



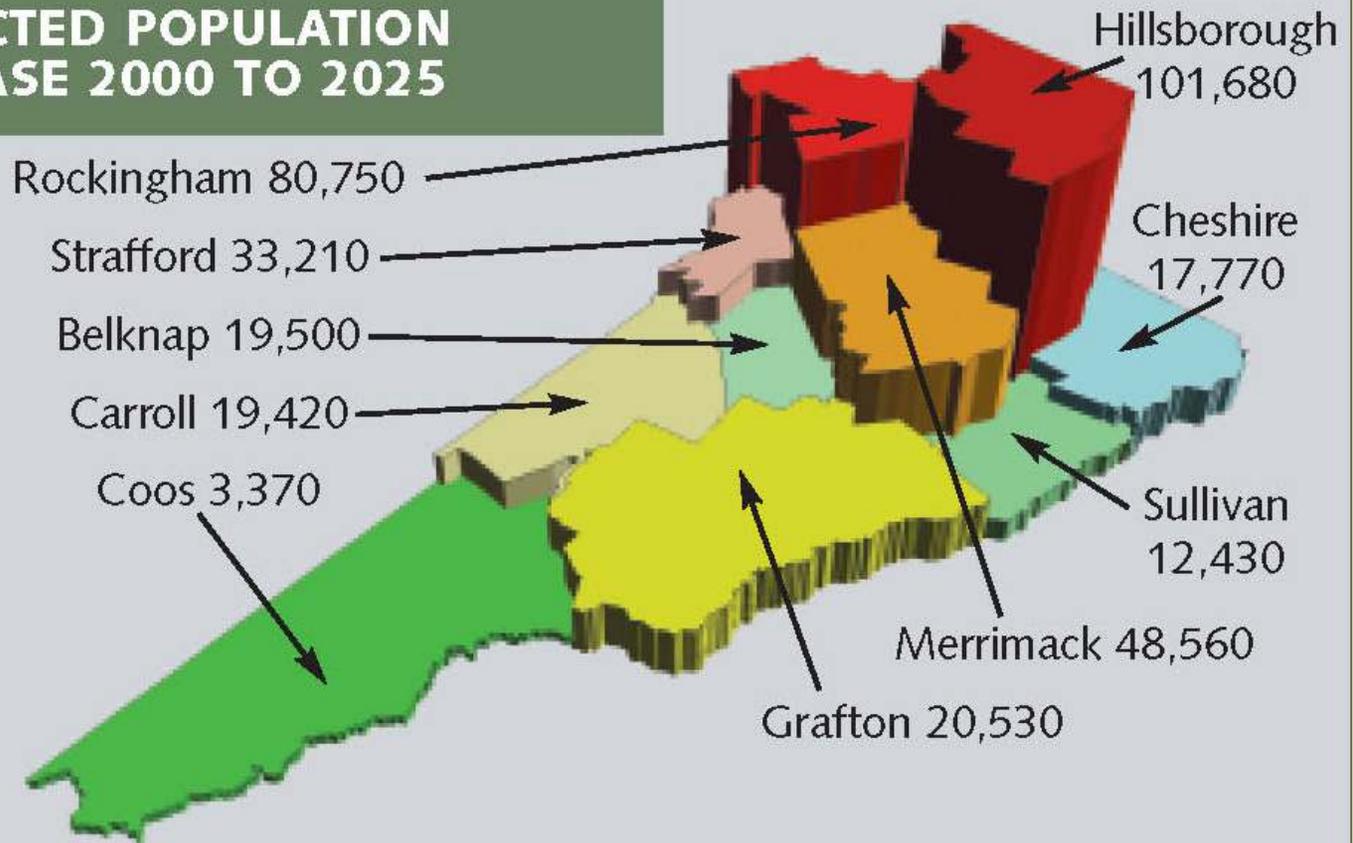
Community Transportation Workshops

May 18 & 20, 2006

A Changing New Hampshire

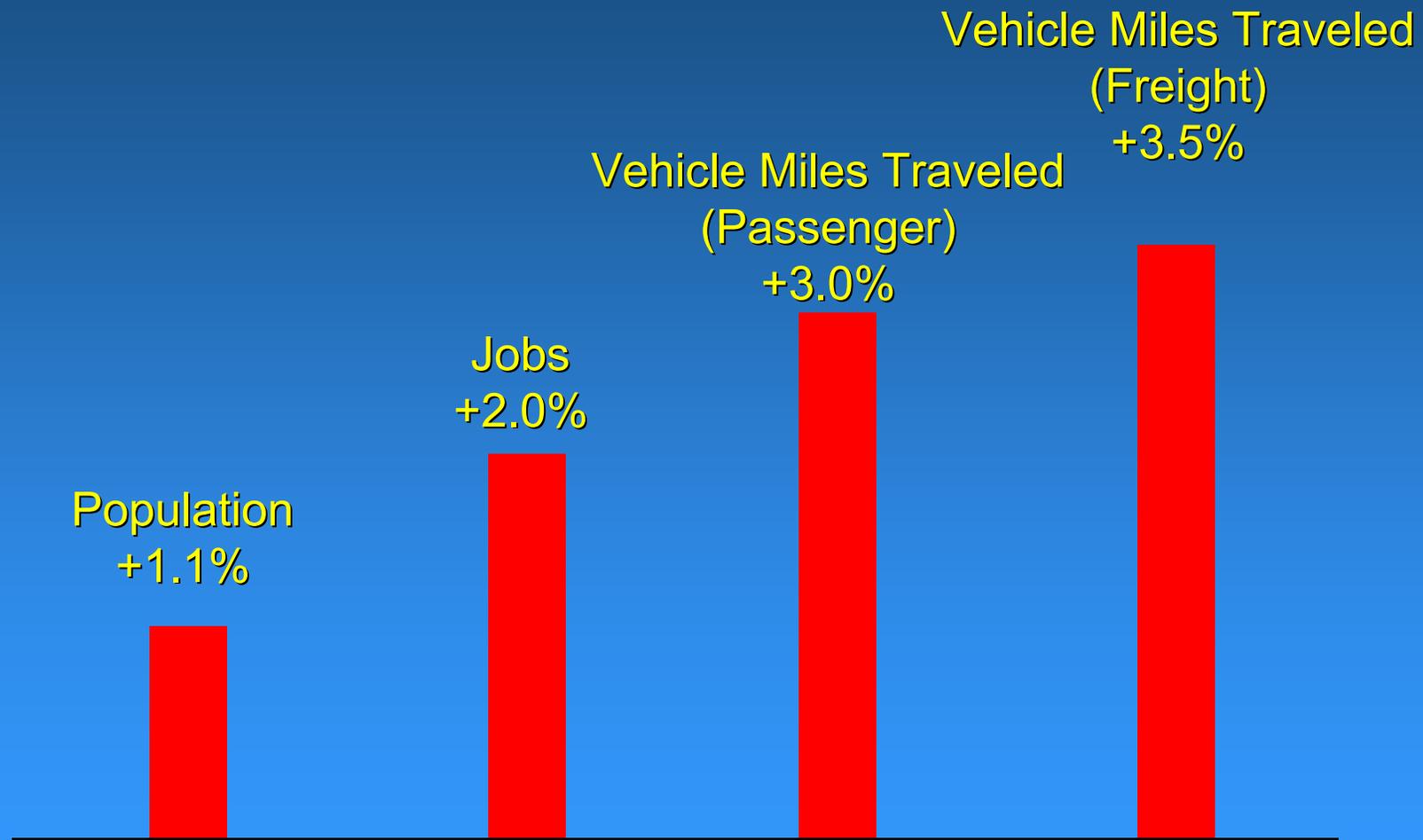
WHERE IS NH GROWING?

