

Nashua-Manchester (Capitol Corridor) Project Development Phase

Nashua Stations

June 09, 2021



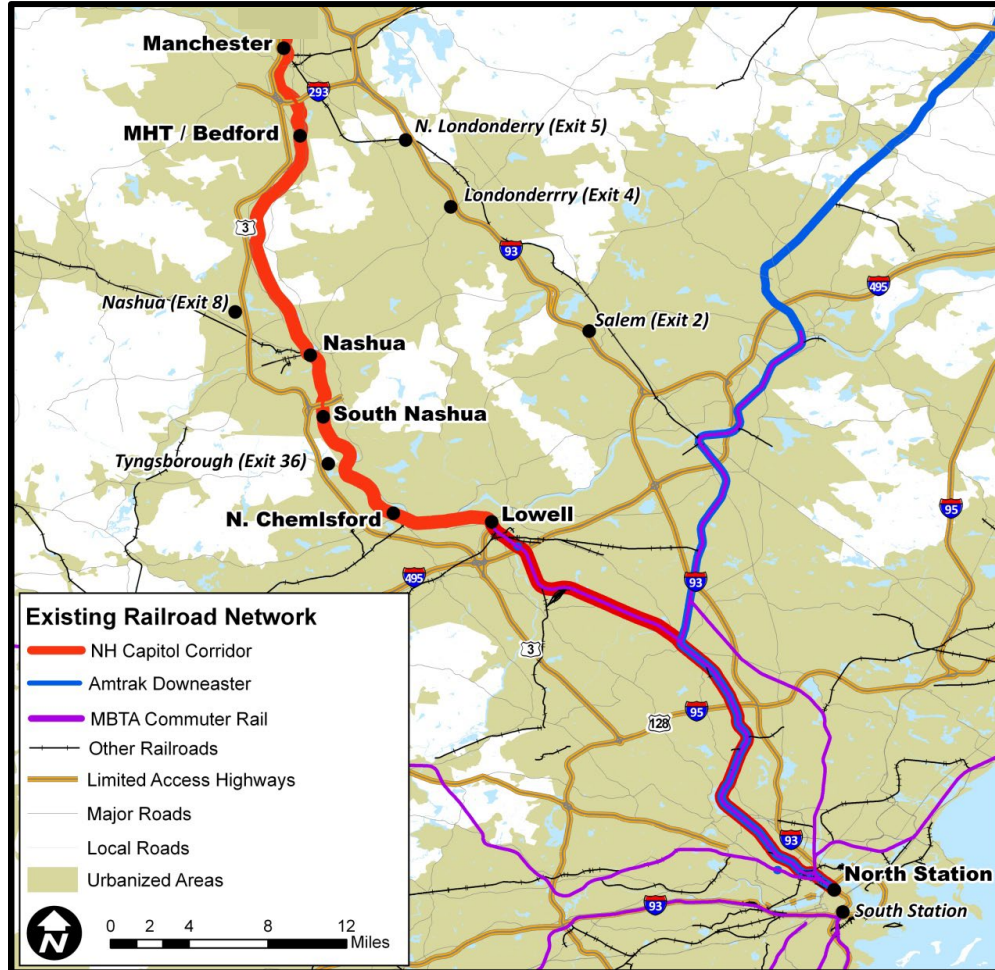
Meeting Agenda

- Background
- Nashua Stations
 - South Nashua Options
 - Crown Street Station
- Next Steps

Background: *Project Objectives*

- Provide alternative to congestion on I-93/Rt3
- Improve bi-directional access to jobs & housing
- Perform an Environmental Assessment
- 30% design for 30-mile extension of Lowell Line
 - Four new stations and one layover facility
- Detailed and sustainable Financial Plan

Background: Preferred Service Option



- Extends Lowell Service to Nashua (34 trains/day) and Manchester (16 trains/day)
- Highest ridership and economic benefits
- Builds on 40 years of MBTA network extensions
- Interstate precedent is Pilgrim Partnership with RI

Background: *Landing at Nashua, LLC*

- In process of site plan review with the Nashua Planning Board
- Next scheduled meeting (June 17th) will focus on responses by the Applicant to drainage/stormwater and traffic comments
- Hearing expected to be continued into July before a vote
- Project is also in concurrent review process with Nashua Conservation Commission
- Latest site walk occurred June 7th to review amended wetlands and wetlands buffer impacts

