



Nashua Metropolitan Planning Organization

**NRPC Regional Plan
Transportation Subcommittee Meeting**

**NRPC Conference Room
June 24, 2013 ~ 6:00PM**

Meeting Summary

MEETING ATTENDEES:

Janet Langdell; Tim Roache; Camille Pattison; Tom Young;
George Hall; Robert Larmouth; Dan Kelly

1. Transportation Projects/Objectives Matrix

The Committee completed the matrix, identified existing gaps in projects and objectives and began discussing needs, strategies, and projects to address the gaps. These comments have been incorporated into a memo from Tim Roache, Assistant Director/MPO Coordinator, dated July 2, 2013. This memo is attached to these minutes.

2. Environmental Justice/Equity Discussion

The committee reviewed the draft questions for neighborhood conversations and reworded them as shown below:

TRANSPORTATION / ACCESS

Ask these 3 open ended questions first and then if applicable the more targeted ones below.

- What type of transportation do you use?
- Does it meet your needs?
- What improvements would you like to see?

Second tier of Questions (if applicable)

- Is it safe to walk/bike in your community?
- Do you know people who do not drive? How do they get around?
- Without access to a vehicle would you use alternative forms of transportation if available?
- If you do not have access to a vehicle in the future, how do you plan to get around?
- Has a lack of mobility caused you to miss health appointments or limited your access to employment?
- Has a lack of mobility limited your access to recreational/social activities?

MEMORANDUM

TO: Regional Plan Transportation Subcommittee

FROM: Tim Roache, Assistant Director/MPO Coordinator

SUBJECT: Project Goals and Objectives

DATE: July 2, 2013

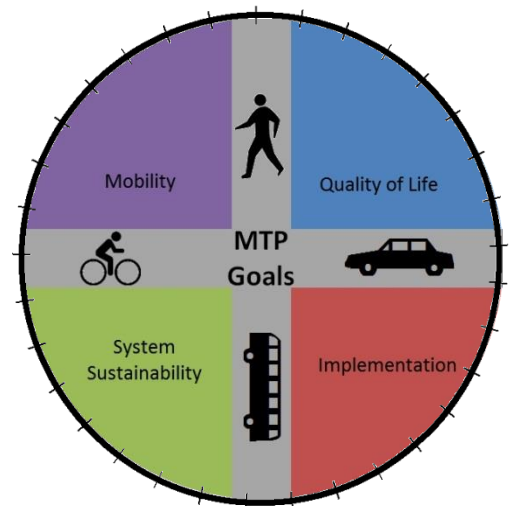
This memo summarizes the process of developing a transportation vision, goals and objectives initiated by the Nashua Regional Planning Commission (NRPC). The process includes participation by the NRPC Transportation Technical Advisory Committee (TTAC) and the NRPC Regional Plan Transportation Subcommittee. This process and memo will be used to develop the introduction to the Metropolitan Transportation Plan.

The Nashua Regional Planning Commission (NRPC) Transportation Technical Advisory Committee (TTAC) drafted a vision to guide the development of the Nashua Region Metropolitan Transportation Plan (MTP):

The Nashua region has a comprehensive and reliable multi-modal transportation system that enables universal access for all travelers, including disabled, youth, and seniors, to all points within and beyond the region. Our transportation system enables a highly mobile community and promotes economic growth, public health, and enhances the natural environment. The Transportation system is adaptable to changes in demographics, economic conditions and energy related forces. Sufficient funding supports the operations maintenance and expansion of our transportation infrastructure to continuously meet the needs of the region.

At a subsequent meeting, goals that define the purpose of the regional transportation plan, guide efforts that accommodate the transportation needs of the region, and achieve the vision for the region were discussed, as were objectives to meet those goals.

With an effort placed on keeping it simple, the following goals were drafted to support and advance the development of a transportation system that contributes to the region’s mobility, quality of life, system sustainability, and continued project implementation, as directed by the vision.



MOBILITY

1. Improve the availability of transportation options for people and goods.
2. Support travel efficiency measures and system enhancements targeted at congestion reduction and management.
3. Assure all communities are provided access to the regional transportation system and planning process.

