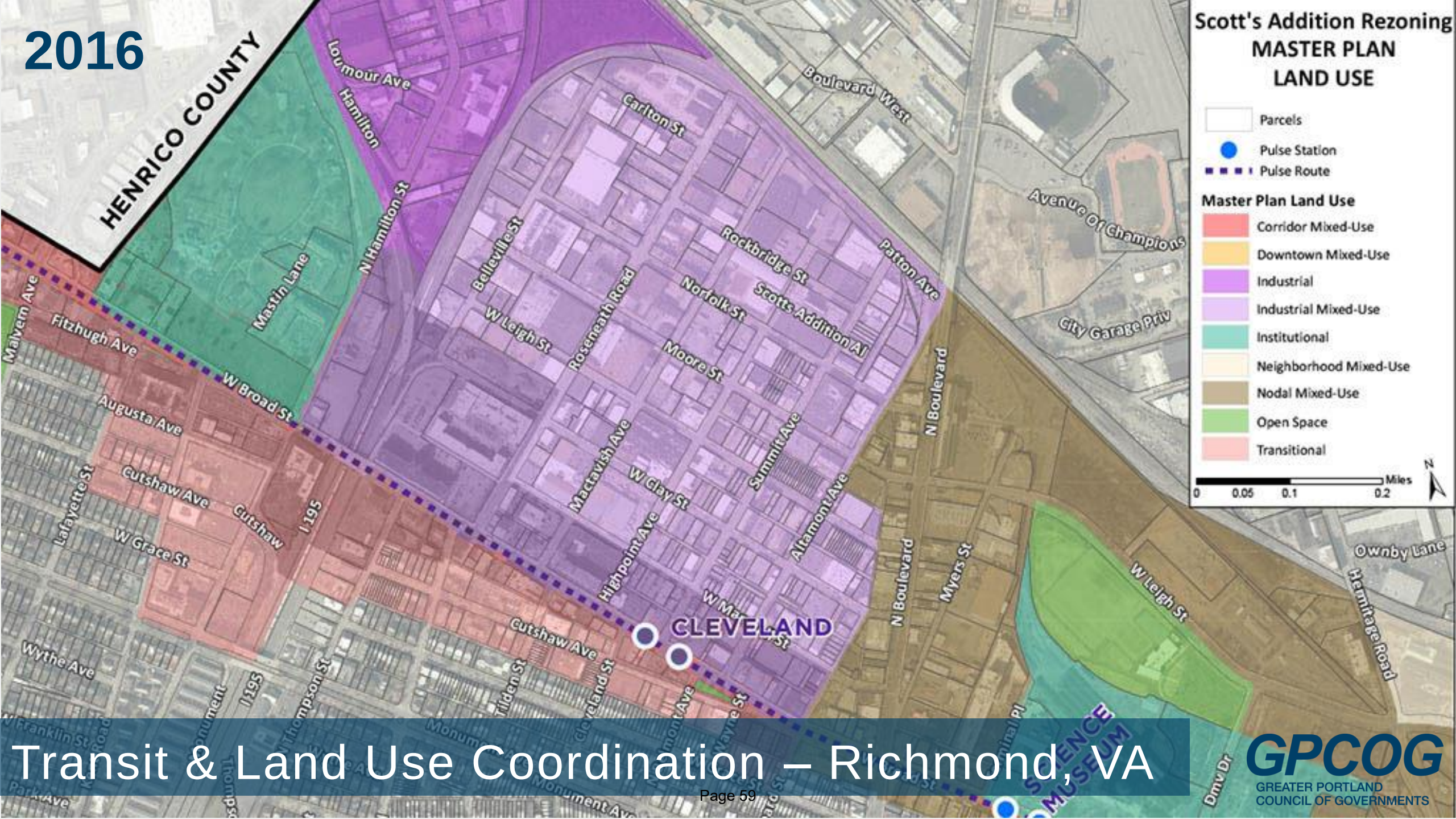
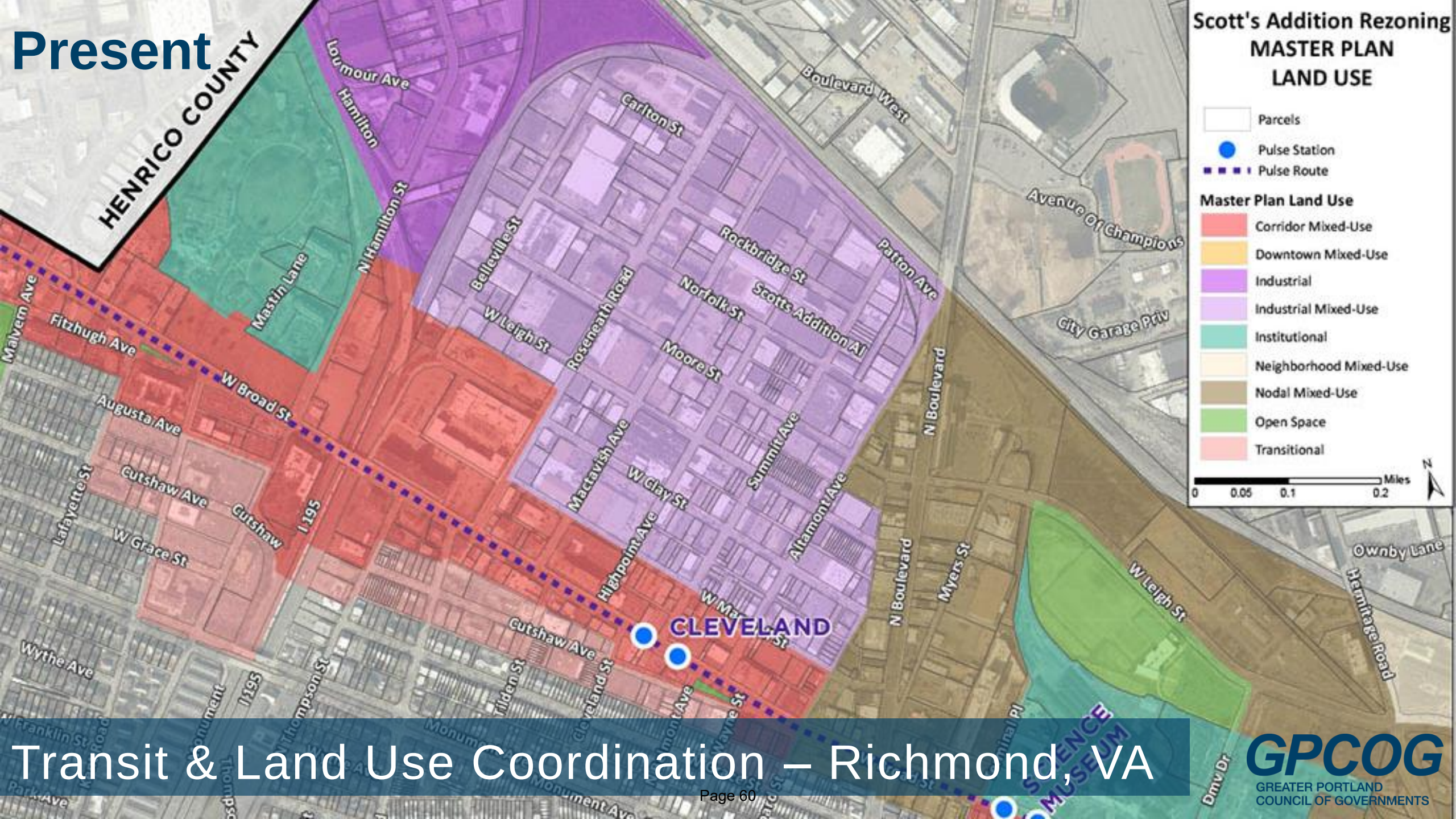
Capital Investment Grant Project Evaluation and Rating





