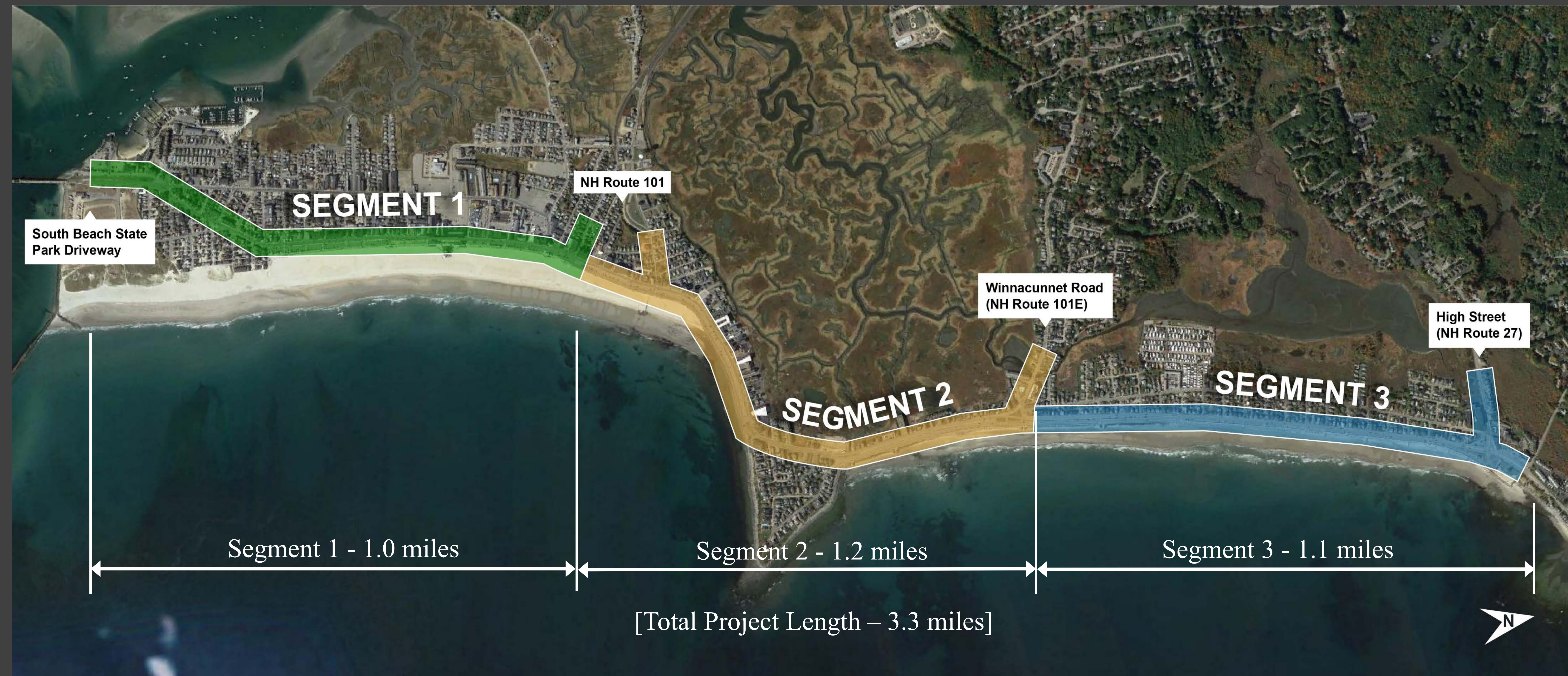


# Study Area Limits



- Segment 1 (State Park Driveway at South Beach to Route 101)
- Segment 2 (Route 101 to Winnacunnet)
- Segment 3 (Winnacunnet to High St)

# Segment 1(a) - Dover Avenue – Haverhill Avenue

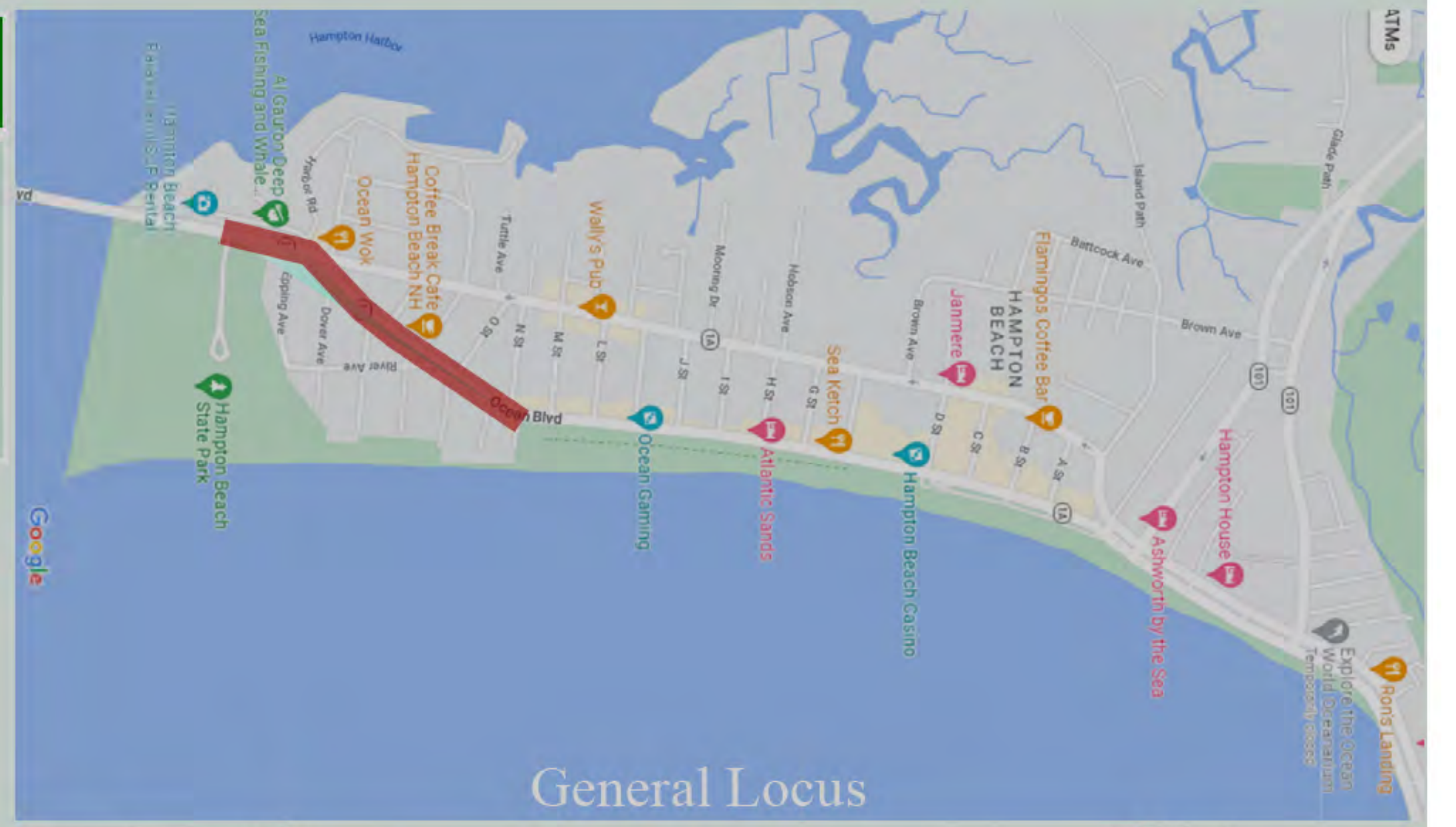
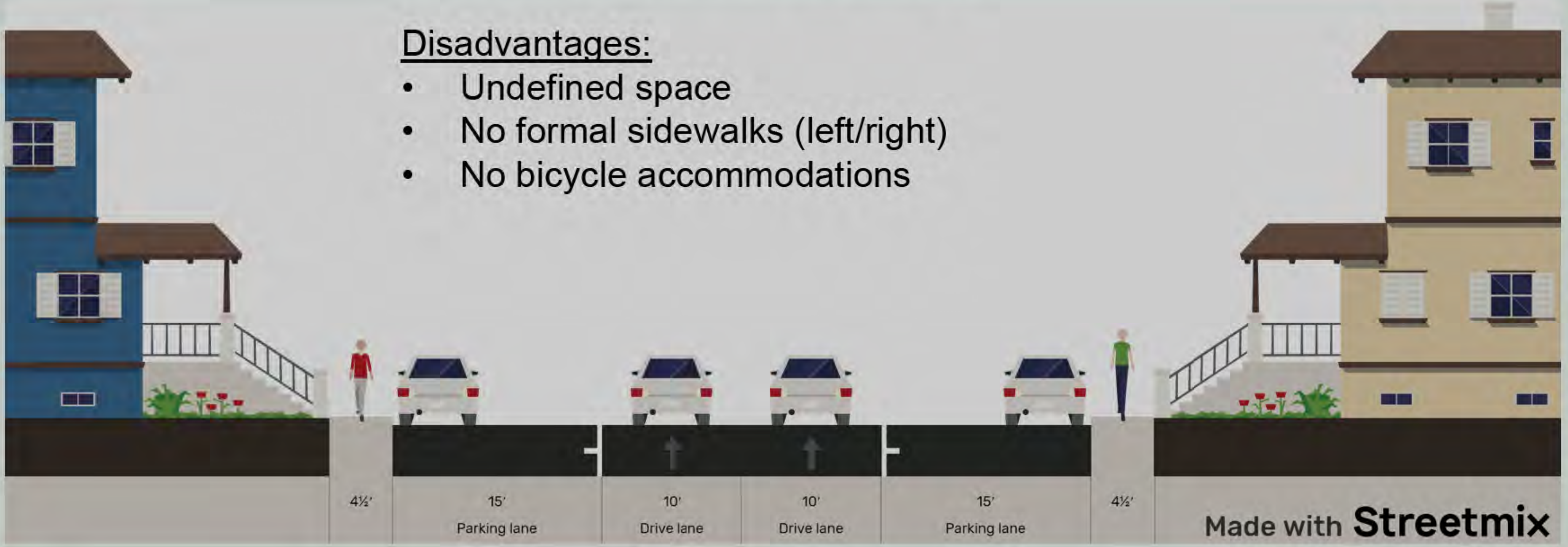
Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Bike Lane (NB-Right) Parallel Parking (Right) Formalize Sidewalks (Left/Right)	2 – Lanes (NB) Parallel Parking (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- No change
- Wide “informal” parking (left/right)