QUALITY OF LIFE

4. Preserve and enhance the natural environment, improve air quality, and promote active lifestyles.
5. Encourage livable communities which support sustainability and economic vitality.

SYSTEM SUSTAINABILITY

6. Ensure adequate maintenance and enhance the safety and reliability of the existing transportation system.
7. Pursue long-term sustainable revenue sources to address regional transportation system needs.

IMPLEMENTATION

8. Provide for timely project planning and implementation.
9. Develop cost-effective projects and programs aimed at reducing the costs associated with constructing, operating, and maintaining the regional transportation system.

Draft objectives were then developed and the following matrix used to determine the goals to which each objective applied:

OBJECTIVE	MOBILITY	QUALITY OF LIFE	SYSTEM SUSTAINABILITY	IMPLEMENTATION
A. Improve East/West travel	1, 2,3			
B. Identify and prioritize road and bridge maintenance needs	3		6	8, 9
C. Ensure adequate emergency response times along congested corridors	2			
D. Manage travel demand and reduce peak hour travel time	2	4, 5		
E. Increase safety for all transportation system users	1	4, 5	6	
F. Improve access of transit alternatives to underserved populations	1, 2, 3	4, 5	6	
G. Expand fixed route service throughout the region	1, 2, 3	4, 5		
H. Increase access to basic amenities such as food, health care, jobs, and social services	1, 3	4, 5		
I. Expand demand response and volunteer driver services for non-emergency medical trips.	1, 3		6	
J. Coordinate transit service between Nashua, Manchester and Boston	1, 2, 3	4		
K. Establish Passenger Rail Service to Nashua	1, 2	4, 5	6	9
L. Choose strategic transportation investments that maximize job creation and economic growth		5	7	8, 9
M. Enable the movement of goods to support the economy	1, 2	5		
N. Increase connectivity and decrease per capita VMT and transportation-related emissions for the region	1, 2	4		
O. Identify gaps in local and regional bicycle and pedestrian networks	1, 2	4, 5	6	
P. Expand bicycle and pedestrian infrastructure miles	1, 2	4, 5		
Q. Support Transit Oriented Development in urban cores to manage VMT growth and reduce congestion	1, 2	4, 5		
R. Secure funds to match available Federal Transit Administration (FTA) funds	1		7	
S. Align private, state and federal planning and investment resources with local and regional strategies			7	9
T. Plan for alternative fuel infrastructure to support the next generation of passenger vehicles		4		

The next step in the goals and objectives development process was to compare existing projects to the objectives and identify gaps where there are no projects or strategies to meet the objectives and goals of the region.

PROJECTS/OBJECTIVES ANALYSIS

NRPC has prioritized 22 Federal Aid Highway projects as part of the State of New Hampshire Ten Year Transportation Plan. Many of these projects have a long history and were not derived from the goals and objectives from the current planning process. Therefore a project objective matrix (Attachment 1) was developed to identify how the historic list of transportation projects meets the current objectives which will lead to accomplishing the transportation goals and achieving the vision for the region. The goal of the exercise was to identify gaps in the project list relative to the objectives.

The project-objective matrix was analyzed by NRPC staff and reviewed with the Transportation Subcommittee. The subcommittee reviewed each objective and determined which project meets or supports that transportation objective.

Three major themes emerged from the analysis and discussion.

1. East/west travel options are limited and congested;
2. North/south travel is restricted by the capacity of the turnpike; and
3. Investment in future transit projects, bicycle, pedestrian and safety projects is limited

East/west travel:

The current list of projects identifies several proposed improvements to address east west travel in the NRPC region. Improvements to NH 101 and NH 101A have been included in NRPC planning documents for more than ten years. Improvements to NH 101A were recently ranked by NRPC as the highest priority for the State Ten Year Transportation Plan.

These projects address transportation objectives that are intended to reduce congestion, enhance the movement of people and goods and promote economic development. Additional long term transportation project proposals that also improve east west travel include a Third Merrimack River crossing and The Hudson Connector along the former Circumferential Highway alignment. Specifically, the improvement and safety projects on NH 101 and NH101A, the Hudson Connector and a third crossing of the Merrimack River all meet six of the proposed transportation objectives.

