



I-93 Transit Investment Study

Technical Advisory Committee

September 19, 2006

Agenda

- **Final products - Ken**
- **Initial study tasks**
 - Existing conditions, reports – Essek
 - Model development – Joe C.
 - Public involvement plan – Marcy
- **Stakeholder meetings/study issues – Ken, Dennis**
- **Conceptual transit alternatives – Ken, David**
- **Travel markets - John**
- **Next steps – Ken**

Final Products

- **Up to (4) transit investment strategies**
 - Alignments, stations
 - Technology
 - Operation plans
 - Infrastructure requirements
 - Impacts
 - (3) Station plans
 - TOD opportunities
 - Land use policy

Final Products

- **Strategic Implementation Plan**
 - From LPA to operation
 - NEPA, New Starts
 - State & local actions
 - Financial plan

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Existing Conditions/Reports

- **Collect & synthesize previous reports**
- **Infrastructure inventory**
- **Population/employment**
- **Zoning/land use**
- **Comprehensive/master plans**
- **Legal, institutional, and land use policies**

Existing Conditions/Reports

Updated: 9/18/2006 Printed: 9/18/2006		I-93 Transit Investment Study Reports and Resources					Page 1	
REPORT/STUDY/RESOURCE	DATE	CONTACT	RESPONSIBLE FOR COLLECTING	DO NE	RESPONSIBLE FOR SUMMARY	DO NE	**COPY IN LIBRARY	Notes
STATE OF NH/MA								
NEW HAMPSHIRE								
New Hampshire Long Range Transportation Plan - Report of the Community Advisory Committee to the NHDOT- Final Report	6/9/06	NHDOT	DPC	X			YES (B)	Req'd reading for all Team Members
Cooperative Institute for Coastal and Estuarine Environmental Technology (CICEET)	N/A	CICEET	DPC					Various studies that are pertinent to the project
New Hampshire Resident Views on the Use, Availability and Need for Public Transportation - UNH Institute on Disability (UCED)	12/01/05		DPC	X			YES (E)	
2000 State Development Plan	2000		EBP	X	EBP			2004 Plan in progress
Achieving Smart Growth in New Hampshire (Office of Energy and Planning)	7/1/05	OEP	EBP	X	EBP		YES (cd)	Have sd of Report/Principles. Also have (3) Pilot communities (Chester, Derry, Pembroke) dynamic website w/periodic updates
Smart Growth Principles		OEP	EBP	X	EBP		YES (H)	
Title I XIV Planning and Zoning	*2005	NH	EBP	X	EBP		YES (B)	*see electronic file for amendments
Village Design Model Ordinance			EBP	X			YES (E)	
MASSACHUSETTS								
REGIONAL								
NEW HAMPSHIRE								
Rail Alternatives Evaluation Report I-93 Salem - Manchester Corridor Improvements (Salem, Windham, Derry, Londonderry, Manchester, New Hampshire) Prepared for NHDOT and FHWA (VHB)	11/13/00	NHDOT	DPC		DPC			
Salem to Concord Bikeway Feasibility Study, Rizco Associates and Alta Planning and Design	4/30/03		EBP	X	EBP		YES (E)	
I-93 Record of Decision (I-93-03-074) 10/18-C I-93 Salem to Manchester	6/28/05	FHWA	DPC	X	PB		YES (B)	
Evaluation of Restoration of Rail Service on the Manchester and Lawrence Branch in conjunction with the widening of I-93 (New Hampshire Railroad Revitalization Association, NHRRA)	10/1/05	NHRRA	DPC	X	DPC		YES	DPC Has Paper Copy in Bringtn
I-93 CTAP: Resource Book #2 www.rebuilding93.com/documents/ctap/misc-documents/workbooks-resources/CTAP_ResourceBook2.pdf	undated	NHDOT	DPC	X	EBP		YES (B)	
MASSACHUSETTS								
I-495 corridor study	ongoing	EOT/OTP	JGG					project website - continual updates
I-93/110/113 (Methuen Rotary Study)	ongoing	EOT/OTP	JGG					project website - continual updates

**Copy of ALL Reports to be forwarded to the HNTB-Boston Office for storage.
(E) Electronic/(H) Hard Copy/(B) Both

Model Development

- **Assemble, evaluate, and reconcile data:**
 - **Conference call with consultants responsible for NH statewide model update about inputs and processes**
 - **Requested updated NH Statewide Model data**
 - **Based on assessment of geographic detail of statewide model zones and networks, may need additional data from CNHRPC, SNHPC, RPC**
 - **Acquired updated socioeconomic data from MA and NH, initiated process of translating CTPS/MAPC and NHDOT employment and socioeconomic attributes into format required by I-93 model**

Purpose of Public Involvement Plan

- Establish protocols and process



Public Participation Principles

- Adequate access to information
- Clarity in the information presented to them
- Ability to engage with a responsive and timely project study team
- Ability to participate in a process that is well coordinated

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Key Elements of Plan

- Technical Advisory Committee
- Stakeholder Committee
- Public Meetings
- Website

www.i93transit.org



NEW HAMPSHIRE
Interstate 93
Transit Investment Study

Interstate 93 Transit Investment Study

The I-93 Transit Investment Study is a study to identify a long-term vision of transit investments that are needed and feasible to accommodate future travel demand in the I-93 corridor from Boston to Manchester, New Hampshire. These include rail, bus, and rebranding alternatives. This study is a first step toward implementation of a range of transit alternatives and will lead to an Environmental Assessment (EA) or Environmental Impact Statement (EIS) of the preferred alternatives. The study will also determine when and how those investments should be implemented.