**Disadvantages:**

- Undefined space
- No formal sidewalks (left/right)
- No bicycle accommodations



# Segment 1(a) - Dover Avenue – Haverhill Avenue

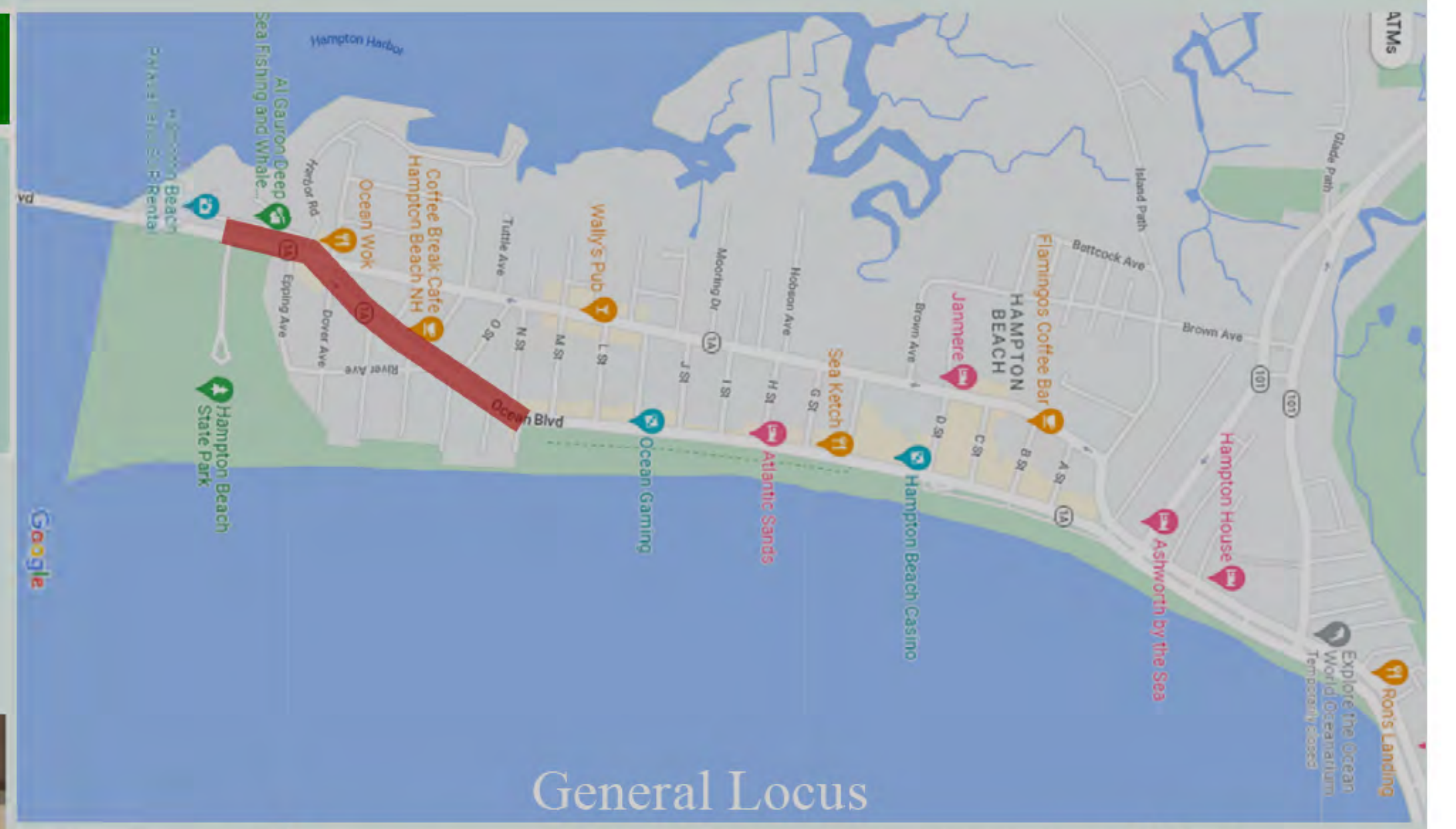
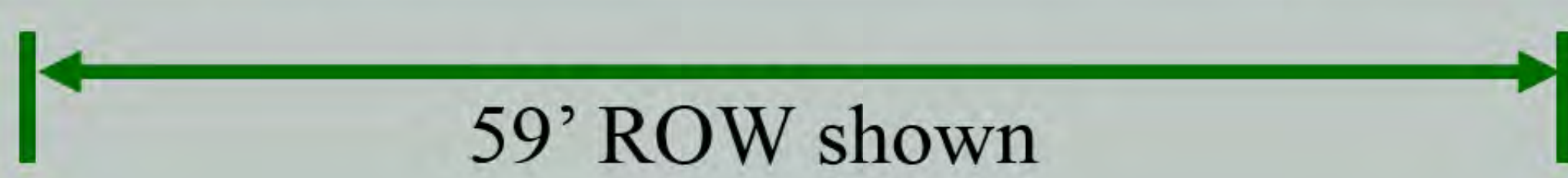
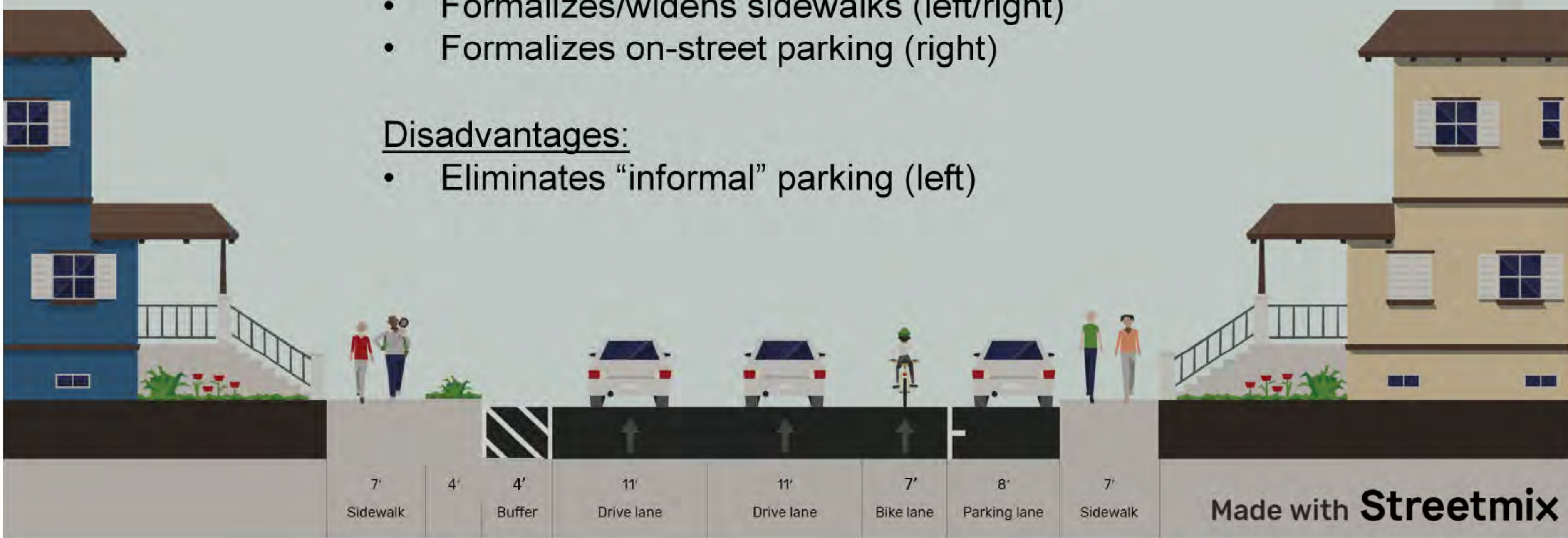
Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Bike Lane (NB-Right) Parallel Parking (Right) Formalize Sidewalks (Left/Right)	2 – Lanes (NB) Parallel Parking (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- Adds a NB bike lane (right)
- Formalizes/widens sidewalks (left/right)
- Formalizes on-street parking (right)

**Disadvantages:**

- Eliminates “informal” parking (left)



