

Bow-Concord I-93 Transportation Planning Study

Planning Group Meeting No. 2

MEETING MINUTES

DATE: March 29, 2006

DATE OF MEETING: March 7, 2006

LOCATION OF MEETING: Northeast Delta Dental Conference Center
Two Delta Drive, Concord, NH

ATTENDED BY:

Planning Group Members

<u>Name</u>	<u>Affiliation</u>
Patricia Sherman	Concord 2020
Peter Dearness	New England Southern Railroad
Laura Scott	Town of Pembroke, Town Planner
Harry Blunt	Concord Trailways
Patrick Miller	Jordan Institute
Terry Johnson	NH Celebrates Wellness
Rich Roach	Army Corps of Engineers
Trish Garrigan	EPA
Bill Klubben	Town of Bow, Town Planner
Mike Donovan	City of Concord, Mayor
Tom Aspell	City of Concord, City Manager
Chris Northrup	NHOEP
Bill O'Donnell	FHWA
Gino Infascelli	NHDES
Howard Moffett	River Connection
Tom Raffio	City of Concord, Citizen Representative
Philip Hastings	City of Concord, Citizen Representative
Bill McGonagle	City of Concord, Citizen Representative
Nan Hagen	Main Street Concord
Mickey McIver	Concord Area Transit
Mike McDonough	Guildford Rail
Rusty McLearn	Hampshire Hospitality
Bill Norton	Concord 2020
Nancy Girard	CLF
Brian Tufts	Town of Pembroke, Selectman
Steve Buckley	CNHRPC
Nick Alexander	CNHRPC
Don Lyford	NHDOT

Others

<u>Name</u>	<u>Affiliation</u>
Ansel Sanborn	NHDOT
Bill Hauser	NHDOT
Mark Hemmerlein	NHDOT
Bill Oldenburg	NHDOT
Dan Murphy	NHDOT
Subramanian Sharma	NHDOT
Stephen Henninger	City of Concord, Asst. City Planner
Roger Hawk	City of Concord, Community Development Director
Liz Durfee Hengen	Historic Preservation Consultant
Deb Stohrer	Concord 2020
Bill Flynn	Landscape Architect
Steve Whitman	Moderator, Jeff H Taylor & Associates
Gene McCarthy	McFarland-Johnson, Inc.
Jed Merrow	McFarland-Johnson, Inc.

MEETING MINUTES:

The Agenda for the meeting is attached and the meeting generally followed the Agenda. These minutes are formatted to follow the Agenda Items.

A. Welcome

Steve Whitman opened the meeting by welcoming and thanking everyone for attending. The minutes from Planning Group Meeting No. 1 were approved without comment. The approved minutes will be made available on the project website.

B Clarification of the Process

Steve Whitman mentioned the e-mail that had been sent to the Planning Group describing the role of the group and the members of the group. He stated that when consensus is sought, only members of the group would participate. The list of the Planning Group members is attached to these minutes.

The concept of consensus was then discussed. Steve presented the definition of consensus that will be used:

“Consensus does not mean that everyone agrees, but that the principal groups and individuals can live with a proposal”.

Steve emphasized that consensus means you can live with it, not that you think it is ideal. It is important to understand this distinction in order to make progress.

Steve presented the proposed schedule for Planning Group meetings and the objective of each meeting. He mentioned that any issue mentioned during the meeting would be retained for consideration. However, issues that do not pertain to the current discussion will be placed

in a “parking lot” for future consideration. This has already begun for issues heard at the first meeting that did not pertain to problems. A list was displayed at the meeting and is attached to these minutes.

C. Problem Statement Confirmation

Steve presented a slide that outlined elements of a good problem statement, they are:

- It is stated in terms of underlying causes
- It is linked to travel markets
- It relates the transportation, community and environmental components to one another
- It reflects a customer focus
- It does not include or pre-figure solutions
- It is not mode specific

Steve then presented the Draft Problem Statement created by the project team for consideration by the Planning Group, it read:

“The problem is how to meet the travel demand for I-93, provide more transportation choices, and solve safety problems, while also realizing the communities’ visions. The communities’ visions include enhancing their economic vitality, reducing noise and the barrier effect of the highway to the river, improving the views from, and the aesthetics of the highway itself, and also preserving the historic and natural environments through which the highway passes.”

Steve mentioned that the objective is to reach consensus on the problem statement and asked for comments. There was a lengthy discussion with many good comments and recommendations. The comments heard were recorded during the meeting and have been reproduced and attached to these minutes.

At the end of the brainstorming, it was decided that the project team would develop another draft based upon the discussion that occurred at this meeting. The new draft would then be sent to the group for comment and consensus. During the dinner break some of the project team members developed another version of a problem statement. Some members of the Planning Group liked the new draft statement, but most preferred the version that was crafted during the meeting. It was decided that the team would continue working on a draft and send it to the group.