The study, which began in August 2006, should last approximately 20 months. The study will include three phases. Phase 1 will include the developing of the Purpose and Need statement, setting goals and objectives, identifying issues, developing and implementing a public involvement plan, collecting and analyzing data, and developing the initial alternatives. Phase 2 will include refining alternatives, developing draft recommendations, and developing the travel demand model and alternative analysis. Phase 3 will include developing and presenting a strategic plan.

Successful completion of the I-93 Transit Investment Study will require the appropriate balance among three critical elements:

- A multi-jurisdictional decision-making process;
- Built on sound technical analysis; and
- Informed by an effective public/stakeholder involvement strategy.

NEW HAMPSHIRE
New Hampshire
DOT

Home
Project Overview
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New Hampshire
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Additional Elements of Plan

- Project newsletters / fact sheets
- Media – Outreach
- Focused stakeholder meetings
- Community events and meetings

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SCCOG Completes Tourist Transit Study
A study on how to efficiently transport the region's gateways and attractions.

Long-Term Recommendations for the Route 34 Corridor

Recommendation	Priority	Level of Funding	Local Funding
...

BOSTON TO MONTREAL HIGH SPEED RAIL Study Overview
The length of the corridor is approximately 525 miles, roughly equal to the fastest high speed rail corridor between Boston, MA and Philadelphia, PA. The proposed HSR corridor travels along existing rail rights-of-way from Boston, north to Nashua, NH and up through Manchester to Concord, then turns northwesterly following the former Boston & Maine line.

Keeping track of who's doing what...
Feeling lost and checking up on involvement in the Record of Decision process? Here's a look at who's involved.

Record of Decision Process

Public Meeting Public and Agency Comments

Final EIS with Responses to All Comments

Final EIS

Final EIS with Responses to All Comments

2006 Fall 2006 Spring 2006

Timeframe

- Technical Advisory Committee meetings
- Stakeholder Committee meetings
- Public meetings
- Focused stakeholder meetings
- Meeting materials for review
- Public meeting summary website posting
- Newsletters / project updates

Manchester

- **Downtown strategy, station site**
- **Looking at TOD: Verizon, ballfield site**
- **Support high densities**
- **M&L: locally controlled; 100-foot ROW**
- **Local rail service?**
- **“All New England competitors have commuter rail.”**
- **Airport: Key Destination?**

