WHERE IS NH GROWING?

PROJECTED POPULATION INCREASE 2000 TO 2025

- Hillsborough: 101,680
- Cheshire: 17,770
- Sullivan: 12,430
- Merrimack: 48,560
- Grafton: 20,530
- Coos: 3,370
- Carroll: 19,420
- Belknap: 19,500
- Strafford: 33,210
- Rockingham: 80,750

Demographic and Travel Trends

- Population: +1.1%
- Jobs: +2.0%
- VMT (Passenger): +3.0%
- VMT (Freight): +3.5%
Transportation Needs Differ Throughout State
A Changing New Hampshire

The Land Use – Transportation Cycle

- More Congestion & Conflict
- Roadway Expansion
- Improved Access
- Increased Land Value
- Additional Development
- Increased Traffic Generation
- More Congestion & Conflict

Source: FHWA
Changing Land Use

1962 Land Use
Rockingham County

Urban Classes
- Residential
- Industrial/commercial
- Mixed urban
- Transportation/roads
- Railroads
- Auxiliary transportation
- Playing fields/recreation

Agricultural Classes
- Active agriculture
- Farmsteads

Natural Communities
- Forested
- Water
- Open wetlands

Other
- Idle/other open

Source: GRANIT
Changing Land Use

1974 Land Use
Rockingham County

Urban Classes
- Residential
- Industrial/commercial
- Mixed urban
- Transportation/roads
- Railroads
- Auxiliary transportation
- Playing fields/recreation

Agricultural Classes
- Active agriculture
- Farmsteads

Natural Communities
- Forested
- Water
- Open wetlands

Other
- Idle/other open

Source: GRANIT
Needs Exceed Resources

Annual Millions of Dollars

Maintain Transportation System Status Quo

Range of Revenues based upon Trends

Average over 25 Years

Bow-Concord Interstate 93 Transportation Planning Study www.i93bowconcord.com
In the year 2030, transportation in New Hampshire plays a critical role in preserving the state’s unique character and quality of life, enhancing environmental quality, and promoting sustainable economic development and land use.

Transportation in New Hampshire provides safe and secure mobility and travel options for all the state’s residents, visitors and goods movement; is well maintained, efficient and reliable; and provides seamless interstate and intrastate connectivity.
Bow-Concord
Part A

- Problem Statement
- Goal Statement
- Screening Criteria
- Range of Alternatives
**Part A Schedule**

Planning Group 1  
February 1, 2006  
- Introduction
- CSS Overview
- Brainstorm Problem Statement

Planning Group 2  
March 2006  
- Confirm Problem Statement
- Brainstorm Goal Statement

Planning Group 3  
April 2006  
- Confirm Goal Statement
- Brainstorm Screening Criteria

Planning Group 4  
May 2006  
- Confirm Screening Criteria
- Brainstorm Alternative Components

**Public Meeting**  
- Receive Public Comment on Problem Statement, Goal Statement, Screening Criteria & Alternative Components

Planning Group 5  
June 2006  
- Develop Range of Alternatives to be Considered
Part A Schedule

- **July - August**
  - Project Team Evaluates Alternative Components
  - Perform Model Runs
  - Determine Costs
  - Determine Impacts

- **Planning Group 6**
  - Confirm Alternatives to be Screened
  - Conduct Preliminary Screening

- **September 2006**
  - Planning Group 6
  - Confirm Alternatives to be Screened
  - Conduct Preliminary Screening

- **Public Meeting**
  - October 2006
  - Receive Public Comment on Reasonable Range of Alternatives

- **November 2006**
  - Planning Group 7
  - Secure Consensus on Reasonable Range of Alternatives

- **December 2006**
  - Complete Summary Report
  - Complete Phase A
Part B Schedule

Winter 2007
- Begin Part B
- Develop Detailed Alternatives
- Conduct Detailed Quantitative Screening
- Enhance Alternatives to be Competitive
- Select Preferred Alternative

Fall 2008
- Publish Draft Environmental Document
- Hold Public Hearing
- Publish Final Environmental Document

Spring 2010
- Record of Decision
Traditional Approach

Bow-Concord Interstate 93 Transportation Planning Study

www.i93bowconcord.com

Time

Demand

2005 2010 2015 2020 2025 2030

Bow-Concord
New Approach

Demand

Time

2005 2010 2015 2020 2025 2030

NHDOT Project
Cities/Towns Project
Private Sector Project
Where The Population Resides

Contemporary Period (circa 2004)
- Settlement Pattern
  - Urban Growth, Suburban Boom
- Employment
  - Urban Concentration, Suburban Growth
- Transportation
  - Automobile & Truck
  - Interstate Matures

Where The Population Resides

- Concord: 47,849
- Rural Areas: 42,175

47%

Bow-Concord Interstate 93 Transportation Planning Study www.i93bowconcord.com
Congestion: Volume/Capacity

CNHRPC Transportation Model
An Indicator of Congestion - Volumes/Capacity
(2000 CNHRPC Data)
Travel Times – 2005, PM

Congestion: Volume/Capacity
Population Forecast

- Allenstown – 6,100
- Boscawen – 5,100
- 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 Forecast - 2030

The Central NH Region:
120,000

Concord – 45%
All Others – 55%
### Employment Forecast

- Allenstown – 1,872
- Boscawen – 3,092
- Bow – 10,072
- Canterbury – 606
- Chichester – 1,172
- Concord – 87,518
- Dunbarton – 688
- Epsom – 2,273
- Hopkinton – 3,538
- Loudon – 2,716
- Pembroke – 3,932
- Webster – 138

### The Forecast - 2030

The Central NH Region: 117,617

Concord – 74%
All Others – 26%
Where The Population Resides

21st Century (circa 2030)

How will we connect the dots?

Bow-Concord Interstate 93 Transportation Planning Study

Bow-Concord Interstate 93 Transportation Planning Study

www.i93bowconcord.com
Travel Growth in Central NH
Congestion: Volume/Capacity

CNHRPC Transportation Model
An Indicator of Congestion - Volumes/Capacity
(2030 Projections)
Travel Times – 2030, PM

Bow-Concord Interstate 93 Transportation Planning Study

Congestion: Volume/Capacity
Planning Group
February 1, 2006