D. Viewpoint Speakers

Steve mentioned that the next task for the group would be to develop a Goal Statement for the project. In order to get this discussion started, Steve asked several group members to describe their ideas about the project goal. Nancy Girard, Nick Alexander and Bill Norton then made brief presentations.

Nancy Girard focused on the natural and other resources in the project area. She mentioned that the Merrimack River is the most important natural resource in the area. The river was once a cesspool for waste and now after a great deal of time and money the river has

improved greatly. Concord is one of the few state capitals that look out to farm fields and this open space should be retained. There are floodplains in the area that need to be protected because they handle excess water in a flood event. She concluded by stating Concord was once a hub for the Boston and Maine Railroad and that remnants of this still exist. The potential for future rail in the region cannot be ignored.

Nick Alexander focused on the transportation component of the area. He stated that all roads in the region lead to Concord. There is an important interface between the roads, transit, and rail with the communities. Concord is the nexus for commercial development in the region while the other towns are the nexus for residential development. I-93 is the only means for many to get to Concord.

Bill Norton mentioned that Concord 2020 was begun because Concord realized that it was not getting the built environment that it wanted. I-93 was the catalyst for Concord 2020. The report focused on a "City of Villages" theme. Bill mentioned that Concord 2020 wants to get away from suburban development set for single occupant vehicles. He mentioned that there were a series of breakfast meetings focused on all types of transportation modes and issues. He stated that I-93 needs to improve mobility in the region to maintain its vitality.

E. Goal Statement Exercise

Steve Whitman handed out small pieces of paper to each group member and asked them to write down three goals they wish to see embodied in the Project Goal Statement. During dinner the project team collected these goals for presentation to the group.

F. Dinner Break

There was a short break to allow everyone to get dinner.

G. Goal Statement Brainstorming

Steve summarized all of the goals, categorized under Transportation, Community or Resource issues. There were several common goals under each of the categories. The complete list of goals and the categorization of the goals is attached to these minutes.

Steve continued the discussion by mentioning the project team has assembled several examples of Goal Statements that were part of the meeting materials and are attached to these minutes. There were several ideas mentioned, but the conclusion reached was that the project team would draft a Goal Statement and distribute it to the group members prior to the next meeting.

H. Next Steps

It was mentioned that the project team would like to hold a public meeting or meetings before summer to present the Problem Statement, Goal Statement and the first concepts for alternatives to the public. This would get any feedback from the public before any significant effort is undertaken to evaluate alternatives. One thought presented was to have a series of meetings in different communities and at different times of the day with the hope of giving all interested citizens the opportunity to participate. The group provided many good ideas about times, venues, using CCTV, advertising, etc. for the meetings. The general feeling was that a series of meetings was a good idea and that the dates should be established soon.

I. Adjournment

Submitted by,
Gene McCarthy, P.E.
McFarland-Johnson, Inc.

Bow-Concord I-93 Transportation Planning Study

Planning Group Meeting No. 2
March 7, 2006
Wednesday, 3:30 p.m.

Northeast Delta Dental Conference Center
Two Delta Drive, Concord, NH

AGENDA

- A. Welcome
- B. Clarification of the Process
- C. Problem Statement Confirmation
- D. Viewpoint Speakers
- E. Goal Statement Exercise
- F. Dinner Break
- G. Goal Statement Brainstorming
- H. Next Meeting
- I. Adjourn

Bow Concord Interstate 93 Transportation Planning Study

Planning Group

<u>Name</u>	<u>Affiliation</u>
Mike Donovan	City of Concord, Mayor
Tom Aspell	City of Concord, City Manager
Nan Hagen	City of Concord Citizen Member
Philip Hastings	City of Concord Citizen Member
Bill McGonagle	City of Concord Citizen Member
Tom Raffio	City of Concord Citizen Member
Steve Buckley	CNHRPC Executive Committee
Sharon Wason	CNHRPC, Executive Director
Bill Norton	Concord 2020
Pat Sherman	Concord 2020
Mickey McIver	Concord Area Transit
Harry Blunt	Concord Trailways
Nancy Girard	Conservation Law Foundation
Bill O'Donnell	Federal Highway Administration
George Thayer	Guilford Rail System
Patrick Miller	Jordan Institute
Terry Johnson	Livable Walkable Communities
Peter Dearness	New England Southern Railroad
Alice Desouza	NH Division of Travel and Tourism Development
Carolyn Russell	NH Department of Environmental Services
Don Lyford	NH Department of Transportation
Bill Ingham	NH Fish & Game
Jim McConaha	NH Historic Preservation Office
Joanne Cassulo	NH Office of Energy and Planning
Rusty McLear	Private Sector Tourism
Howard Moffett	River Connection
Will Abbott	Society for the Protection of NH Forests
Bill Klubben	Town of Bow
Eric Anderson	Town of Bow Citizen Member
Laura Scott	Town of Pembroke
Brian Tufts	Town of Pembroke Citizen Member
Rich Roach	US Army Corp. of Engineers
Rosemary Monahan	US Environmental Protection Agency
Bill Neidermyer	US Fish & Wildlife

