I-93 Transit Investment Study

Public Information Open House

April 10 & 11 - Methuen, MA & Derry, NH

Agenda

- Welcome/Introductions
- Study update
- Objectives
- Transit alternatives, current activity
- Land use and development

I-93 Transit Investment Study

Phase 1

- Previous studies
- Existing conditions
- Purpose & need
- Conceptual alternatives

Phase 2

- Evaluation criteria
- Alternatives
- Impacts
- Transit-oriented development
- Land-use policy
- Final Alternatives
- Public meetings

Phase 3

- Strategic implementation plan
- Public meeting

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Purpose and Need

- Purpose is to determine future transit investment necessary to meet mobility needs along I-93 study corridor.
  - Projected increases in congestion
  - Limited mobility options
  - Environmental impacts of continued rate of growth of vehicular travel
  - Constrained development opportunities
  - Lack of integrated transportation/land use strategy

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Study Goals and Objectives (cont.)

Objectives

- Accommodate growth in longer distance (north-south) travel markets
- Increase mobility options
- Improve economic development opportunities
- Support regional strategies
- Help attain regional environmental objectives

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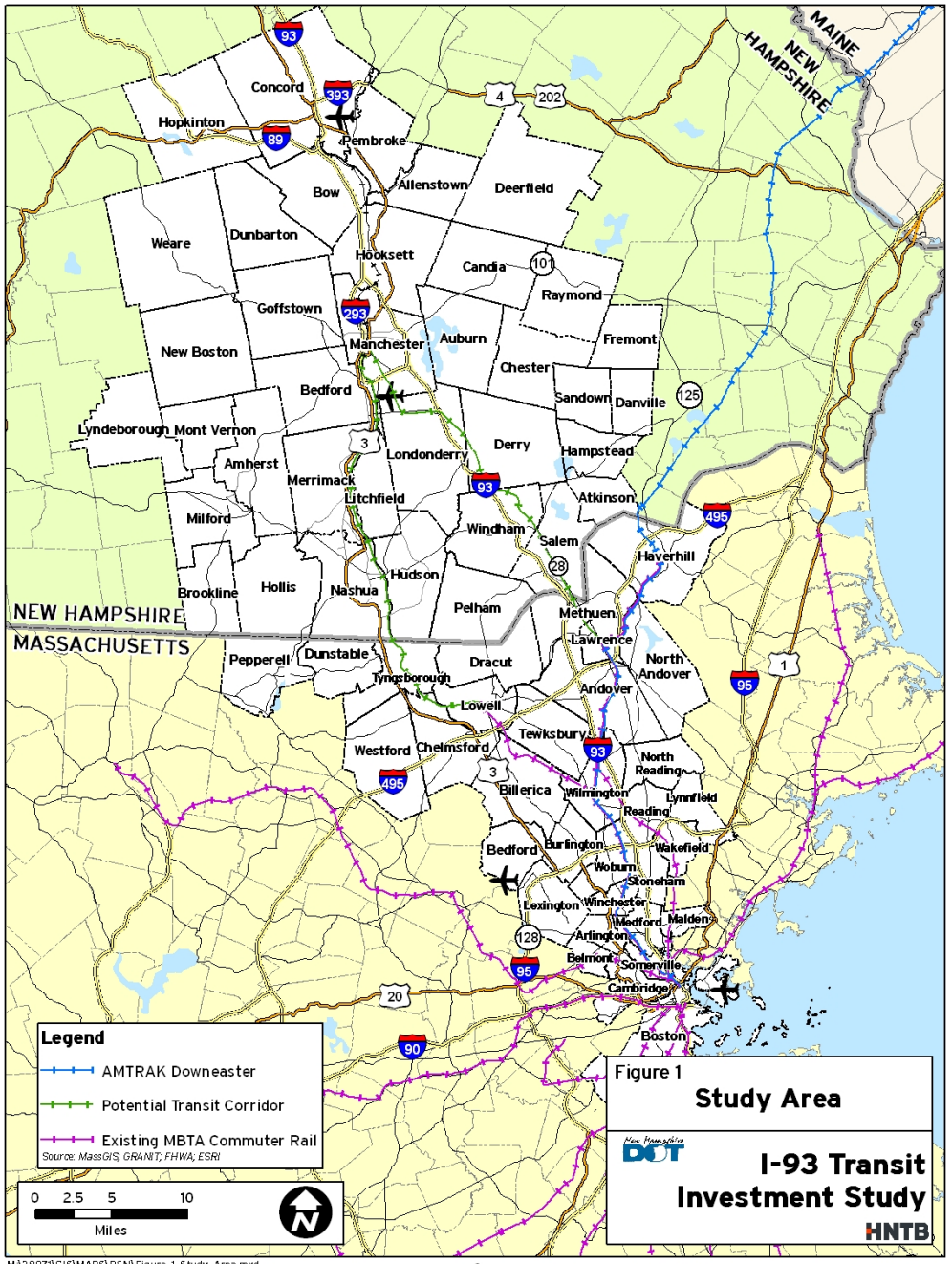
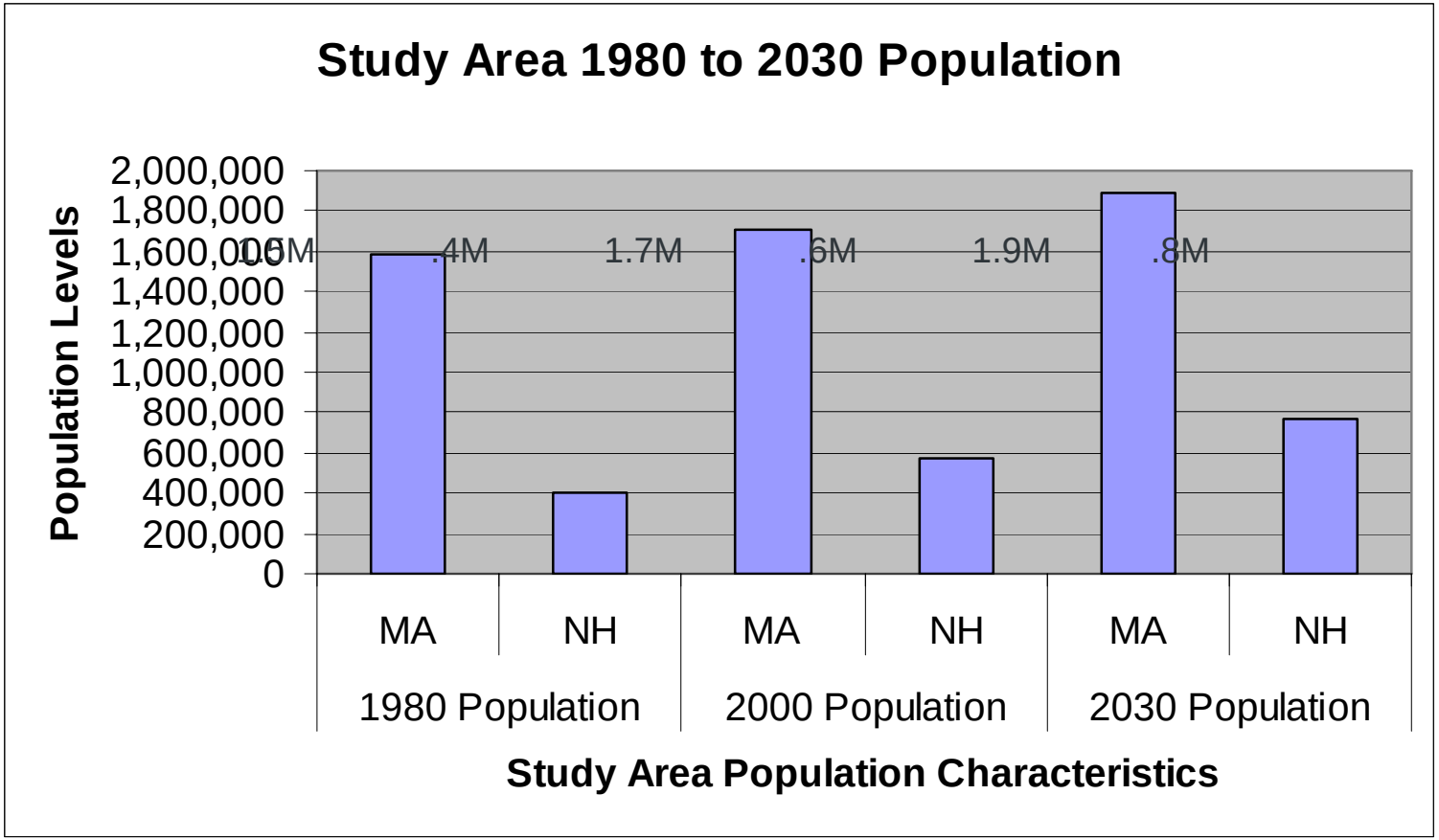
Study Area Map