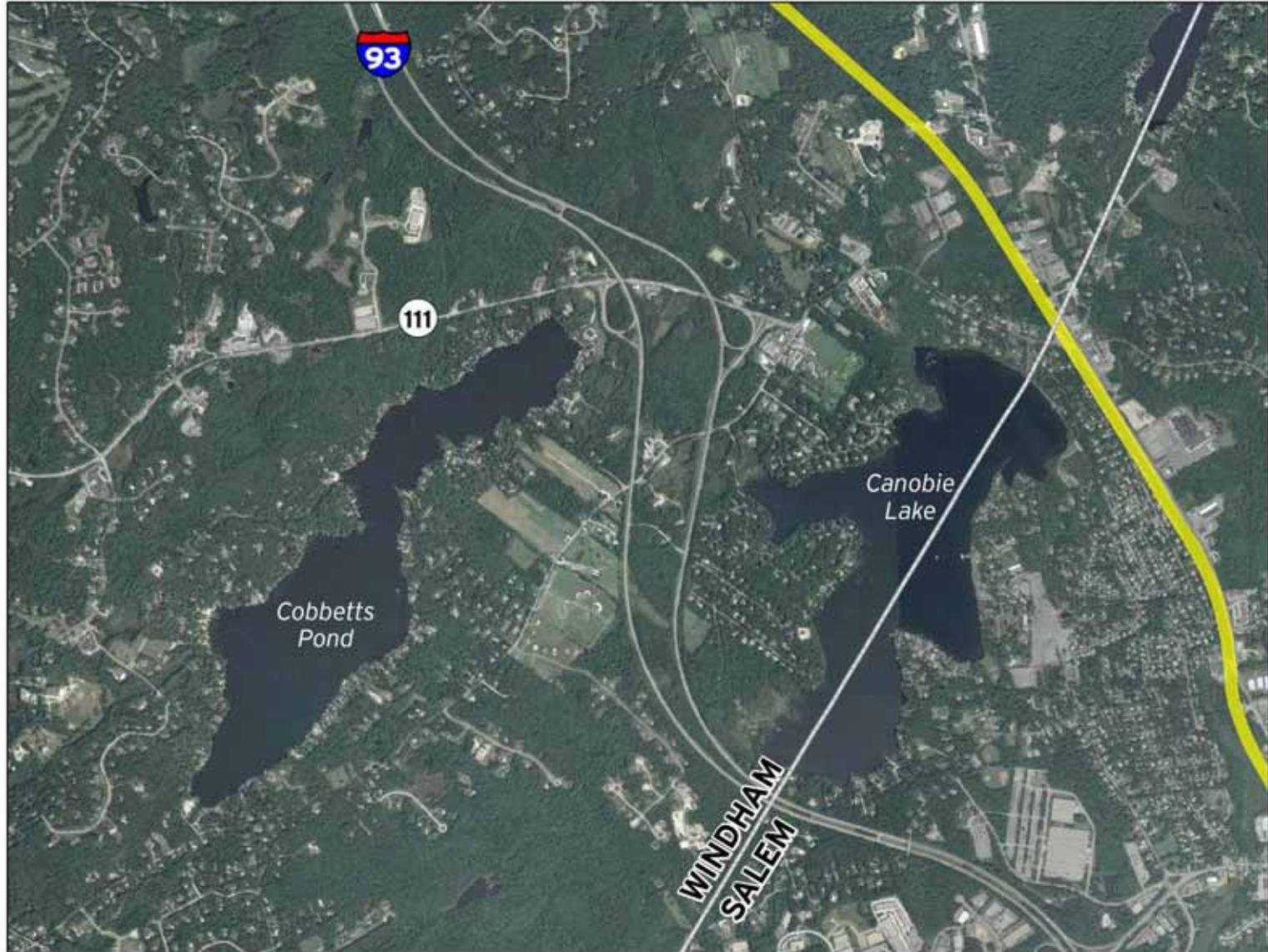
Gateway Corridor



Windham

- **Heavy commuting to Boston**
- **Migrants from south used to transit**
- **Traffic a major issue**
- **Town center plan: density**
- **Route 28 corridor increasingly important**
 - **Most undeveloped corridor**
 - **With rail, think about mixed uses**
 - **20-year vision**
 - **Zoning opportunities**
- **Paved bike trail seen as future active rail line**
- **Meetings after December 2: planning board et al.**

Windham



Land Use: Goals and Understanding

- **Growth-inducing impact of I-93**
- **Local costs**
- **Understanding at staff level, but . . .**
- **TOD: what it really is**

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Finance and Governance

- **Need for local/regional revenue source**
- **Assumption: sub-state funding strategy**
- **Assumption: regional transit authority**
- **6A issue**

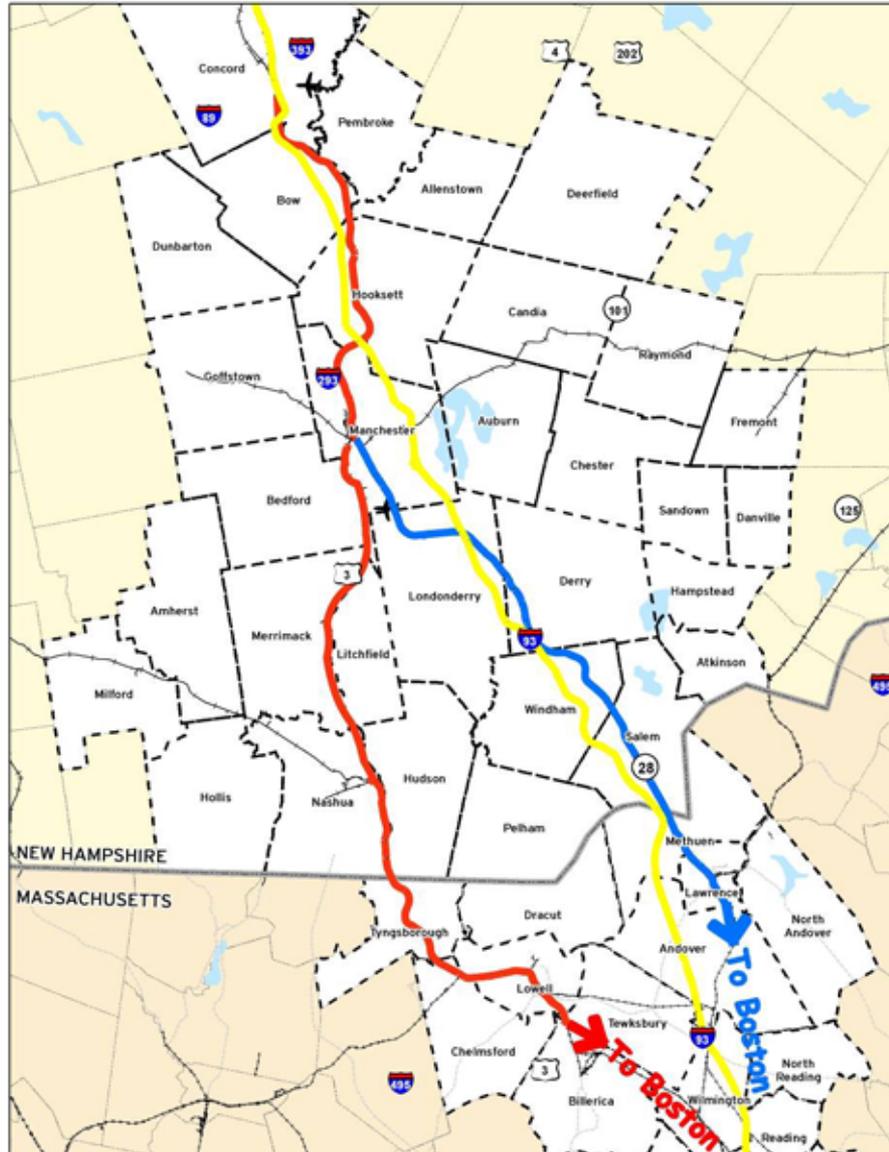
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Rail Alignments

- **M&L**
- **Nashua line**
- **I-93 corridor**
- **North Station access**
- **128/495 distribution**
- **Manchester airport**