PROJECTED POPULATION INCREASE 2000 TO 2025



Source: Society for the Protection of NH Forests, 2005.

Demographic and Travel Trends

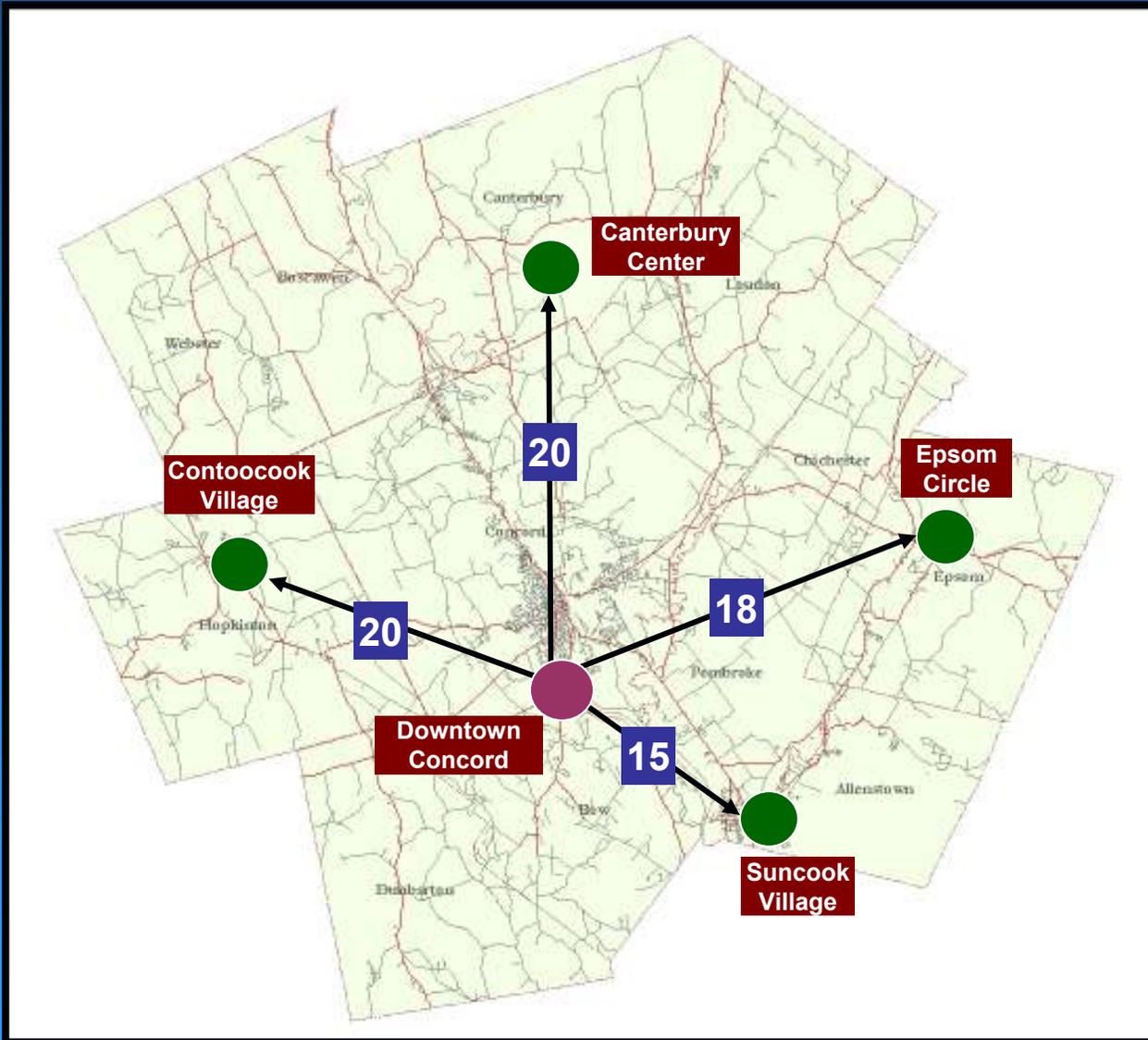


Central NH Population

	<u>2000</u>	<u>2030 Forecast</u>	
Allenstown	4,854	6,100	
Boscawen	3,684	5,100	
Bow	7,168	11,300	
Canterbury	1,991	3,400	
Chichester	2,259	3,600	
Concord	40,785	53,500	
Dunbarton	2,252	3,700	<u>2030</u>
Epsom	4,051	6,700	Concord – 45%
Hopkinton	5,412	7,000	All Others – 55%
Loudon	4,510	7,400	
Pembroke	6,917	9,000	
Webster	1,591	3,100	
Total	<u>85,474</u>	<u>120,000</u>	(40% Increase)

