

## Hampton 40797 Ocean Boulevard (NH Route 1A)

### Meeting Summary

**Event:** Project Advisory Committee Meeting (PAC) #3

**Date and Time:** Thursday, May 26, 2022, 4:00 – 5:45 PM

**Location:** The Seashell Complex (Banquet Room and South Conference Room), 180 Ocean Boulevard, Hampton, NH

### 1. Attendees

#### PAC Members

State Representative Michael Edgar  
Johanna Lyons, NH Division of Parks and Recreation  
Seth McNally, NH Seacoast Greenway  
Betty Moore, Hampton Historical Society  
Nancy Stiles, Chairman, Hampton Beach Area Commission  
Jen Hale, Hampton Department of Public Works  
Dave Walker, Rockingham Planning Commission  
David Hobbs, Hampton Police  
Michael McMahan, Hampton Fire  
Cathy Silver, Hampton Beach resident

#### Members of the Public

Dan Pelletier, GEI  
Nichole Duggan, Hampton Beach resident, Zoning Board, Hampton Historical Society

#### New Hampshire Department of Transportation (NHDOT)

Tobey Reynolds, Project Manager  
Anthony King, Senior Design Engineer  
Margarete Baldwin, Roadway Section Chief

#### Consultant Team

Roch Larochelle, Consultant Team Project Manager, HDR  
Keith Cota, HDR  
Scott Peterson, HDR  
William Melendez-Barden, HDR  
Marcy Miller, Public Involvement Manager, FHI Studio  
Kevin Rivera, Public Involvement Specialist, FHI Studio

## Hampton 40797 Ocean Boulevard (NH Route 1A)

### 2. Presentation Overview

NHDOT hosted the third PAC meeting for the Hampton 40797 Ocean Boulevard (NH Route 1A) Project on Thursday, May 26, 2022, from 4:00 – 5:45 PM at the Seashell Complex Banquet Room and South Conference Room at 180 Ocean Boulevard, Hampton, New Hampshire. Tobey Reynolds, NHDOT's Project Manager, welcomed the PAC members and asked each person to introduce him/herself. He turned the meeting over to Roch Larochelle, the Consultant Team Project Manager, who reviewed the meeting agenda. Mr. Larochelle provided an overview of the study area limits.

Mr. Larochelle provided a project recap, including collecting data for natural and cultural resources, surveying and right-of-way research, collecting and analyzing traffic and safety data, creating a base traffic model, conducting a site walk with New Hampshire Division of Historical Resources and consulting parties, and developing a draft Purpose and Needs statement.

Mr. Larochelle next provided PAC members with an update of recent activities since the last PAC meeting on January 27, 2022. He described a site walk with NHDHR, distribution of draft Purpose and Need statement for PAC review, a survey coordination meeting, a concept workshop with NHDOT, refining the Purpose and Need statement, and preparing a Phase 1A Archaeological Assessment.

Mr. Larochelle next gave an overview of where the project is in the development process. He stated that the project team is currently developing and considering a range of reasonable design alternatives. He explained the elements of alternatives development included enhanced multi-modal facilities, vehicle circulation patterns, lane/parking configurations, intersection configurations, safety improvement considerations, and water quality/green infrastructure.

Mr. Larochelle presented PAC members with the revised Purpose and Need statement:

- The *Purpose* of the project is to improve pedestrian and bicyclist connectivity and safety and traffic operations through enhanced multimodal accommodations while improving the overall function of the NH Route 1A transportation corridor and addressing climate change resiliency.
- *The Need* for the project relates to a consistent lack of high-quality multi-modal facilities along the length of the corridor leading to uncomfortable pedestrian, bicycle and vehicular interactions. Many locations have undefined pedestrian sidewalks, limited crosswalk amenities and inaccessible sidewalk areas. Narrow roadway shoulders used by bicycles vary in width throughout the corridor and create higher stress riding conditions not suitable for all ages and abilities. There are vehicle circulation challenges related to parking lot and roadway crossing layouts along with heavy pedestrian crossing locations. Poorly configured intersections with major state highways and unnecessary vehicle circulation stemming from poor wayfinding and no real-time parking utilization information contribute to congestion. In addition, there are recurring safety and maintenance concerns resulting from increasing flooding events that often block portions of the vehicular travel lanes.

