

An Accessible City

Portland has a unique combination of qualities that supports a robust multi-modal transportation system.

HOW PEOPLE AND GOODS arrive in and move through Portland is essential to the city's economy, sustainability, and quality of life. The city benefits from a dense development pattern which, when coupled with changing demographics and evolving market trends toward more urban living, allows for a high level of reliance on active transportation – bicycling, walking and transit use – to meet growing local transportation demand. As a regional center for commerce, culture, and tourism the city is served by auto, air, rail, bus, and ferry, and functions as a freight hub served by marine, truck, rail and air cargo.

Though the majority of city residents and visitors continue to be reliant largely on the automobile due to a combination of factors such as the dispersed development patterns of the past 6 decades, the widespread availability of parking, and the still limited reach of alternative modes. However, national trends clearly indicate people and companies are moving back to city centers that can support a more active, less auto-reliant lifestyle. As the city and its partners make needed investments in transit service, bicycle infrastructure, and the pedestrian environment, as well as updates to corresponding land use policies,

Portland will be more strongly positioned to capitalize on the re-investment in cities, and to reap the resulting economic and social benefits.

The objectives of Portland's transportation policies are to build on this momentum using a holistic framework for the planning, design, construction, operation, maintenance and funding of the city's transportation system. The city is invested in addressing 'fix it first' fundamentals such as the backlog of street pavement preservation, traffic signal replacement and sidewalk rehabilitation needs. However, the transportation strategy for Portland also seeks to leverage opportunities and diverse funding sources to implement transformational projects and programs. By managing growth in automobile traffic demand, Portland will enable more transportation choices, such as public transit, bicycling and walking. Our transportation investments and policy choices strive to preserve vehicular capacity and regional mobility while enhancing the diverse functions of our streets for all users and multiple modes.

Accessibility v. Mobility: What is the difference?

Mobility - the movement of goods and people
Accessibility - the ability to reach desired goods, services, and destinations



SNAPSHOT:
TRANSPORTATION

STATE GOAL

To plan for, finance and develop an efficient system of public facilities and services to accommodate anticipated growth and economic development.

LOCAL GOALS

WE WILL:

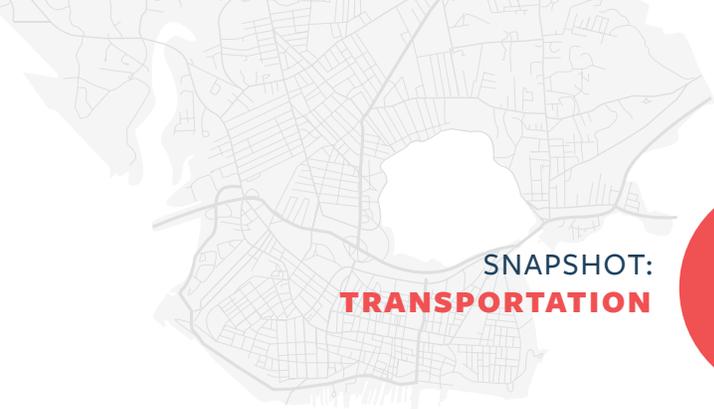
Promote accessibility, enabling residents and visitors of all ages and abilities to participate fully in the social and economic life of the community.

Support livability by improving the quality of life in neighborhoods and improving the public health of residents.

Support sustainability by reducing energy consumption, greenhouse gas emissions, and stormwater impacts.

Support economic vitality by ensuring the efficient movement of goods, services, and people.

FUTURE STRATEGIES



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1. FIX IT FIRST

- Maintain and modernize existing infrastructure as the city's priority transportation objective.
- Keep the city's streets in a state of good repair, upgrade and coordinate traffic signal systems, maintain pavement markings, rehabilitate the sidewalk network, and replace the public transit fleet in a timely fashion.