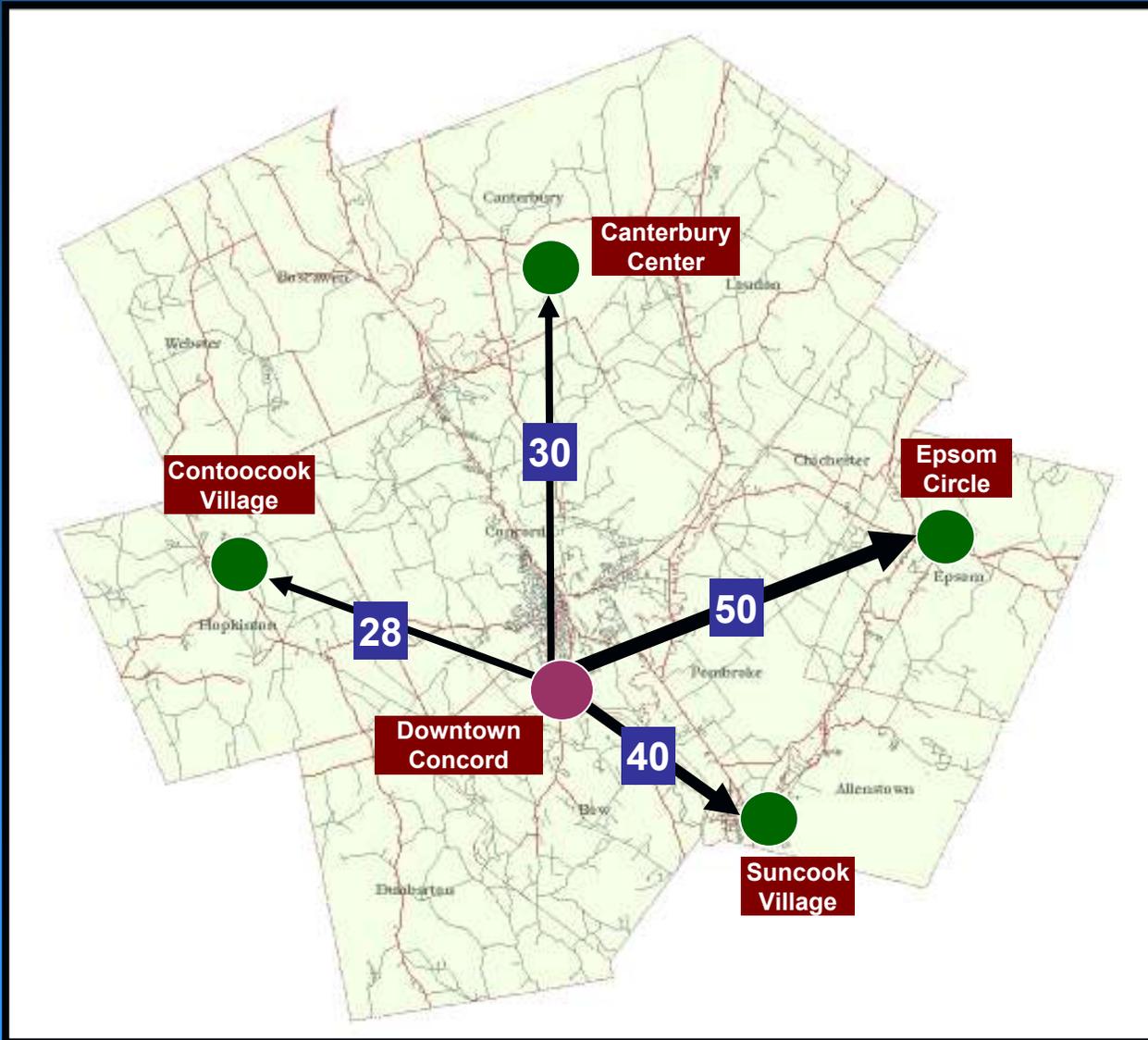
	<u>2000</u>	<u>2030 Forecast</u>	
Allenstown	1,040	1,872	<p>Central NH Employment</p> <p><u>2030</u> Concord – 74% All Others – 26%</p>
Boscawen	1,760	3,092	
Bow	4,741	10,072	
Canterbury	336	606	
Chichester	729	1,172	
Concord	46,423	87,518	
Dunbarton	244	688	
Epsom	1,387	2,273	
Hopkinton	2,206	3,528	
Loudon	1,826	2,716	
Pembroke	2,600	3,932	
Webster	134	138	
Total	<u>63,426</u>	<u>117,616</u>	

Travel Time - 2005



2005, PM Peak

Travel Time - 2030



2030, PM Peak

Context Sensitive Solutions Planning Steps

Problem
Statement

Goal
Statement

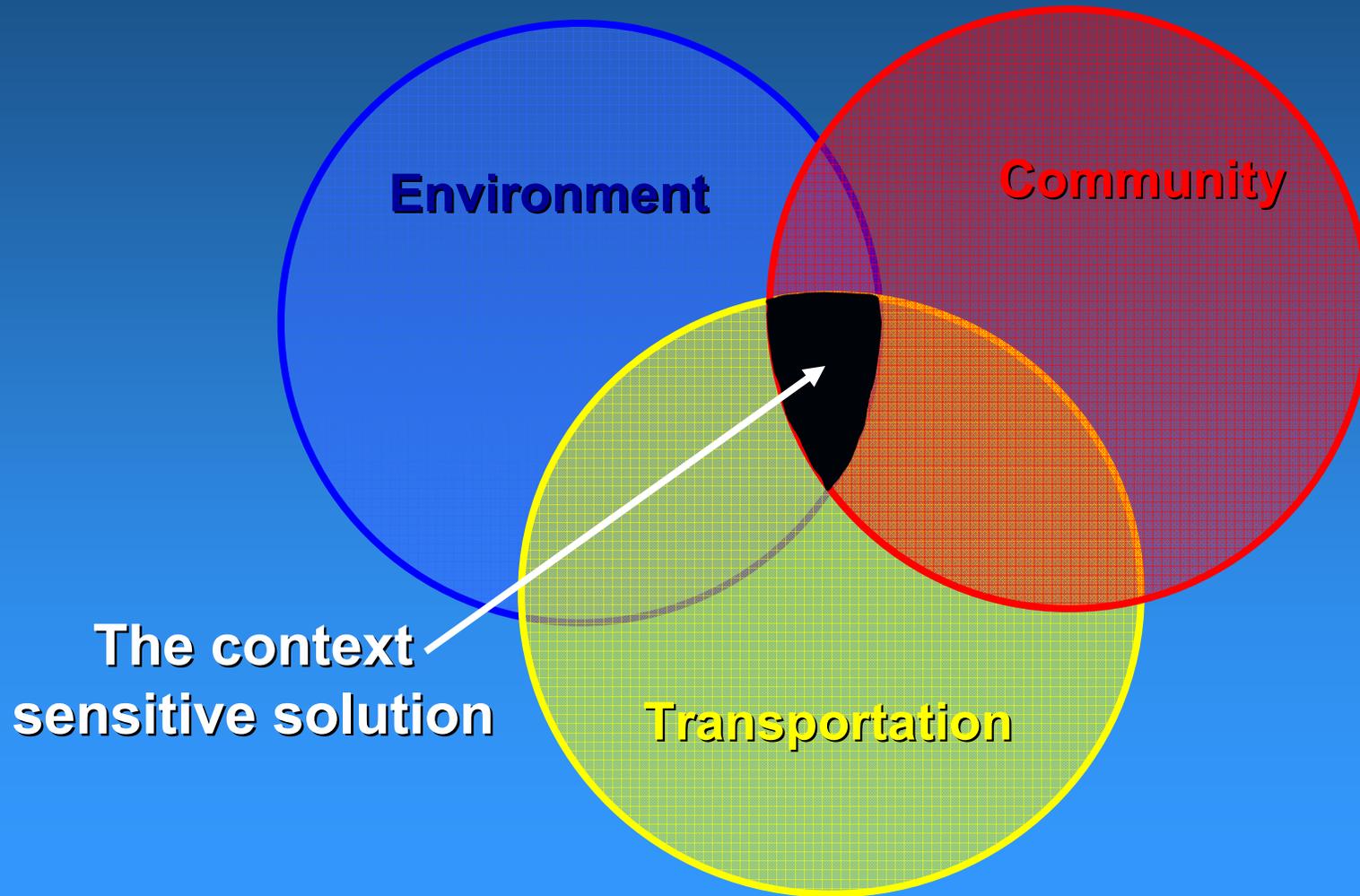
Screening
Criteria

Brainstorm
Alternatives

Screen
Alternatives

Determine
Range of
Reasonable
Alternatives

Context Sensitive Solutions

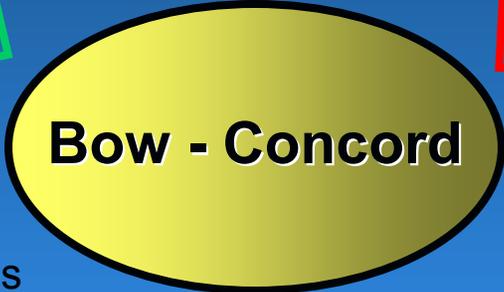


**The context
sensitive solution**

Bow-Concord Planning Group

Environment

Environmental Protection Agency
Army Corp. of Engineers
US Fish & Wildlife
NH Dept. of Environmental Services
NH State Historic Preservation Office
NH Fish & Game
Conservation Law Foundation
Society for the Protection of NH Forests
Jordan Institute
NH Celebrates Wellness



