

2010 Community Transportation Summit

November 18, 2010

Grappone Conference Center
Courtyard Marriott
Concord, NH

Jeffrey Taylor

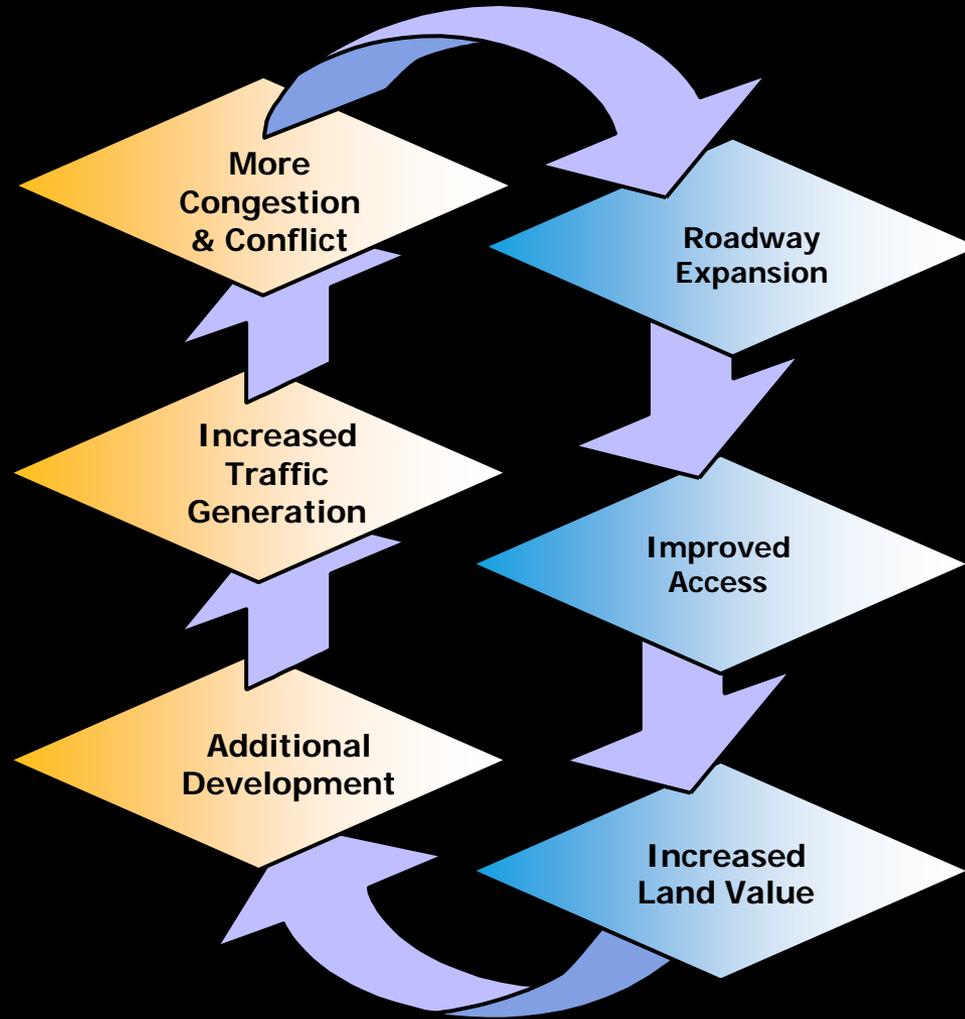
The Transportation and Land Use Connection

They are inextricably linked, but we have treated them as separate.

Land use planning has been a local issue.

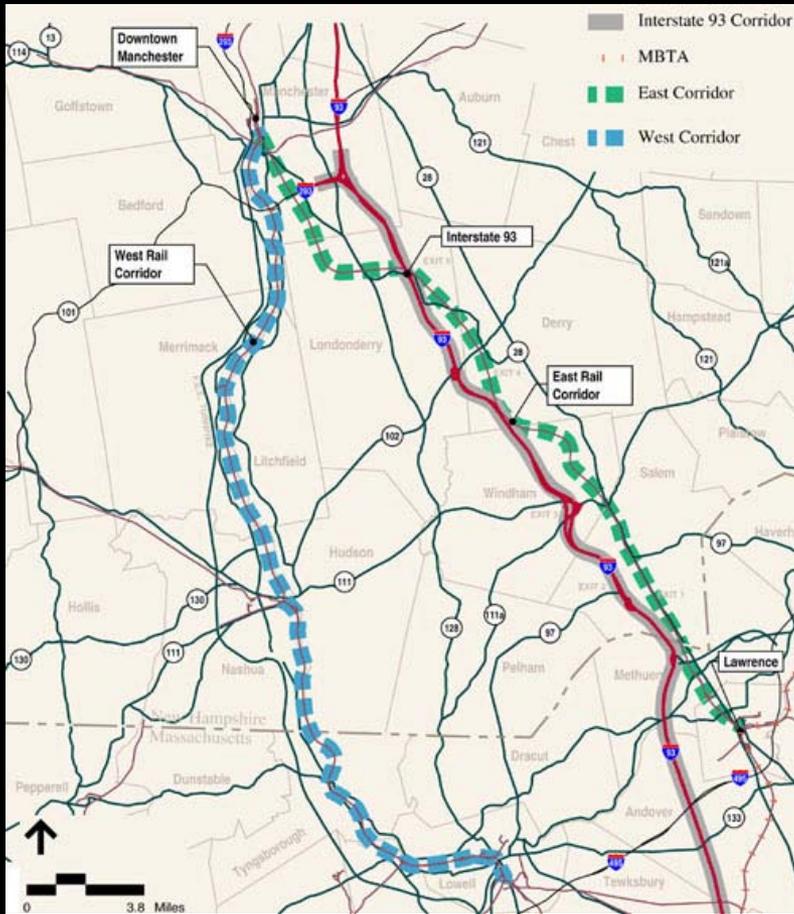
Transportation planning has been a state issue.