2. ADOPT MEASURABLE OBJECTIVES

- Monitor indicators such as mode share and multi-modal levels of service on key transportation corridors.
- 'Benchmark' existing conditions and set targets for specific future years.

3. DIVERSIFY FUNDING SOURCES

- Explore new funding sources as a way to lessen the burden of transportation projects on the traditional funding mechanisms, such as the local annual operating budget and Capital Improvement Program.
- Partner with funding agencies such as PACTS and the MaineDOT to leverage additional outside funding.
- Consider creative funding mechanisms, such as Transit Tax Increment Finance (TIF) districts, Transit TIF districts, the Sustainable Transportation Fund, and public-private partnerships.

4. INVEST IN SAFETY AND ACCESSIBILITY

- Make improvements to the transportation system to improve equity, sustainability, and accessibility.
- Address existing High Crash Locations, improve ADA accessibility, and ensure pedestrian access to transit stops.

5. MODERNIZE STREET DESIGN

- Make strategic investments in streets and street design to create Complete Streets and provide mobility, safety, and accessibility to all users.
- Invest in traffic signal modernization, street design safety modifications, and reconfigurations of existing streets to reinforce safer urban traffic speeds.
- Implement wayfinding, place-making and street lighting programs to unify the city's streetscape.
- Support the vision of large, transformative projects, such as the redesign of Franklin Street and Spring Street, through strategic, cost effective, and incremental actions.

6. MANAGE PARKING STRATEGICALLY

- Identify parking needs, particularly downtown, on the waterfront, and in conjunction with large institutions, and develop parking management strategies to address these needs.
- Integrate methods to reduce parking demand.

7. ENHANCE THE PEDESTRIAN REALM

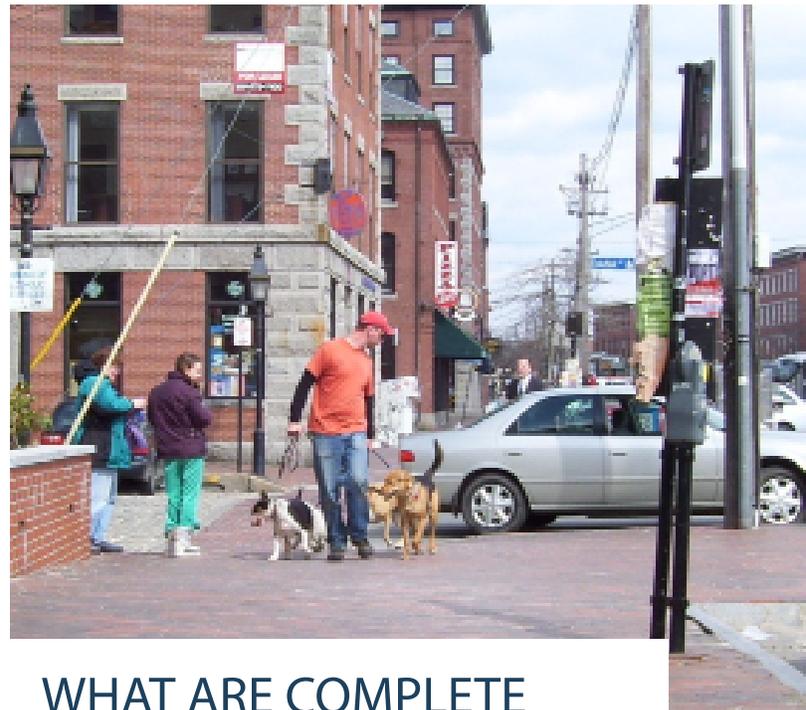
- Invest in a walkable city through sidewalk maintenance, accessibility improvements, trail and path connections, lighting, landscaping, traffic calming, enhanced street crossings, strong urban design, artistic elements, and wayfinding.

8. EXPAND BICYCLE FACILITIES

- Complete the city's network of shared use pathways, neighborhood byways, and protected/enhanced bike lanes, and develop the complementary infrastructure, such as bicycle parking and wayfinding, to support it.
- Support the development of a bikeshare program.