Community

Town of Bow
City of Concord
Town of Pembroke
Concord 2020
River Connection

Transportation

FHWA
NHDOT
Central NH Regional Planning
NHDRED – Travel & Tourism
NH Office of Energy & Planning
Concord Area Transit
Concord Trailways
Guilford Rail
NE Southern Railroad

Project Problem Statement

"Marked by aging infrastructure and limited transportation options, the Bow-Concord I-93 Corridor neither meets the varied transportation and safety demands of interstate highway users, nor appropriately balances those demands against the interests of the Capitol Region communities in their unique identities and visions, their economic vitality, preservation of and access to their natural and historic resources, and their quality of life. Future population and economic growth, in the region and beyond, will increase transportation demand and further exacerbate this problem."

Project Goal Statement

“The Bow-Concord I-93 Corridor should balance the needs of all users and the surrounding communities by providing a safe, affordable, reliable, environmentally acceptable and community compatible transportation system. The system will offer mobility choices and complement the unique character of the Capitol Region communities. It will support their economic initiatives, preserve and/or enhance their natural and historic resources, facilitate non-vehicular access, and sustain the communities’ quality of life, now and into the future.”

Screening Criteria

Bow-Concord I-93 Transportation Planning Study

SCREENING SUMMARY - ALTERNATIVE 'A'

Alternative 'A' includes... (A description of the alternative or concept would follow)

Project Problem Statement

Marked by aging infrastructure and limited transportation options, the Bow-Concord I-93 Corridor neither meets the varied transportation and safety demands of interstate highway users, nor appropriately balances those demands against the interests of the Capital Region communities in their unique identities and visions, their economic vitality, preservation of and access to their natural and historic resources, and their quality of life. Future population and economic growth, in the region and beyond, will increase transportation demand and further exacerbate this problem.

Project Goal Statement

The Bow-Concord I-93 Corridor should balance the needs of all users and the surrounding communities by providing a safe, affordable, reliable, environmentally acceptable and community compatible transportation system. The system will offer mobility choices and complement the unique character of the Capital Region communities. It will support their economic initiatives, preserve and/or enhance their natural and historic resources, facilitate non-vehicular access, and sustain the communities' quality of life, now and into the future.

Category	Score				
	--	-	0	+	++
Access					
Aesthetics					
Community Resources					
Economic Vitality					
Historic and Archeological Resources					
Implementation					
Mobility					
Natural Environment					
Public Health					
Quality of Life					
Residential Neighborhoods					
Safety					
Support					
Transportation Choice					
(The overall results of the screening would be described here.)	Unreasonable		Reasonable		

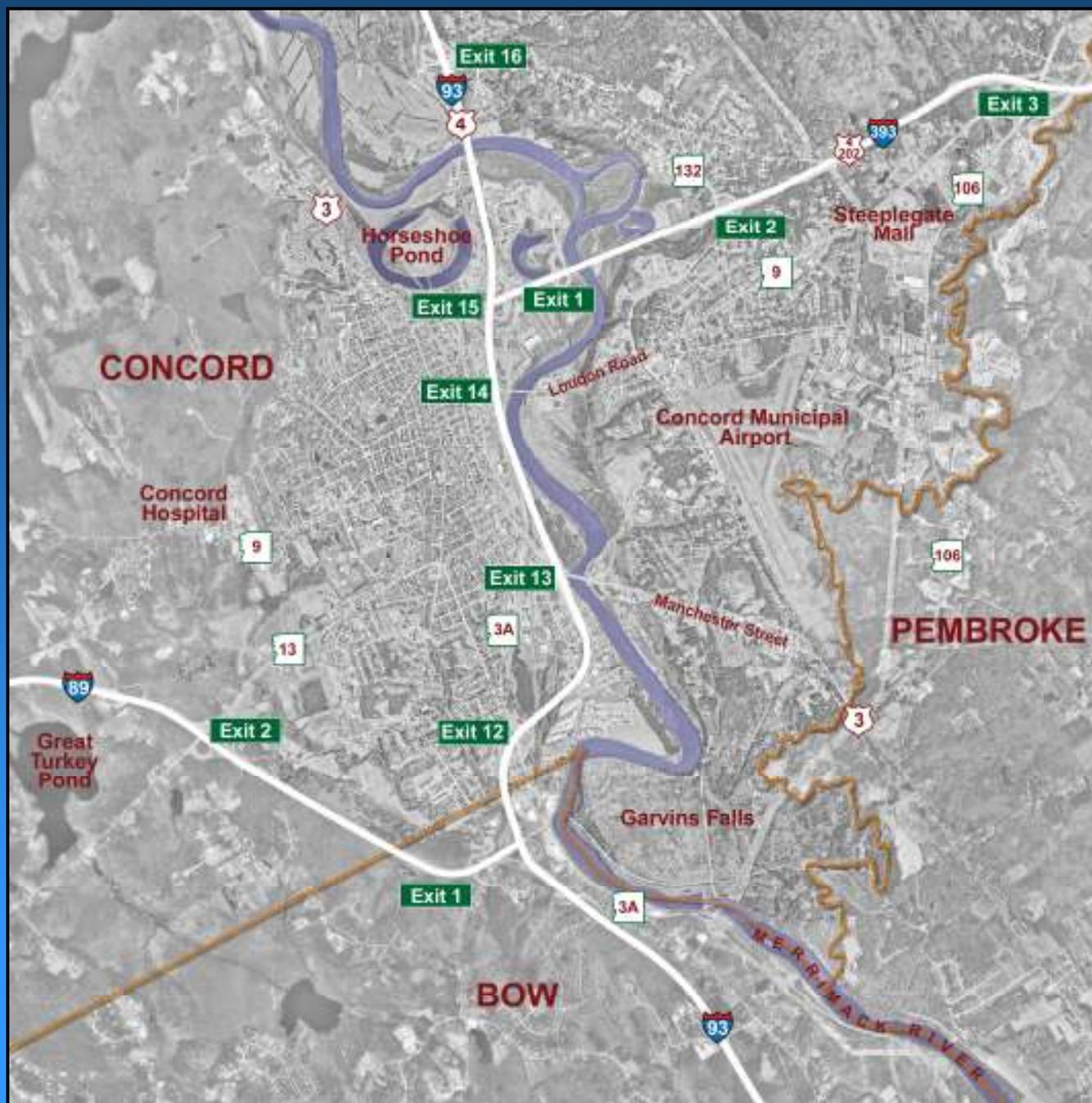
Known Alternatives

Alternatives

- No Build
- Travel Demand Management (TDM)
- Interstate 93
 - Four Lanes
 - Five Lanes
 - Six Lanes
 - Eight Lanes
- Opportunity Corridor Concept
- I-89 to Route 106 Connector
- I-93 to Route 106 Connector
- Exit 12 to Route 106 Connector
- Passenger Rail Service
- 1992 Feasibility Study
- Separate through and local traffic