The Highway/Land-Use “Dynamic”



Transportation Alternatives Catch 22

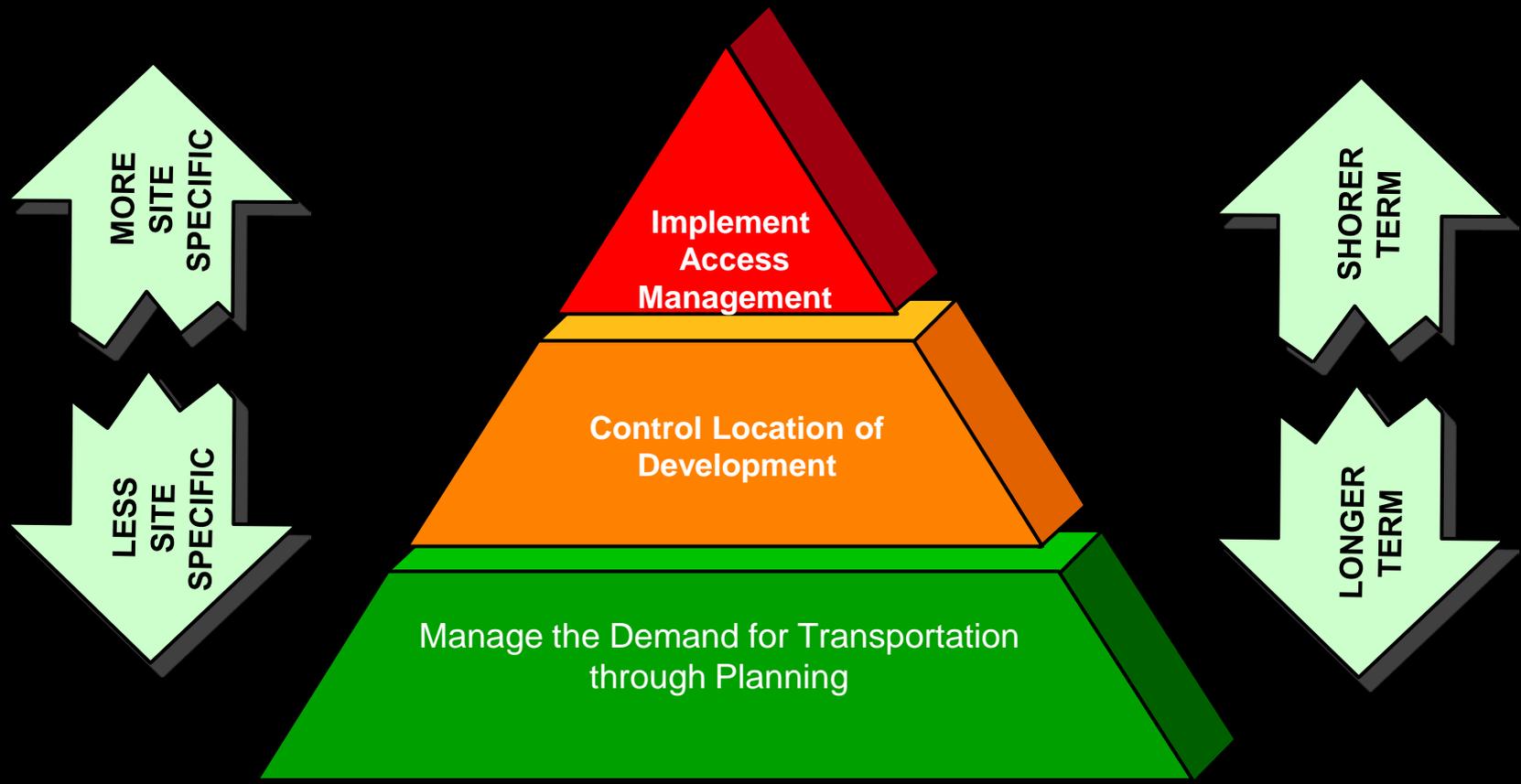
I-93



Little Bay Bridges



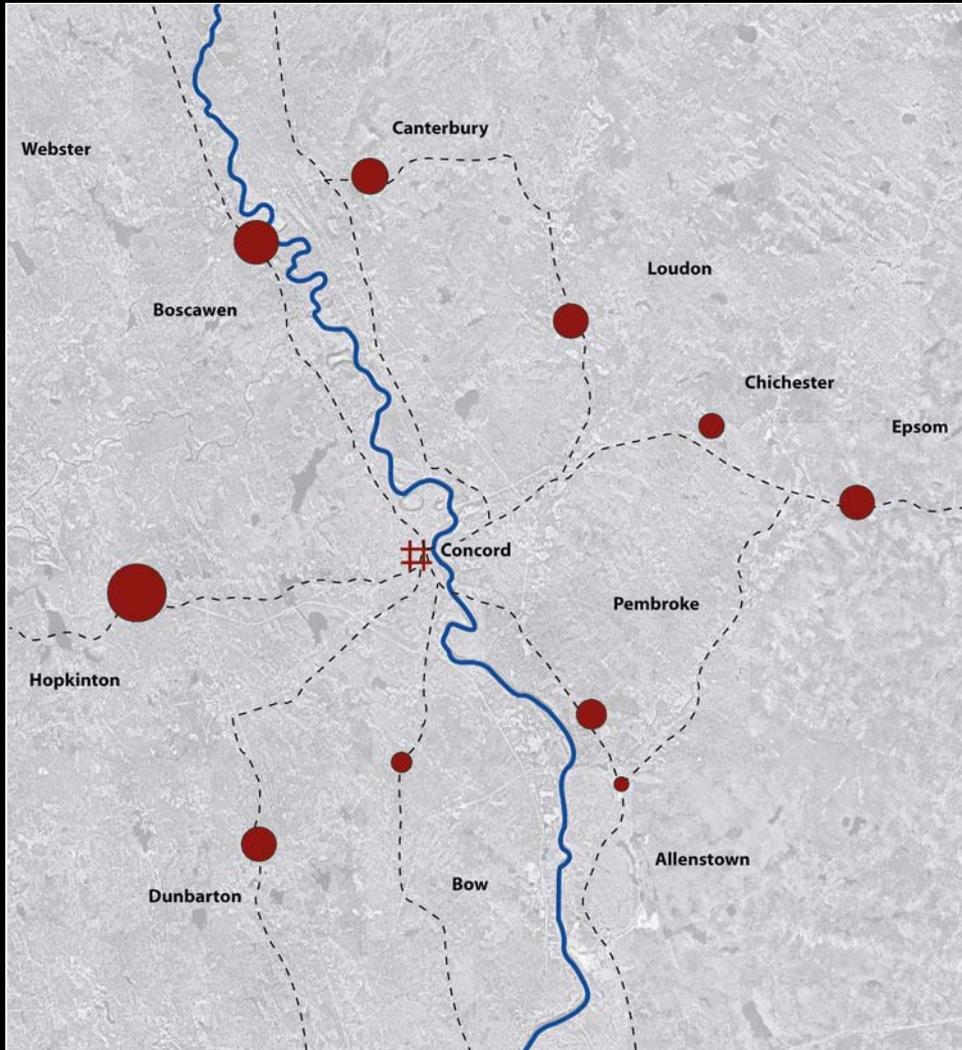
Most transit alternatives are ineffective in dealing with major highway congestion in the short term



So let's take the Long View of the Concord Region...