## Hampton 40797 Ocean Boulevard (NH Route 1A)

Mr. Larochelle next explained the purpose of this workshop is to gather feedback from PAC members on the different alternatives presented during each breakout session. He concluded the formal presentation by reminding PAC members to consider each alternative through the lens of improving connectivity and safety on the corridor. He further noted that presentation identifies three (3) themes or alternatives that have been provided as a starting point for discussion on this evening. The three conceptual corridor alternatives generally include the following:

- Alternative No.1 – No Build
- Alternative No.2 – Add bicycle lanes on the outside and improve sidewalks
- Alternative No.3 – Consider a bi-directional shared use path along the entire corridor (3.3 Mil) along the eastern side of the roadway.

Mr. Reynolds added that per recent discussions with the East Coast Greenway (ECG) officials that per ongoing planning discussions, it is possible that the formal Greenway Path may in-fact follow an inland route and not Route 1A. There should be follow up with the ECG officials to discuss future planned improvements along this corridor.

### 3. Breakout Discussions

The PAC separated into two working groups to discuss the southern and northern segments of the corridor. The first group discussed Segment 1 from South Beach State Park Driveway to NH Route 101 (Highland Avenue). The second breakout group discussed Segments 2 and 3 from NH Route 101 (Highland Avenue) to NH Route 101E (Winnacunnet Road) and from Winnacunnet Road to NH Route 27 (High Street) respectively. Each group used a series of boards and printed versions of the roadway typicals shown in the posted PowerPoint presentation to review existing conditions as well as possible section alternatives and dimensional limitations of the existing right of way and existing features (e.g., buildings and seawall) for major segments of the project. Each group was led by a facilitator/Team member to guide the discussion and members of the Team including Mr. Reynolds, Mr. Larochelle and Marcy Miller worked between both workgroups. Major takeaways from the breakout group discussion are summarized below.

#### *Segment 1 (8 attendees)*

Nancy Stiles  
Betty Moore  
Nichole Duggan  
State Representative Mike Edgar  
Jen Hale  
Dave Walker  
Cathy Silver  
Dan Pelletier

## Hampton 40797 Ocean Boulevard (NH Route 1A)

- Creation of a two-way bike trail along Ocean Boulevard will allow for improved north-south access and reduce the need for bikes along narrow Ashworth Avenue.
- For the multi-use separate bike trail option, the trail will restrict or limit use by pedestrians.
- The Master Plan should be referenced for this study. A member of the project team responded that the Master Plan is part of the goals statement.
- A construction estimate should be prepared as soon as possible so that this project can be worked into the next ten-year plan.
- For the multi-use separate bike trail option, there was concern whether pedestrians, especially children, could safely get across the trail to the sidewalk from the parking locations.
- If this project moves forward with a 2-way bikeway, connecting to the Hampton Harbor bridge bicycle and pedestrian improvements would be more challenging.
- Shift the bicycle trail to the easterly side next to the seawall (on NH Department of Natural & Cultural Resources jurisdiction lands)
- Provide examples along a coastal highway (e.g., New Hampshire to Florida) where this type of two-way facility has been built adjacent to a busy roadway.
- The 10-foot sidewalk is too narrow, a lot of pedestrians use the ocean side sidewalk.
- Enforcement may be needed to keep pedestrians off the bicycle trail as well as the bicycles off the sidewalks for Option 3.
- Maintain a minimum 10-foot buffer for loading zones along the westerly side for business deliveries (which occur throughout the day).
- The State should reduce parking in lieu of eliminating or reducing the loading zone areas.
- Reverse angle (back-in) parking could provide additional bicycle and pedestrian safety features. It may, however, be difficult to implement and enforce.
- There is no specific width on Ashworth Avenue for bicyclists in Section 1a.
- Section 1b has more pedestrians.
- Section 1c is currently too narrow and adding width for a bicycle / pedestrian walkway along the seawall would be beneficial (between Haverhill Street and the NH Marine Memorial).