# Segment 1(a) - Dover Avenue – Haverhill Avenue

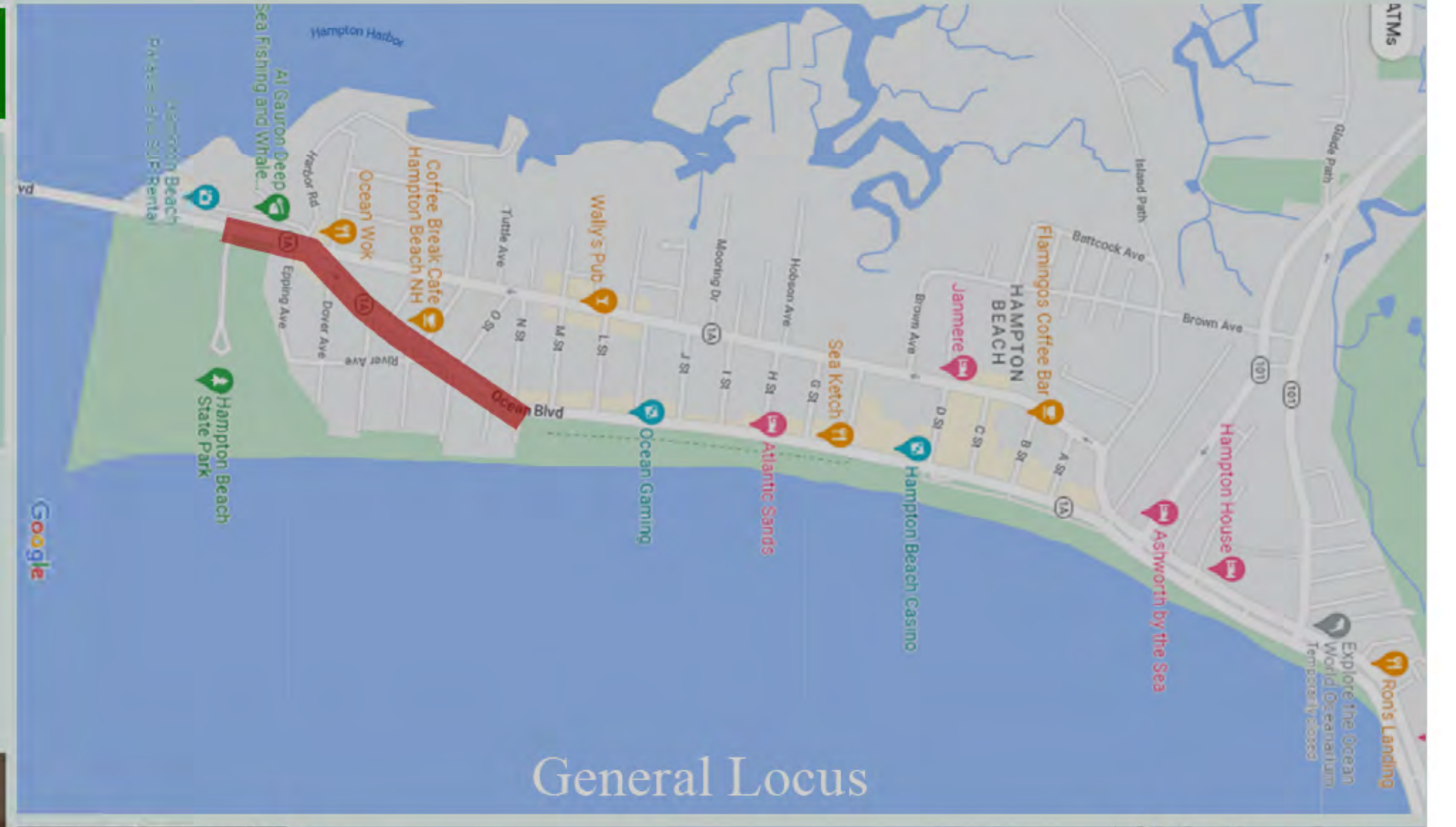
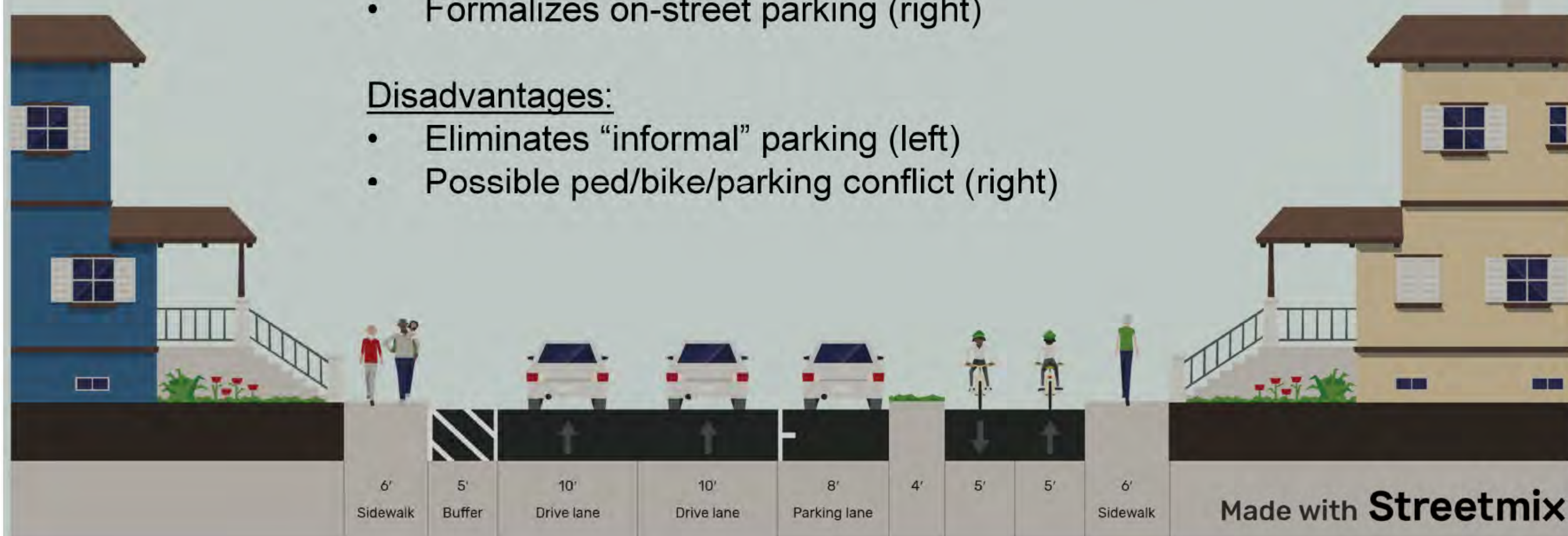
Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Bike Lane (NB-Right) Parallel Parking (Right) Formalize Sidewalks (Left/Right)	2 – Lanes (NB) Parallel Parking (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes sidewalks
- Formalizes on-street parking (right)