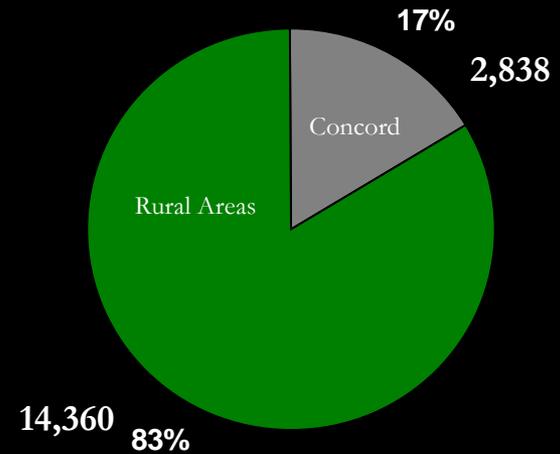


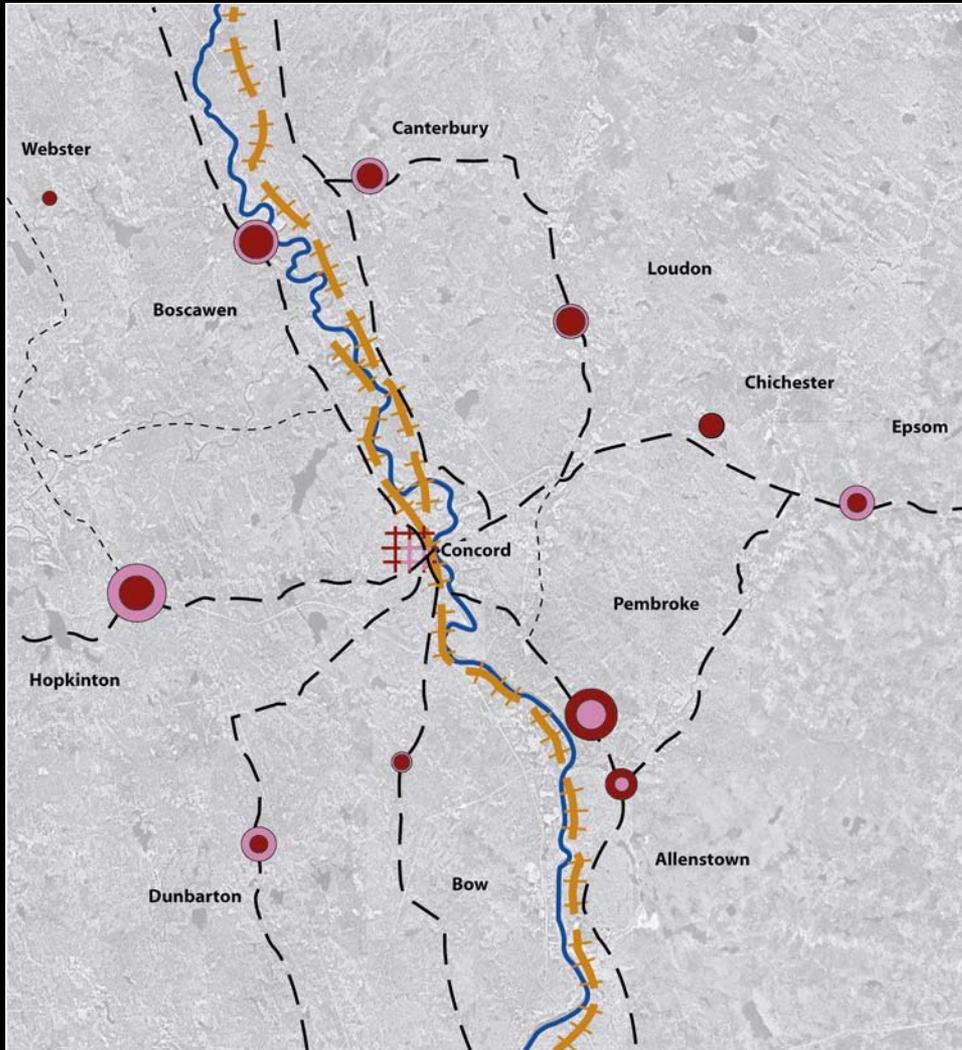
*Starting in 1820,
Four years after
Daniel Webster moved
to Massachusetts!*



Pre Industrial Period (circa 1820)

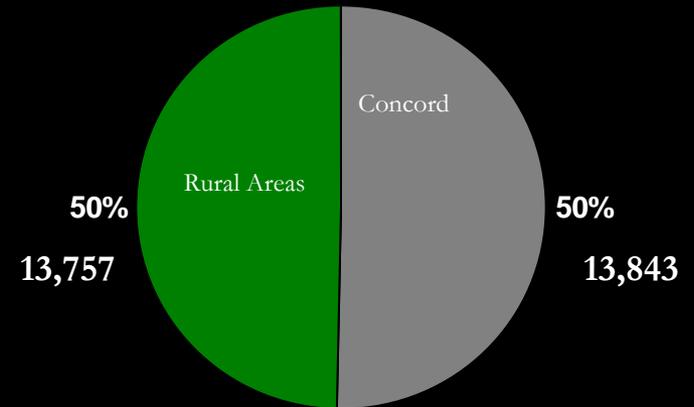
- Settlement Pattern
 - Primarily Rural
- Employment
 - Disbursed
- Transportation
 - Horse & Wagon
 - Mud Road & Turnpikes