### *Segments 2 & 3 (4 attendees)*

Seth McNally

Police Chief David Hobbs

Johanna Lyons

Mike McMahan

### *Segment 2a (Highland Avenue to Church Street)*

- A participant questioned the parking lane width shown. A member of the project team responded that Segment 2a shows 15-feet. An attendee said that the Jenness beach parking lane width is 14-feet and is tight. Another attendee voiced concern where the extra parking lane width would come from.
- The central parking lane width of 15-feet is too narrow.

## Hampton 40797 Ocean Boulevard (NH Route 1A)

- An attendee asked what the travel lane width is on the graphic (existing condition). A member of the project team responded that it is 9-feet, the current lane width.
- The two-foot the guardrail around the central parking needs to be accounted for.
- A participant voiced concern with the parking in the center. Pedestrians have difficulty crossing the travel lanes, and they often are required step over the guardrail. The parking should be pushed to the east along the seawall.
- A participant voiced concern with the combined bike lanes splitting at Ashworth Avenue into separate lanes.
- The center run lane will become a queue line for the left-turn for Route 101 West.
- An attendee supported bicycle lanes that are separate from traffic.
- For Option 3, there was a suggestion to convert the center lane shown in the proposed 3-lane section into either northbound or southbound lanes during peak times.
- The bike path adjacent to the seawall is not safe for pedestrians in Section 2a.

### *Segment 2b (Church Street to Boars Head)*

- The section diagram for 2b is incorrect where it shows a 10-foot sidewalk on the east side. The sidewalk narrows down right after the Marine Memorial statue. The pedestrian volumes are lower north of the Marine Memorial.
- Benches should be installed in some of the wider areas of the section view. A participant responded that public safety should trump an ocean view regarding driving by the east side of the roadway.
- The high-speed cyclists would likely prefer to be in the roadway sharing the lanes with traffic, while families would likely prefer to use bike lanes.
- There may be conflicts between bicyclists and pedestrians on the two-way bike path at crosswalks.

### *Segment 2c (Dumas Avenue to Winnacunnet Road)*

- A crosswalk should be added between Winnacunnet Road and Dumas Avenue in both options.

### *Segment 3 (Winnacunnet Road to High Street/NH Rte 27)*

- In areas where the 10-foot sidewalk changes to 6-feet, it is very congested with foot traffic, particularly the loading and unloading of vehicles.
- Insert angled parking starting at 8<sup>th</sup> Street, not in the entire outlined area.
- An attendee questioned if the sidewalk on the west side is necessary. People will most likely walk along the east side of the road. (Response: Sidewalks on both sides will improve mobility.)
- A crosswalk should be added between Winnacunnet Road and Rocky Bend.
- Narrow travel lanes of less than 11 feet can reduce vehicular speeds.

## 4. Next Steps

## Hampton 40797 Ocean Boulevard (NH Route 1A)

After the groups were brought back together, Mr. Larochelle explained that the Team would gather comments noted on this evening and would report back out to the PAC to facilitate continued discussion. PAC members were also encouraged to send along any additional feedback (through Marcy) after this meeting. Key upcoming events/tasks were discussed for the project as follows:

- Summarize results of this meeting and distribute minutes and presentation to PAC and post on NHDOT website.
- Meeting with Department of Natural & Cultural Resources (DNCR)/Parks staff to discuss Section 6(f) compliance in June 2022.
- The Team will also meet with NHDOT district staff in the field on 6/8/22 to discuss stormwater treatment options and outfall conditions.
- The Team will continue to develop corridor and intersection alternatives to present at the next PAC meeting, which will be in late Summer 2022.
- The project team will update the PAC roster, project schedule

### 5. Attachment (presentation)