Components

- Interstate 93
 - Shift to east side of river
 - Shift west
 - HOV Lanes
 - Toll Lanes
 - Place it underground
- New Exit 16-1/2 on I-93
(at Sewalls Falls Rd)
- New Exit 11-1/2 on I-93
- New Exit 2-1/2 on I-393
(at Portsmouth St)
- Exit 14 Grade Reversal
- Langley Parkway (NW Bypass)
- Storrs & Commercial Streets Expansion
- Expanded Bus and/or Transit Service
- Access to Merrimack River
- Bicycle and Pedestrian Access

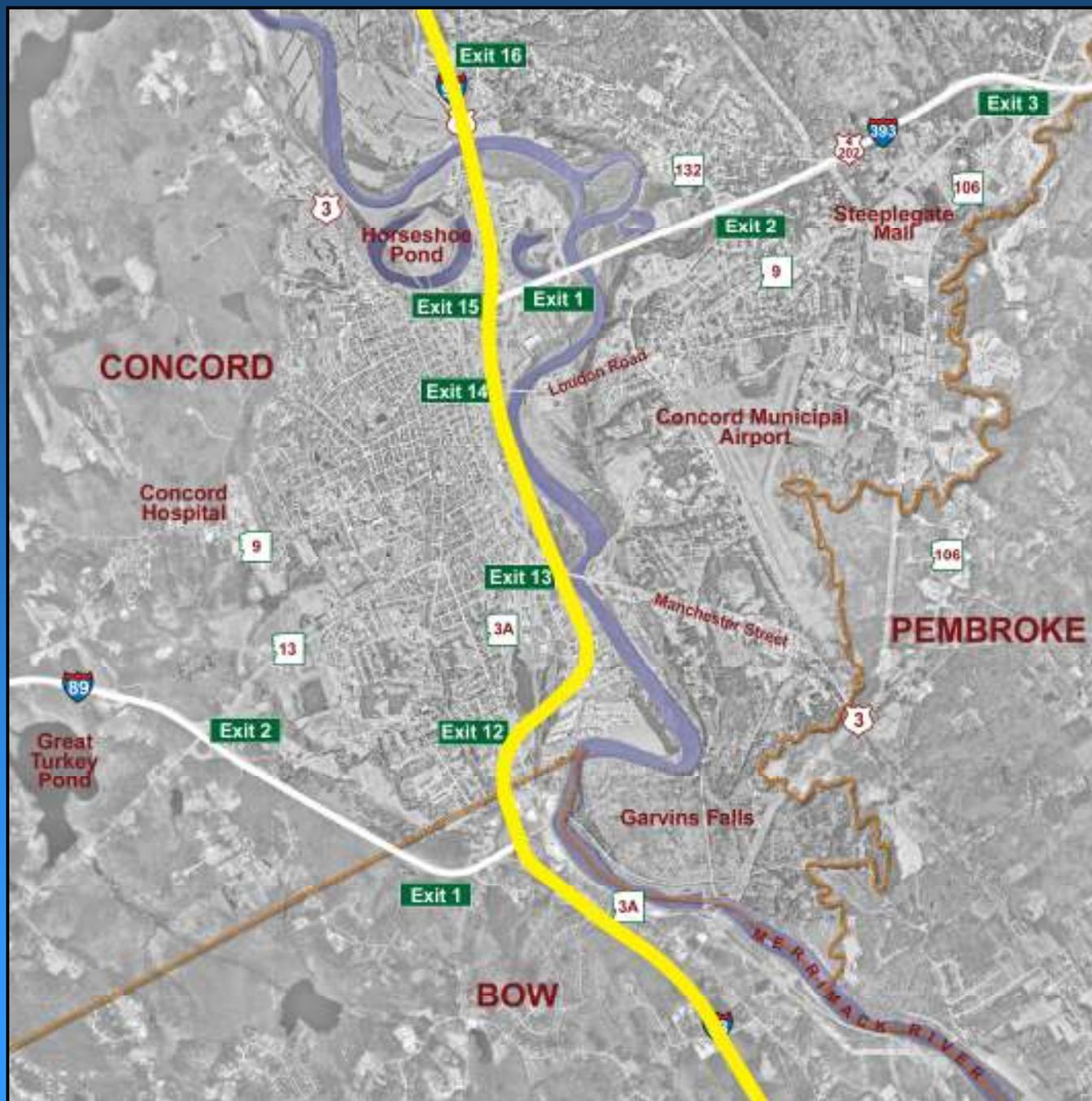