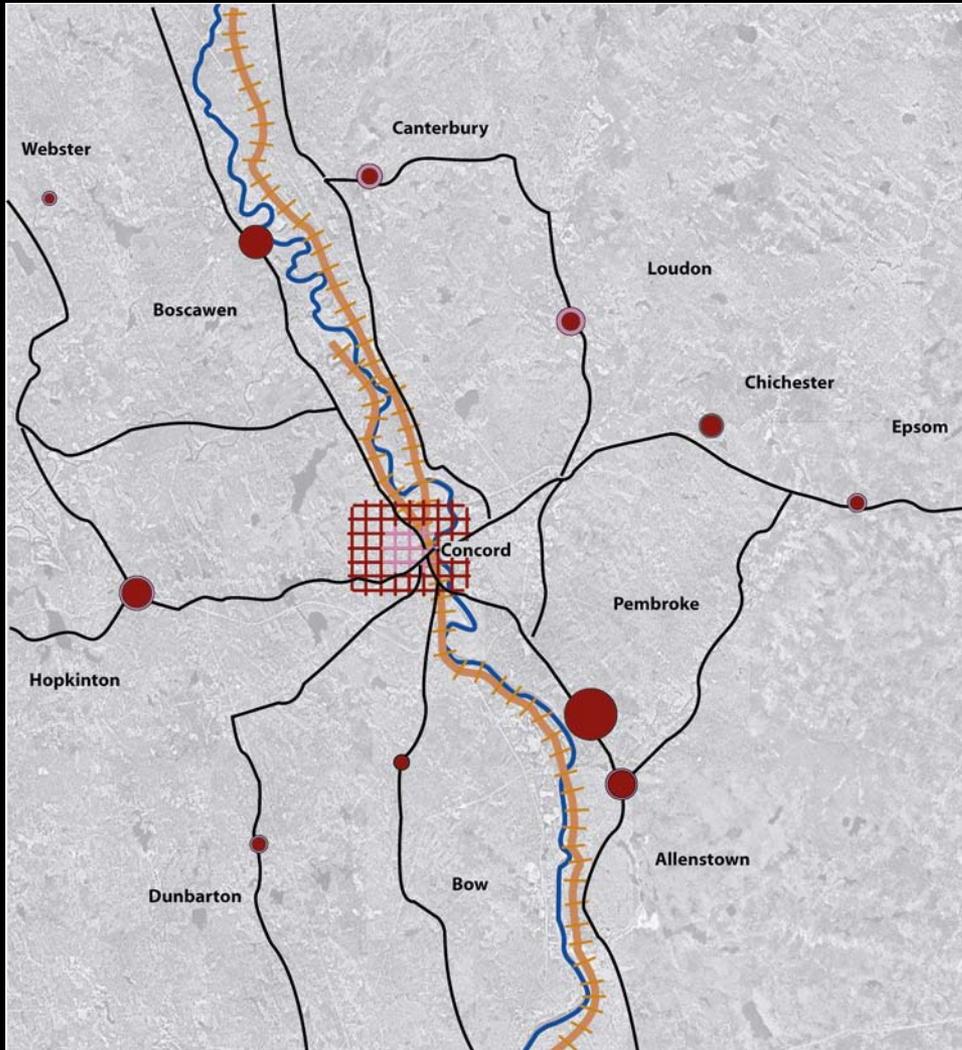




Post Industrial Period (circa 1880)

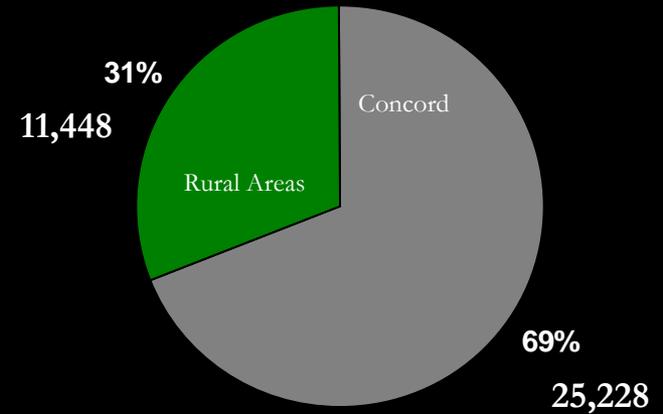
- Settlement Pattern
 - Balanced
- Employment
 - Urban Growth, Rural Decline
- Transportation
 - Horse & Wagon
 - Improved Turnpikes, Railroad Emerges

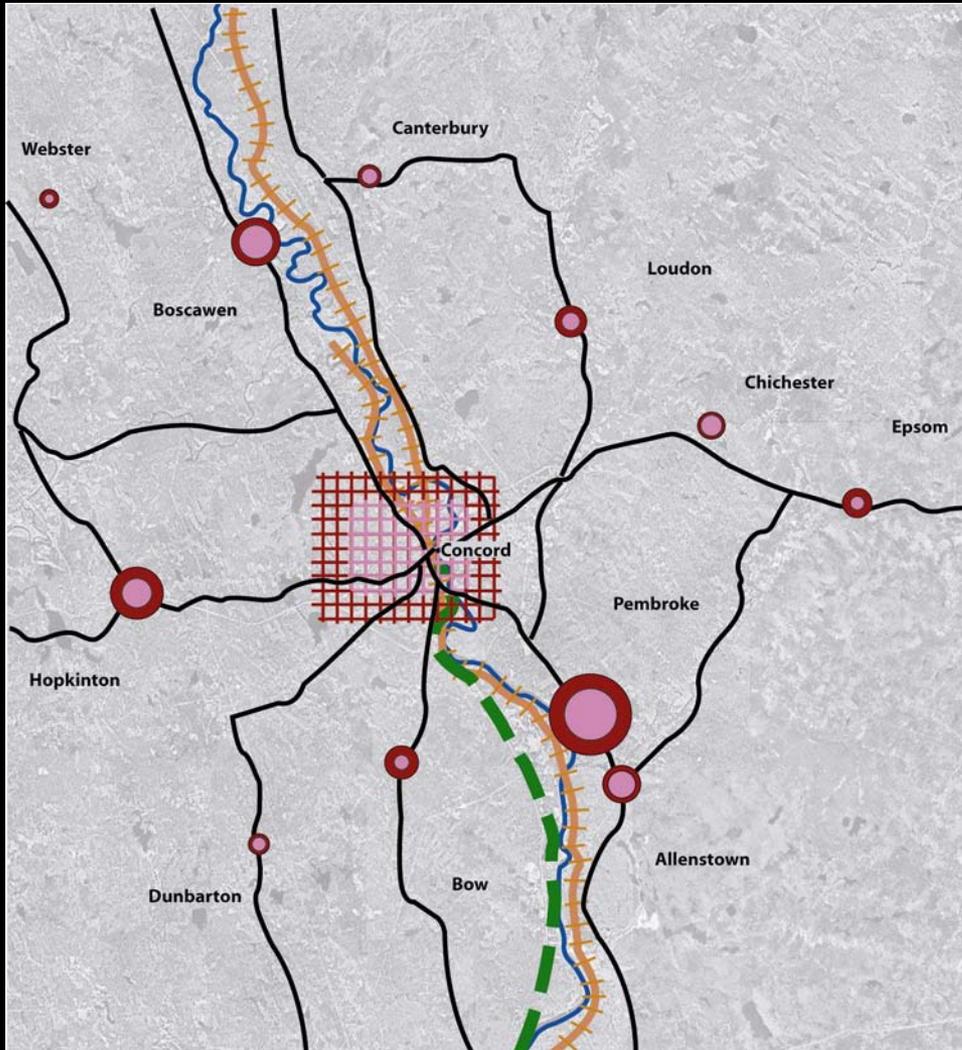




Pre WW II Period (circa 1930)