Background: *Crown Street Park and Ride*



- City of Nashua acquired land adjacent to the tracks at Crown St for use as a park and ride
- The site is well positioned as a location for the new rail station and multi-modal connectivity
- The parking lot is built and includes more than 200 parking spaces

Nashua Station Options

Nashua Station Options: *Operational Requirements and Design Criteria*

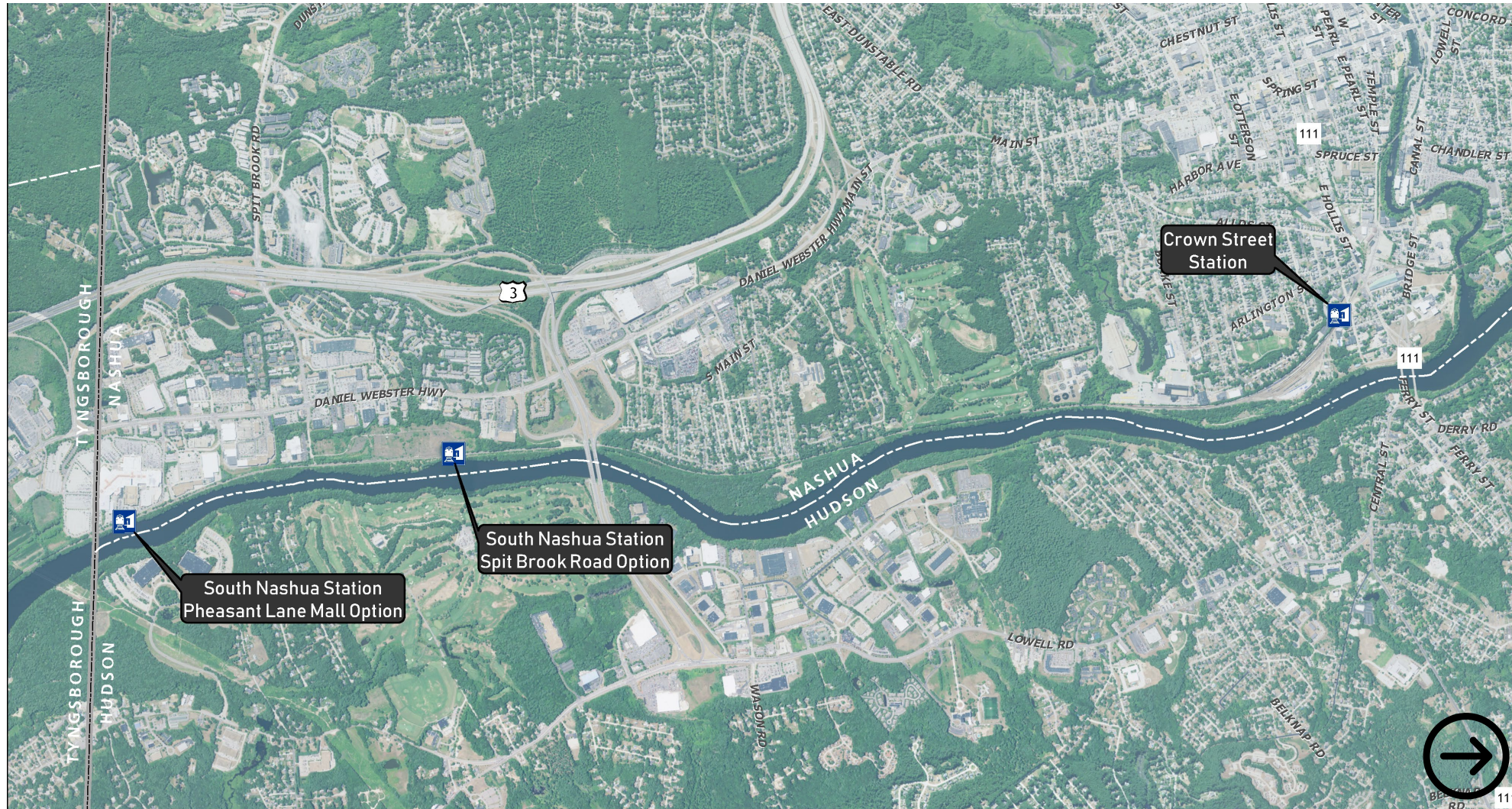
Operational Requirements

- Manchester is a terminus station
- Separate station track desirable to avoid freight conflicts
- MBTA is assumed operator