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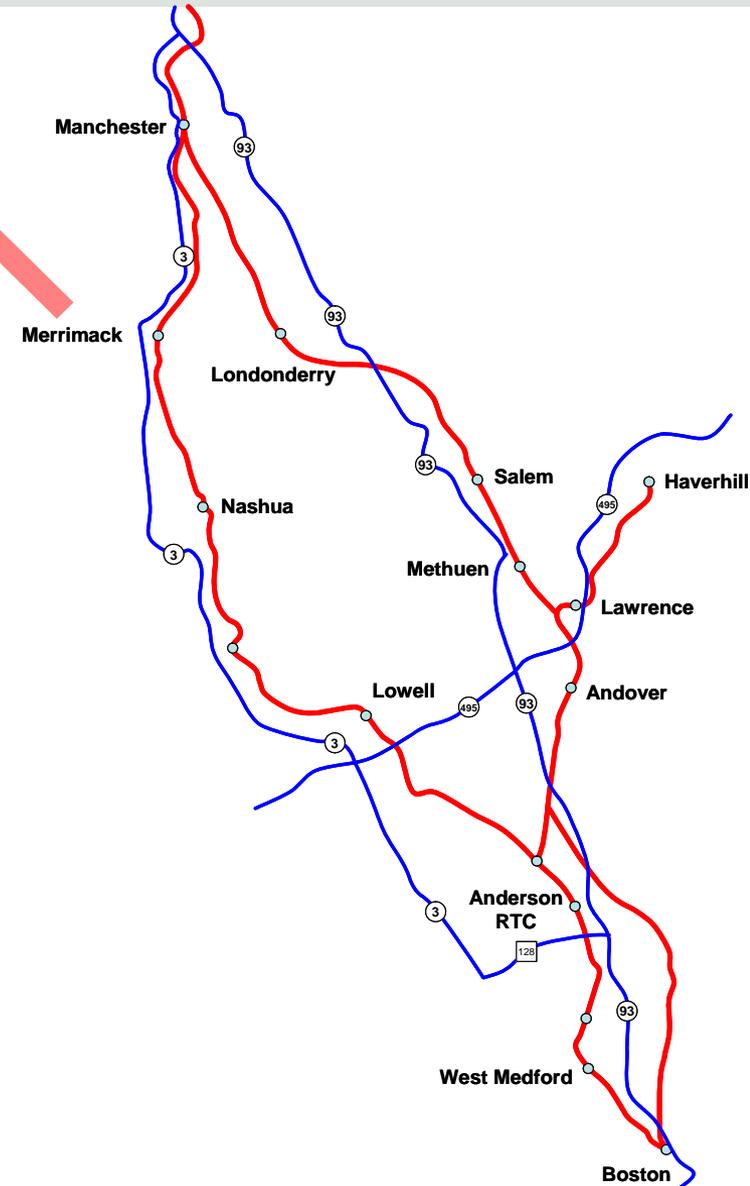
Alternatives



Conceptual Alternatives

Three Corridor Rail Alignments

- **Eastern:** M&L Branch to MBTA Haverhill Line to MBTA Wildcat Branch to MBTA Lowell Line to North Station
- **Highway:** I-93 Shoulder to MBTA Rail Line to North Station
- **Western:** PanAm (B&M) Northern Line to MBTA Lowell Line to North Station