Study Area 1980-2030 Population



- **1980 – 2030 increase: MA 19%, NH 92%**
- **NH as % of total: 1980 20%, 2030 30%**

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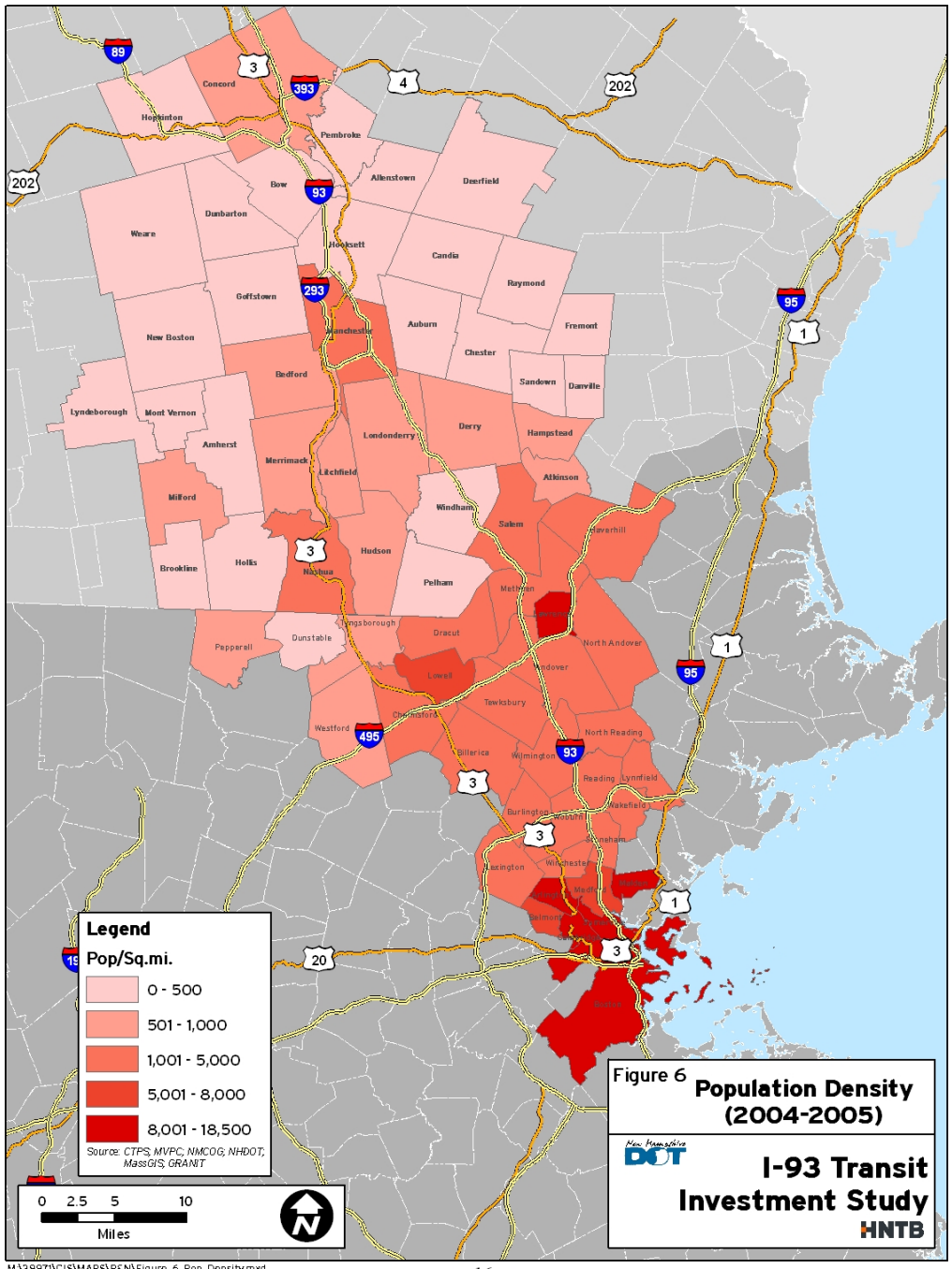
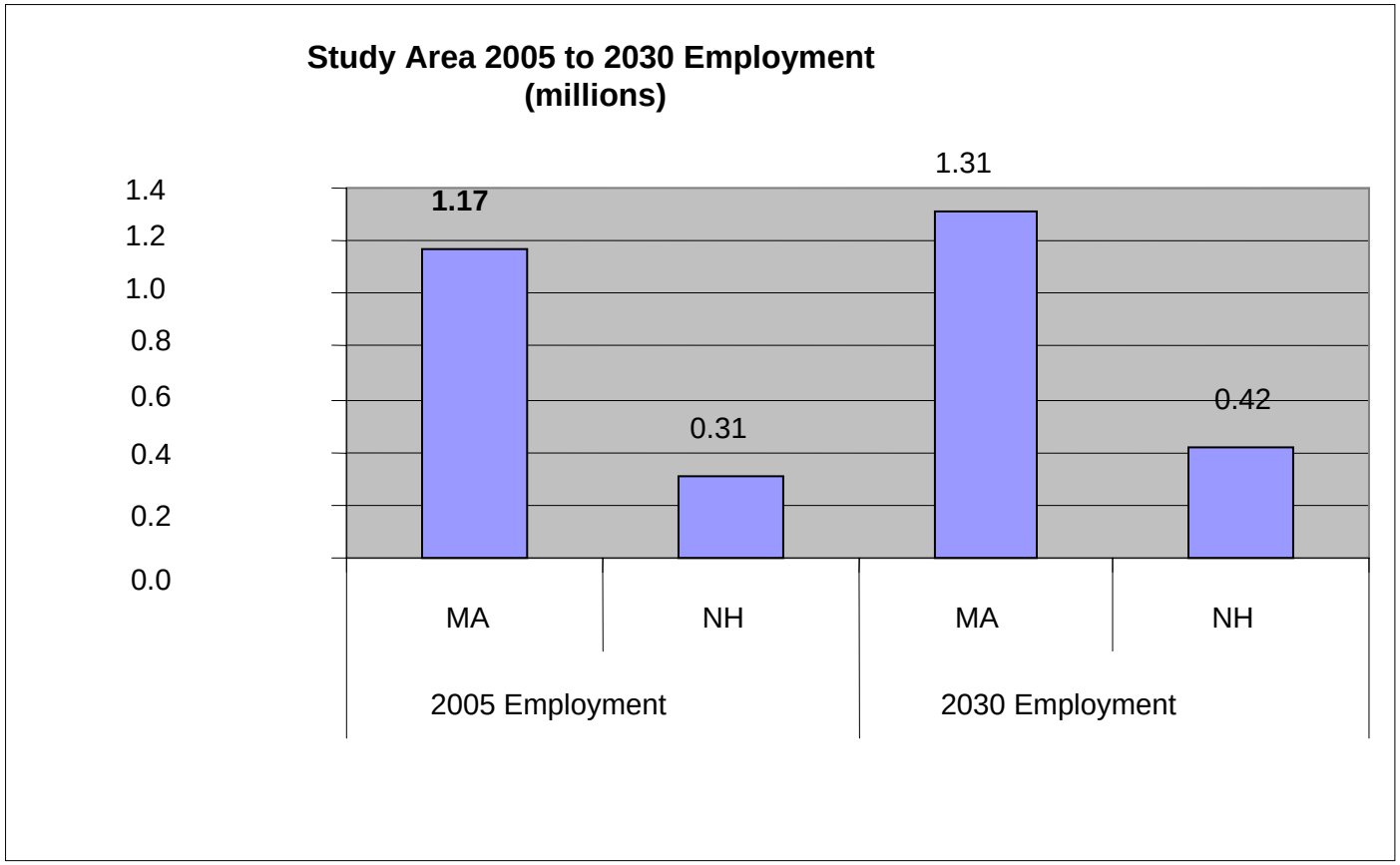
Population Density