North/south travel:

North south travel was also discussed. Regionally the majority of north south capacity is on the F.E. Everett Turnpike. This is significant because the economic vitality of the region is dependent on connections between the economic engines of Boston, Nashua and Manchester. Only one major roadway investment, the widening of the F. E. Everett Turnpike between Exit 8 and I-293, is proposed to address north south travel. The proposed turnpike widening project meets four of the transportation objectives.

The proposed Capitol Corridor Project emerged as meeting more of the region's transportation objectives than any other proposed project; a total of seven. Implementation of passenger rail would address objectives designed to:

- Manage travel demand and reduce peak hour travel;
- Coordinate transit service between Nashua and Manchester;
- Establish passenger rail service to Nashua;
- Choose strategic investments that maximize economic growth;
- Enable the movement of people and goods to support the economy;
- Increase transit connectivity and decrease transportation related emissions; and
- Support Transit Oriented Development in urban areas to reduce congestion.

The discussion of north south travel in the region suggests that a multimodal strategy including intercity bus, local transit, passenger rail and ride share should be considered.

Limited investment in alternative modes:

Several of the transportation objectives had *two or fewer* associated projects or implementation strategies proposed. These gaps in projects and strategies were related to transit service expansion, transit and transportation funding, bicycle and pedestrian investments, and safety. Specifically the following objectives were identified as having two or fewer associated projects or implementation strategies:

- Increase safety for all transportation system users;
- Improve access to transit alternatives for underserved populations;
- Expand fix route service throughout the region;
- Expand demand response and volunteer driver services for non-emergency medical trips;
- Coordinate transit service between Nashua, Manchester and Boston;
- Establish passenger rail service to Nashua;
- Increase transit connectivity and decrease transportation related emissions;
- Support Transit Oriented Development in urban areas to reduce congestion;
- Identify gaps in the local and regional bicycle pedestrian networks;
- Expand bicycle and pedestrian infrastructure miles;
- Support Transit Oriented Development in urban cores to reduce congestion;
- Secure funds to match available Federal Transit Administration (FTA) funds;
- Align private, state and federal planning and investment resources with regional strategies;
- Plan for alternative fuel infrastructure to support the next generation of passenger vehicles.

NEXT STEPS:

Among the next steps in the development of the Metropolitan Transportation Plan is an assessment of the transportation needs of the region. This will include evaluating current conditions and future travel demand. Another way to assess the needs of the region is to determine if the current list proposed projects meet the goals and objectives of the region and ultimately lead to the vision. To address the future transportation needs of the region NRPC actively solicits member communities for their input on

new local and regional transportation projects. The project solicitation effort typically occurs in the even numbered Federal fiscal year of the New Hampshire Transportation Planning Cycle.

The gaps identified in the project-objective matrix exercise can help form a basis from which the new projects and strategies can be identified. In order to address these gaps and identify projects and strategies to meet the objectives, goals and vision NRPC will work with public and private entities to identify transportation needs and strategies. Specifically NRPC will reach out to community decision makers and private organizations like Chambers of Commerce and Economic Development Organizations.

Summary: Objectives met by Project:

Transportation Project Description:	Objectives Met
NH 101A: Widening and improvements	6
NH 101A: Intersection improvements Continental Blvd and Boston Post Road	5
NH 101A: NH 101 EB ramp reconstruction	1
NH 101: Safety improvements	2
NH 101: Widening to 4 lanes	6
NH 101: New interchange	2
Exit 36SB construction	6
NH 3A/NH 111: "Hudson By-Pass/ Connector" New	6
Third Merrimack River Crossing	6
Turnpike: Widening Exit 8 to I-293	4
Main Street: Reconstruction	1
NH 130: Broad Street reconstruction	3
NH 13: Left turn lane onto Old Milford Road	1
NH 3A, Lowell Road right turn lane onto Sagamore Bridge	1
Baboosic Lake Rd: Bridge Replacement	1
NH 31: Bridge Deck Replacement	1
NH 122: Bridge Deck Replacement	1
Main Street: Bridge Replacement	1
Passenger Rail Implementation	7
NH 3A: Lowell Road and NH 102 Derry Road: New sidewalk construction	3