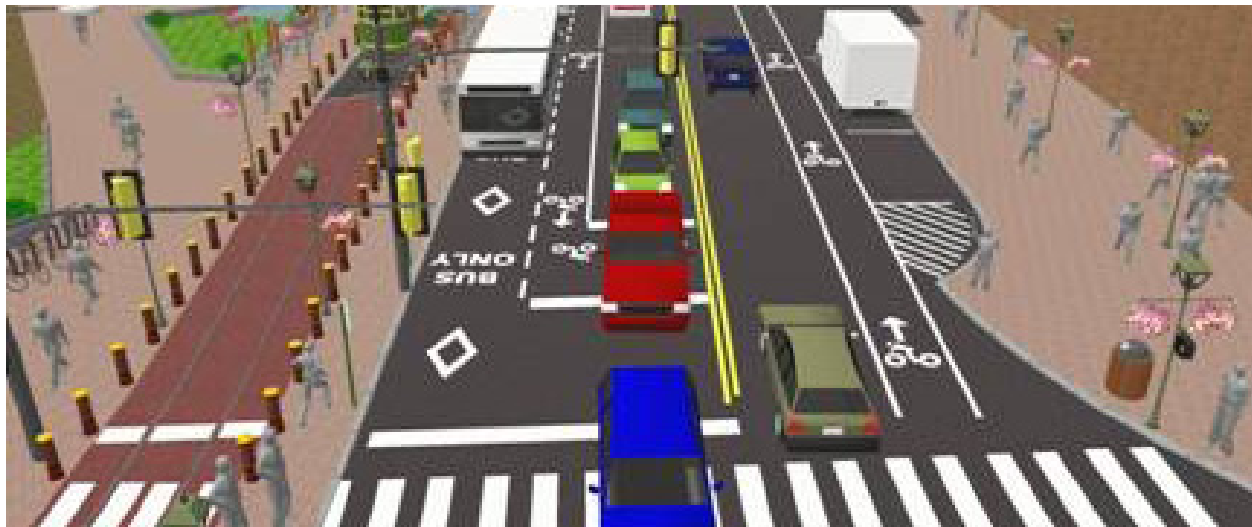


Portland Peninsula Transit Study



Nelson\Nygaard was hired by the City of Portland, Maine to help carry forward a new vision for the future of the peninsula. After a nearly 50% increase in regional population over ten years, the downtown waterfront peninsula was facing the strain of increased traffic and congestion. Meanwhile, development regulations had not allowed much growth on the urban peninsula. In the late 1990s, the City decided to begin permitting new mixed-use and transit-oriented development in downtown. However, a peninsula-wide traffic study revealed that the impact of regional growth, coupled with proposed downtown growth, would require extensive roadway expansion on several arterials if the traveling public continued to use private automobiles. The prospect of more highways on the historic peninsula met with large resident opposition.

Nelson\Nygaard's approach was to look beyond strictly a transit solution to consider how all modes could work more effectively as a balanced system. In addition to basic transit service improvements, Nelson\Nygaard identified two key transit priority corridors that could be developed to improve the quality and attractiveness of the existing bus system. Central to unlocking revenues for transit, walking, and biking amenities is a reevaluation of peninsula parking policy, which was constraining development potential while encouraging the use of automobiles. A suite of zoning, management, and pricing strategies has

been proposed to generate revenues to support multimodal improvements.

Nelson\Nygaard based its identification of needed system improvements on the interaction of a large public forum. Attendees identified needs and opportunities in writing and graphically on large table-top maps that were then translated directly into a GIS database of improvements which form the basis for recommendations as well as an on-going planning tool for the City.

Project Duration: 2007 - 2008

Total Budget: \$75,000

Nelson\Nygaard Budget: \$65,000

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