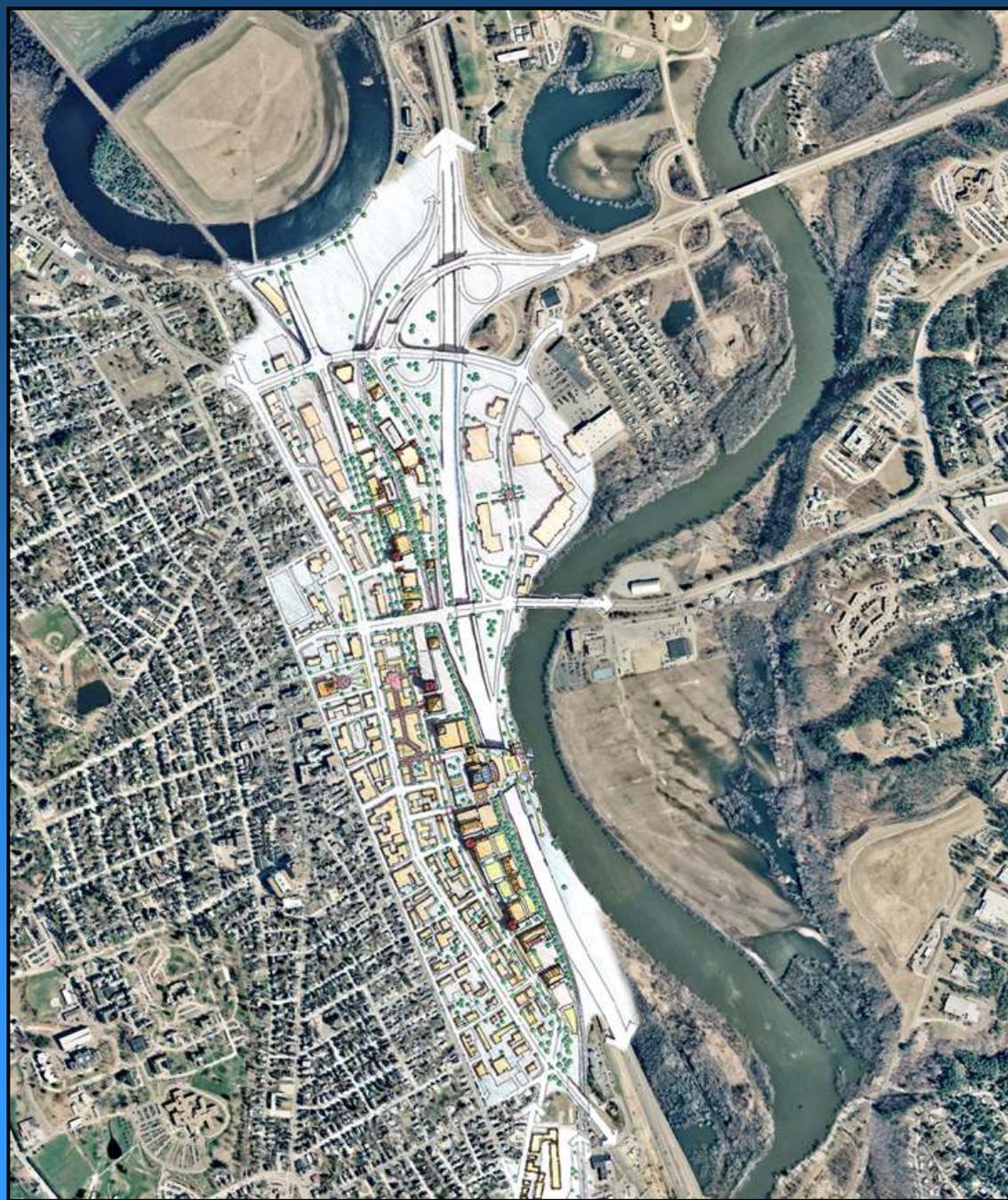
Alternatives

- No Build
- TDM
 - Ride Sharing
 - Alternative modes
 - Vanpools
 - Shift work hours
 - Congestion toll pricing
- Interstate 93
- Opportunity Corridor
- Route 106 Connectors
- Passenger Rail Service
- 1992 Feasibility Study
- Separate through and local traffic

Interstate 93

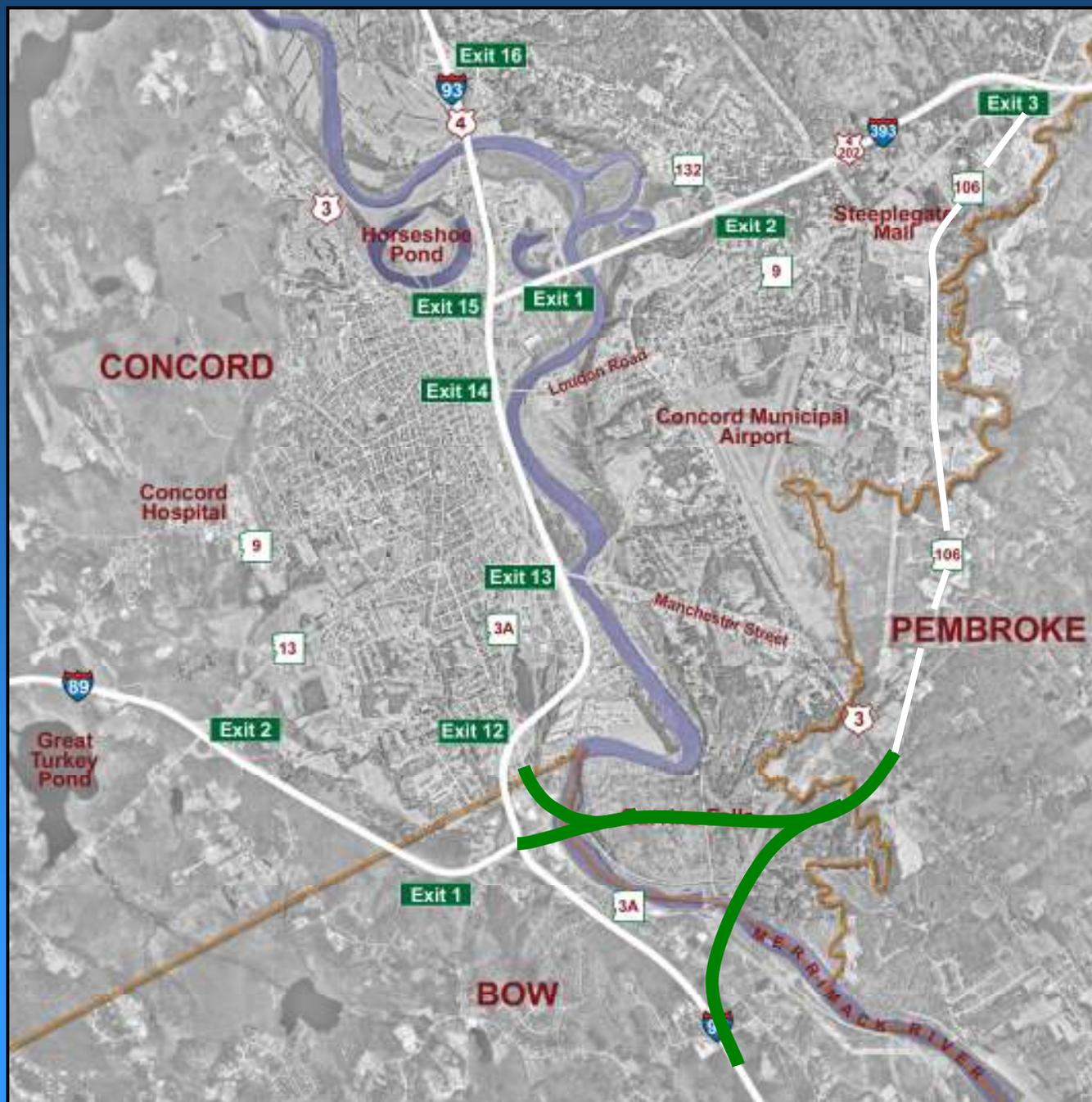
- Four Lanes
- Five Lanes (reversible)
- Six Lanes
- Eight Lanes