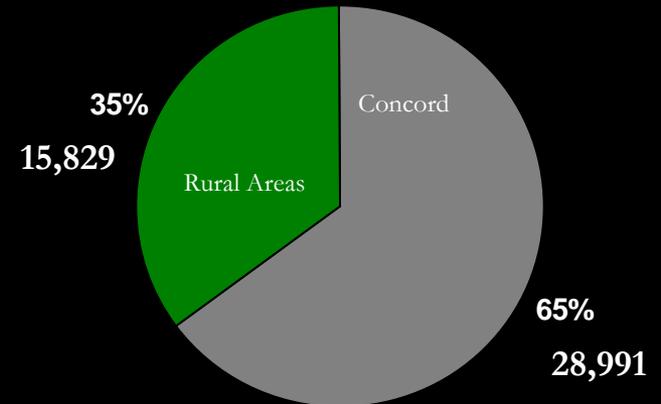
- Settlement Pattern
 - Urban Expansion
- Employment
 - Urban Concentration, Rural Decline
- Transportation
 - Automobile & Truck
 - Paved Turnpikes, Railroad Matures

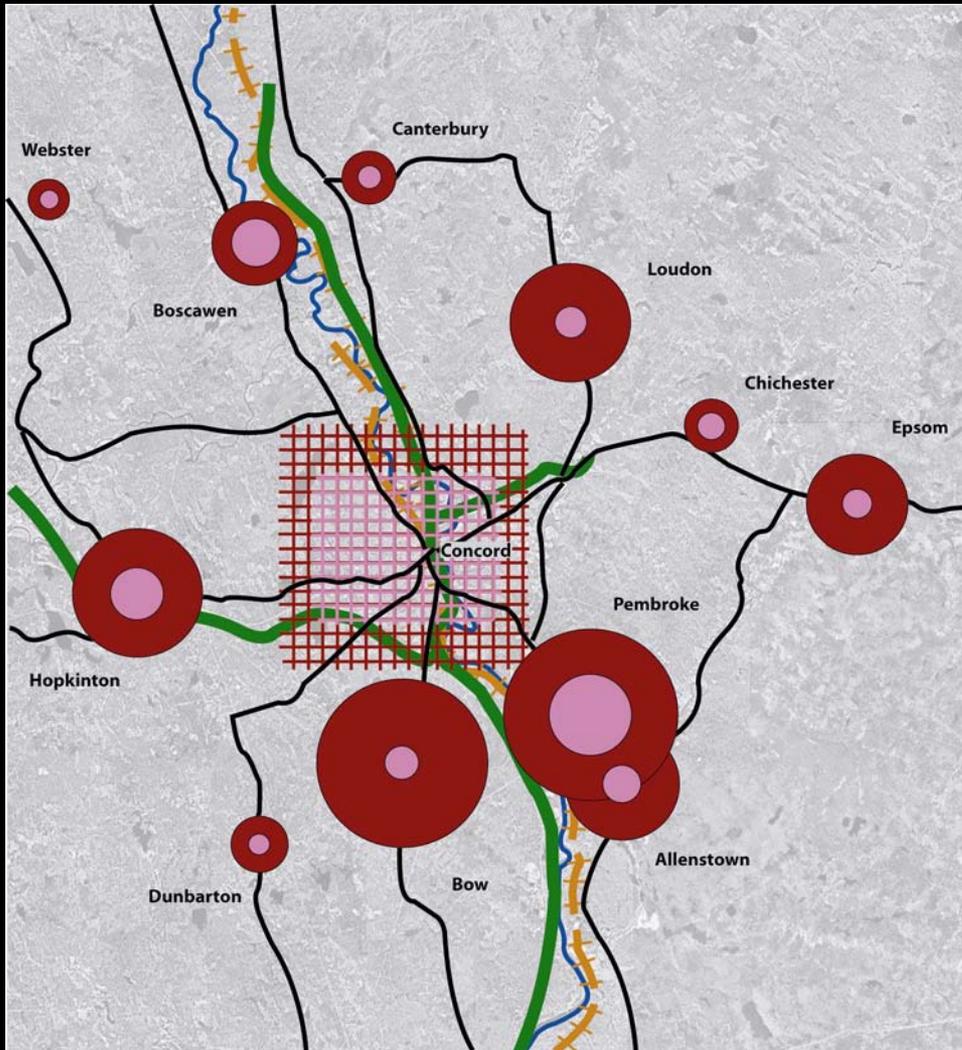




Post WW II Period (circa 1960)

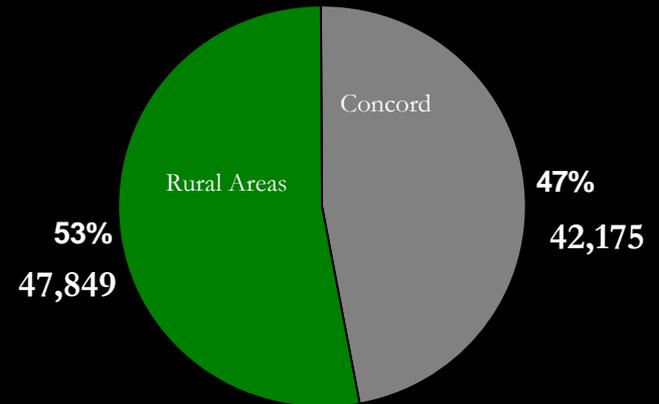
- Settlement Pattern
 - Urban Concentration , Suburban Expansion
- Employment
 - Urban Concentration, Rural Decline
- Transportation
 - Automobile & Truck
 - Interstate Emerges, Railroad Declines