Study Area 2005 – 2030 Employment Changes



- **Greatest employment increases**
  - **Boston CBD**
  - **I-93, US 3 corridor communities**

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What Info We Need

Evaluation Criteria

- Capital cost
- Ridership
- User benefits (travel time savings)
- Mode shift
- Land use / development impacts
- Environmental impacts
- Public support

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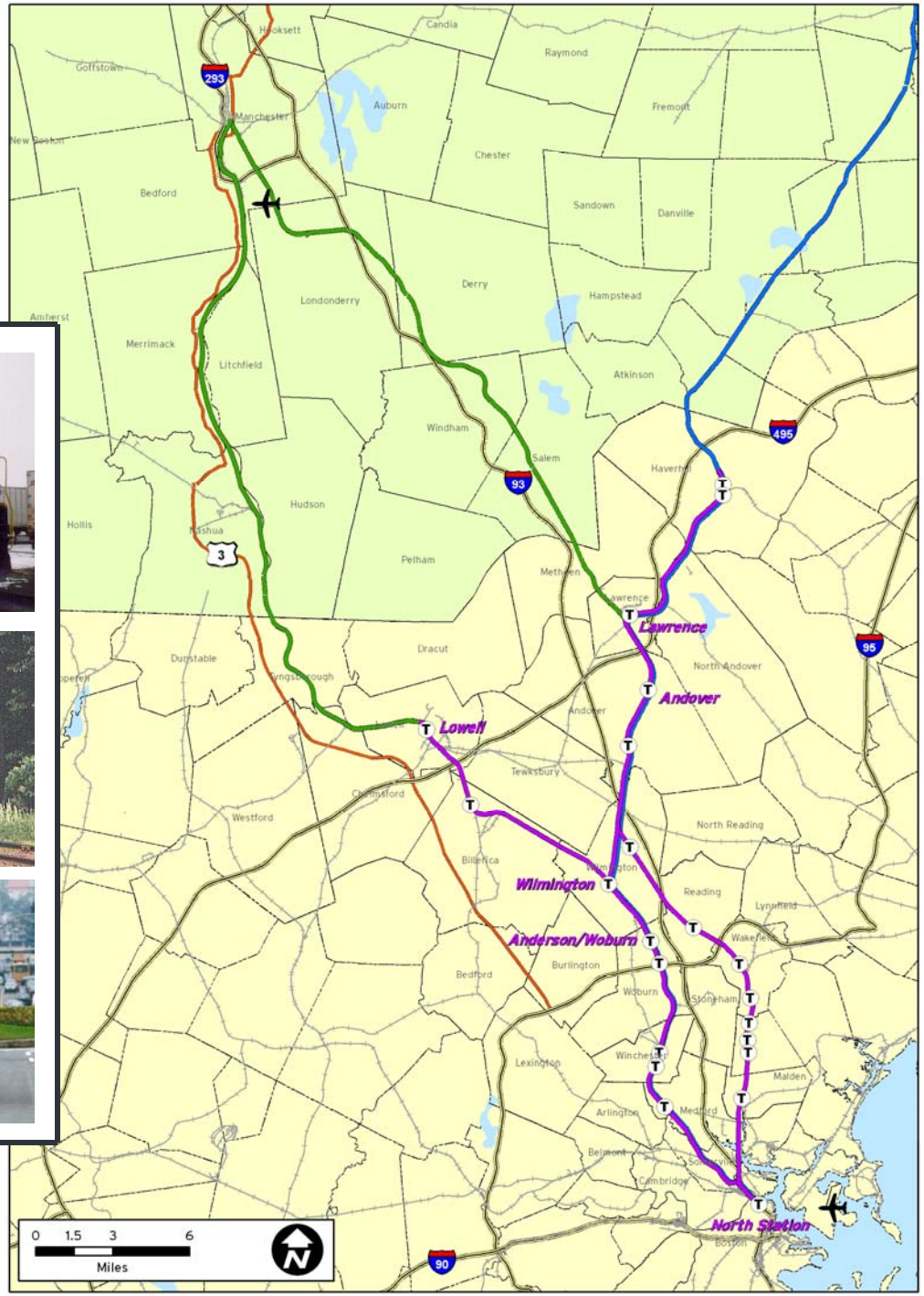
I-93 Transit Study

Conceptual Alternatives

Push-Pull Commuter Rail Service

Diesel Multiple Unit Rail Service

Bus Rapid Transit Service



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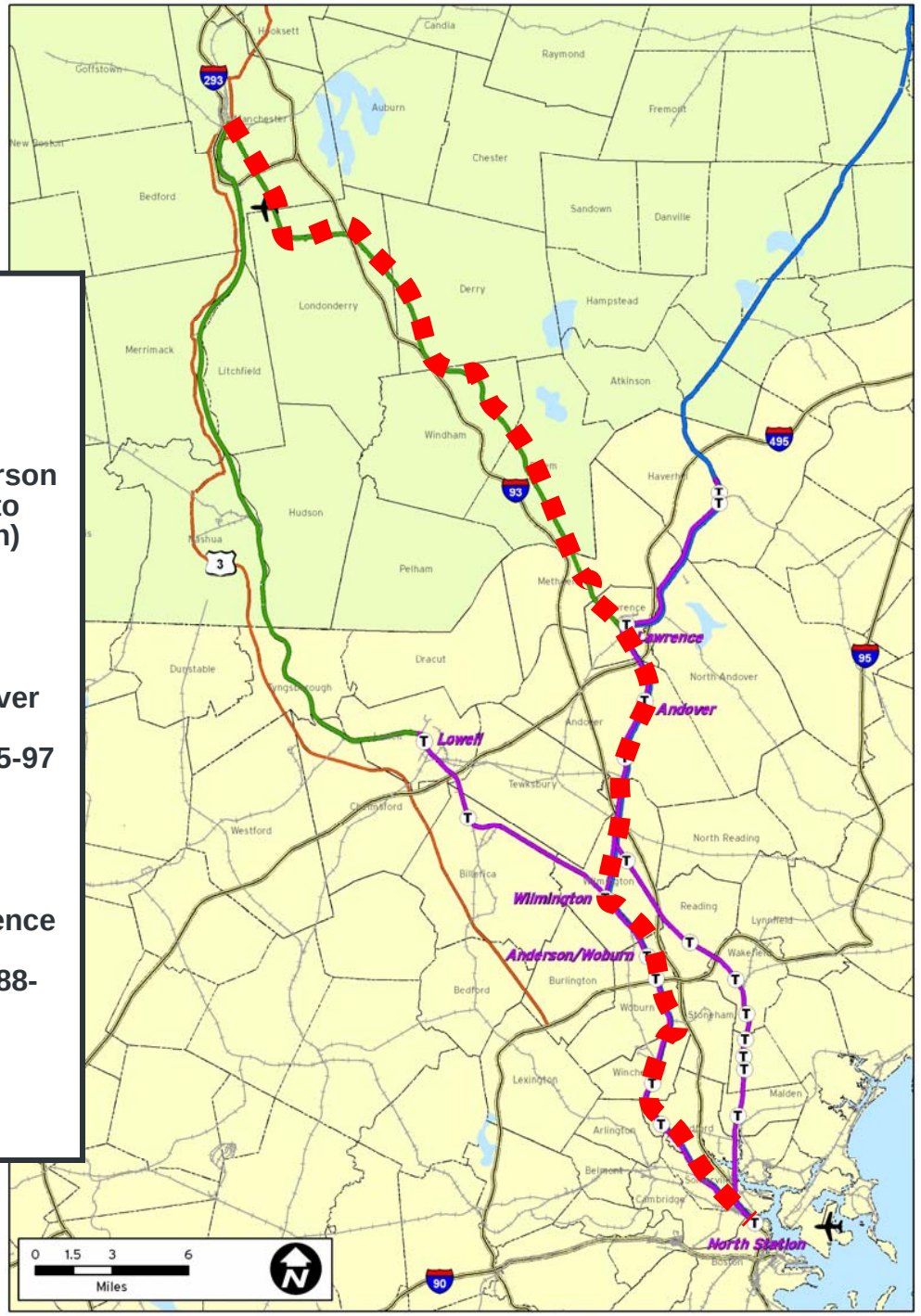
Eastern Alignment