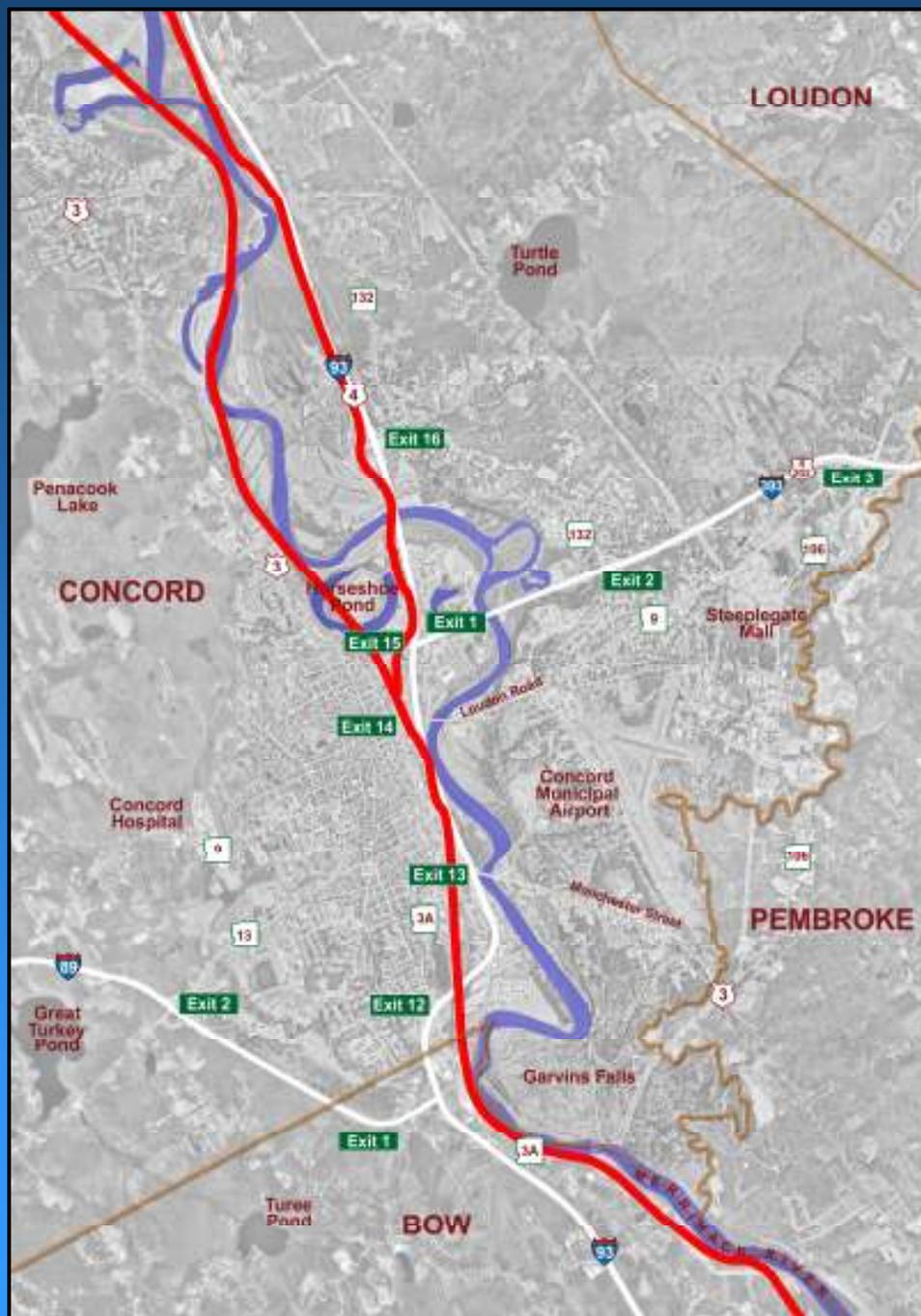


Opportunity Corridor Concept

- Six Lanes on I-93
- Westerly Shift of I-93
- Lower I-93 b/w Exits 13 & 15
- Reconfigure Exits 14 & 15
- Maintain Rail Corridor
- Extend Storrs Street
- Local connection over I-93
- Multi-modal center
- Enhanced pedestrian & bicycle connections
- Enhance river access