Transit & Land Use Coordination – Richmond, VA



Transit & Land Use Coordination – Richmond, VA

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2016

2021

Transit & Land Use Coordination
Richmond, VA

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2016

2021

Transit & Land Use Coordination
Richmond, VA

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AUGUST

Thank You!

Contact

Ericka Amador
GPCOG Project Manager
Regional Transportation Planner
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Memorandum
Planning and Urban Development Department

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

FROM: Bruce Hyman, Transportation Program Manager
Nell Donaldson, Director of Special Projects, Planning and Urban Development

DATE: March 4, 2022

RE: Portland complete streets policy

CC: Chris Branch, P.E. Director, Department of Public Works
Jeremiah Bartlett, P.E., PTOE, Transportation Systems Engineer
Christine Grimando, AICP, Director, Planning & Urban Development

Introduction

The U.S. Department of Transportation defines complete streets as "streets designed and operated to enable safe use and support mobility for all users. Those include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders" (https://www.transportation.gov/mission/health/complete-streets). While the design of complete streets varies by context, they commonly include core elements like sidewalks, bike lanes, transit accommodations, crosswalks, lighting, and ADA-accessible curb ramps. Research has shown that complete streets can have a positive impact on economic development, safety, and public health, among other outcomes.

Recognizing these benefits, in December 2012 the Portland City Council adopted a complete streets policy (*Attachment 1*). The policy was written to ensure that when planning, designing, constructing, maintaining, and operating the city's streets and the public right-of-way, considerations for all current and future users, regardless of transportation mode, age, or ability, are taken into account.

The policy came about as part of a 2010 Center for Disease Control grant that the city received to combat environmental factors that contribute to chronic disease. A complete streets policy was one of the defined grant outcomes, targeted particularly as a means of increasing physical activity through investments in active transportation. As a first step, the City Council unanimously passed a complete streets resolution in 2011 that included principles to guide the development of the policy (*Attachment 2*). In the subsequent drafting process, staff reviewed numerous peer community best practices compiled by the Complete Streets Coalition (https://smartgrowthamerica.org/program/national-complete-streets-coalition/), and engaged various stakeholders with interests in street design, land use, and active transportation. In 2012, the Council unanimously adopted the city's complete streets policy. Below is an overview of the policy and how it guides changes to city streets.

Portland's Policy

The adopted complete streets policy includes the ten key components that the Complete Streets Coalition identified as best practice at the time:

1. *Vision.* The vision sets the tone for the policy and its wide-ranging applicability and intent. It states:

   > *The City of Portland's streets shall sustainably provide for the needs of all current and future users and all modes in planning, programming, design, construction, reconstruction, paving, retrofit, operations, and maintenance activities. The goal is to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner…*
   >
   > *Decisions regarding the public right-of-way shall promote use by all users and all modes in a safe, balanced and effective manner taking into account the surrounding community context and land uses. The principles and policies guiding these decisions shall be known as Complete Streets.*
2. *All Users and Modes.* This element of the policy helps to define target users and modes, including motorists, bicyclists, pedestrians, public transportation providers and patrons, freight providers, emergency responders, and persons with disabilities.
3. *All Projects.* This component clarifies when the policy applies, in the case of "all roadway projects, including those involving new construction, reconstruction, repaving/rehabilitation, or roadway retrofit."
4. *Exceptions.* Exceptions are outlined, including instances of "ordinary maintenance," insufficient space, safety concerns, cost, or environmental, historic, or other significant adverse impacts.
5. *Network.* This element of the policy acknowledges that complete streets should be conceived as a network and outlines contributing design elements in detail.
6. *All Agencies and All Roads*. The policy commits the city to coordinating with other transportation agencies in integrating complete streets principles into their projects.
7. *Design Standards and Guidelines.* This portion of the policy commits the city to developing supporting standards and guidelines, for instance through the city's *Technical Manual*.
8. *Community Context.* The policy acknowledges that a consideration of context is essential in determining a complete streets design approach, and that different complete streets responses may be appropriate given differing street functions.
9. *Performance Measures.* The policy supports the tracking of performance measures, such as mode share, safety, and miles of bicycle and pedestrian facilities created.
10. *Implementation.* Last, the policy suggests a number of means through which to implement the policy, including through education, design standards, and SOPs.