Eastern Corridor

Four Possible Services

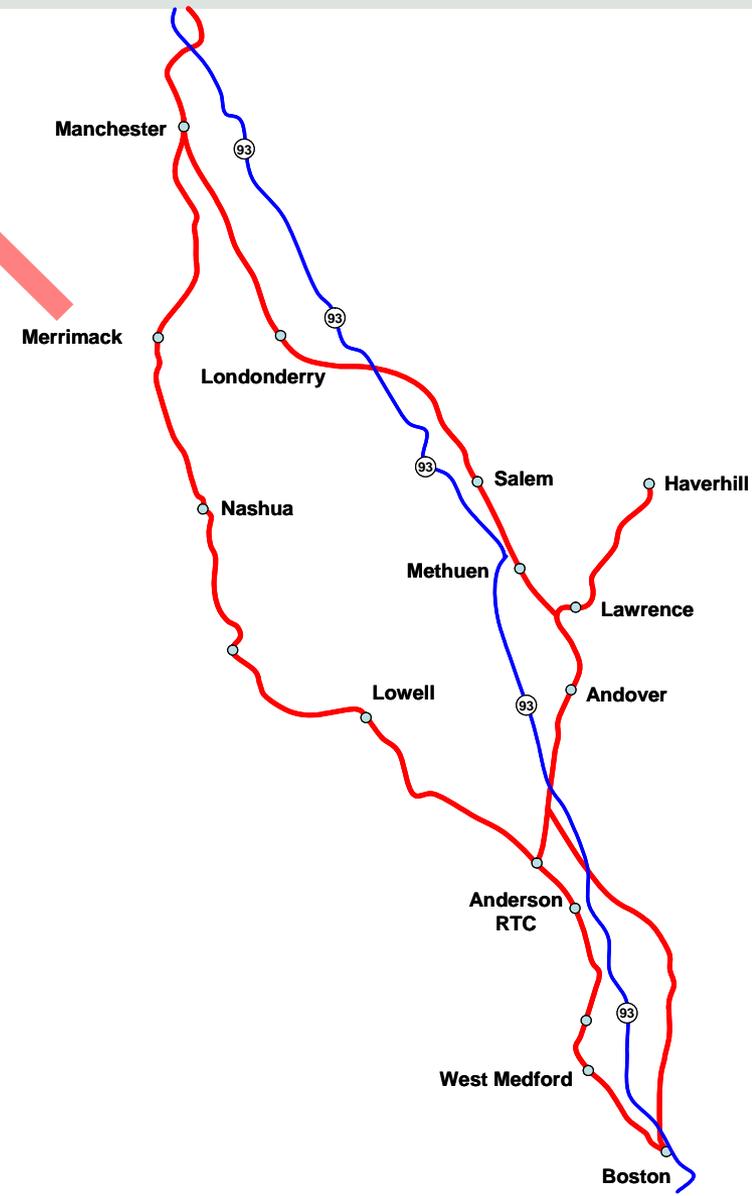
E1: Direct Service to North Station

E2: Shuttle to Anderson RTC

E3: Shuttle to Andover

E4: Shuttle to Lawrence

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Eastern Corridor Services

	Service	Miles	Mins	Comments
E1	Direct Service from Manchester to Boston	50	78	Via Andover and Woburn Serves Anderson RTC Possible Green Line connection
E2	Direct Service from Manchester to Woburn <i>with transfer to Boston</i>	51	83	Via Andover and Woburn Transfer at Anderson Possible Green Line connection
E3	Direct Service from Manchester to Andover <i>with transfer to Boston</i>	53	85-97	Via Reading and Wakefield Direct connection to Orange Line
E4	Direct Service from Manchester to Lawrence <i>with transfer to Boston</i>	54	88-100	Backtrack to Lawrence Via Reading and Wakefield Direct connection to Orange Line

Highway Corridor

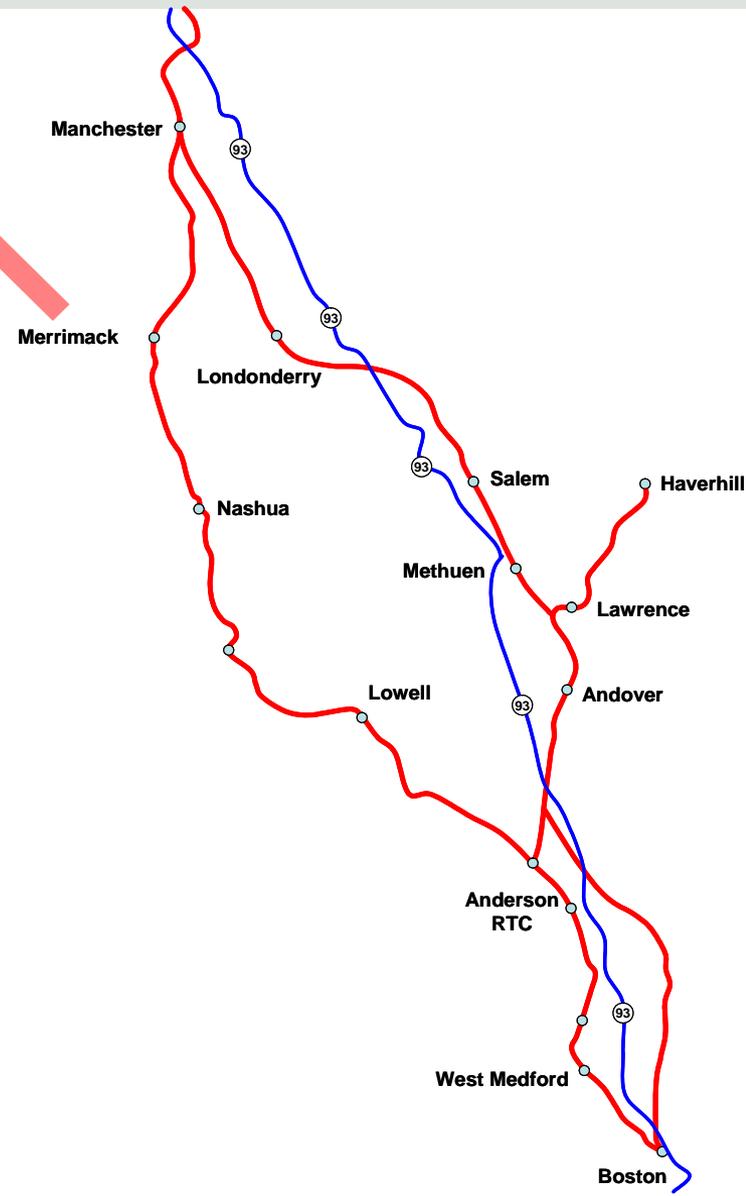
Three Possible Services

H1: Direct Service to North Station

H2: Shuttle to Anderson RTC

H3: Shuttle to Lawrence

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Highway Corridor Services

	Service	Mile s	Mins	Comments
H1	Direct Service from Londonderry to Boston	43	60	Misses NH TOD Opportunities Serves Anderson RTC Possible Green Line connection
H2	Direct Service from Londonderry to Woburn <i>with transfer to Boston</i>	43	65	Misses NH TOD Opportunities Transfer at Anderson RTC Possible Green Line connection
H3	Direct Service from Londonderry to Lawrence <i>with transfer to Boston</i>	46	79-91	Misses NH TOD Opportunities Transfer at Lawrence Serves Anderson RTC Possible Green Line connection