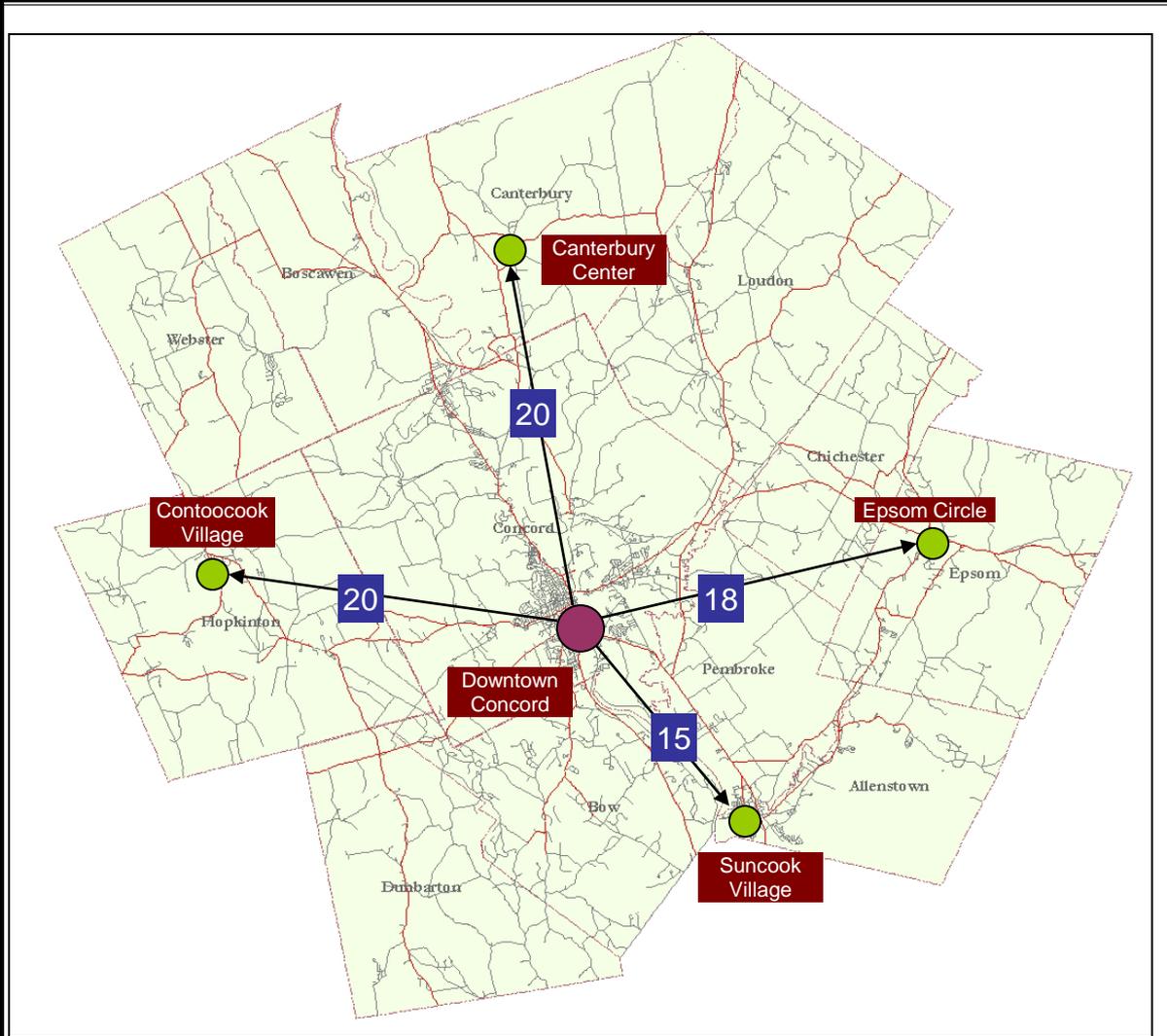


Contemporary Period (circa 2004)

- Settlement Pattern
 - Urban Growth , Suburban Boom
- Employment
 - Urban Concentration, Suburban Growth
- Transportation
 - Automobile & Truck
 - Interstate Matures



Travel Times – 2005, PM



The Forecast - 2030

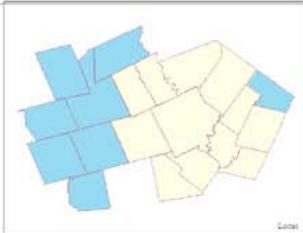
- Allentown – 6100
- Boscawen – 5100
- Bow – 11,300
- Canterbury – 3,400
- Chichester – 3,600
- Concord – 53,500
- Dunbarton – 3,700
- Epsom – 6,700
- Hopkinton – 7,000
- Loudon – 7,400
- Pembroke – 9,000
- Webster – 3,100

The Region: 120,000

Concord – 45%

All Others – 55%

CNHRPC Transportation Model An Indicator of Congestion - Volumes/Capacity (2030 Projections)



Legend

Volume per Capacity (2030 Projections)