Implementation to Date

To date, implementation of the complete streets policy has generally been achieved through two primary channels: large-scale multi-modal street redesign projects, which generally result from long-range planning initiatives, and the integration of design elements into other significant city infrastructure projects as opportunities arise. The more strategic, long-term projects begin with envisioning public ways as more multi-modal ('complete') as part of a neighborhood or corridor study. A recent example is the *Portland-South Portland 'Smart Corridor' Study*, which examined Forest Avenue from Morrill's Corner to Park Avenue. The study identified issues related to Forest Avenue's current auto-centric design and developed recommendations to improve pedestrian and bicyclist safety, accessibility, and transit operations, all while balancing the need for vehicular efficiency and safety. Several street re-design projects resulting from the study are currently moving forward.

The second channel for implementing changes that further complete streets policies is more incremental and opportunistic, leveraging planned infrastructure investments, such as paving, traffic signal replacement, and sewer separation projects, to address multi-modal safety and accessibility issues. For example, Washington Avenue and Allen Avenue gained significant complete streets benefits through phased paving and traffic signal projects from 2017-2019. As part of these projects, buffered bike lanes were created, outdated traffic signal systems were replaced, curb ramps at intersections and some transit stops were upgraded to comply with ADA standards, crosswalks were added, and sidewalks were paved. Similarly, the recent DPW Water Resources project on Baxter Boulevard resulted in significant bicycle and pedestrian improvements by removing the right turn slip lane at Preble Street Extension to create a more traditional urban intersection.

Another way that incremental complete street changes occur is through the development review process, where new development projects are required to make changes proportionate to their impacts, including installing sidewalks, upgrading ramps and crosswalks, and installing bicycle and transit infrastructure that further complete streets goals.

Current Complete Streets-Related Initiatives

A number of significant city projects that will achieve complete streets objectives are currently underway. These include:

- Washington Avenue Streetscape Project (Oxford Street to Congress Street)
- Brighton Avenue Multi-modal Project (St. John Street to Rand Road)
- Libbytown Safety and Accessibility Project (Congress Street and Park Avenue in the vicinity of I-295 Exit 5 from the Fore River Parkway to Valley Street)
- Stevens Avenue Paving Project (Forest Avenue to Clinton Street)
- Morrill's Corner Preliminary Design (Forest Avenue from Warren Avenue to Stevens Avenue)

Key Considerations

A decade after adoption, it is clear that the city's complete streets policy, in conjunction with other city initiatives, has had a profound effect on Portland's transportation network. The city has upgraded ramps and sidewalks, installed crosswalks, expanded the multi-use pathway network, and

striped new bike lanes across our neighborhoods. However, it is also important to note that there are challenges with respect to implementation, among them:

1. *The timing and adequacy of funding*. Some features of a complete street are not eligible for some funding programs, such as the State Revolving Fund program that finances many of the city's sewer separation projects. Many complete streets elements are considered 'ineligibles' and require a separate CIP or other funding allocation to be incorporated into projects in a timely way.
2. *Conflicting design goals.* Large transportation projects are often funded and sometimes led by other agencies, such as the MaineDOT and PACTS. City and MaineDOT goals and design standards have sometimes conflicted. Better aligning goals and standards between the City and MaineDOT is a current topic of conversation, and one Portland, PACTS and the state are all engaged in.

As the city continues its work around implementing the complete streets policy, addressing these challenges is one of the goals.

Attachments

1. *Complete Streets Policy, December 2012*
2. *Complete Streets Resolution, March 2011*

1. Vision. The City of Portland's streets shall sustainably provide for the needs of all current and future users and all modes in planning, programming, design, construction, reconstruction, paving, retrofit, operations, and maintenance activities. The goal is to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

Complete Streets contribute to the city's sustainability and livability goals including: creating a comprehensive, equitable, and fully accessible transportation network; enhancing public safety and public health; complementing land use patterns and economic development; and, achieving energy and environmental sustainability.