E1	Boston Service	Direct service from Manchester to Boston using Wildcat Branch and Lowell Line. (50 mi /78 min)
E2	Anderson Service	Service from Manchester to Anderson RTC with cross platform transfer to MBTA Lowell trains. (51 mi /83 min)
E3	Andover Service	Service from Manchester to Andover with a cross platform transfer to MBTA trains at Andover. (53 mi /85-97 min)
E4	Lawrence Service	Service from Manchester to Lawrence with a cross platform transfer to MBTA trains at Lawrence. (54 mi /88-100 min)



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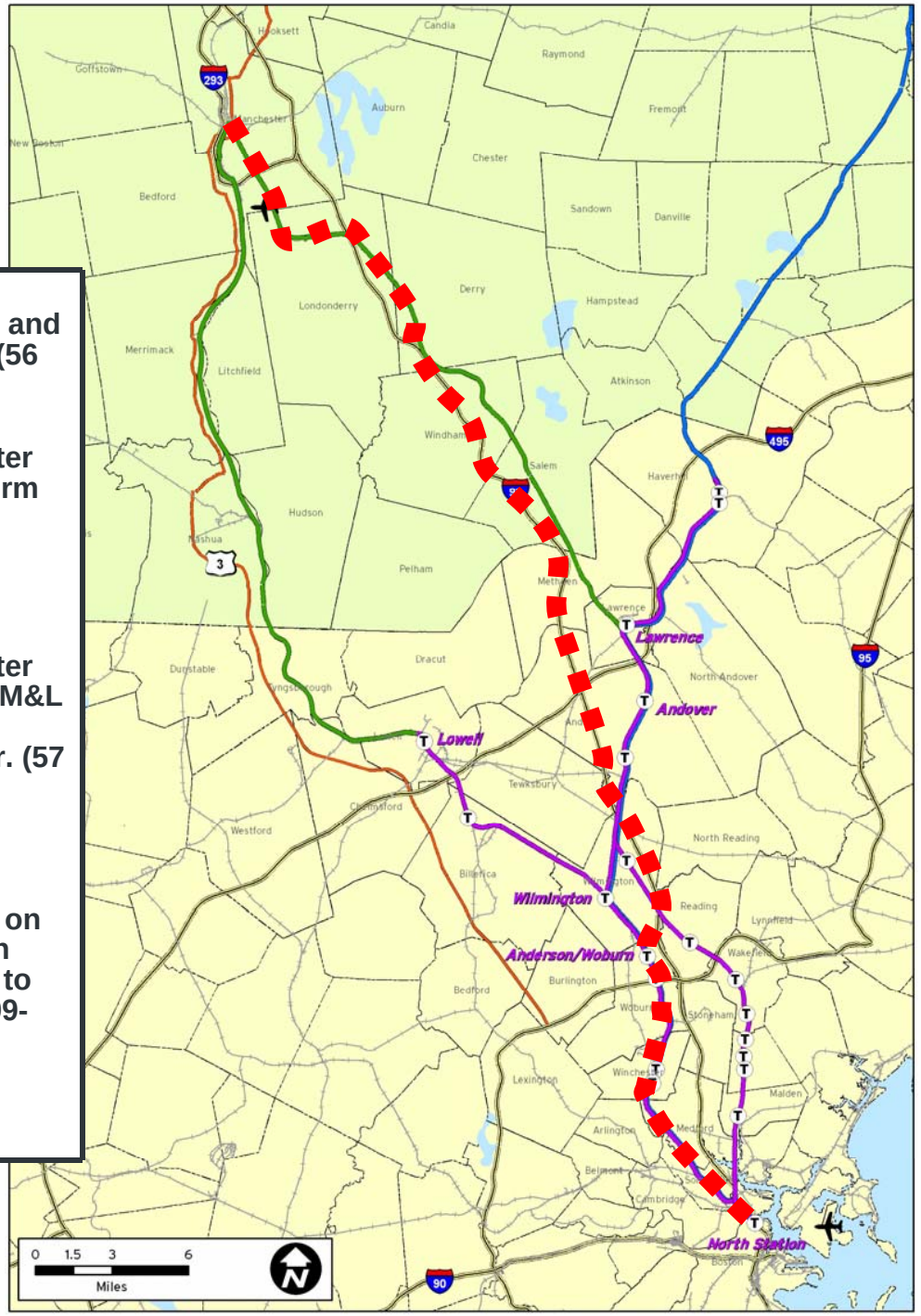
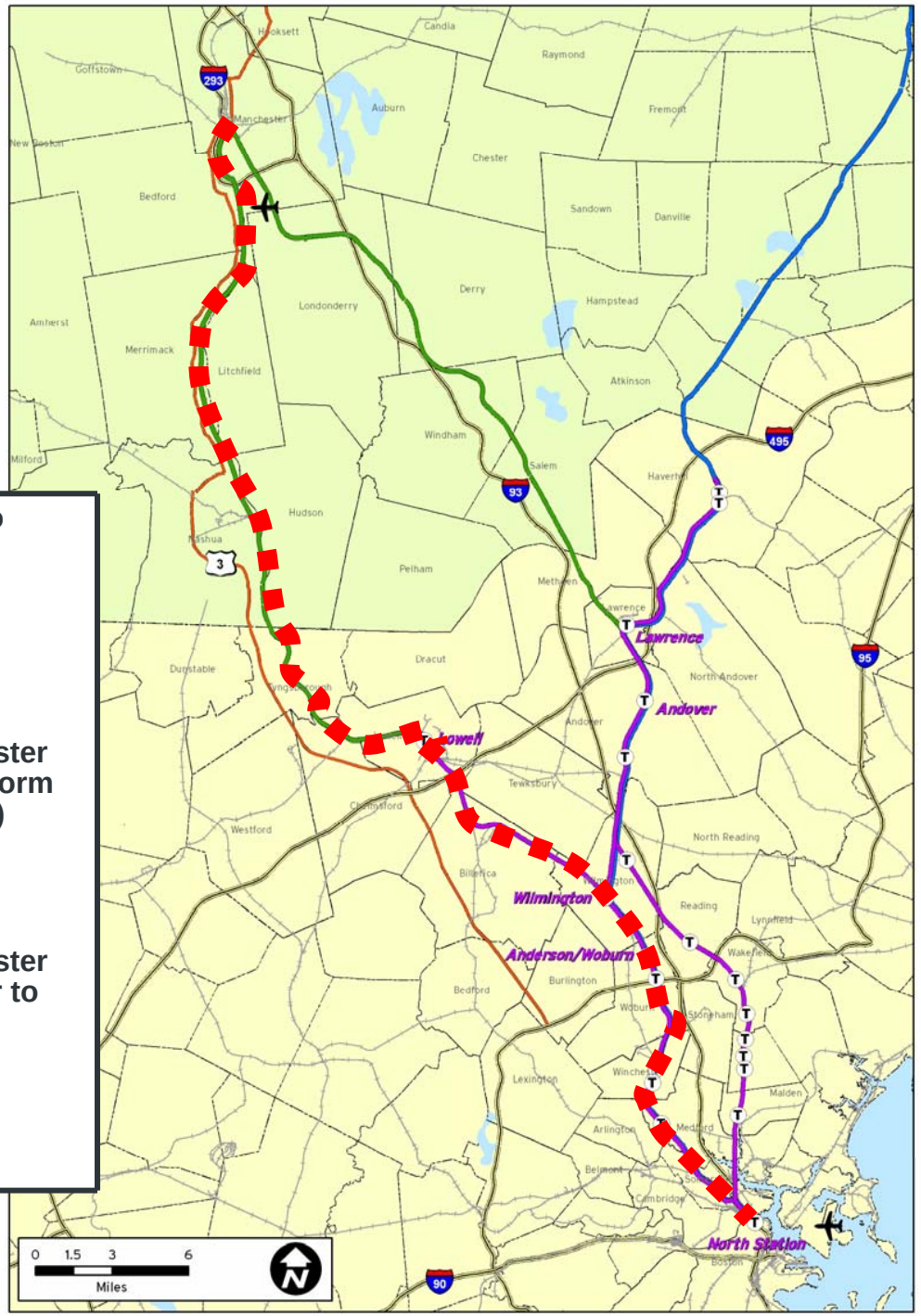
Highway Alignment