Design Criteria

- Design pursuant to MBTA and federal standards (CFR Title 49 vol. 1 §37.41-37.43)
- Boarding must occur by use of one or more of the following means:
 - Level-entry boarding; Car-borne lifts; bridge plates, ramps or other appropriate devices; Mini-high platforms, with multiple mini-high platforms or multiple train stops, as needed; or Station-based lifts

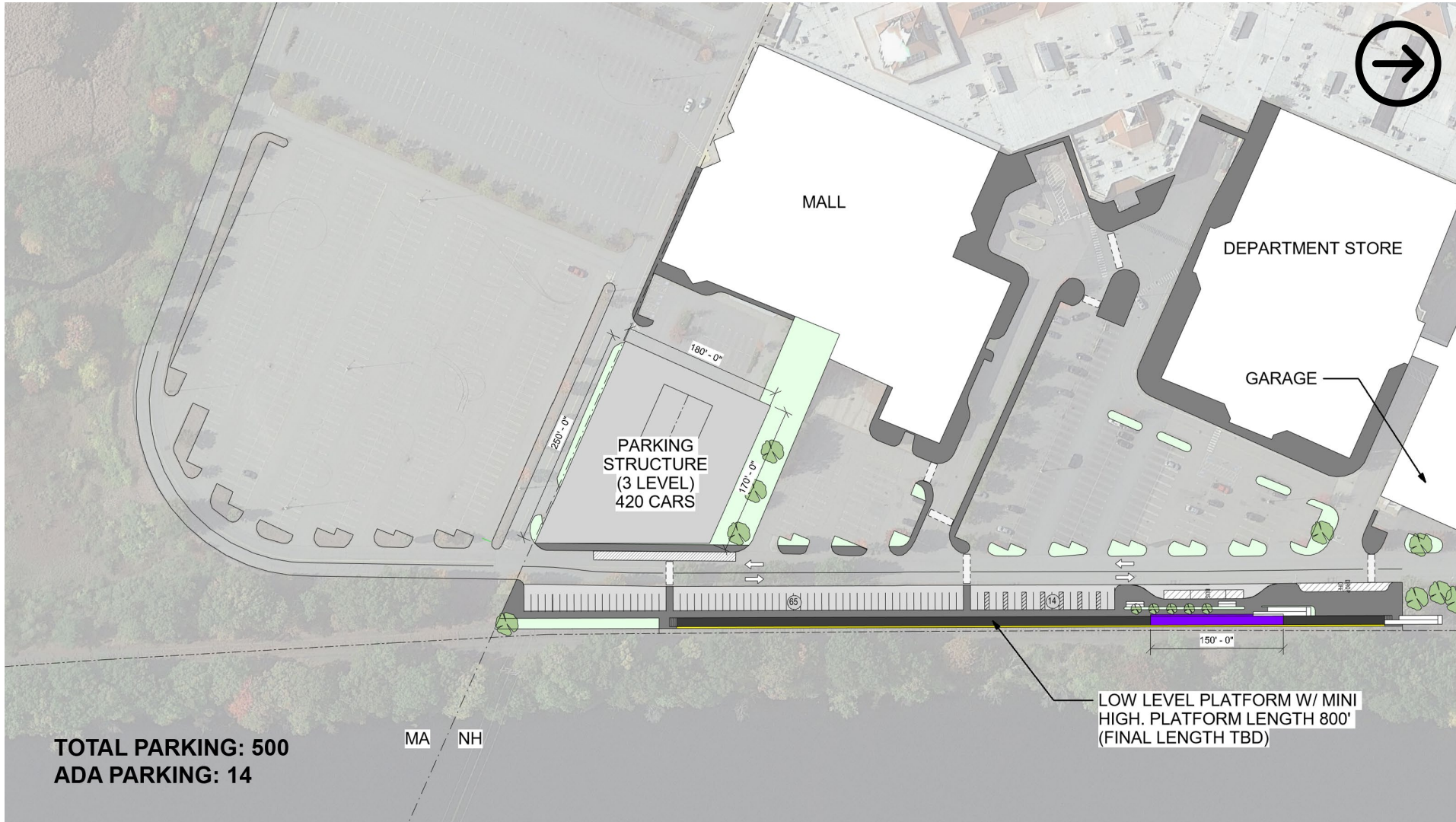
Nashua Stations — Location Map