Decisions regarding the public right-of-way shall promote use by all users and all modes in a safe, balanced and effective manner taking into account the surrounding community context and land uses. The principles and policies guiding these decisions shall be known as Complete Streets.

2. All Users and All Modes. This Policy is inclusive of all users of all ages and abilities and all modes including: motorists; bicyclists; pedestrians, including persons with disabilities which may use mobility devices such as wheelchairs; public transportation services, vehicles and patrons; freight providers; and, emergency responders.

3. All Projects. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing projects that affect public streets will give due consideration to all roadway users from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, re-paving/rehabilitation or roadway retrofit. Roadway retrofits may include changes in the allocation of the right-of-way and pavement space on an existing roadway, such as changes to the number and use of lanes, changes in lane widths, and/or reconfiguration of on-street parking.

When applying for and reviewing projects for funding purposes regardless of funding source, Complete Street practices and principles will be included, as appropriate, for all projects that affect the public right-of-way.

4. Exceptions. Bicyclist, pedestrian and bus transit users and facilities and their considerations shall be included in street construction, re-construction, re-paving, and rehabilitation projects, except under one or more of the following conditions:

a. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour routes.

b. The Director of Public Services, or designee, determines there is insufficient space to safely accommodate new facilities and a parallel or nearby facility provides a reasonable level of similar accessibility to destinations.

c. The Director of Public Services determines there are relatively high safety risks.

d. The City Council exempts a project due to the excessive and disproportionate cost of establishing a bikeway, walkway or transit enhancement as part of a project in relation to the anticipated number of users.

e. As part of its Development Review process the Planning Board may waive sidewalk requirements based upon its formal, structured waiver provisions.

f. The City Engineer and Planning Staff jointly determine that the construction is not practically feasible or cost-effective because of significant or adverse environmental impacts to historic resources, streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas, or due to impacts on neighboring land uses, including impact from right of way acquisition.

g. The project involves a roadway that bicyclists and/or pedestrians are prohibited by law or the roadway falls outside an established existing bus transit route or where it is reasonably determined a future bus transit route will not occur.

5. Network. Complete streets are planned, designed, maintained and operated to enable safe, convenient, appealing and continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of complete streets.

Complete Streets can be achieved through network level improvements, through integration into single location projects, or incrementally, though a series of small improvements or maintenance activities.

Transportation improvements will include facilities and amenities, as appropriate, that are recognized as contributing to Complete Streets, which may include pavement markings and signs; street and sidewalk lighting; sidewalks and pedestrian safety improvements such as medians/pedestrian refuges, curb extensions and crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant and full accessibility such as curb ramps and accessible pedestrian signals; transit accommodations including bus shelters and improved pedestrian access to transit stops and centers; bicycle detection at intersections and bicycle accommodations including, shared use lanes, paved shoulders, wide travel lanes or bike lanes as appropriate; bicycle parking; and street trees, landscaping, street furniture and adequate drainage facilities, including opportunities for ‘green’ stormwater management facilities and practices.

6. All Agencies and All Roads. The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit and motorist use and should not preclude the provision of future improvements.

The City of Portland will coordinate and collaborate with other transportation agencies including PACTS and the MaineDOT, and other users of the public right-of-way, such as utilities and public transportation providers, to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.

7. Design Standards and Guidelines. The Department of Public Services and the Department of Planning and Urban Development shall adapt, develop and adopt inter-departmental policies, urban design guidelines, zoning and performance standards and other guidelines based upon resources identifying best practices in urban design and street design, construction, operations and maintenance. These resources include, but are not limited to: the AASHTO Green Book; AASHTO Guide for the Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices; and US Access Board Public Right-of-Way Accessibility Guidelines.