H1	Boston Service	Direct service from Manchester to Anderson using the highway ROW and then Lowell Line to North Station. (56 mi /80 min).
H2	Anderson Service	Connecting service from Manchester to Anderson RTC with cross platform transfers possible. (56 mi /85 min)
H3	Andover Service	Connecting service from Manchester to Salem on I-93 before accessing M&L to reach Andover. Cross platform transfer to MBTA trains at Andover. (57 mi /94-106 min)
H4	Lawrence Service	Service from Manchester to Salem on I-93 before accessing M&L to reach Lawrence. Cross platform transfer to MBTA trains at Lawrence. (59 mi /99-111 min)



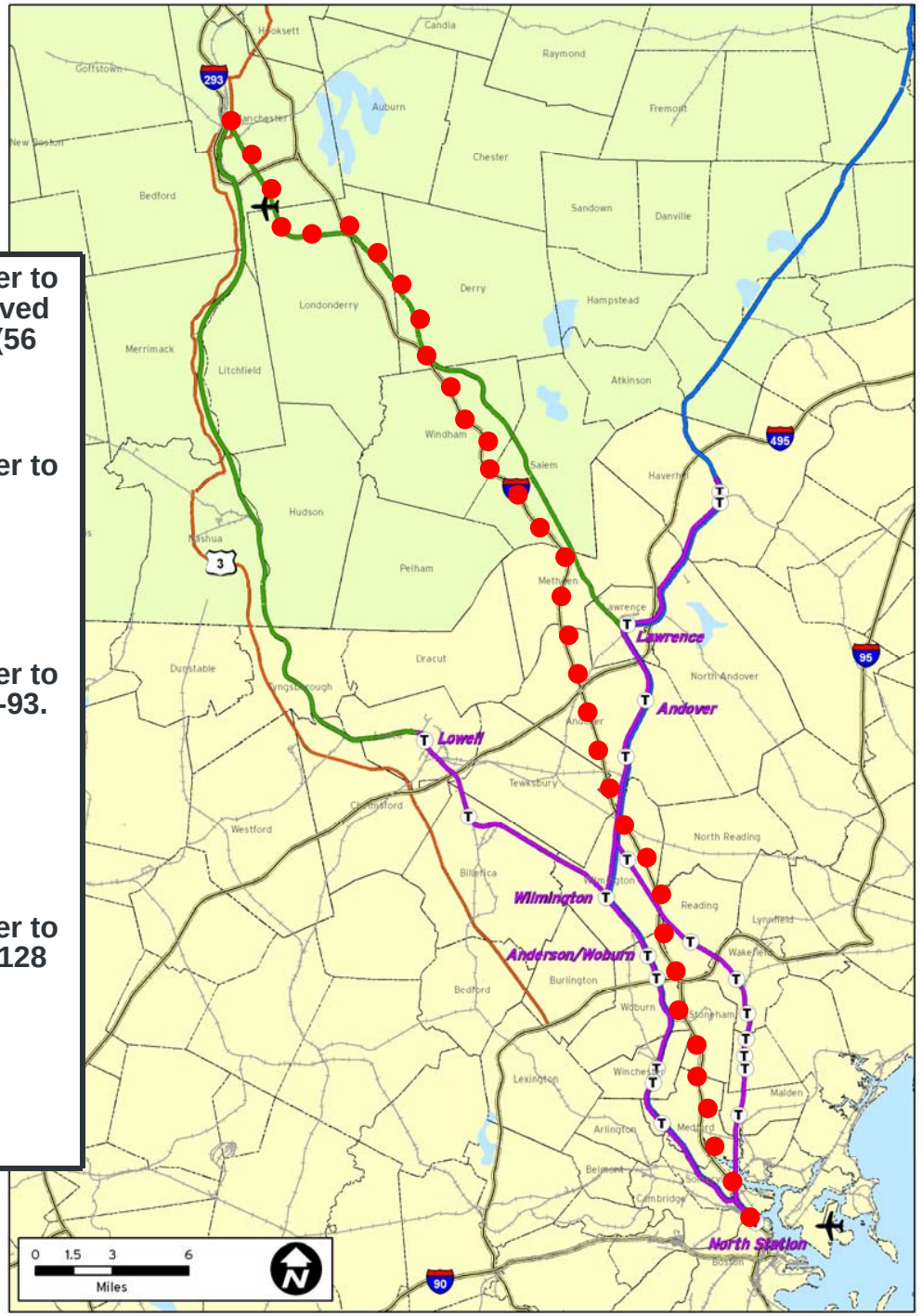
Western Alignment

W1	**Boston Service**	**Direct service from Manchester to Boston using NHML, serving Merrimack, Nashua, Lowell, and Anderson stations** **(56 mi /75 min).**
W2	**Anderson Service**	**Connecting service from Manchester to Anderson RTC with cross platform transfers possible. (56 mi /80 min)**
W3	**Lowell Service**	**Connecting service from Manchester to Lowell. Cross platform transfer to MBTA trains at Lowell.** **(56 mi /84-91 min)**



Bus Rapid Transit

B1A	**Highway Alignment: Transit ROW**	**Direct service from Manchester to Boston using I-93 using reserved NH transit ROW to state line. (56 mi /80 min).**
B1B	**Highway Alignment: No Transit ROW**	**Direct service from Manchester to Boston using I-93 without reserved NH transit ROW.** **(56 mi /95 min).**
B2	**Eastern Alignment**	**Direct service from Manchester to Boston using M&L Branch + I-93. (56 mi /70 min).**
B3	**Western Alignment**	**Direct service from Manchester to Boston using Route 3, Route 128 and I-93** **(61 mi /105 min).**



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Bus Rapid Transit

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Land Use and Development

- Design: compact, walkable
- Diversity: mixed use
- Density: (by contemporary U.S. standards)

Somerville, MA (Davis Square)

Kenosha, WI

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Middleton, WI

Hillsboro-Beaverton-Portland, OR

Land Use Policy

- Let the market work: *allow* TOD
- Support of local government(s)
- Regulatory barriers
  - densities
  - parking
- Funding needs
  - station-area planning
  - infrastructure

New Hampshire
Long Range Transportation Plan

The report of the Community Advisory Committee to the Commissioner of the New Hampshire Department of Transportation