Western Corridor

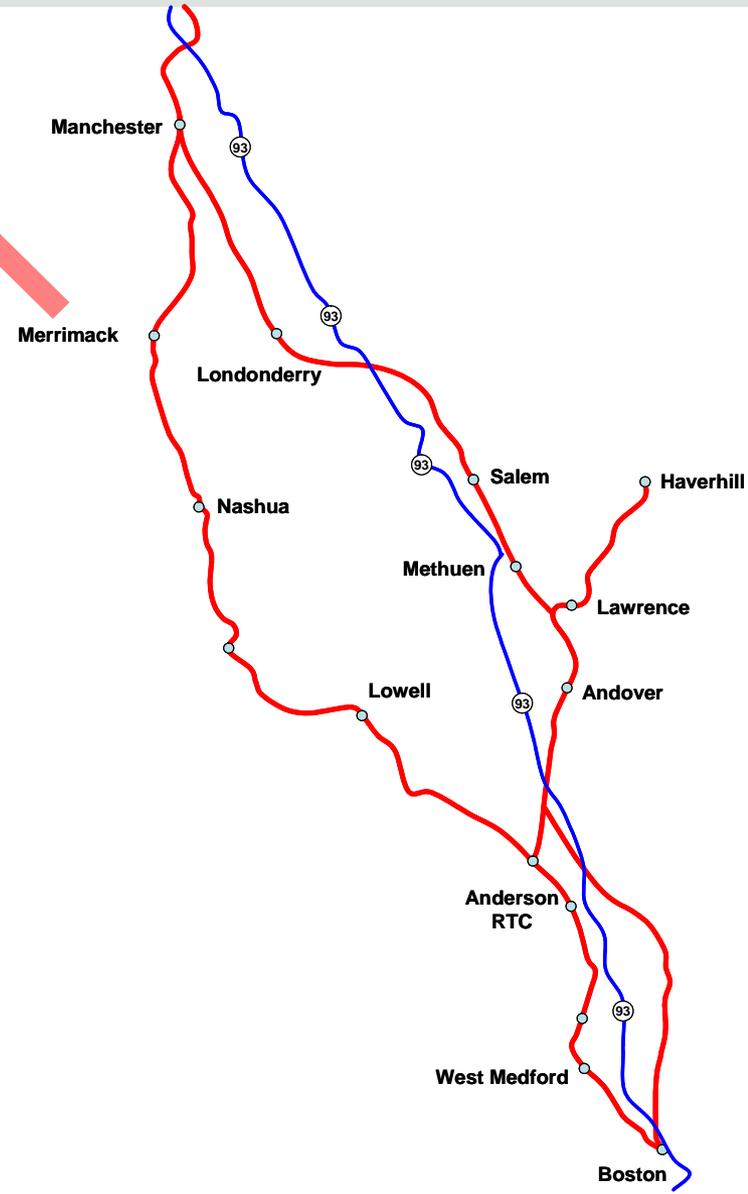
Three Possible Services

W1: Direct Service to North Station

W2: Shuttle to Anderson RTC

W3: Shuttle to Lowell

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Western Corridor Services

	Service	Mile s	Mins	Comments
W1	Direct Service from Manchester to Boston	56	75	Misses I-93 in So NH Serves Nashua and Lowell Possible Green Line connection
W2	Direct Service from Manchester to Woburn <i>with transfer to Boston</i>	55	80	Misses I-93 in So NH Serves Nashua and Lowell Transfer at Anderson RTC Possible Green Line connection
W3	Direct Service from Manchester to Lowell <i>with transfer to Boston</i>	56	84-91	Misses I-93 in So NH Serves Nashua and Woburn Transfer at Lowell Possible Green Line connection

Manchester Airport



Bus Rapid Transit

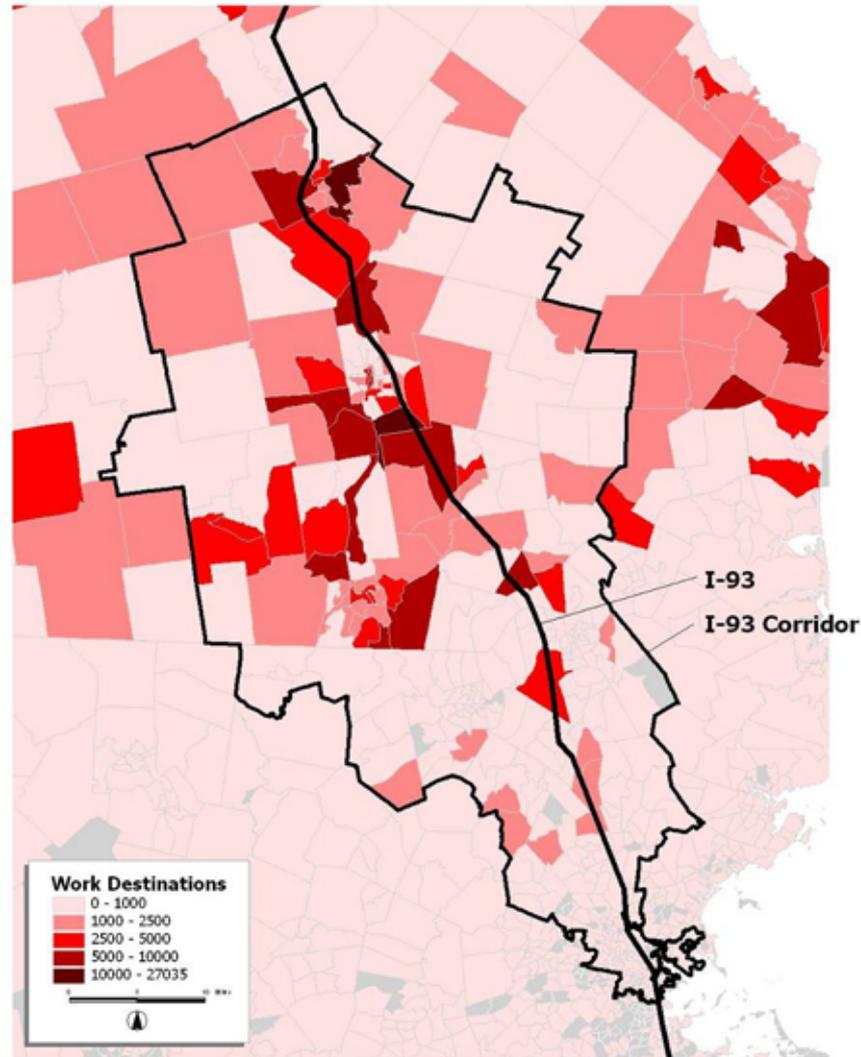
- **Alignment options**
- **Travel time savings = capital cost?**
- **Park-and-ride strategy**
- **Purpose & need – importance thereof**