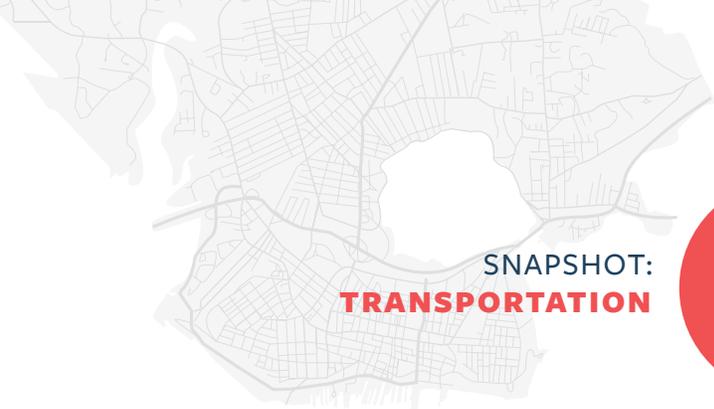
9. INVEST IN PUBLIC TRANSIT

- Support initiatives to increase the frequency and span of service, on-time reliability, and geographic scope of transit service.
- Deploy information technology and quality of service improvements, such as traffic signal priority, real-time transit information, fare integration, and Bus Rapid Transit service.
- Develop transit centers, enhance bus stops, and improve transit stop accessibility.
- Create incentives to spur transit-oriented, mixed use development on corridors and in areas that can support high quality transit service.



WHAT ARE COMPLETE STREETS?

In late 2012, the City of Portland passed a Complete Streets policy, representing a new and progressive approach to transportation planning in the city. The Complete Streets policy, like the movement that generated it, is founded on the principle that streets should work for all users and all modes, from the baby in the stroller to the bicycle commuter to the grandfather on the bus. As the policy states, “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.” In adopting the policy, the city has recognized that Complete Streets contribute to many of the city's most basic objectives - to create a comprehensive, equitable, and fully accessible transportation network; enhance public safety and public health; complement land use patterns and economic development; and achieve energy and environmental sustainability.



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10. MANAGE TRANSPORTATION DEMAND

- Explore the technical and financial feasibility of a Transportation Management Association (TMA) as a means of improving access to, and mobility around, downtown and the waterfront
- Expand Transportation Demand Management (TDM) initiatives, building upon the recent implementation of TDM plans for individual employers and sites.

11. LEVERAGE OUR WATERFRONT

- Support the waterfront as a signature transportation resource.
- Make investments and adopt policies to promote the International Marine Terminal, the Ocean Gateway cruise ship terminal, the Portland Ocean Terminal, the Casco Bay Island Ferry Terminal, and other parts of the waterfront that connect Portland to the world.

12. BROADEN CONNECTIONS

- Support the success of the Portland International Jetport as a key transportation connection to worldwide economic and tourist centers.
- Work with the Northern New England Passenger Rail Authority and other regional partners to ensure the success of the Downeaster's trunk route from Portland to Boston, while allowing for strategic

expansion of the route.

- Support the Portland Transportation Center, especially commuter and visitor connections to other Maine cities and Boston.
- Support international freight and ferry service.



TRANSPORTATION & PUBLIC HEALTH

The connections between transportation systems and public health are widely documented, perhaps most plainly in the safety of users of the system itself. The Maine DOT maintains crash records for streets in the city's network, and this data is critical in efforts to identify locations in need of safety improvements.

But our transportation system also affects our health in other, more indirect ways. For instance, studies have found that residents of 'walkable' neighborhoods - neighborhoods with sidewalks, crosswalks, and design and land use characteristics that make them conducive to walking - engaged in approximately 35-45 more minutes of moderate intensity physical activity per week than their counterparts in less walkable neighborhoods. Further, these residents were significantly less likely to suffer from obesity.