- Less than or equal to 0.70
- 0.70 to 0.90
- Greater than 0.90

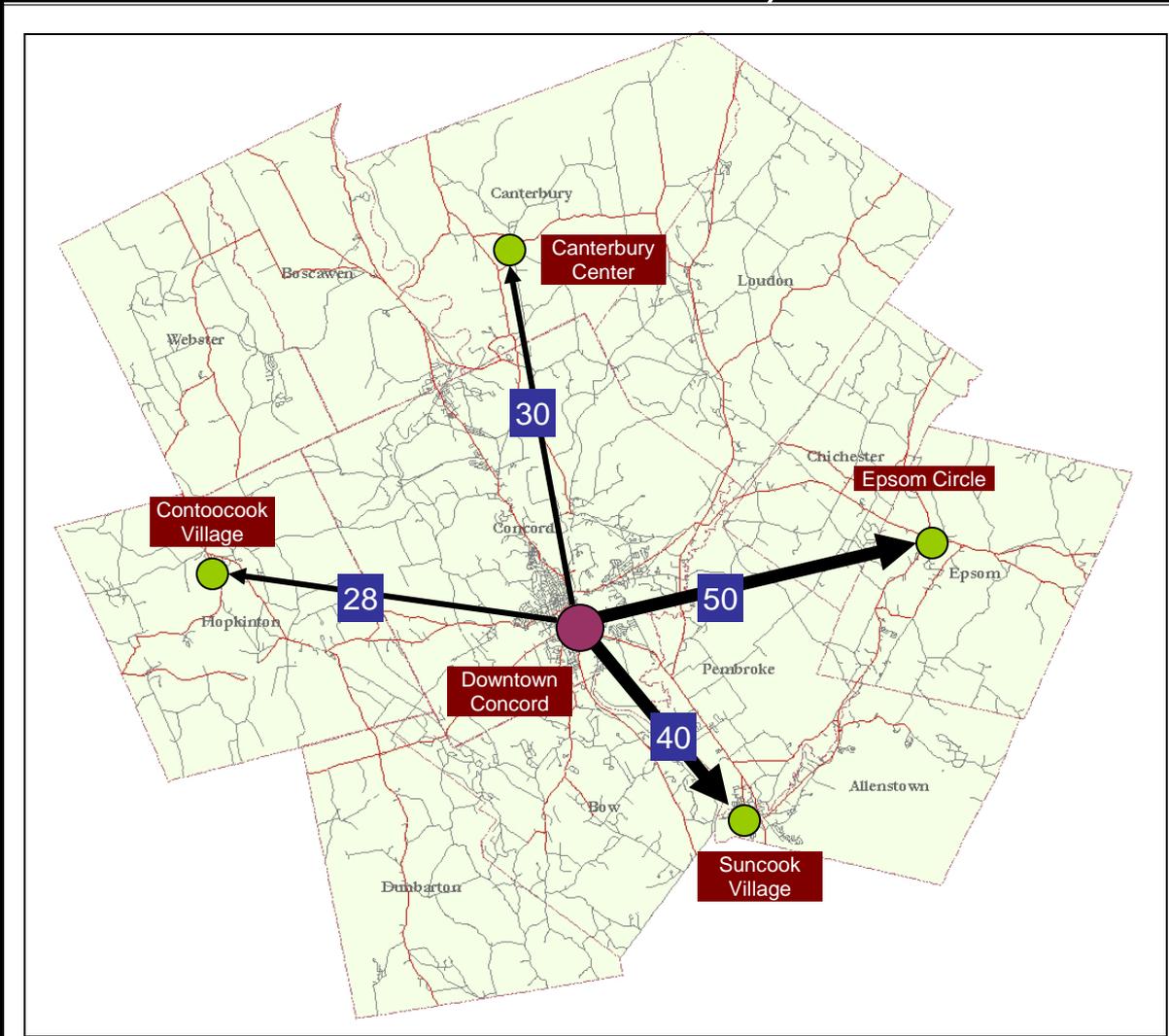
- CNHRPC Model Area (Based on Traffic Analysis Zones)
- Municipal Political Boundaries
- Interstate Highways
- Class I & II Secondary State Highways
- Class V Town Maintained Roads
- Other Roads (Class VI, Private, Trails, etc.)

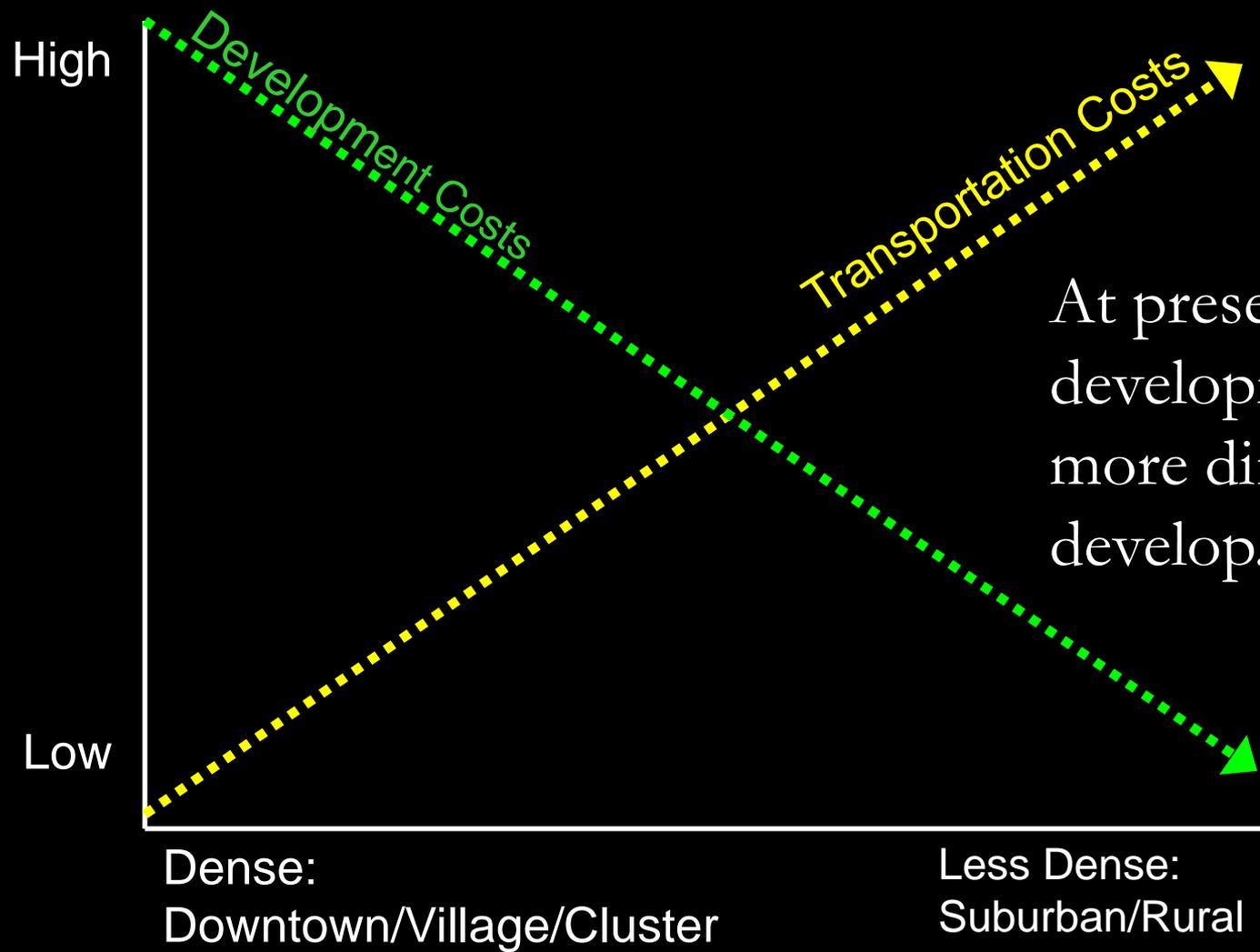
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 City: Fort Worth
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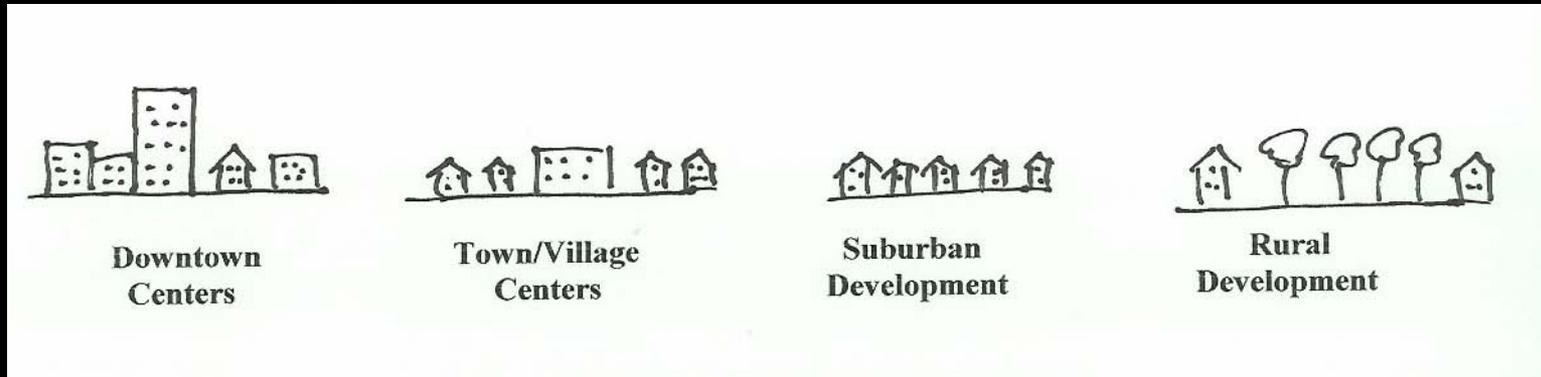