Nashua-Manchester (Capitol Corridor) Project Development Phase

South Nashua — Pheasant Lane Mall Station Option

Station layout shown is conceptual and for discussion only

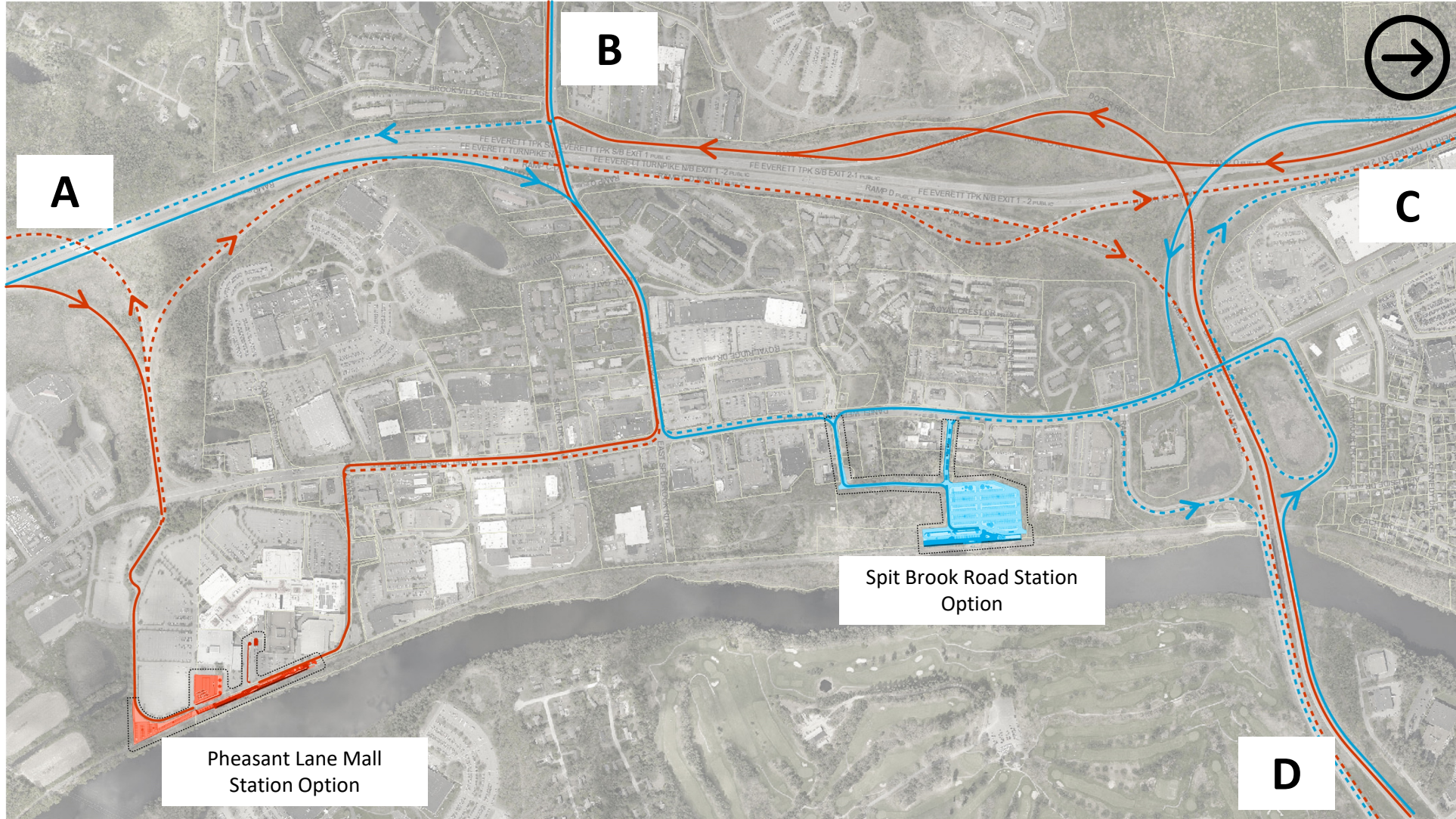


South Nashua — Spit Brook Road Station Option



Station layout shown is conceptual and for discussion only

Nashua Stations: South Nashua Comparison



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Nashua Stations: *South Nashua Comparison*

