

Resolve 2- 08/09

Passage 8/18/08 9-0

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**RESOLUTION TO SUPPORT PARTICIPATION IN
RAILS-TO-TRAILS CONSERVANCY'S
2010 CAMPAIGN FOR ACTIVE TRANSPORTATION**

WHEREAS, the City of Portland's Sustainable Portland Task Force has identified transportation decisions as one of the contributing factors in pollution, green house gas emissions, and habitat loss with additional impacts on community health, the economy, and quality of life; and

WHEREAS, nearly half of all trips in the United States are three miles or less¹ and that with significant investment in pedestrian and bicycle infrastructure, there is an opportunity to demonstrate a substantial shift to these healthy, non-motorized transportation modes; and

WHEREAS, SAFETEA-LU created the Nonmotorized Transportation Pilot Program to construct a network of nonmotorized transportation infrastructure facilities in order to demonstrate the extent to which bicycling and walking can carry a significant part of the transportation load, thus playing a major role in transportation solutions; and

WHEREAS, four communities (Columbia, Missouri; Marin County, California; Minneapolis-St. Paul, Minnesota; and Sheboygan County, Wisconsin) were selected to each receive grants of \$6,250,000 per fiscal year for four years to participate in the Nonmotorized Transportation Pilot Program; and

WHEREAS, Rails-to-Trails Conservancy seeks to expand this program in the next federal transportation reauthorization to include at least 40 communities, with \$50 million per community over six years to promote active transportation (trails, biking and walking) for mobility; and

WHEREAS, Rails-to-Trails Conservancy has identified the Portland, Maine area as a potential candidate for the expanded program, called the 2010 Campaign for Active Transportation; and

WHEREAS, the greatest potential to increase walking and bicycling in Maine is within the urban and suburban communities of greater Portland—the largest metropolitan area of the State; and

¹ FHWA. 2006. Federal Highway Administration University Course on Bicycle and Pedestrian Transportation: Student Workbook (second edition). Report No. HRT-05-133.

WHEREAS, Portland, Maine is still working to fulfill the vision of the 1993 “A Time of Change: Portland Transportation Plan” that sought to reduce the share of work trips by City residents in single occupancy vehicles by increasing walking, biking, transit, and carpooling; and

WHEREAS, the City of Portland is partnering with Portland Trails and the Bicycle/Pedestrian Advisory Committee, as well as the Maine Department of Transportation, GrowSmart Maine, the Greater Portland Council of Governments, the Portland Area Comprehensive Transportation Committee, and Portland Green Streets in this effort; and

WHEREAS, Portland Maine continues to plan and develop active transportation infrastructure to:

- improve air quality,
- relieve congestion,
- promote healthy lifestyles,
- support public transportation,
- improve transportation efficiency,
- create safer alternative transportation routes,
- reduce the burden on infrastructure maintenance,
- promote economic vitality, and
- invigorate our sense of community;

NOW THEREFORE BE IT RESOLVED, that the Portland City Council strongly supports Portland, Maine’s participation in the 2010 Campaign for Active Transportation for the significant non-motorized transportation opportunities it will provide.

Adopted this 18th day of August, 2008