**Disadvantages:**

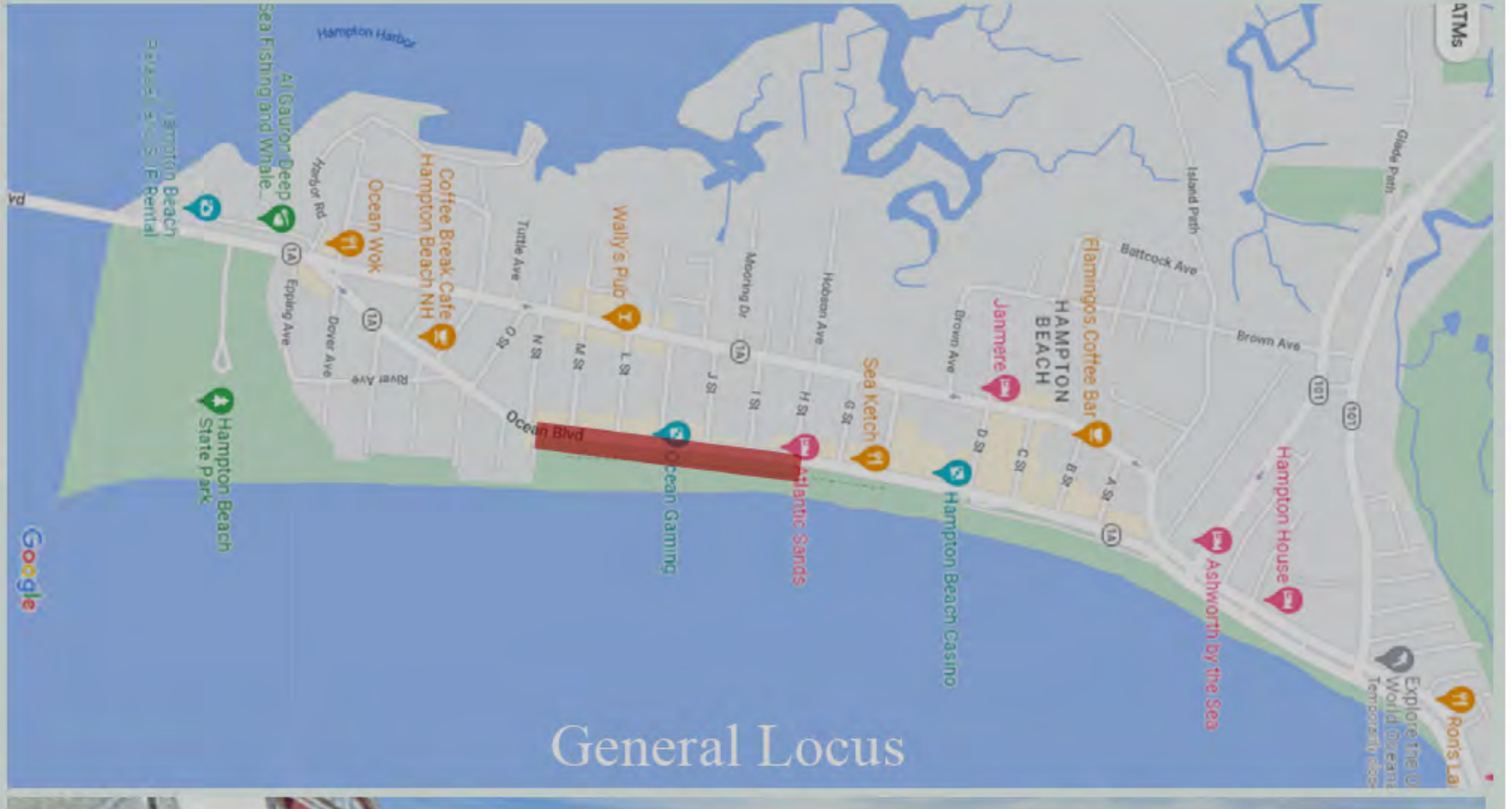
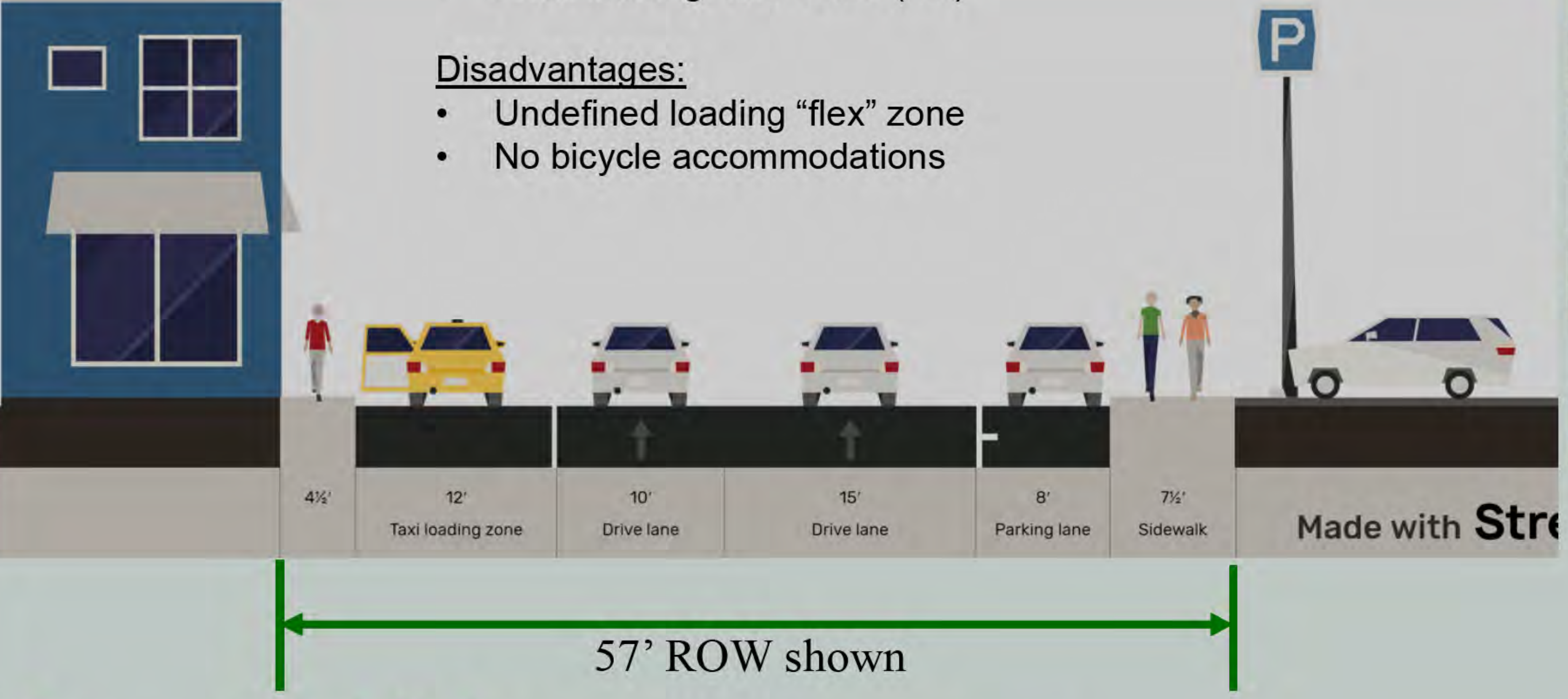
- Eliminates “informal” parking (left)
- Possible ped/bike/parking conflict (right)



# Segment 1(b) - Haverhill Avenue – F Street

Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Flex Zone (Left) Bike Shoulder/Lane (Right) Parallel Parking (Right) Formalize Sidewalks	2 – Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

- Advantages:**
- No change
  - Wide loading “flex” zone (left)
- Disadvantages:**
- Undefined loading “flex” zone
  - No bicycle accommodations

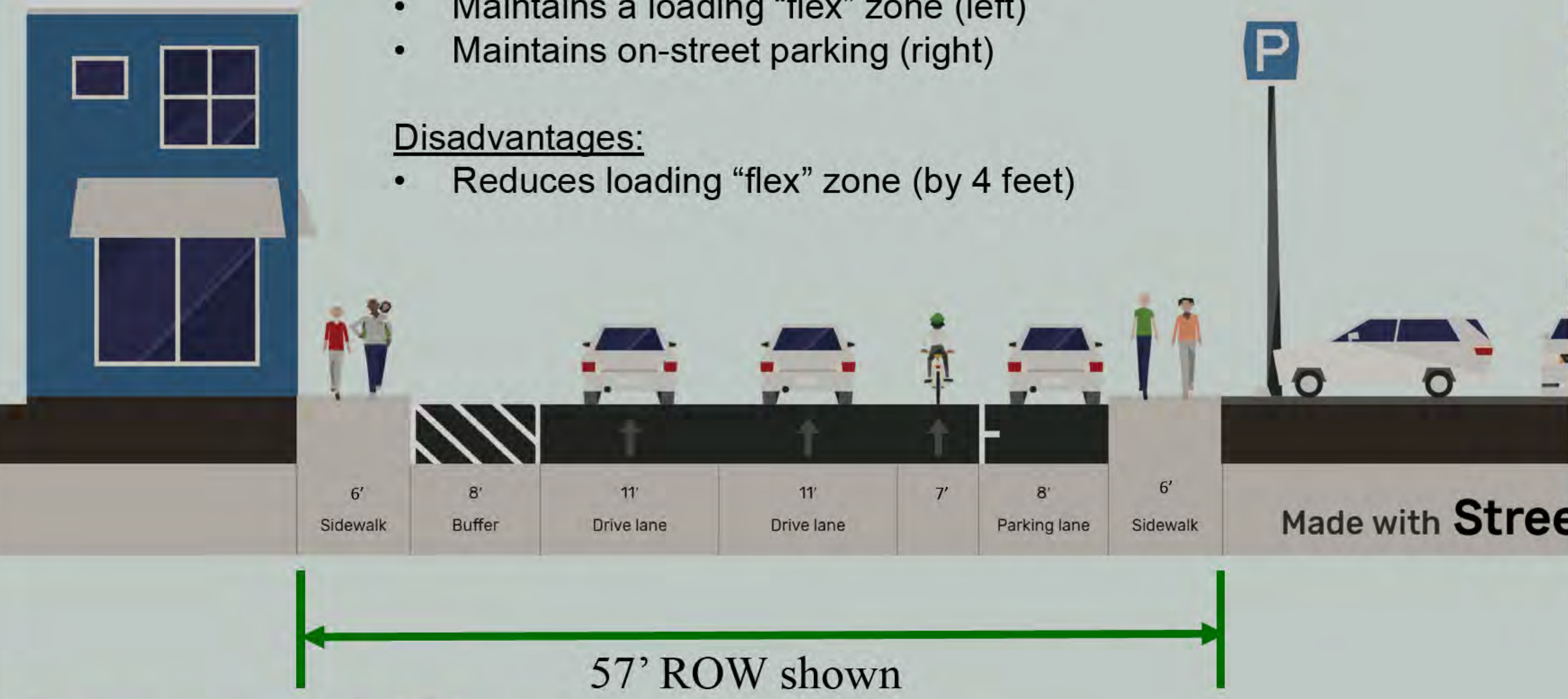


New Hampshire

# Segment 1(b) - Haverhill Avenue – F Street

Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Flex Zone (Left) Bike Shoulder/Lane (Right) Parallel Parking (Right) Formalize Sidewalks	2 – Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

- Advantages:**
- Adds a NB bike lane (right)
  - Formalizes/widens sidewalks (left)
  - Maintains a loading “flex” zone (left)
  - Maintains on-street parking (right)
- Disadvantages:**
- Reduces loading “flex” zone (by 4 feet)