	Pheasant Lane Mall Station Option		Spit Brook Road Station Option	
	Inbound	Outbound	Inbound	Outbound
(A) From South on Route 3	3 Min (1.1 miles)	3 Min (1.2 miles)	5 Min (1.4 miles)	4 Min (1.3 miles)
(B) From West of Route 3 on Spit Brook Rd	6 Min (1.8 miles)	5 Min (1.6 miles)	4 Min (1.1 miles)	4 Min (1.1 miles)
(C) From North on Route 3	9 Min (2.8 miles)	5 Min (2.8 miles)	4 Min (1.5 miles)	4 Min (2.0 miles)
(D) From East at Route 3A	10 Min (4.1 miles)	5 Min (3.5 miles)	5 Min (1.9 miles)	4 Min (1.6 miles)

South Nashua Station Options: *Comparison*

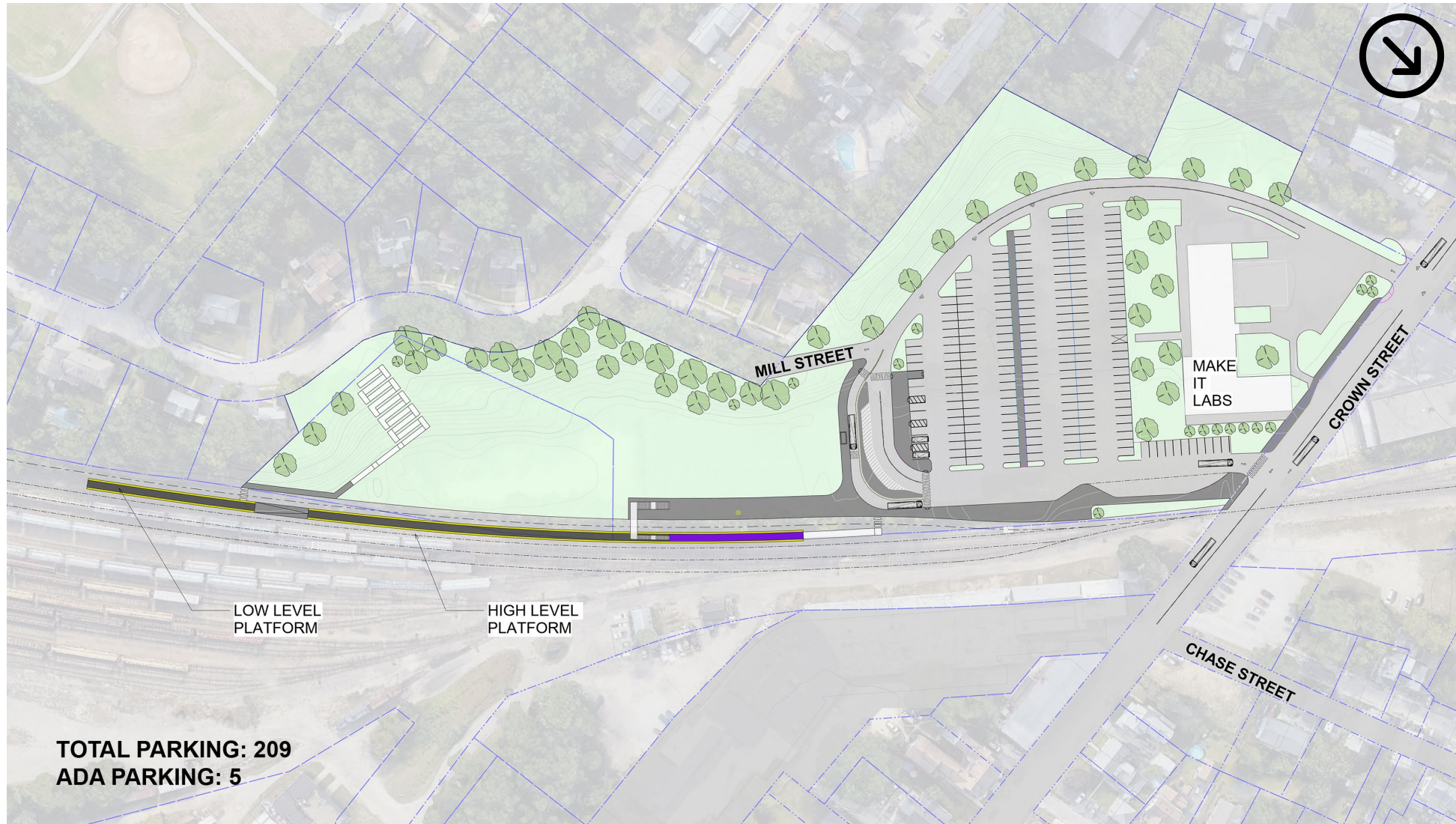
Pheasant Lane Mall Station Option

- Potential reuse of existing parking / no additional impervious surface
- Existing internal ring road already established
- Multiple access points from Daniel Webster Highway
- Access from north on Route 3 would require additional travel time on DW Highway
- Cooperation of property owner unclear

Spit Brook Road Station Option

- Requires new parking and drainage systems on previously contaminated site with use restrictions
- Small wetland impacts possible
- Needs new internal roadway
- Multiple access points from DW Highway (will require new connections)
- More convenient to users from north and east
- Property owner identifying site as “donation parcel”