Problems

Public Health

- Water
- Air
- Obesity (walkability)
- Asthma

Mobility

- East-West Disconnect
- Don't solve for special events

Safety

- Weather related safety issues
- Speeds on I-93 prevent ability to appreciate views

State Capitol

- Landmark

I-93 too close to river

Funding constraints for Alternative Modes

Zoning Restrictions

Transportation Choice

- Air

Goals

Mobility Impacts on Communities

- Schools
- Infrastructure
- Secondary Impacts
- Growth

Public Health

- Water
- Air
- Obesity (walkability)
- Asthma

Natural Environment

- Enhancements
- Connectivity (preserving/restoration)
- Wildlife Management Plan

Land Use (New Category)

Economic Vitality

- Bow Junction
- Railroads

Quality of Life

- Regional Culture

Sense of Urgency (Growth is Coming)

Community Vision

- State Vision (LRTBP)

Community Education

- “Manage” not “Meet”
- “travel demand” needs to include all roadways not just I-93
- The highway was put in the wrong place
- committee too big for drafting
- Focus: I-93 vs. region
 - define the role of I-93 in region
 - regional travel demand
 - I-93 = nexus - recognize
- “preserve & enhance” historic...
- transportation choices
 - “mobility” choices
- reflect non-traditional approach – not just I-93
- manage I-93 in context of network
- reflect Gateway/downtown aspect
 - part of purpose of I-93
- short or long statement?
- too much in it
- “realize” visions
- better define problems?
 - not solve everything
 - simple/test
- omit 2nd sentence?
- What ties goals/problems to Concord?
 - Too generic?
- “unique challenges/qualities” of Bow-Concord
- identify vs. provide
- “travel” vs. general mobility
 - “traffic”
 - “mobility”?
 - “local, regional, statewide”
 - “future demand”

- What is role of I-93?
- 2nd sentence essential
 - visions etc. relate to problems
- Specifics—goals etc., alternatives
 - boil down to I-93 travel issues
- demand(s) & impacts?
- visions “as identified in comm. master plans”
- 1st sentence transportation – weighted (too much)
- travel demands and “role of I-93 corridor”
 - covers road network, local issues, etc.
- every change is an impact
- problems – not how we manage it
 - highway in wrong place
 - can’t meet all demands
 - “doesn’t work”
- how to make the I-93 work for Concord/Bow and work for others
- does not serve needs of communities
- minimize impacts on communities
- balancing act
- “manage” = passive
 - actively dictate solution
- invite further comments/revisions
- “solve” – no – can’t
- communities vision
- address not manage
- balance future transportation demands & other needs
- communities not diverse? yes, no
 - big picture – similar – not in details
- roads don’t manage
 - address?

Transportation

Local Traffic

- Improve arterial roads like Storr Street to off load local traffic and make mobility in Concord more logical
- to interconnect the city of Concord with its constituents in a super easier manner
- By 2020, have a road system which encourages tourists to visit downtown Concord and the Statehouse
- Enhance I-93 and the interfaces with arterials so that they better accommodate, with increased safety, anticipated travel demand.
- Allow for local traffic to get efficiently about without using the Interstates.
- Integrated traffic patterns getting from residence to Highway
- Provide vehicular access to towns bordering I-93 for economic development purposes
- Convenient access to downtown Concord from I-93
- By 2020, have a road system which is fair to Concord and all surrounding towns

Mode Choice

- Restore Rail both passenger & freight service. Rail can also be used in Concord for N/S connections
- consider & balance all modes
- develop development of regional transit systems to mitigate daily influx of commuters to the core of Concord
- Develop linkage between diverse modes of travel to encourage alternative use.
- Include opportunities for pedestrian & bicycle accessibility.
- Multi-modal transportation center in downtown Concord to help alleviate total dependence on automobiles.
- Preserve the rail corridor/infrastructure
- By 2020, have a vibrant rail system on public transportation (bus) system which complements a more efficient road system
- Encourage/promote/allow mixed uses to integrate compatible alternatives rather than segregate
- Integrate all forms of transportation with a facility that is compatible with vehicular, transit, walking, recreational, historic and aesthetic needs.
- Public transportation, local bus, inter-community
- Encourage forms of transportation other than single occupancy motor vehicles
- Inter-modal center – that forces the car further out of the cities cons-
- to preserve a high speed rail corridor
- remove cars by providing alternatives such as intercity and intracity buses, i.e. improve and expand CAT
- Create additional opportunities for alternative modes of travel.
- no ? development that reduces S.O.V. trips