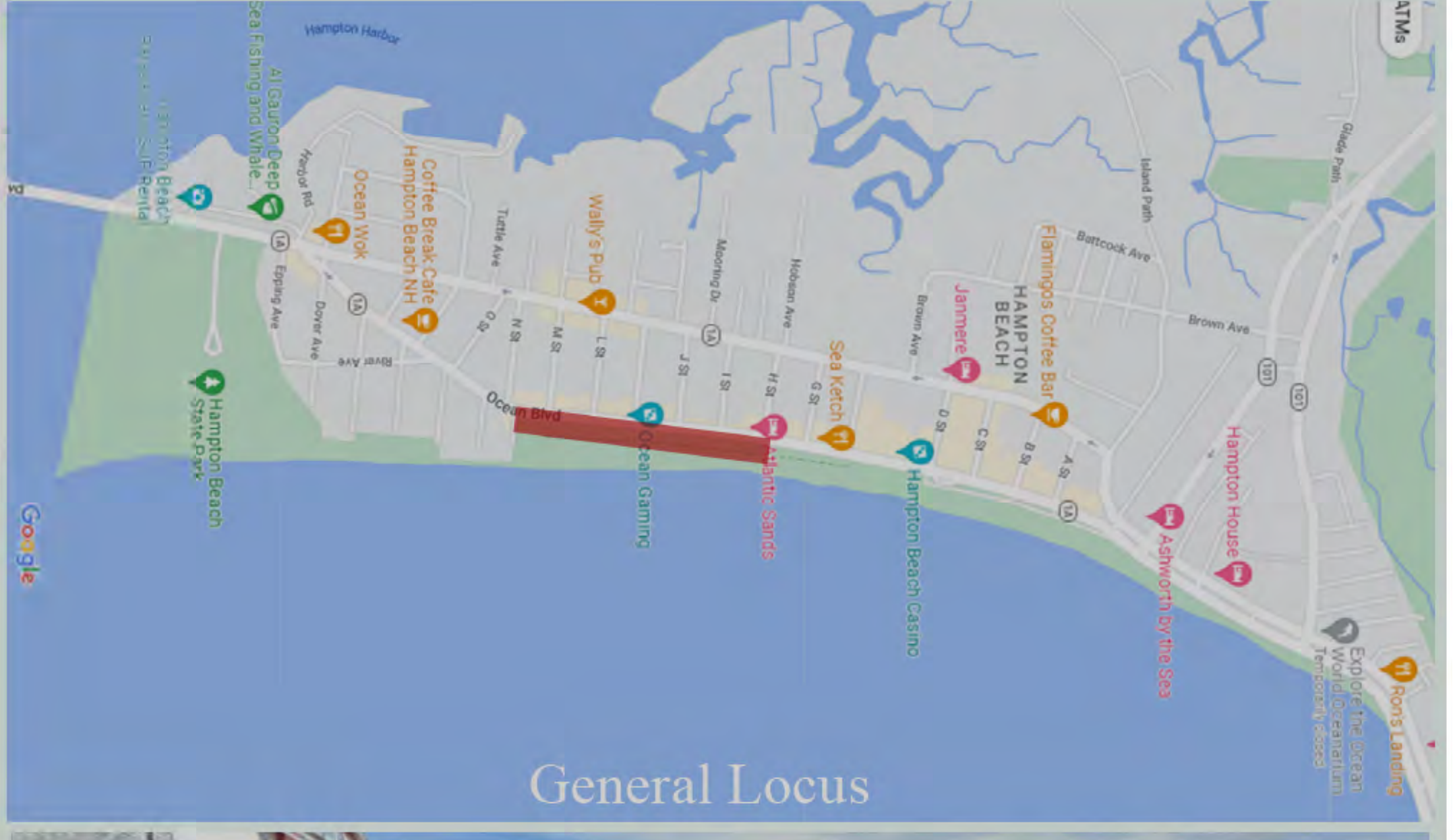
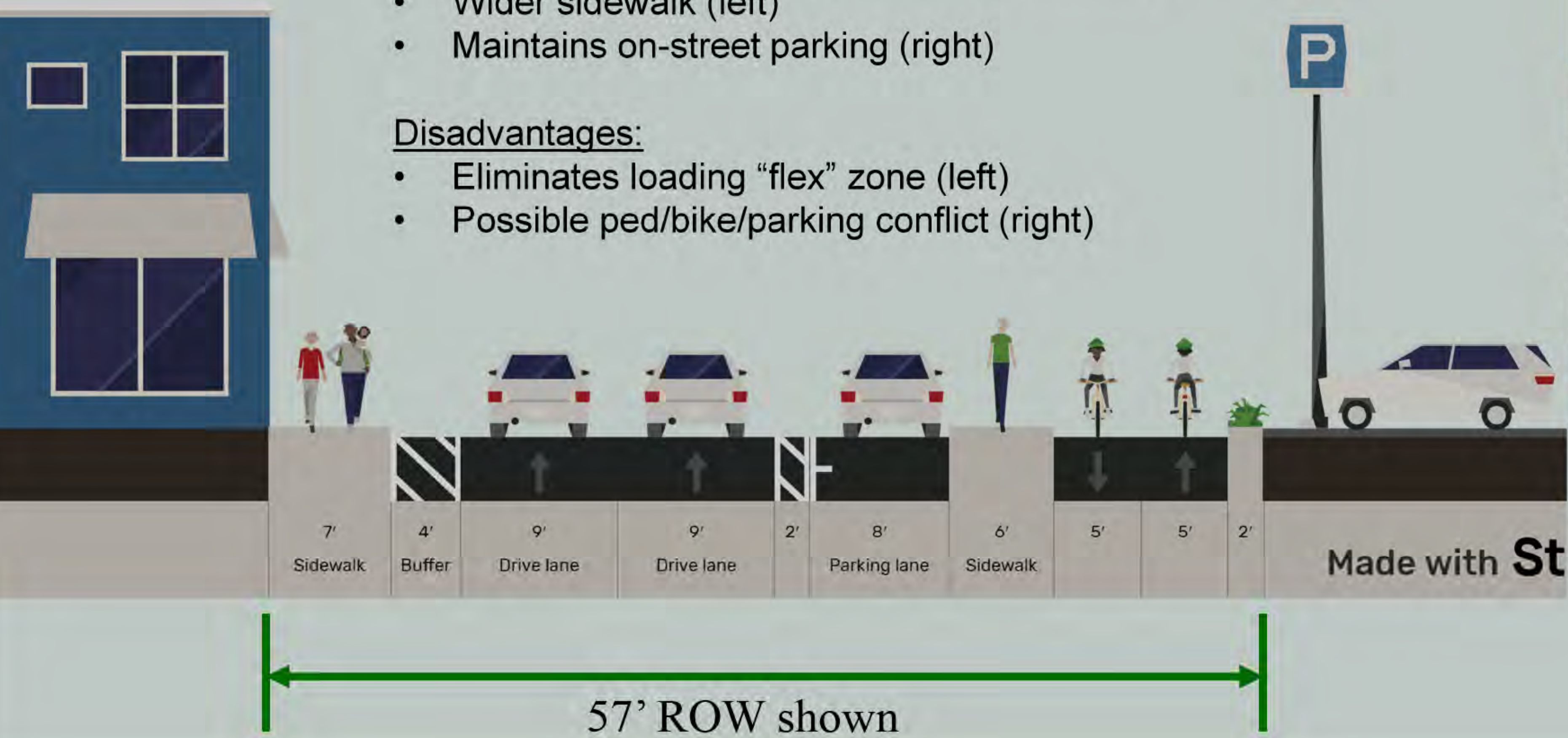


New Hampshire DOT

# Segment 1(b) - Haverhill Avenue – F Street

Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Flex Zone (Left) Bike Shoulder/Lane (Right) Parallel Parking (Right) Formalize Sidewalks	2 – Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

- Advantages:**
- Adds 2-way bike lanes (East Coast Greenway)
  - Wider sidewalk (left)
  - Maintains on-street parking (right)
- Disadvantages:**
- Eliminates loading “flex” zone (left)
  - Possible ped/bike/parking conflict (right)



New Hampshire DOT

# Segment 1(c) - F Street – D Street

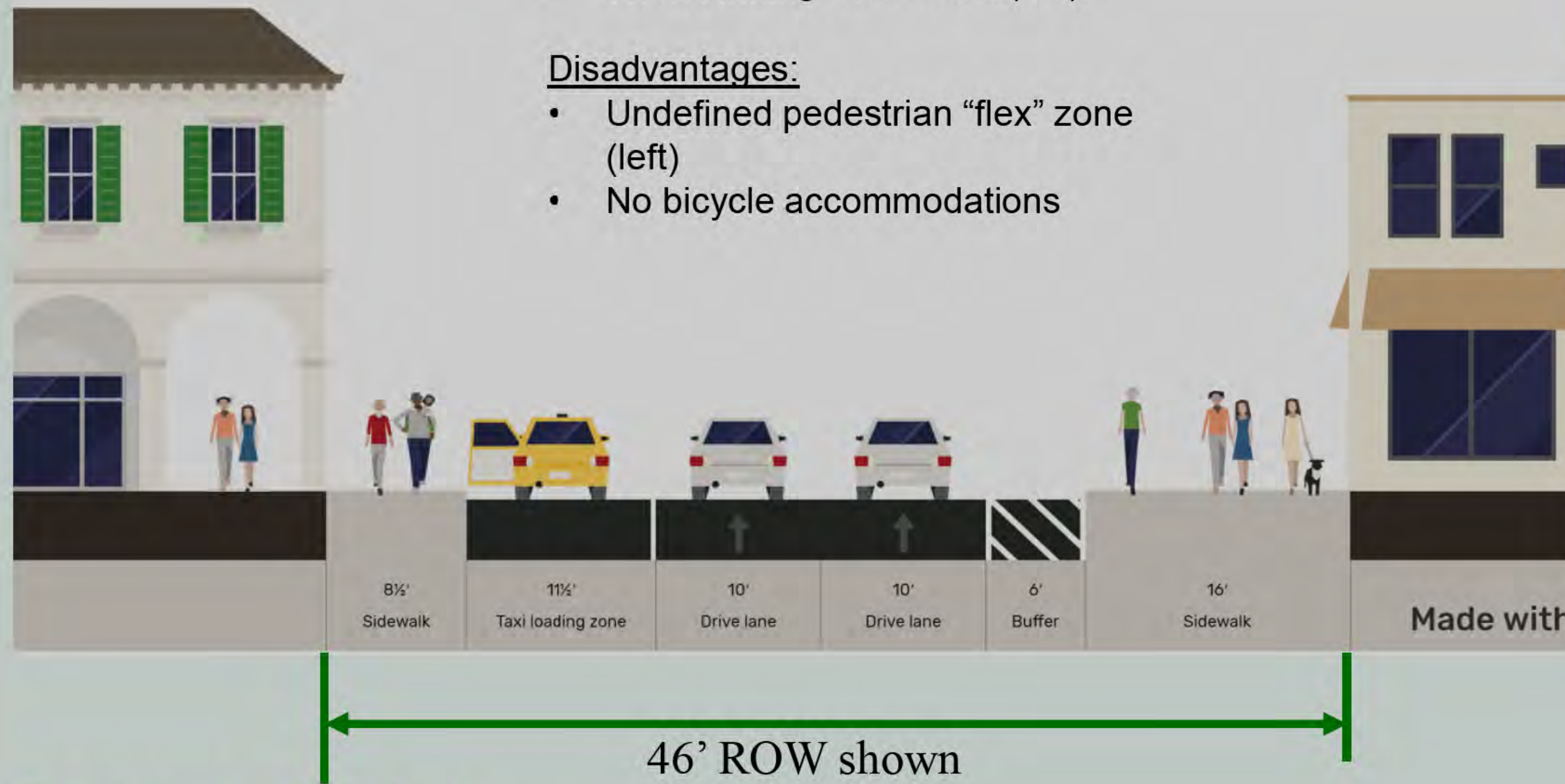
Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Shoulder / Flex Zone (Left) Bike Lane (Right) Expand West sidewalk	2- Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- No changes
- Wide loading “flex” zone (left)