Just as importantly, our transportation system has profound effects on our air quality, and thus the incidence of pollution-related disease. A 2006 study found that a 5% increase in walkability correlated with fewer vehicle miles traveled per capita and, as a result, 5.6% fewer grams of nitrogen dioxide per capita and 5.5% fewer grams of volatile organic compound (VOC) per capita.

13. SUPPORT AGING IN PLACE

- Consider specific measures to promote awareness and usability of our transportation system for the elderly.
- Ensure that seniors are aware of transit options, reduced fares and specialized transit services.
- Maintain a city-wide ADA Compatibility Assessment.
- Consider senior transportation needs in conjunction with new senior housing developments.
- Expand volunteer networks such as the Volunteer Snow Shoveling for Seniors Program.

14. ENHANCE ISLAND CONNECTIONS

- Ensure sufficient ferry and freight service to support island communities and economies.

RECENT & ONGOING INITIATIVES

The city's transportation policy and programs are the product of multiple departments, as well as collaboration with a network of active community partners working in the transportation realm.

POLICY AND FUNDING CONTEXT

The objectives of the city's transportation policies are to establish a more holistic framework for the planning, design, construction, operation, maintenance and funding of Portland's transportation system.

Complete Streets Policy In 2012, the Portland City Council adopted a Complete Streets policy. This policy expresses the community's aspirations to make streets public spaces that combine form and function to fit their particular context and give full consideration to and balance the needs of all users of the street of all ages and abilities – motorists, pedestrians, transit users, commercial vehicles and bicyclists. The best streets become part of the fabric of the city, and have potential to be attractive features in and of themselves. Steps for implementation include the development of a new planning and design manual for Portland's streets and ensuring that all projects that modify the public right-of-way include consideration of

all users.

Multi-Modal Quality Of Service/Level Of Service Planning Framework

For several decades, the analysis of transportation systems has been dominated by vehicular Level of Service (LOS), a qualitative measure of average delay experienced by vehicles, primarily at intersections. Specific targets are typically set for urban areas as development projects are assessed or as transportation projects are designed. Such targets can make urban infill redevelopment prohibitively expensive or overbuilt and often the outcomes are to the detriment of other transportation modes. In contrast, Multi-Modal Quality-of-Service (MMLOS) indicators are rating systems that attempt to holistically consider the speed, convenience, comfort and security of transportation facilities and services as experienced by a variety of types of users. The city has piloted MMLOS analyses on several recent studies and will be formalizing the methodologies so they are consistently applied in planning studies as well as design projects.

Parking Policies The costs of providing parking in new residential development projects can often be substantial and encourage inefficient land use patterns. The city has recently modified parking



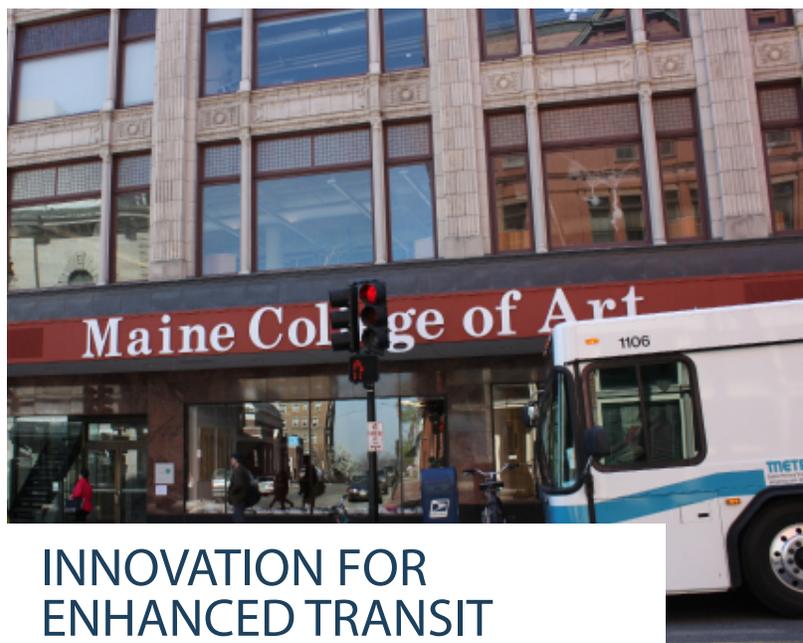
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standards to provide more flexibility, reducing parking requirements in some zones to help decrease parking related costs and incentivize residential development. These changes attempt to balance the need for adequate parking with managing transportation demand.