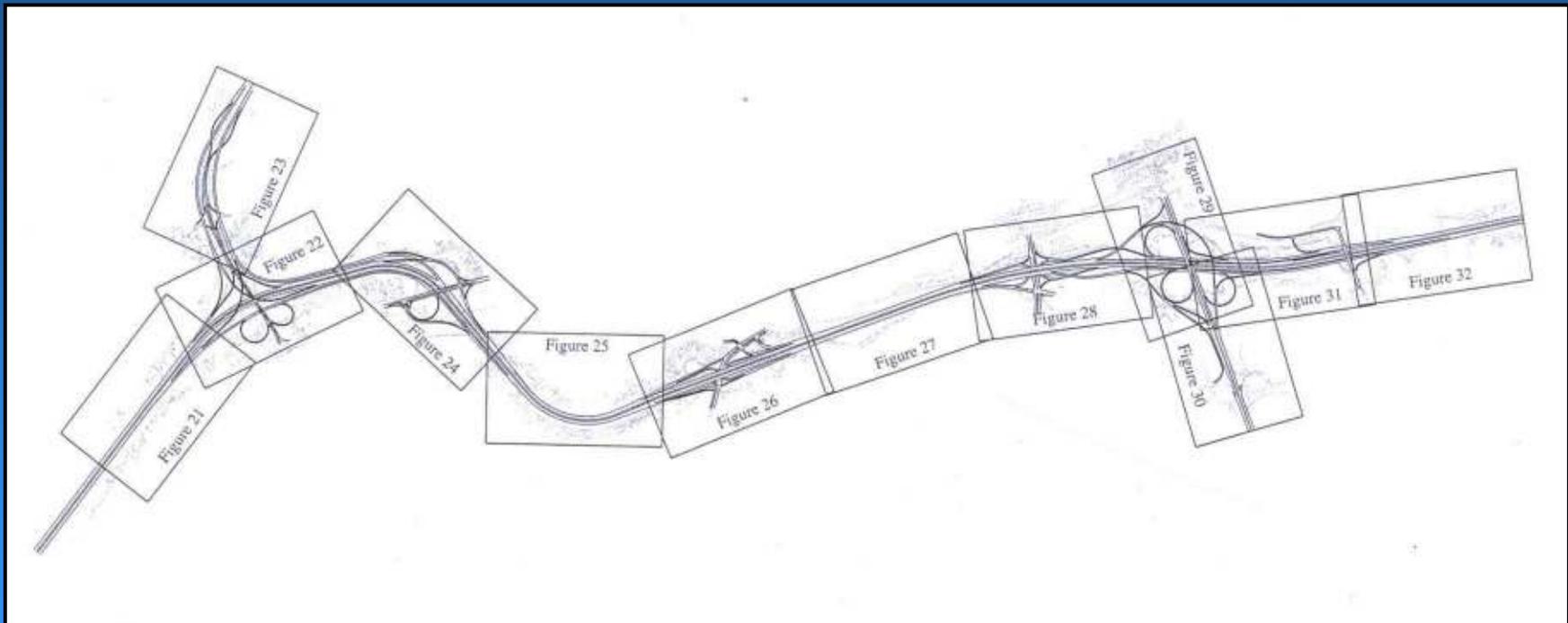


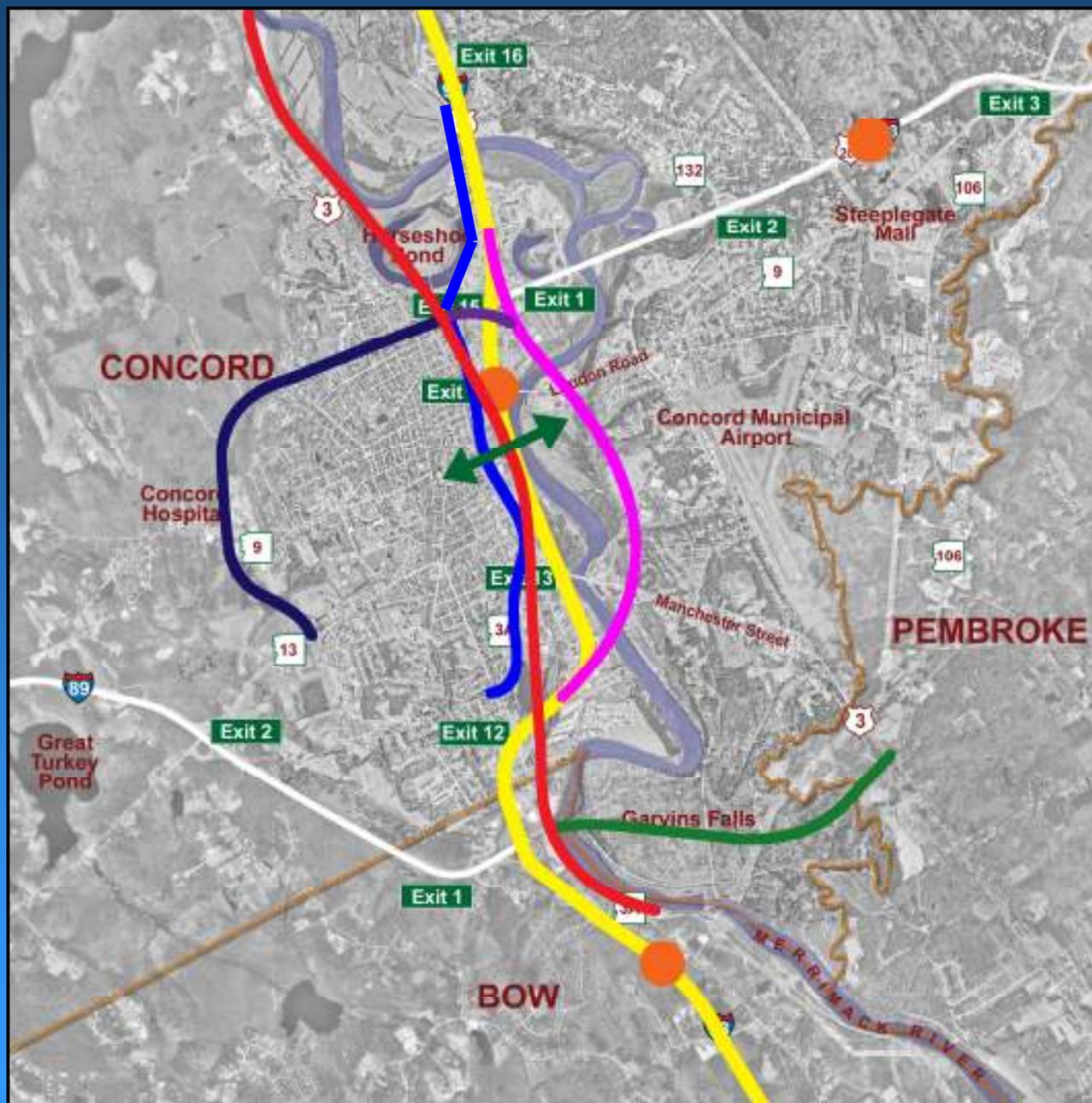
Route 106 Connectors



Passenger Rail Service

1992 Feasibility Study



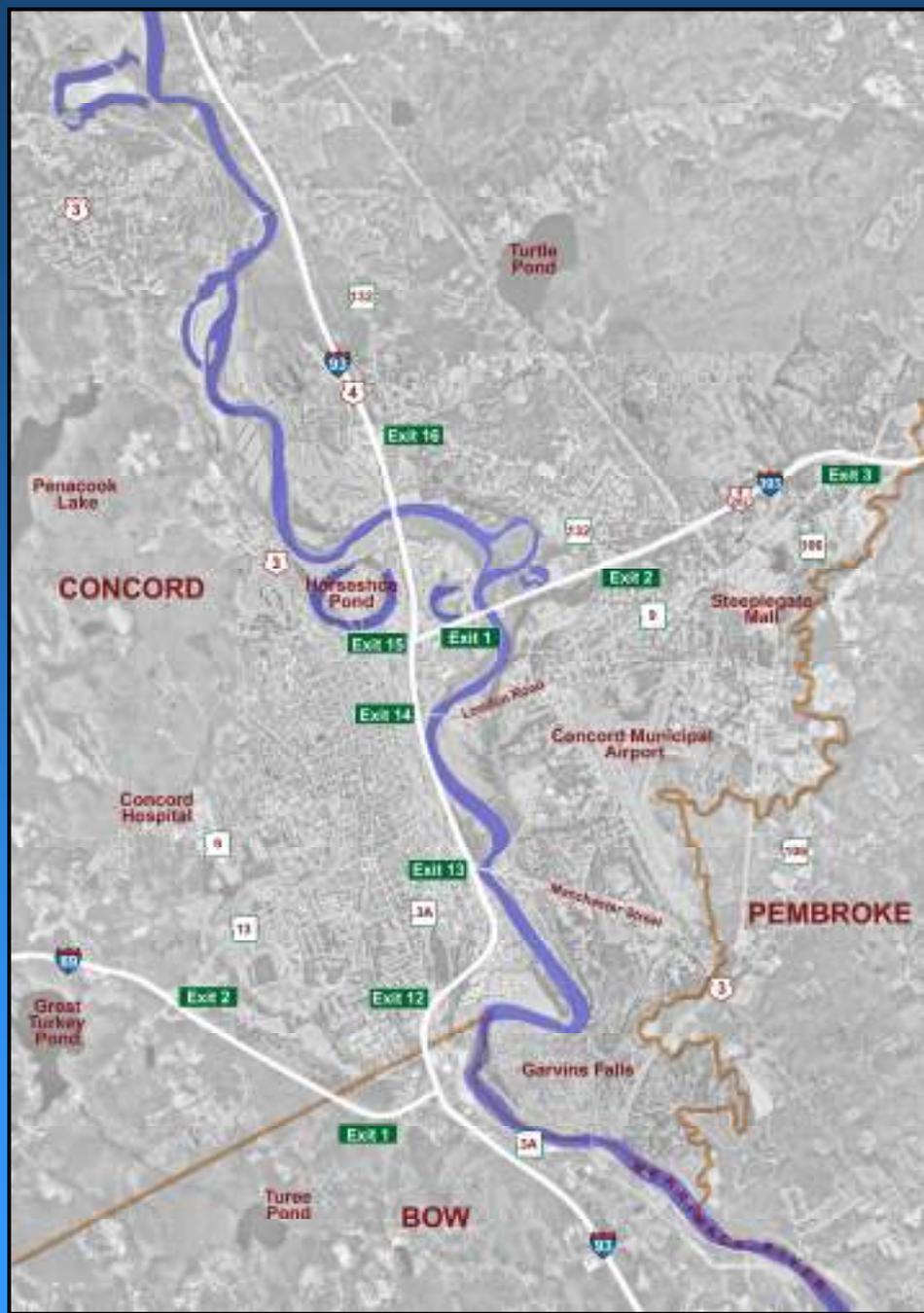


Components

- Interstate 93
 - Shift to the east
 - Shift west
 - HOV lanes
 - Toll lanes
 - Underground
- New Exit 16-1/2 on I-93 (at Sewalls Falls Rd)
- New Exit 11-1/2 on I-93
- New Exit 2-1/2 on I-393 (at Portsmouth St)
- Exit 14 Grade Reversal
- Langley Parkway (NW Bypass)
- Storrs & Commercial Streets Expansion
- Expanded Bus Service
- Access to River
- Bicycle and Pedestrian Access



“Pinch Point”



Comments?

Other Ideas?

WWW.

i93bowconcord.com