Parking Lot

- 106/89 Connector Bow-Pembroke

Safety

- Fix the safety problems inherent in Exit 1 in Bow at I-93/I-89 interchange
- Goal: Eliminate the “weave” traffic safety problems between Exits 15 and 16
- Provide overall design that concentrates on safety during any travel
- Safe means of travel to, from and through Concord
- To solve the failure of Rt. I-93 Exit 14 intersection

Miscellaneous

- Consider flexible lane design to allow for peak time use of road surface while minimizing the need to build extra lanes thus reducing the community impact.
- Use the I-93 project to force higher densities in communities (especially) in Concord to reduce need for cars – or keep large parking areas at perimeters
- Provide for person trips in and around the region
- LET ME KEEP MY CAR
- Provide an appropriate transportation facility to address all future demands
- To end up with useable tracts of adjacent land of sufficient size and feature to promote the redevelopment of opportunity corridor
- Goal: To provide a safe scenic, convenient and enjoyable transportation system.

Community

Connections, feel, quality of life, visions, plans

- Maintenance of “Rural” Community
- Enhance the quality of life for those living and working in the Bow-Concord area
- “Reconnect” the city villages and surrounding communities
- Opportunities for people to connect with their communities socially
- Ensure that all improvements are respectful of local, regional, and statewide master plans and studies
- Compliment the community visions
- The region’s communities thinking & acting collaboratively to achieve a regional framework
- Create a hub of economic activity that lives well with the community and enhances the region

River Connection

- Connections and public access to the Merrimack River which should connect – not split the community(ies)
- Connection to the river
- Lower I-93 to provide access to Merrimack River from exit 13 to exit 14
- Goal: Move the footprint of I-93 in downtown Concord some distance to the west, and depress it, allowing for a deck over the highway to the river(“The highway was built in the wrong place.”)
- Goal: Balance the need for safe and efficient through traffic on I-93 against Concord’s need to reconnect with the river.

Public – Educate/Inform

- Educate the region about the impacts
- provide better system of providing information to public

Business/Growth/Economics (pro & con)

- measures that increase economic opportunity for all citizens
- encourage economic growth and opportunity within the area
- encourage the growth of local business through better design of arterials and improving “Arrival into the Capital City”
- Provide for prime access to the city’s opportunity corridor redevelopment efforts
- need to meet residential growth (bedroom community vs. commercial community)
- do not let economics drive every decision
- manage the “footprint”, minimize use of land

Resources

River

- To create a link between Concord's downtown and the river
- IMPROVE WATERS
- Access to the Merrimack River from downtown Concord
- Provide for identified access points to the Merrimack River in direct vicinity to downtown.
- River access for recreation

Natural Resources

- Sustainability of communities natural resources
- strategies that promote environmental sustainability
- balance the utilization & enhancement of natural resources and available transportation options to develop a viable multi-modal system
- protect & enhance the environment
- minimize the impacts to natural communities
- maintain a regional perspective that links natural resources among towns and explores a variety of multi-modal solutions
- Protect the integrity of the floodplain for flood storage and water quality. Reduce amount of impervious surfaces
- Develop a project that protects the environmental features and achieves local goals.

Public Health

- measures that improve public health [clean air & water]

Secondary Impacts

- consider secondary impacts
- consider secondary impacts and protect natural resources that are connected in a greenway and accessible

Views

- Enhance views from the highway.
- Goal: To improve the view of Concord from the highway as well as the view within Concord over and around the highway.

Goal Statement Examples

New Hampshire Transportation Business Plan

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.

Loudon Road, Concord, New Hampshire (NHDOT CSS Training Example)

"Loudon Road will be an attractive, safe corridor that visually and physically connects at a human scale destinations east and west of the turnpike. It will be a uniquely Concord place that functions well for all modes of transportation and integrates Concord history, aesthetics and environment."

Claymont, Delaware

"Implement transportation improvements along historic Philadelphia Pike that will help transform it into a revitalized Claymont with a discernable center. A functional and attractive transportation system will allow people to safely and conveniently walk, bicycle, drive and ride transit to places where people live, work, shop, learn, worship and recreate in a vibrant compact mixed-use community."

Downtown Tampa, Florida

"Create a vibrant, pedestrian oriented downtown that successfully connects people to places through a safe, effective and accessible transportation network supporting seamless connections for all modes of travel."

Cowichan Region, British Columbia, Canada

"Transportation infrastructure within the Cowichan Region meets the needs of all residents by providing a variety of affordable, reliable and environmentally acceptable modes of transportation that minimizes traffic congestion, supports the economic development, and is inclusive of cyclist and pedestrian needs."