Transportation Demand Management Transportation Demand Management (TDM) refers to various integrated strategies that influence travel behavior (how, when, and where people travel) in order to increase the use of active transportation, reduce traffic impacts, and increase the efficiency of parking supplies. Portland’s land use code requires TDM plans for commercial and institutional development projects that meet certain size thresholds. The City of Portland seeks to lead by example in developing/strengthening its own “in-house” TDM program.

Housing Density Since 2014, the city has revisited its land use code to allow for greater residential density in certain zones, including the B1, B2, and R6 zones. The R-6 zone, as the dominant on-peninsula residential zone, and the B-1 and B-2 zones - the predominant Forest Avenue and Washington Avenue zones - are poised to increase residential density in the areas best aligned to access transit along and adjacent to primary transit routes.

Tax Increment Financing Tax Increment Financing (TIF) takes three primary forms - TIFs for individual projects, area-wide TIFs, and transit focused TIF districts. Area TIFs allow for pooling of funds to make needed infrastructure investments in a broader



INNOVATION FOR ENHANCED TRANSIT

Portland has long used Tax Increment Financing (TIFs) to help spur economic development. Once associated with individual development projects, TIFs are now being applied on a district-wide basis and targeted directly toward transit investments. Using two Transit TIFs – the Thompson’s Point TIF and the Downtown TIF – the city retains a portion of increased property tax revenue within the districts to fund capital and operating expenses for transit service and active transportation investments within those districts. In this way, TIFs provide the funding and policy to implement transit service specifically designed to capitalize on the land use policies and regulations already in place.



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geographic area such as the entirety of the Bayside neighborhood. Under a Transit TIF, the city retains a portion of TIF funds for transit capital and operating projects. The city has two Transit Oriented Development Tax Increment Financing districts: the Downtown Transit TIF and the Thompson's Point Transit TIF.

RECENT TRANSPORTATION INITIATIVES

Transportation involves infrastructure, equipment and services, policy, design, operations, management and maintenance of public resources. The last decade has seen well over a dozen transportation-related studies, plans, and initiatives, as well as some significant policy changes, all of which actively further implementation of Portland's transportation goals.

Peninsula Transit Study and Action Plan The city approved the Peninsula Transit Study in 2009 with the expressed goal of reducing the number of single occupancy vehicle trips to and from the Portland peninsula by shifting trips to active transportation modes through both capital investment and policy changes. To date, the city has implemented a number of recommendations from the plan, including a "Fee In-Lieu of Parking" ordinance; the development of Transportation Demand Management requirements, standards and application tools; expanded bike parking with bike parking requirements for private development; and design and construction of Phase I of the Congress Street Bus Priority Corridor project.