FINAL REPORT – JUNE 9, 2006

- "Inefficient land use also leads to sprawl, which leads to inefficient and expensive transportation systems."
- "This form of development generates disproportionate amounts of traffic, creates poor road connectivity, contributes to congestion on the state highway system by funneling more traffic onto it, and is expensive to provide public services."
  - New Hampshire Long Range Transportation Plan

- "We must coordinate transportation and land-use planning."
- NHDOT should "work with its sister state agencies to assist regional and local partners in facilitating transit-oriented development around prospective transit stations."
  - New Hampshire Long Range Transportation Plan

Manchester

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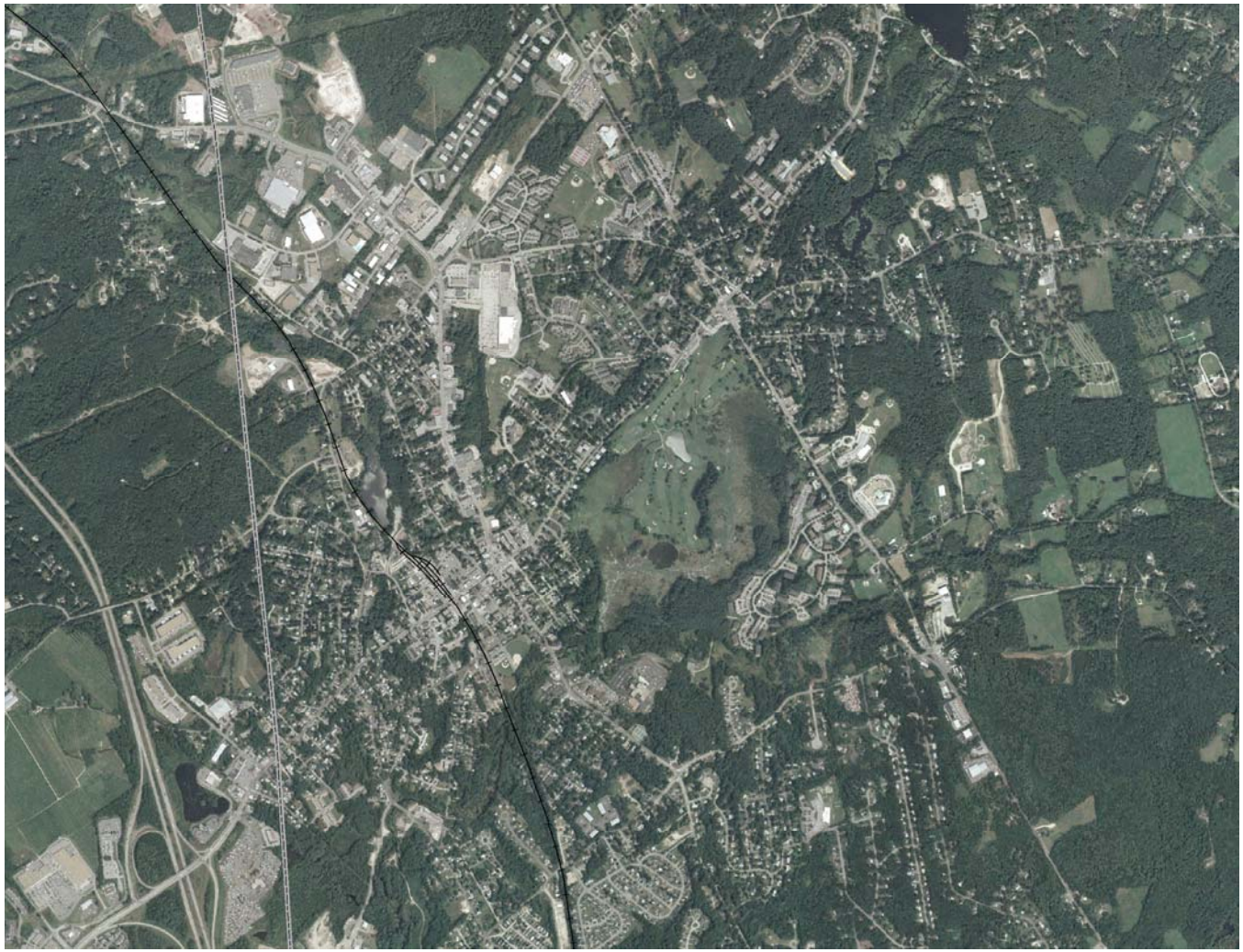
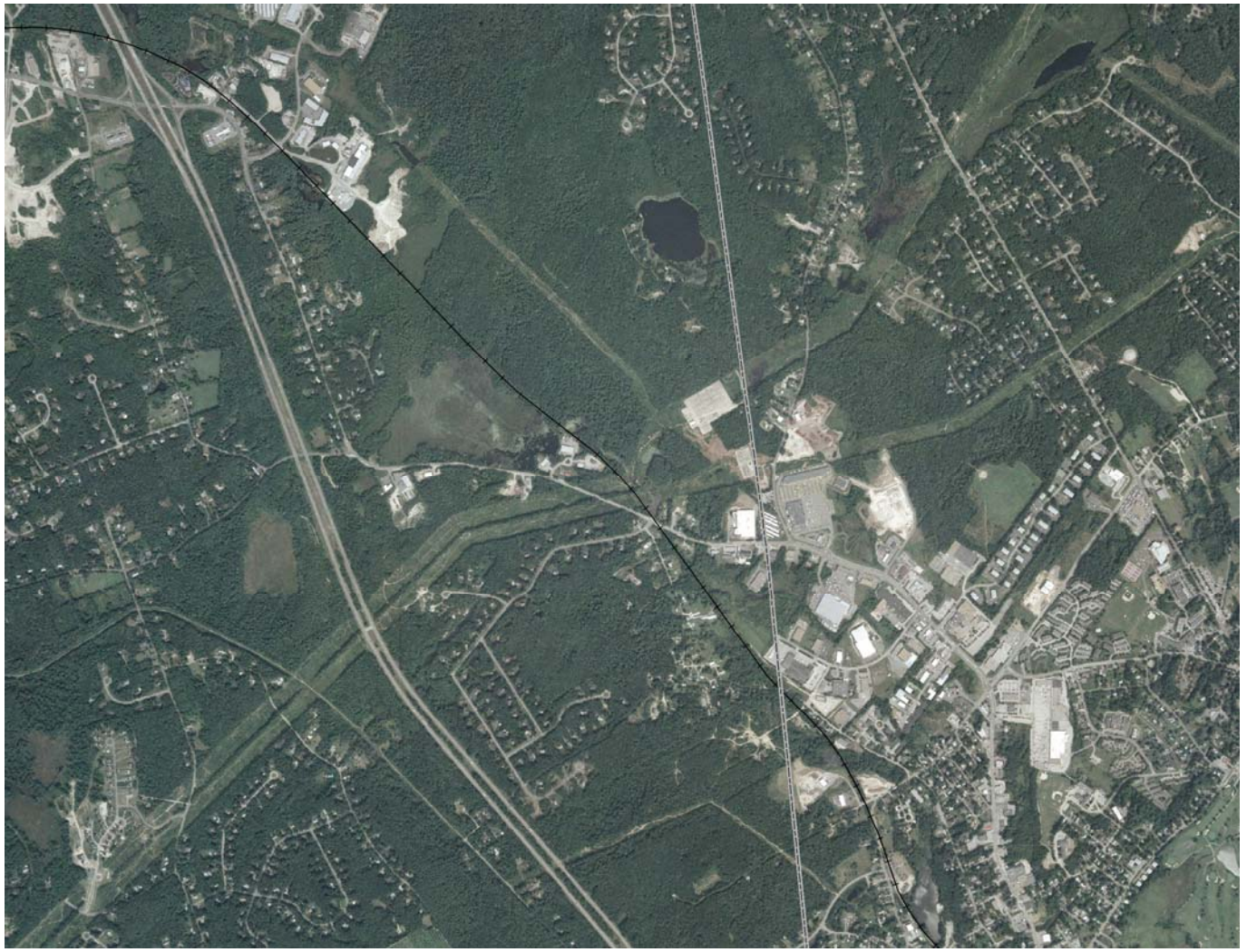
Derry