Travel Times – 2030, PM



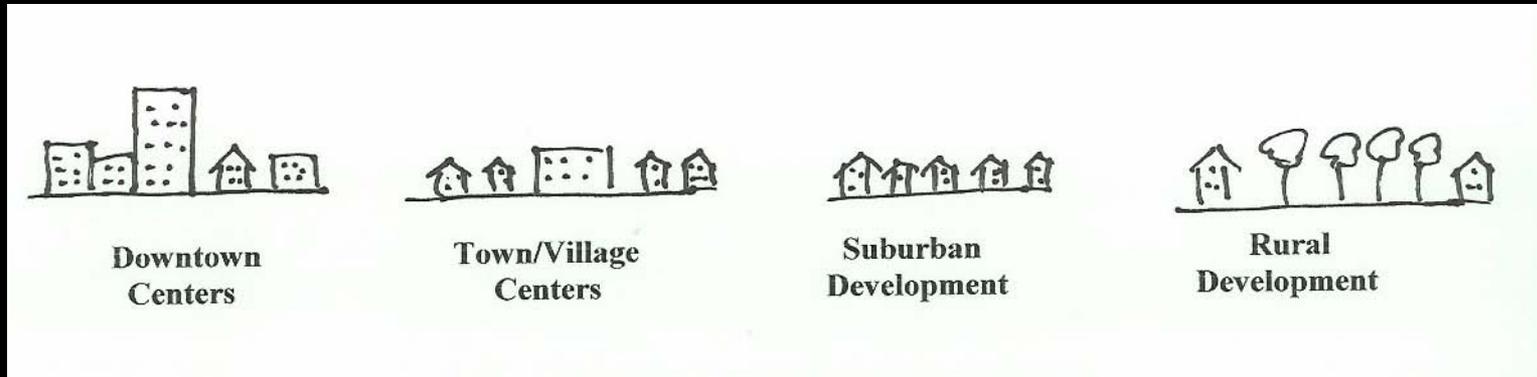


At present, denser development is more difficult to develop.



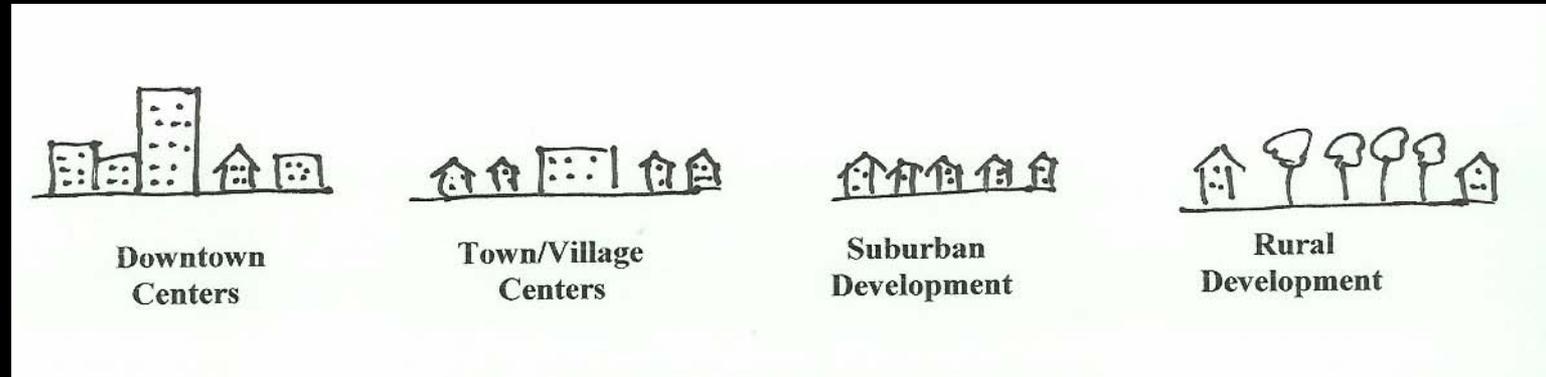
Conclusion #1

Development in denser patterns, in centers, is critical to providing transportation alternatives. We should explore how to make that an easier option for developers.



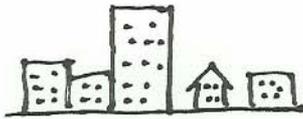
Conclusion #2

Solving transportation problems will require regional solutions. We need to explore how to foster more inter-municipal cooperation.

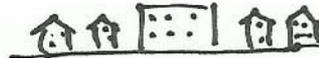


Conclusion #3

There is no single solution to the issues facing the region. We need to explore how to provide a variety of housing and work opportunities, coordinated with a variety of transportation options.



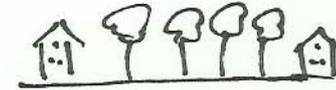
Downtown
Centers



Town/Village
Centers



Suburban
Development



Rural
Development

Summary

Centers are important!

Regionalism is critical!

There is no single solution!

We need a coordinated approach!