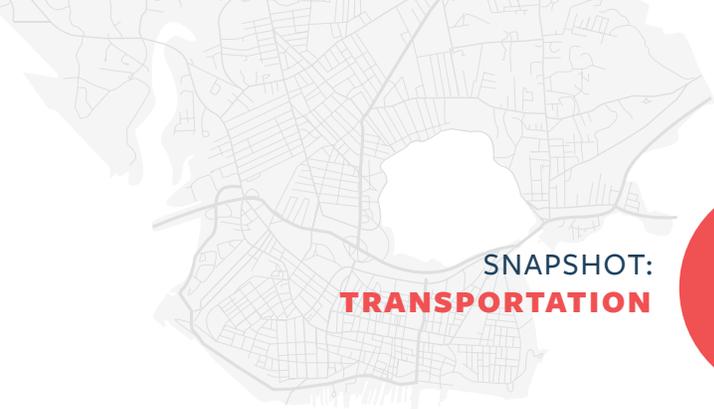
Bayside Transportation Master Plan The 2015 Bayside Transportation Master Plan developed a multi-modal plan for east and west Bayside, creating a

transportation framework for continuing neighborhood revitalization in this fast-changing area. Key recommendations are to modify Marginal Way to a consistent 3-lane roadway; reconfigure Preble and Elm Streets to one-lane, one-way streets to add bicycle lanes; reconfigure Oxford Street to a more consistent two-way street; and modify bus stops to greatly enhance their comfort, convenience and efficiency.

Hub-Link Transit Study In 2016, in collaboration with local and regional transportation providers, the city developed a plan to more effectively link its major transportation centers and downtown with an express bus service. The service will leverage funding from the Transit Tax Increment Finance districts for Thompson's Point and Downtown and as well as other transit funding.

Transforming Forest Avenue Plan The 2012 Transforming Forest Avenue plan seeks to modernize this important transportation and retail-commercial corridor via place-based, multi-modal investments. The plan's recommendations balance the need to maintain Forest Avenue's crucial role as a regional transportation corridor while enhancing the pedestrian and transit environments through better pedestrian crossings, sidewalk reconstruction, landscaping, bus stops, shelters, and lighting. Changes to Woodfords Corner are planned for 2017-2018 as a direct outcome of this plan.

Spring Street - Free Street Area Streetscape Plan This street reconfiguration and streetscape concept plan, completed in 2013, made recommendations for



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the incremental transformation of Spring Street into a more inviting, connected, and human-scaled street in an effort to enhance livability and stimulate downtown infill development. In 2015-2016, the city completed Phase I of the project: removing the raised center median, reducing pedestrian crossing distance, installing ADA improvements, creating more compact signalized intersections, installing a climbing (uphill) bicycle lane, and paving.

West Commercial Multi Modal Corridor and West Commercial Street Trail Feasibility Study The West Commercial Multi Modal Corridor Study recommends a configuration for West Commercial Street that safely balances the unique freight needs of the Portland waterfront and International Marine Terminal with the needs of bicycle, pedestrian, and motorized modes. The plan also recognizes the role of West Commercial Street as a gateway to Portland's waterfront. The West Commercial Street Trail project will complete the shared use pathway network from the Fore River Parkway Trail to Harborview Park, then transition to an along/on-road bikeway-pedestrian network on Commercial Street to connect to the Eastern Promenade Trail, thus completing a circum-peninsular pathway network.

Franklin Street Feasibility Study, Phase I & II The Franklin Street Feasibility Study Phase II Study built upon the three conceptual alternatives developed in the Phase I study to establish a vision for an urban street that meets future traffic capacity and safety needs while reconnecting local streets, providing quality bicycle and pedestrian infrastructure,

reestablishing historic parkland, and creating a context for urban infill/redevelopment.

Bicycle Network Portland is investing in the creation of an integrated bicycle network comprised of shared use pathways, neighborhood byways, and on-street bicycle facilities. The city is nearing completion of a circumferential and feeder shared use pathway network which will allow bicyclists of all ages and abilities to reach important employment, shopping, educational, transportation, and recreation destinations using bikeways. The city implemented a 5.5 mile pilot Neighborhood Byway project in 2012 and seeks to expand this network to over 30 miles over the next 10 years. This Byway network will enable bicyclists and pedestrians to reach every neighborhood center, school and park-recreation area in Portland without traveling along busy arterial or collector streets.