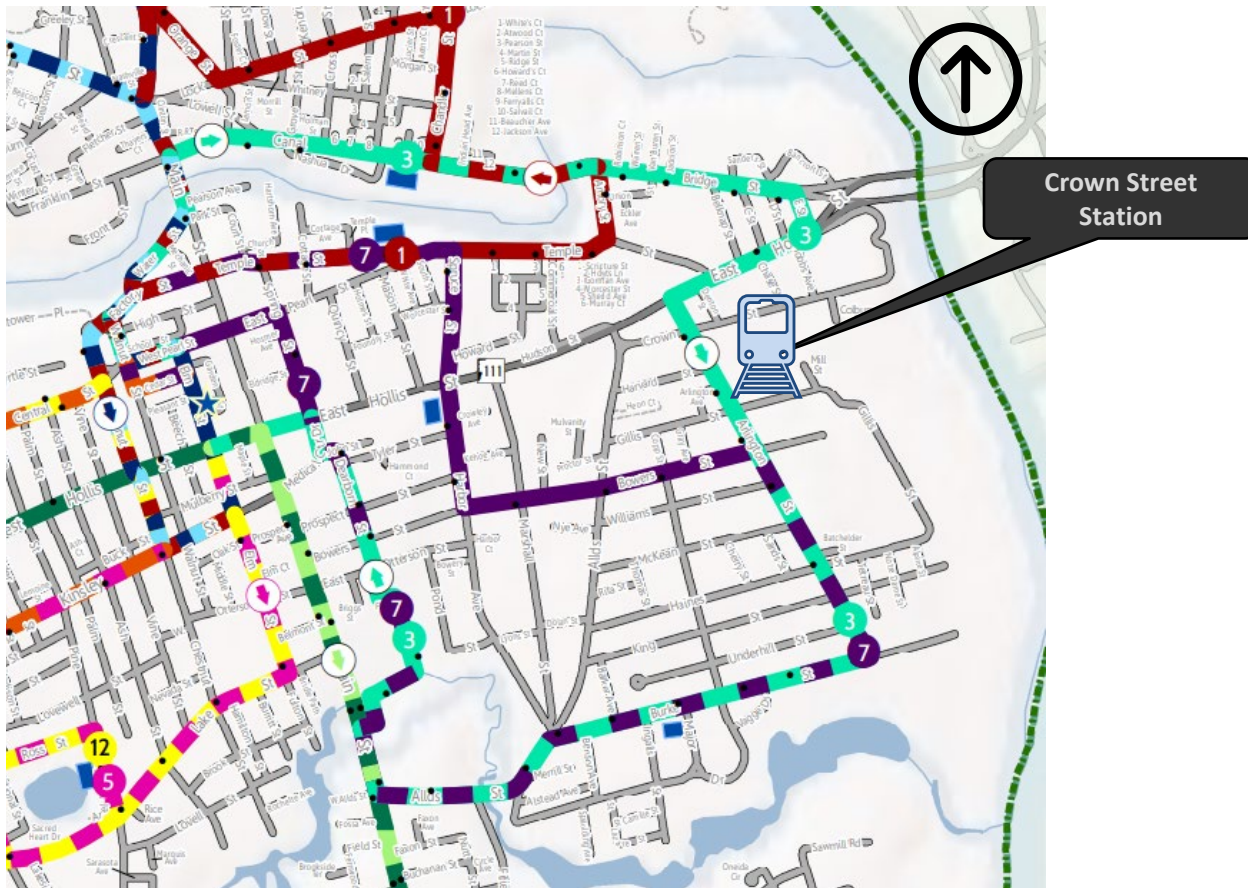
Nashua — Crown Street Station



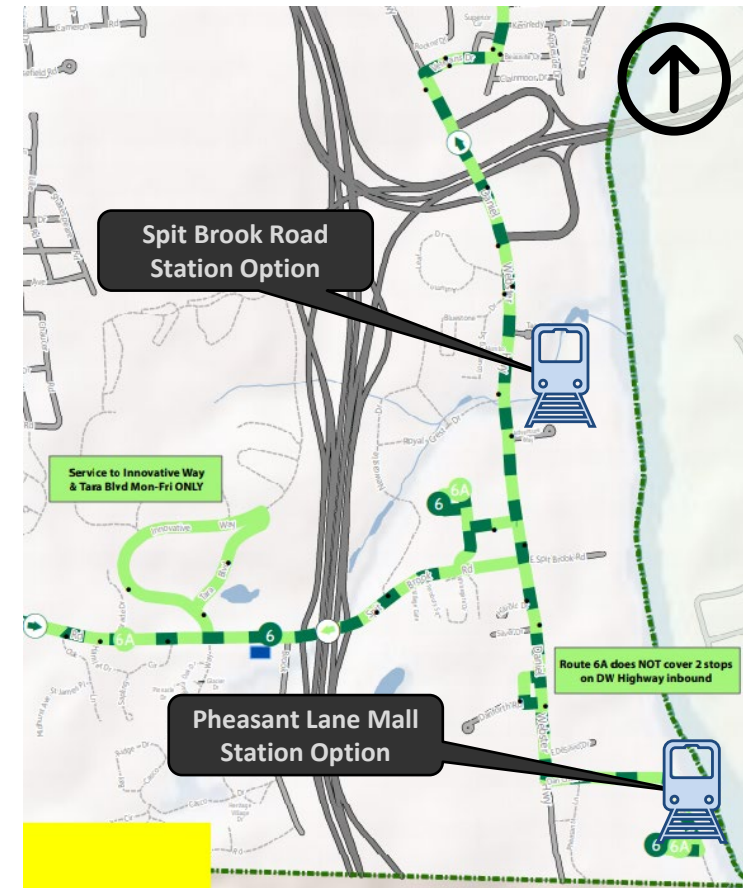
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Connectivity — Existing Bus Routes

With minor route modification the site could be served by routes 3 and 7 routes and possibly 1