**Disadvantages:**

- Undefined pedestrian “flex” zone (left)
- No bicycle accommodations



# Segment 1(c) - F Street – D Street

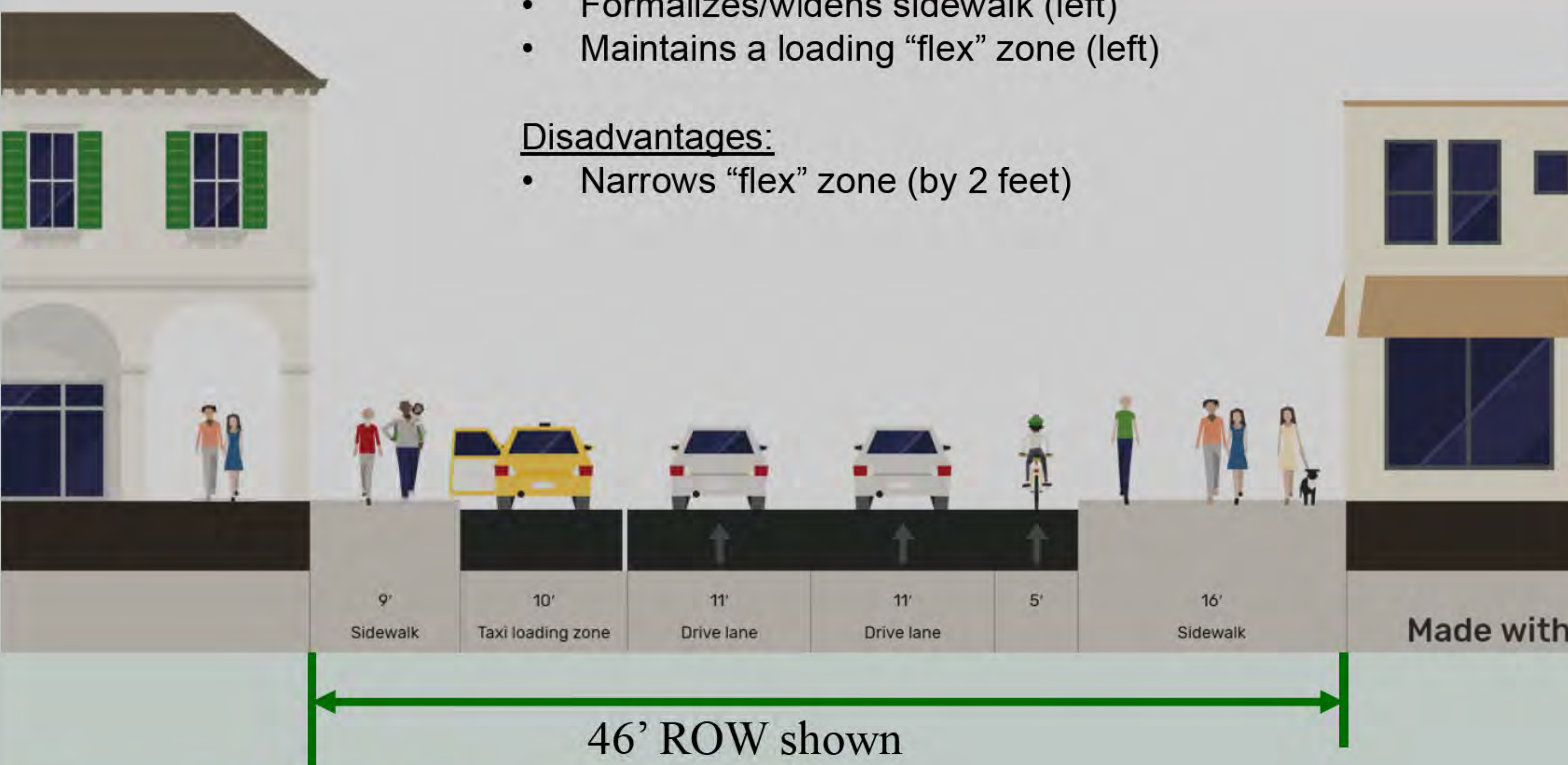
Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Shoulder / Flex Zone (Left) Bike Lane (Right) Expand West sidewalk	2- Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- Adds NB bike lane (right)
- Formalizes/widens sidewalk (left)
- Maintains a loading “flex” zone (left)

**Disadvantages:**

- Narrows “flex” zone (by 2 feet)



# Segment 1(c) - F Street – D Street

Option 1	Option 2	Option 3
2 Lanes - No Action	2 – Lanes (NB) Shoulder / Flex Zone (Left) Bike Lane (Right) Expand West sidewalk	2- Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

**Advantages:**

- Widens sidewalk (left)
- Adds 2-way bike lanes (East Coast Greenway)

**Disadvantages:**

- Eliminates loading “flex” zone (left)



# Segment 1(d) - D Street – Nudd Avenue

Option 1	Option 2	Option 3
2 Lanes - No Action	2-Lanes (NB) Shoulder / Flex Zone (Left) Expand west sidewalk (Left) Bike Lane (Right) Maintain Parking (Right)	2- Lanes (NB) Shoulder / Flex Zone (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