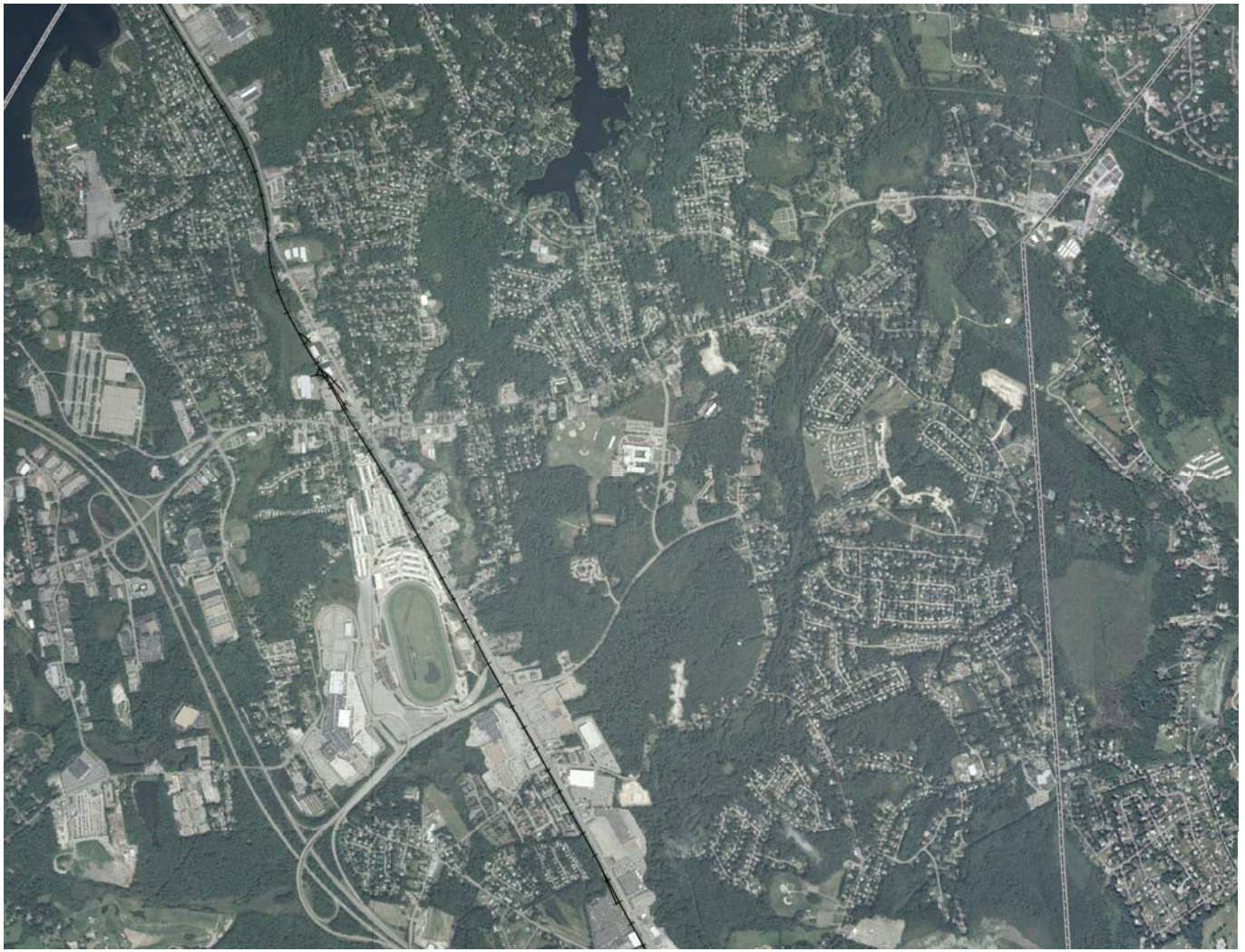


Londonderry

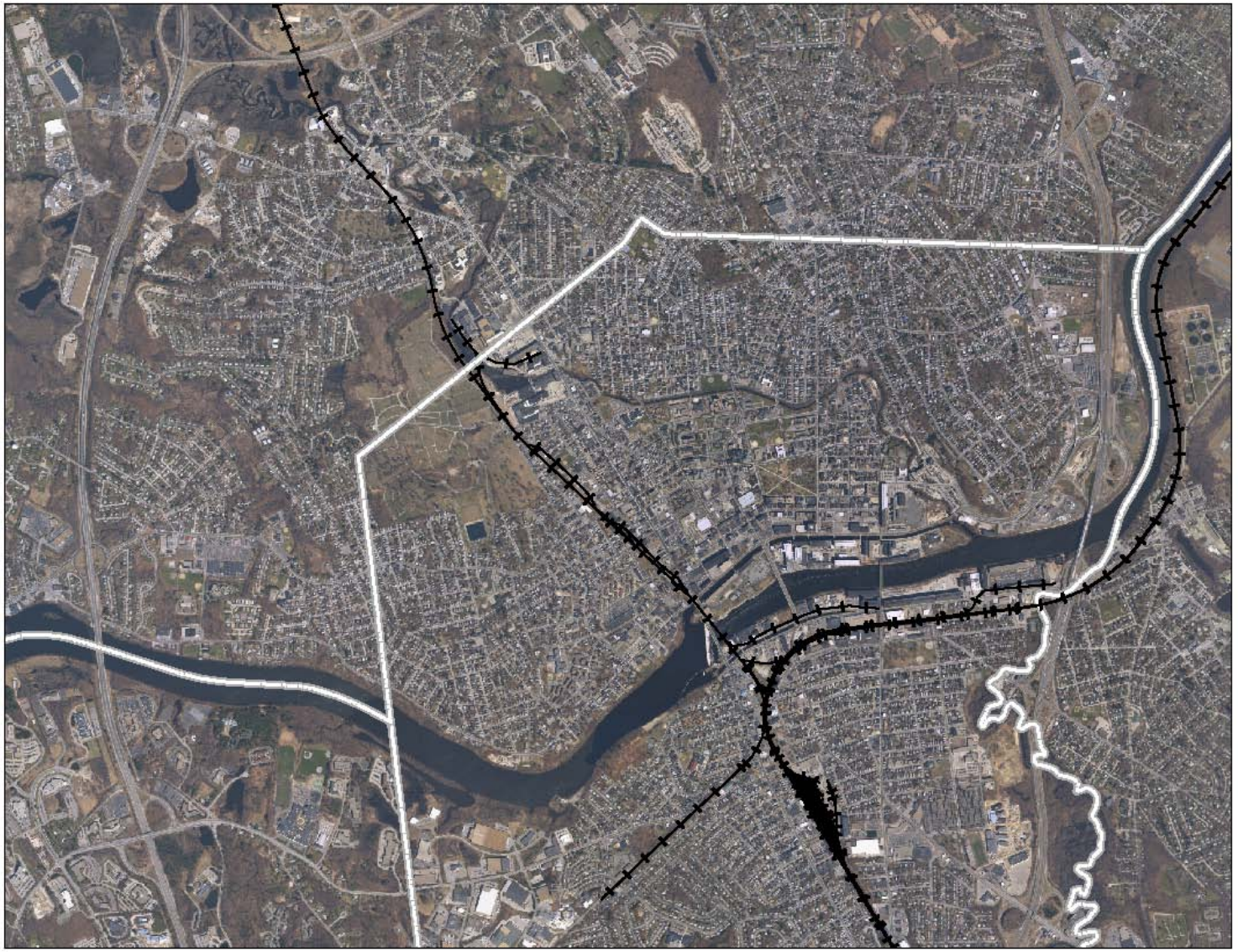


Windham

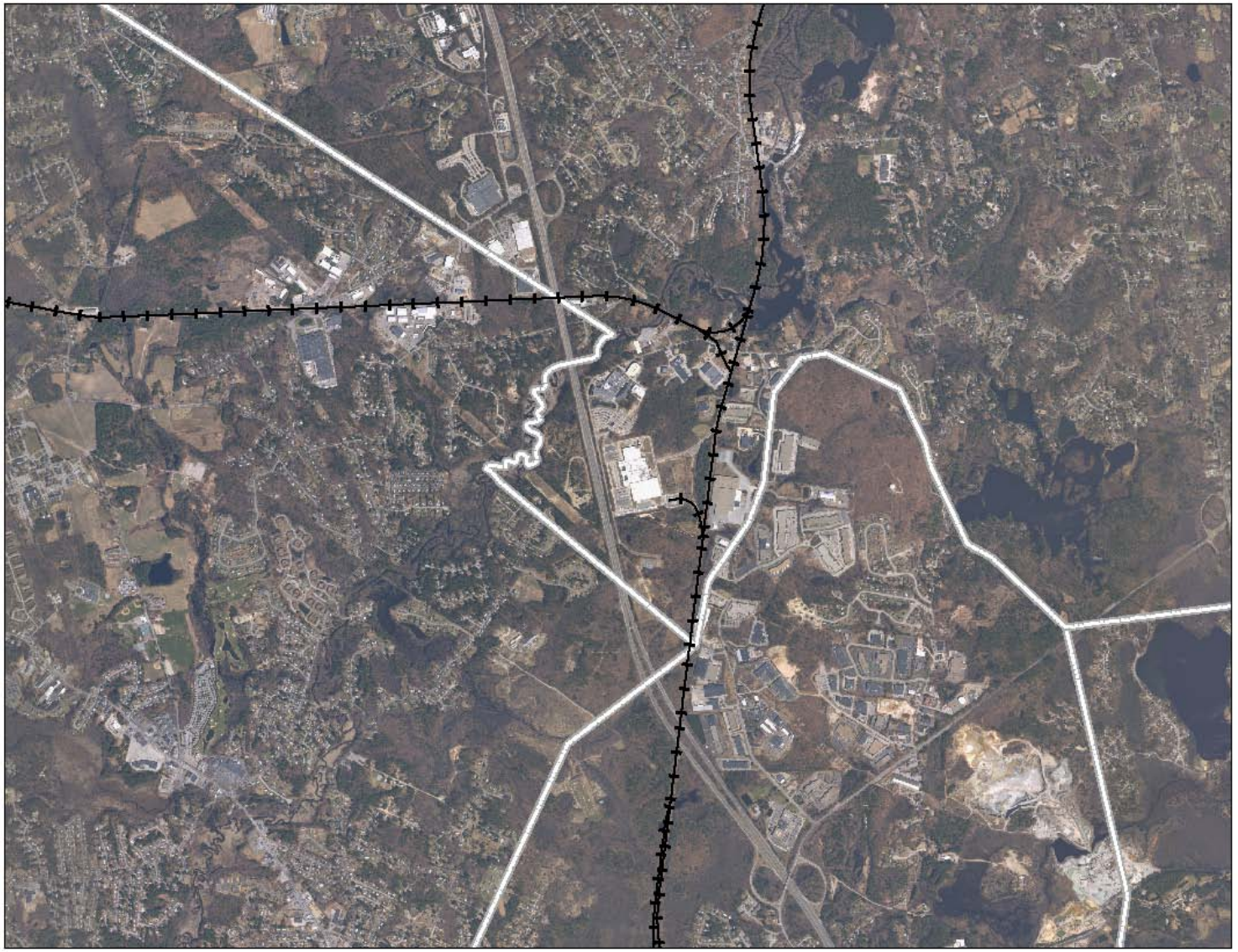
Salem



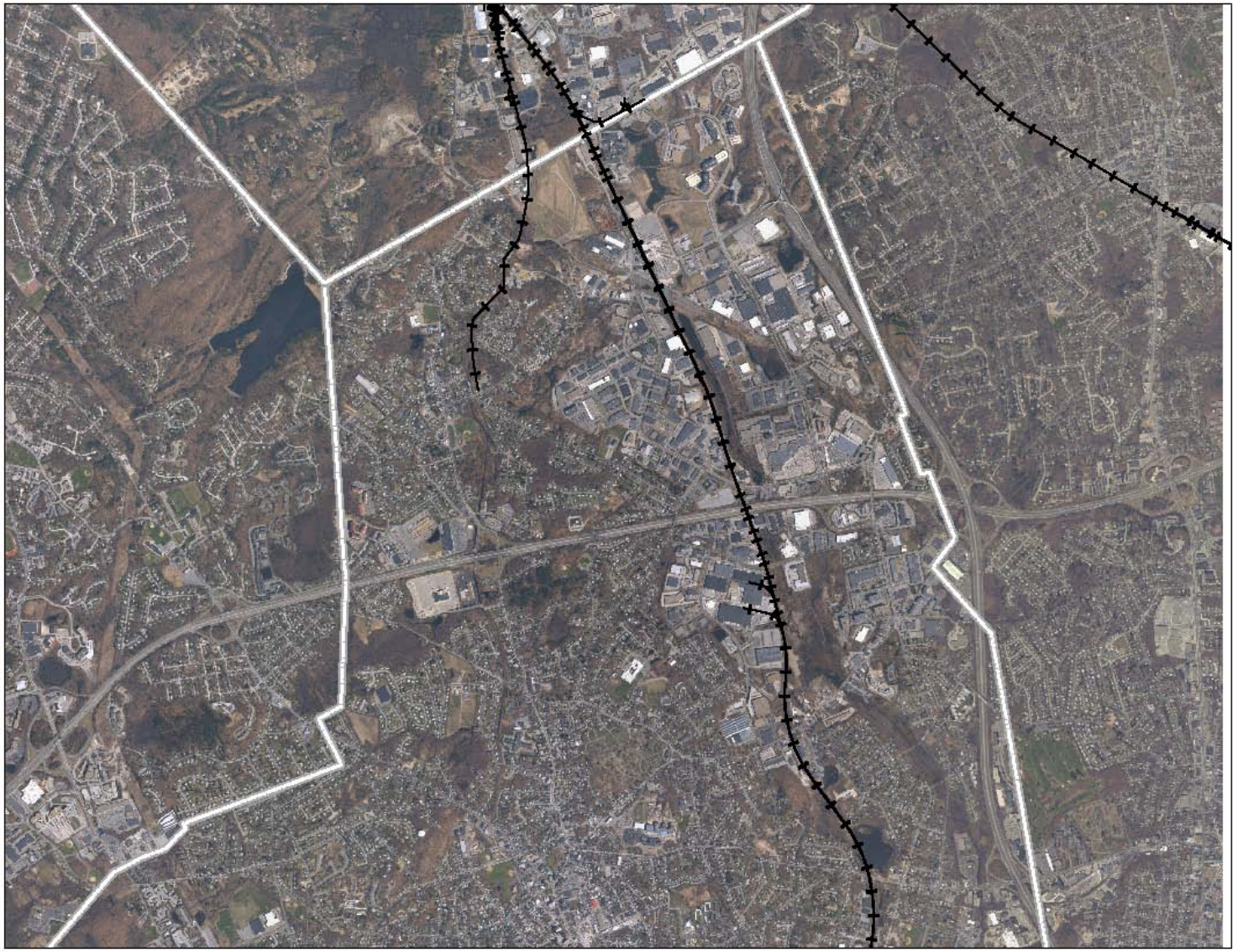
Methuen/ Lawrence



Andover/ Tewksbury/ Wilmington



Woburn



Open Forum

Team seeks your input

- Identify needs
- Expectations
- Political and public support
- Action items