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

8. Community Context. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:

a. Whether the corridor provides a primary access to one or more significant destinations such as a community or regional park or recreational area, a school, a shopping/commercial area, a local transportation center or other multimodal center, or an employment center

b. Whether the corridor provides access across a natural or man-made barrier such as a river or freeway

c. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated

d. Whether a road corridor provides, or could provide, continuity or connectivity links for an existing trail or path network

e. Whether nearby and/or parallel routes provide a similar Quality or Level of Service, convenience and connectivity already exist or could be implemented.

9. Performance Measures. The City will define performance measure to track the progress of implementation of this Policy and supporting documents, such as the Comprehensive Plan. Such measures shall include, but not be limited to: improvements in safety for all roadway users; increased capacity and connectivity for all modes of transportation; usage (such as mode share) of biking, walking and transit; miles of bicycle and pedestrian facilities; and attainment of ADA compliance. Such measures shall be incorporated into relevant plans, manuals, policies, processes and programs. The Public Services Department shall work with other departments and agencies to track such performance measures, as appropriate.

10. Implementation. The City will develop implementation strategies that will include, but are not limited to:

a. Restructuring Policies and Procedures

- Evaluate and revise manuals and practices.
- Develop project checklists for the incorporation of Complete Streets elements into projects, plans and other activities affecting streets and the public-right-of way.
- Work with governmental agencies such as PACTS and the MaineDOT to encourage incorporation of the City's Complete Street policy into transportation projects under their jurisdiction.

b. Developing Design Policies and Guidelines

- Develop and adopt street network plans.
- Develop Level/Quality of Service indicators for motor vehicle, pedestrian, bicycling and transit facilities and services.

c. Providing Training

- Continue education of staff and public officials on the principles and practices of Complete Streets.

d. Improving and Updating Performance Measures

- Identify performance goals and targets.
- Develop tracking measures such as safety, facility use and modal shifts to gauge success.

CITY OF PORTLAND

IN THE CITY COUNCIL

RESOLUTION SUPPORTING COMPLETE STREETS

WHEREAS, Complete Streets is an objective of the Communities Putting Prevention to Work program of Healthy Portland to prevent adult and childhood obesity by promoting the integration of physical activity into the daily lives of Portland residents; and

WHEREAS, Complete Streets enhance safe walking and bicycling options for school-age children, in recognition of the objectives of the national Safe Routes to School program and the Centers for Disease Control and Prevention's Physical Activity Guidelines; and

WHEREAS, Complete Streets are designed, constructed, operated and maintained to assure safety and accessibility for all the users of our roads, trails and transit systems, including pedestrians, bicyclists, transit riders, motorists, commercial and emergency vehicles and for people of all ages and of all abilities; and

WHEREAS, Complete Streets reduce congestion by providing safe travel choices that encourage non-motorized transportation options, increasing the overall capacity of the transportation network as well as decreasing consumer transportation costs and help reduce crashes and injuries and their costs; and

WHEREAS, Complete Streets support major planning elements of the Portland Comprehensive Plan such as A Time of Change (1993), the Peninsula Transit Plan (2009), and the Sustainable Portland Plan (2010); and

WHEREAS, Complete Streets will help Portland achieve the City's sustainability goals of environmental stewardship through effective transportation and land use decision-making, thereby reduce greenhouse gas emissions as more people choose alternatives to single occupant vehicles; improving air quality, and alleviating public health concerns such as asthma; and

WHEREAS, Complete Streets support economic growth and community livability by providing accessible, attractive and efficient connections between home, school, work, recreation and retail destinations by improving the pedestrian and vehicular environments within and between neighborhoods;

NOW THEREFORE BE IT RESOLVED, that in order to develop, operate and maintain a safe, efficient, balanced and environmentally sound City transportation system for people of all ages and abilities, transportation and development projects shall reflect a Complete Streets philosophy that expands transportation choices; and

BE IT FURTHER RESOLVED, that in keeping with Portland's principles, the City Council directs the Mayor to work with city staff to convene a Complete Streets Working Group, comprised of representatives of diverse stakeholder groups, to develop a Complete Streets policy to be completed by March 2012, working in concert with appropriate city staff.