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Travel Markets

Work Destinations

New Hampshire Residents

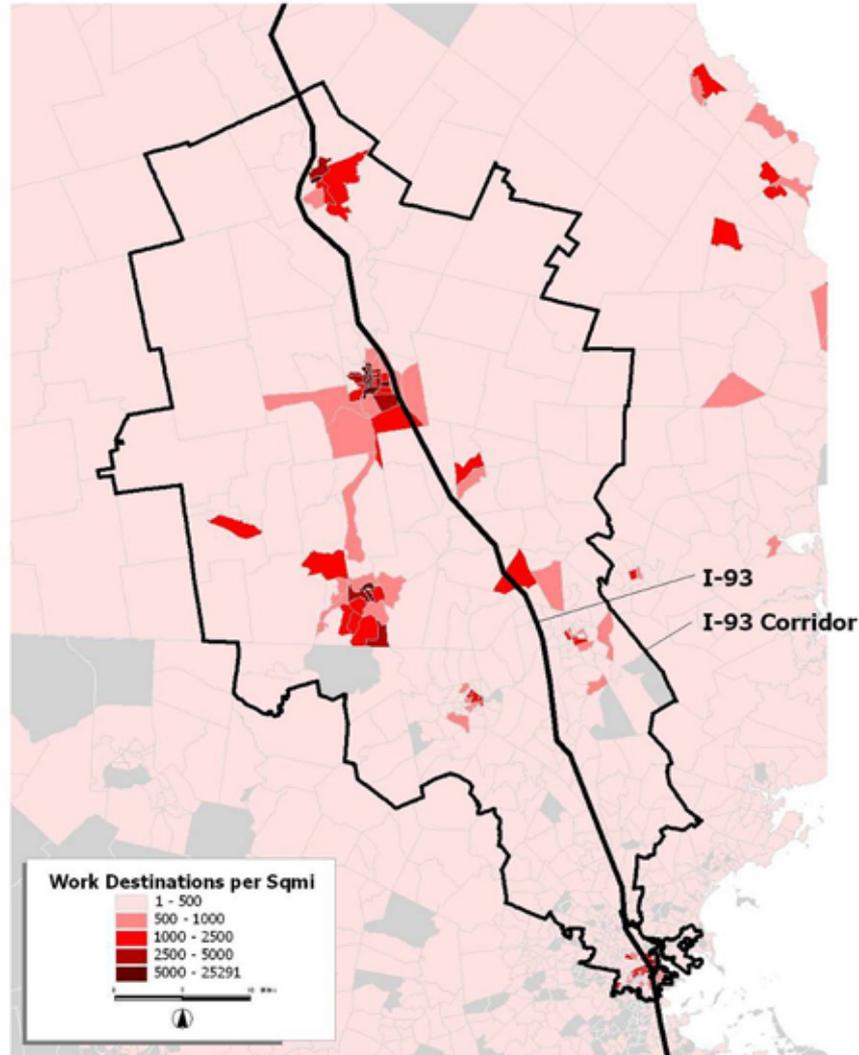


Source: 2000 Census Journey-to-Work

Travel Markets

Work Destination Density

New Hampshire Residents

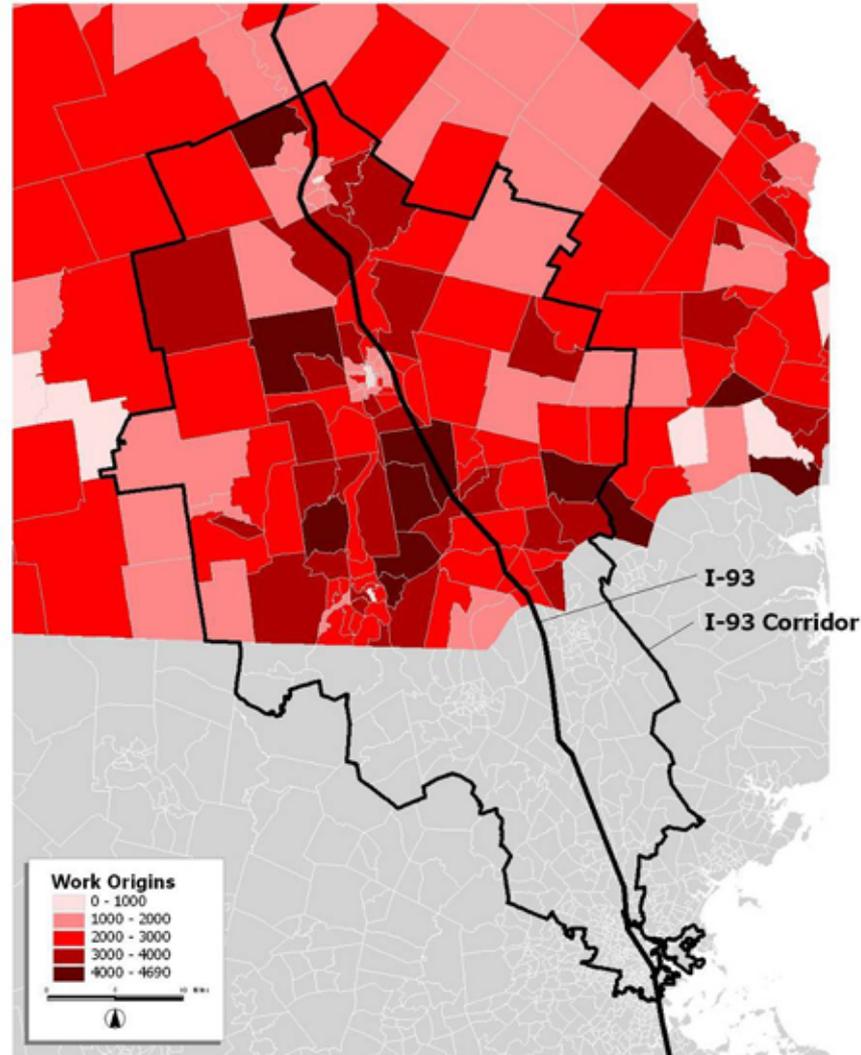


Source: 2000 Census Journey-to-Work

Travel Markets

Work Origins

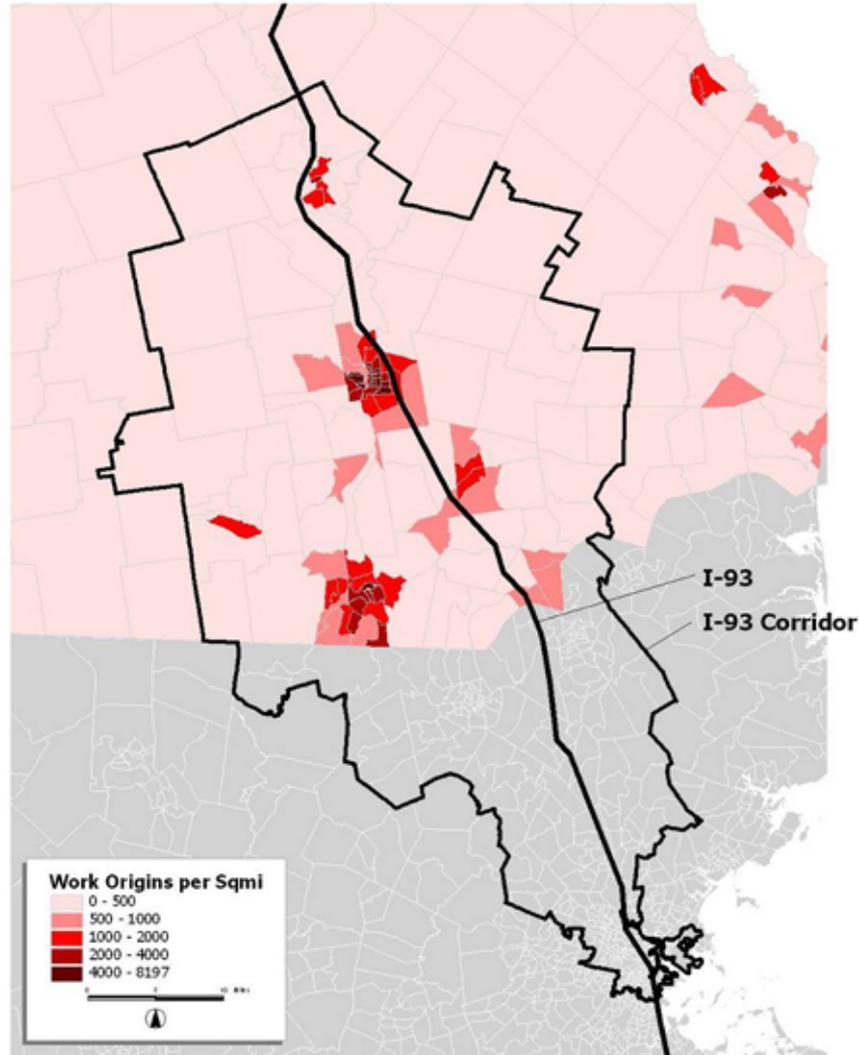
New Hampshire Residents



Source: 2000 Census Journey-to-Work

Travel Markets

Work Origin Density New Hampshire Residents



Source: 2000 Census Journey-to-Work

Travel Markets

TOTAL TRIPS										
To:	INNER CORE	OUTER CORE	NMCOG	MVPC	NRPC	RPC	SNHPC	CNHRPC	OTHER	Grand Total
From:										
NRPC	2,384	4,271	8,993	2,391	55,831	1,661	11,523	841	9,944	97,839
RPC	1,413	2,235	1,697	6,150	1,510	8,382	3,166	175	8,850	33,578
SNHPC	2,845	3,182	2,167	3,758	15,436	5,157	75,107	5,126	12,451	125,229
CNHRPC	257	102	137	66	1,245	194	6,114	20,857	3,734	32,706
Grand Total	6,899	9,790	12,994	12,365	74,022	15,394	95,910	26,999	34,979	289,352
SHARES OF TRIPS										
To:	INNER CORE	OUTER CORE	NMCOG	MVPC	NRPC	RPC	SNHPC	CNHRPC	OTHER	Grand Total
From:										
NRPC	2%	4%	9%	2%	57%	2%	12%	1%	10%	100%
RPC	4%	7%	5%	18%	4%	25%	9%	1%	26%	100%
SNHPC	2%	3%	2%	3%	12%	4%	60%	4%	10%	100%
CNHRPC	1%	0%	0%	0%	4%	1%	19%	64%	11%	100%
Grand Total	2%	3%	4%	4%	26%	5%	33%	9%	12%	100%