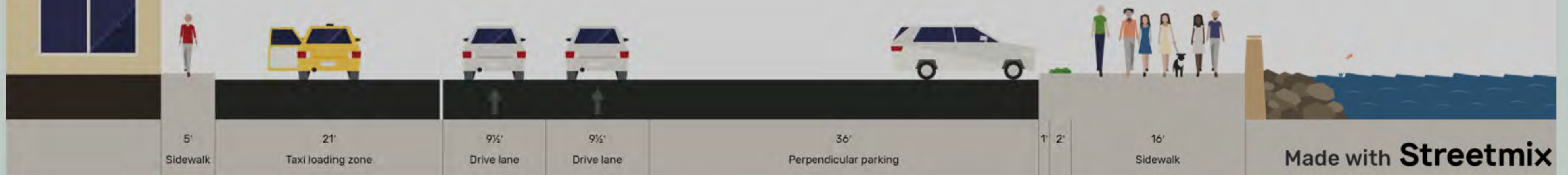


### Advantages:

- No changes
- Wide loading “flex” zone (left)
- Back-out parking buffer

### Disadvantages:

- Undefined space
- No formal sidewalk (left)
- No bicycle accommodations

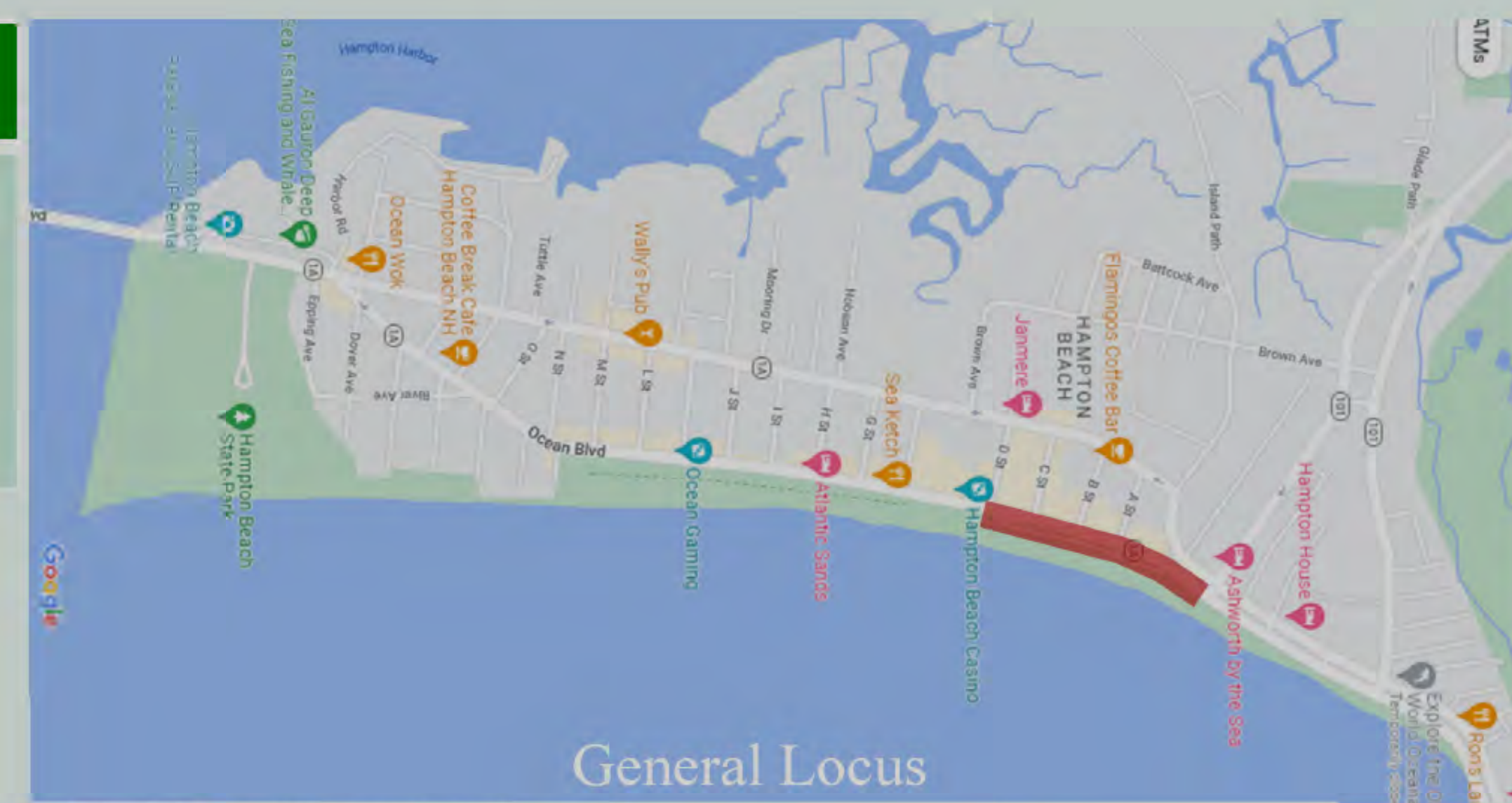


100' ROW shown



# Segment 1(d) - D Street – Nudd Avenue

Option 1	Option 2	Option 3
2 Lanes - No Action	2-Lanes (NB) Shoulder / Flex Zone (Left) Expand west sidewalk (Left) Bike Lane (Right) Maintain Parking (Right)	2- Lanes (NB) Shoulder / Flex Zone (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

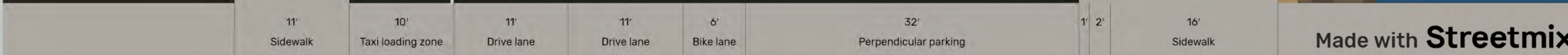


### Advantages:

- Adds NB bike lane (right)
- Formalizes/widens sidewalk (left)
- Maintains a loading “flex” zone (left)
- Maintains head in parking (right)

### Disadvantages:

- Narrows “flex” zone (by 11 ft)
- Narrows back-out parking buffer (by 6 ft)

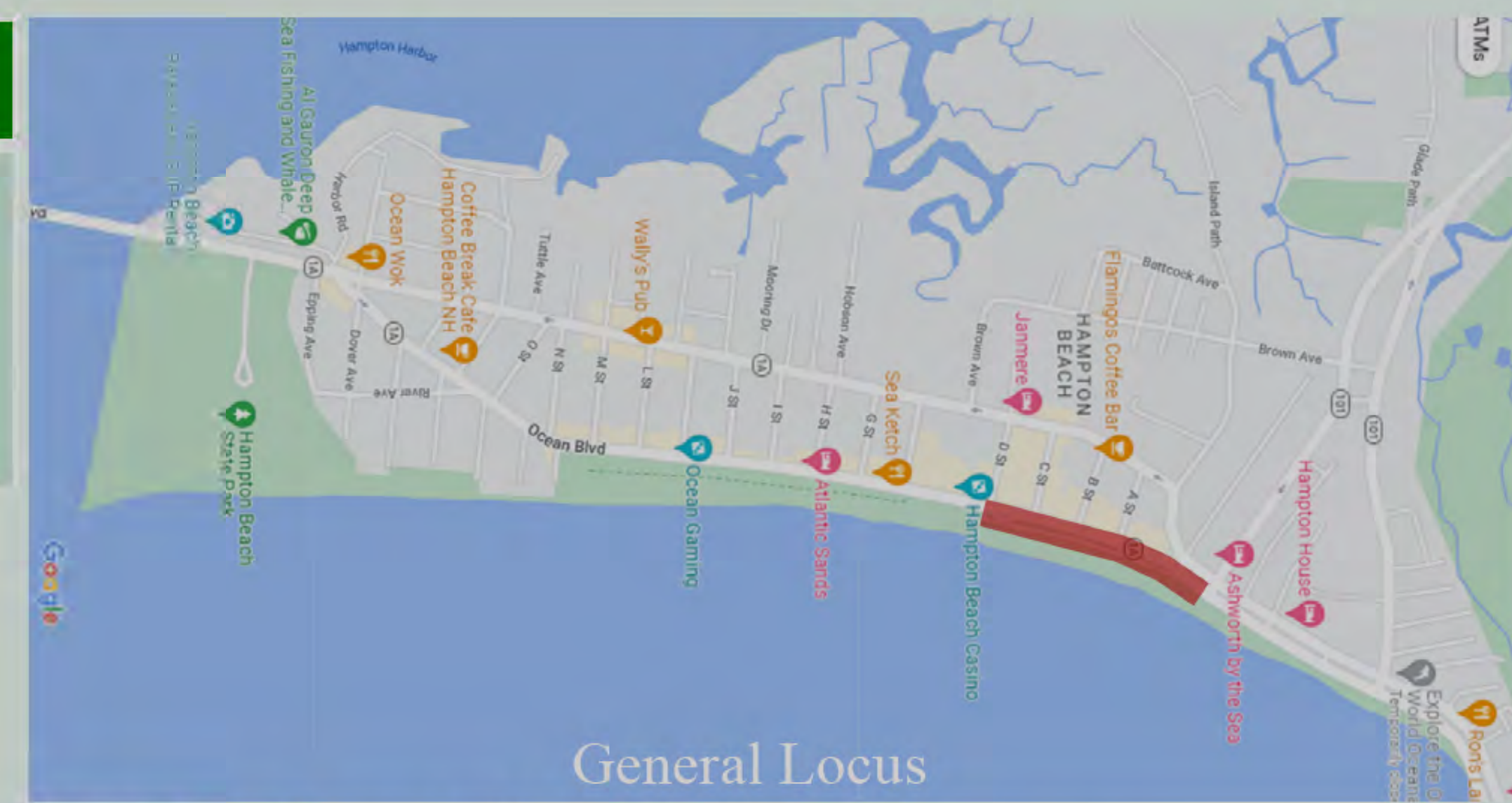


100' ROW shown



# Segment 1(d) - D Street – Nudd Avenue

Option 1	Option 2	Option 3
2 Lanes - No Action	2-Lanes (NB) Shoulder / Flex Zone (Left) Expand west sidewalk (Left) Bike Lane (Right) Maintain Parking (Right)	2- Lanes (NB) Shoulder / Flex Zone (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

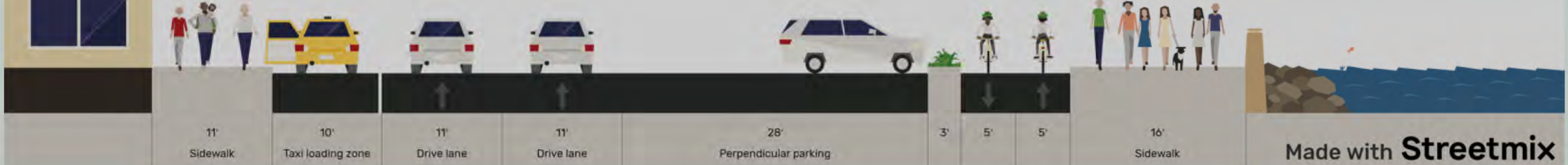


### Advantages:

- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes/widens sidewalk (left)
- Maintains a loading “flex” zone (left)
- Maintains perpendicular parking (right)

### Disadvantages:

- Narrows “flex” zone (by 11 ft)
- Narrows back-out parking buffer (by 8 ft)
- Possible ped/bike/parking conflict (right)



100' ROW shown



## Segment 2(a) - Highland Avenue – Church Street

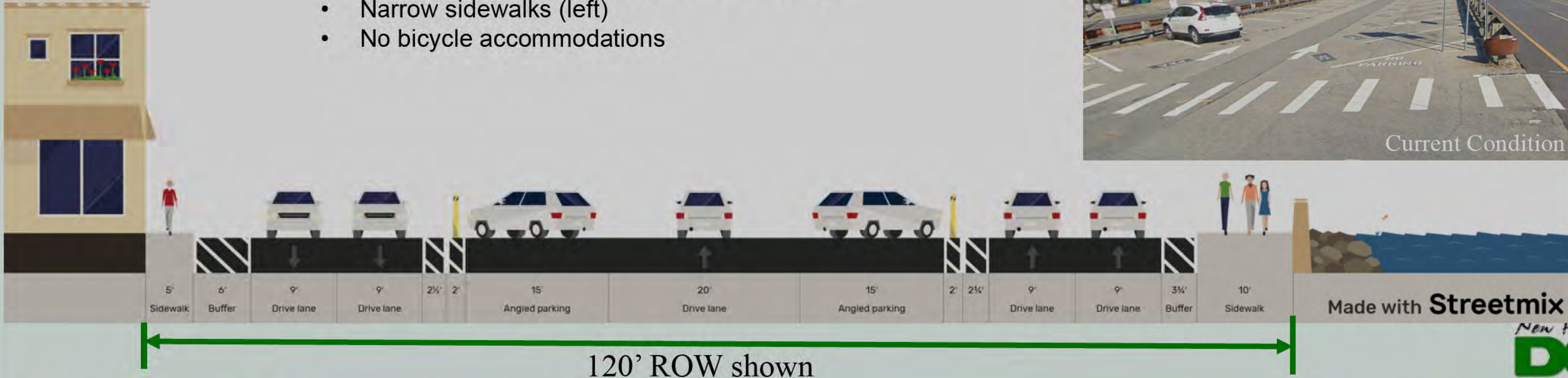
Option 1	Option 2	Option 3
4 Lanes - No Action	4 - Lanes (2-NB/2-SB) Bike Shoulder/Lane (Left/Right) Maintain Center Parking Expand west sidewalk (Right)	3 - Lanes (NB-Center Turn-SB) Formalize Sidewalk (Left) Move Parking to East (Right) Two-way Bike Path (Right) Maintain Sidewalk East (Right)