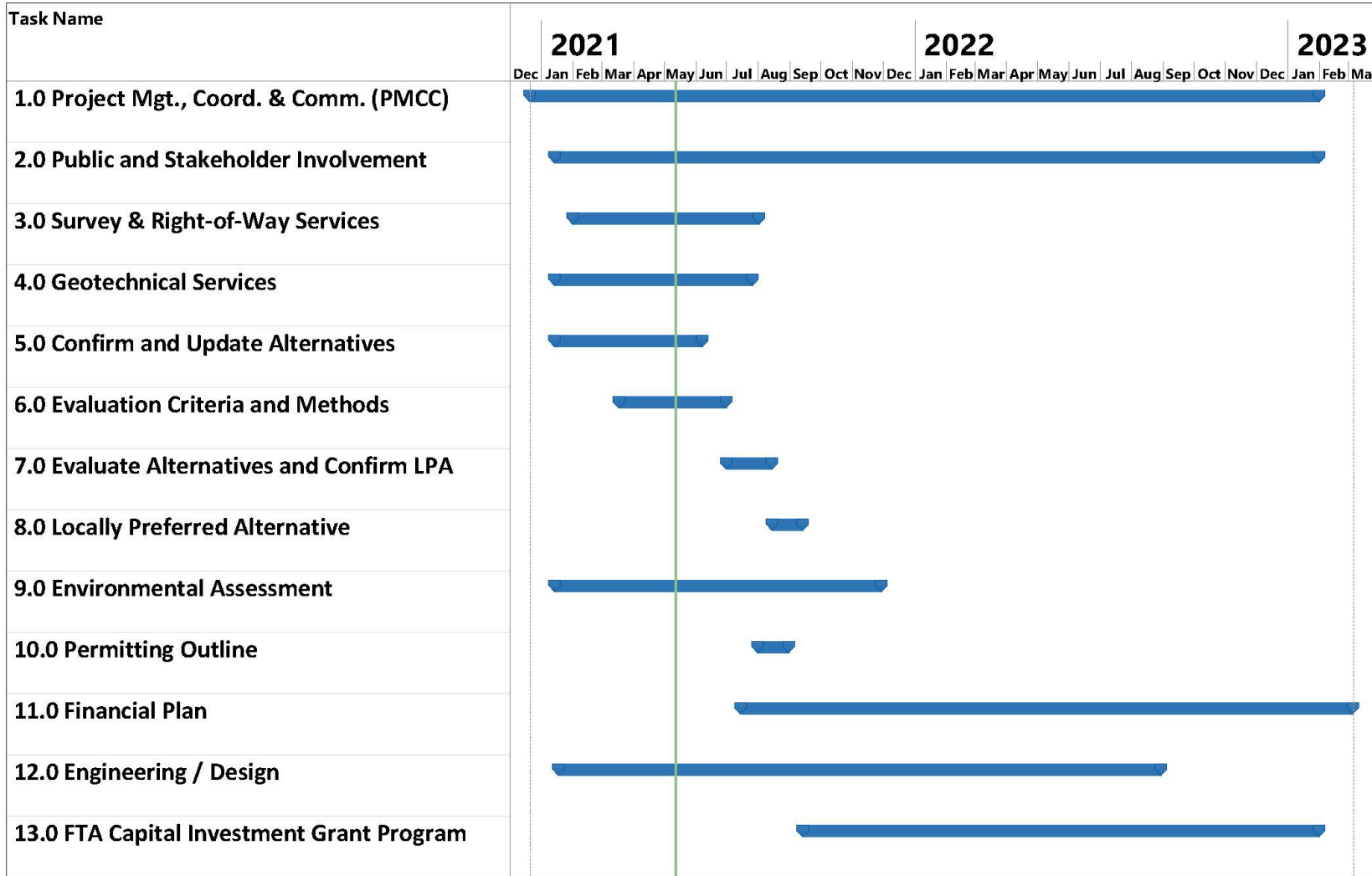


Area currently served by routes 6 and 6A



Next Steps

Project Schedule



Confirm / Update Preferred Alternative

- Manchester Regional Commuter Rail
- Stations
 - Manchester (*Granite Street or Valley Street**)
 - Bedford/Manchester Airport
 - Crown Street Nashua
 - South Nashua (*Pheasant Lane Mall Option and Spit Brook Road Option*)
- Layover (*2 potential locations in Manchester*)
- Need to confirm location of stations and layover

* Valley Street location consistent with City of Manchester TOD Plan, September 2020

Stakeholder and Public Meeting Schedule

- Stakeholder meetings
 - Small groups / hybrid of in-person and virtual
 - April through July 2021
- Fact sheet – Summer 2021
- General Public Meeting
 - Format based on public health directives in effect
 - Target by November 2021
 - Notification via website(s), press release, and coordination with cities/stakeholder groups
- Website

Next Steps

- Select preferred station location for South Nashua and Manchester
- Select layover facility location in Manchester
- Coordinate with key stakeholders
 - Municipal TOD plans
 - First mile/last mile station access
- Continue coordination with MBTA/MassDOT, FTA Region 1, and regulatory agencies
- Establish communication channel(s) for project information