### Advantages:

- No changes
- Maintains 4 travel lanes
- Maintains NB driving lane against ocean-side

### Disadvantages:

- Central parking difficult for pedestrian safety
- Narrow sidewalks (left)
- No bicycle accommodations



## Segment 2(a) - Highland Avenue – Church Street

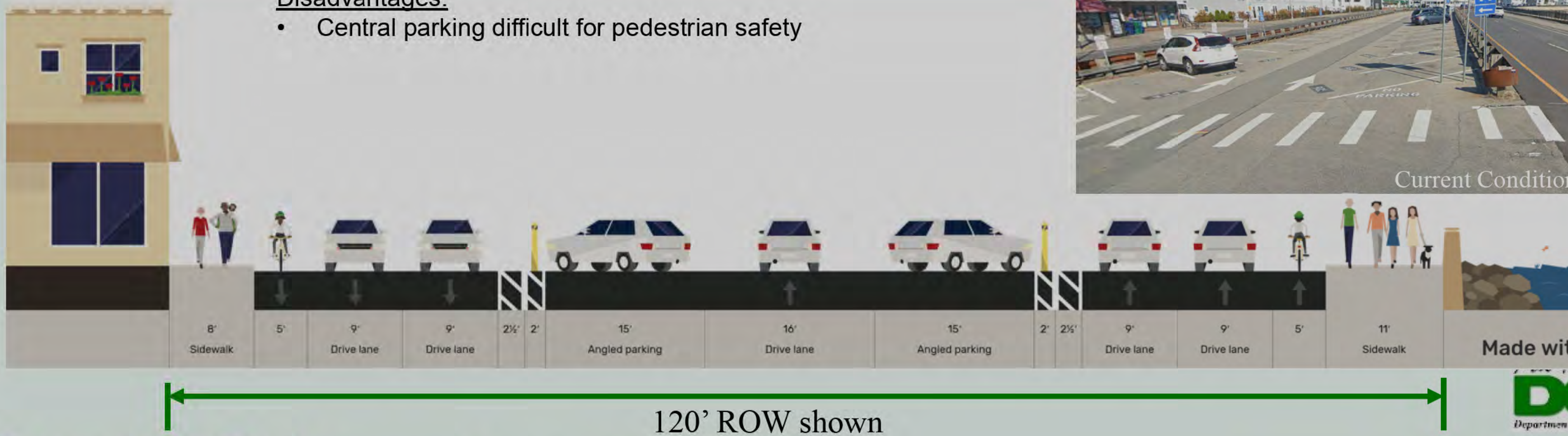
Option 1	Option 2	Option 3
4 Lanes - No Action	4 - Lanes (2-NB/2-SB) Bike Shoulder/Lane (Left/Right) Maintain Center Parking Expand west sidewalk (Right)	3 - Lanes (NB-Center Turn-SB) Formalize Sidewalk (Left) Move Parking to East (Right) Two-way Bike Path (Right) Maintain Sidewalk East (Right)

### Advantages:

- Adds NB/SB Bike lanes
- Formalizes/widens sidewalk (left/right)
- Maintains NB driving lane against ocean-side

### Disadvantages:

- Central parking difficult for pedestrian safety



## Segment 2(a) - Highland Avenue – Church Street

Option 1	Option 2	Option 3
4 Lanes - No Action	4 - Lanes (2-NB/2-SB) Bike Shoulder/Lane (Left/Right) Maintain Center Parking Expand west sidewalk (Right)	3 - Lanes (NB-Center Turn-SB) Formalize Sidewalk (Left) Move Parking to East (Right) Two-way Bike Path (Right) Maintain Sidewalk East (Right)

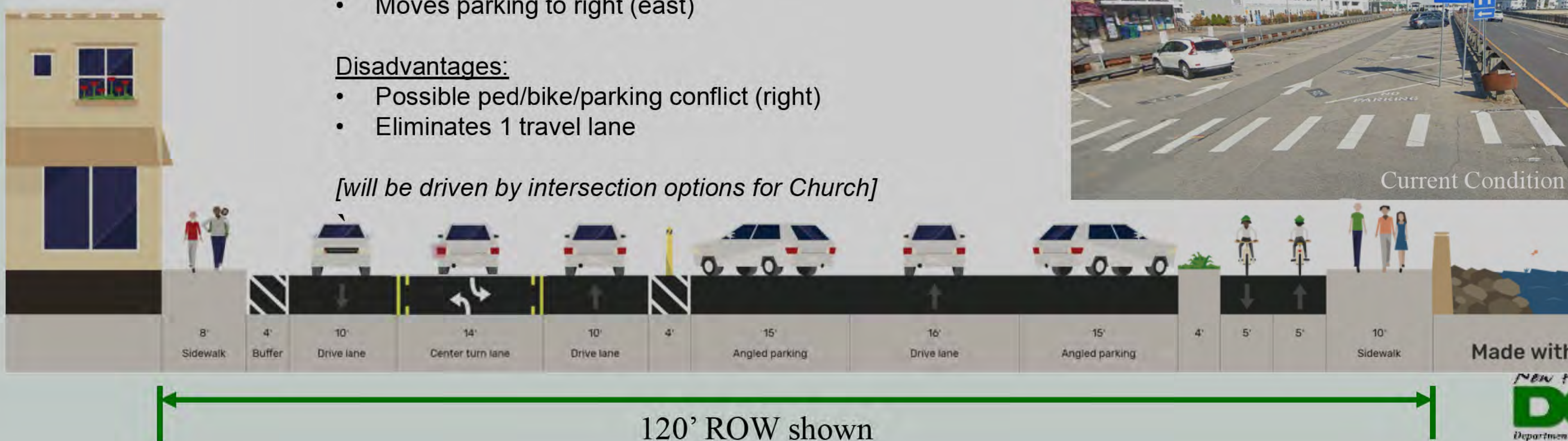
### Advantages:

- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes/widens sidewalk (left)
- Consolidates travel lanes to left (west)
- Removes single travel lane (3-lane section)
- Moves parking to right (east)

### Disadvantages:

- Possible ped/bike/parking conflict (right)
- Eliminates 1 travel lane

[will be driven by intersection options for Church]



## Segment 2(b) - Church Street – Boars Head

Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Bike Shoulder (Left/Right) Maintain parking in center Expand Eastern Sidewalk (Right)	3-Lanes (NB-Center Turn-SB) Sidewalks (Left/Right) Move Parking to East (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

- No changes
- Maintains 4 travel lanes
- Maintains NB driving lane against ocean-side

### Disadvantages:

- Central parking difficult for pedestrian safety
- Narrow sidewalks (left)
- No bicycle accommodations



126' ROW shown



## Segment 2(b) - Church Street – Boars Head

Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Bike Shoulder (Left/Right) Maintain parking in center Expand Eastern Sidewalk (Right)	3-Lanes (NB-Center Turn-SB) Sidewalks (Left/Right) Move Parking to East (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

- Adds NB/SB Bike lanes
- Formalizes/widens sidewalk (left/right)
- Eliminates 2 Travel lanes
- Maintains NB driving lane against ocean-side

### Disadvantages:

- Central parking difficult for pedestrian safety
- Eliminates 2 Travel lanes



126' ROW shown



## Segment 2(b) - Church Street – Boars Head

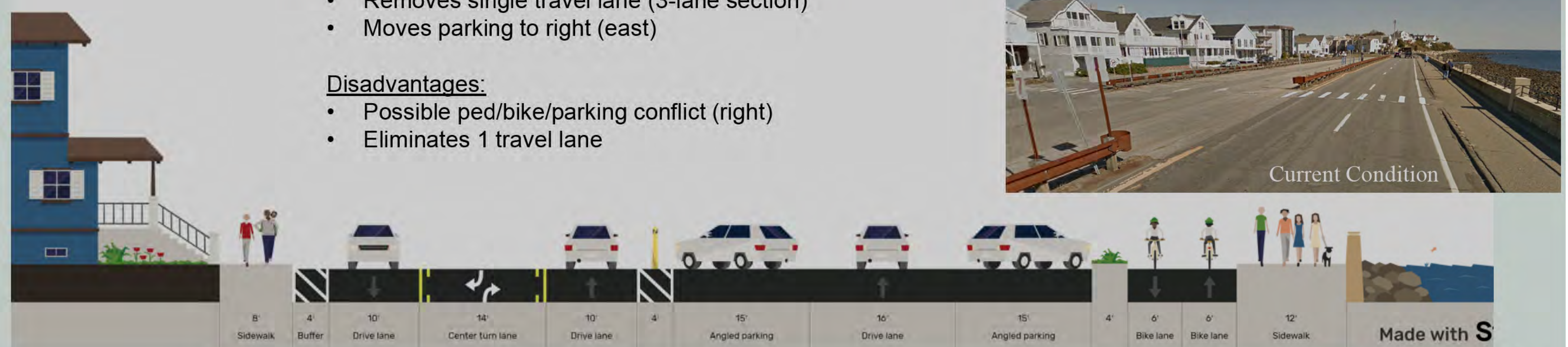
Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Bike Shoulder (Left/Right) Maintain parking in center Expand Eastern Sidewalk (Right)	3-Lanes (NB-Center Turn-SB) Sidewalks (Left/Right) Move Parking to East (Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

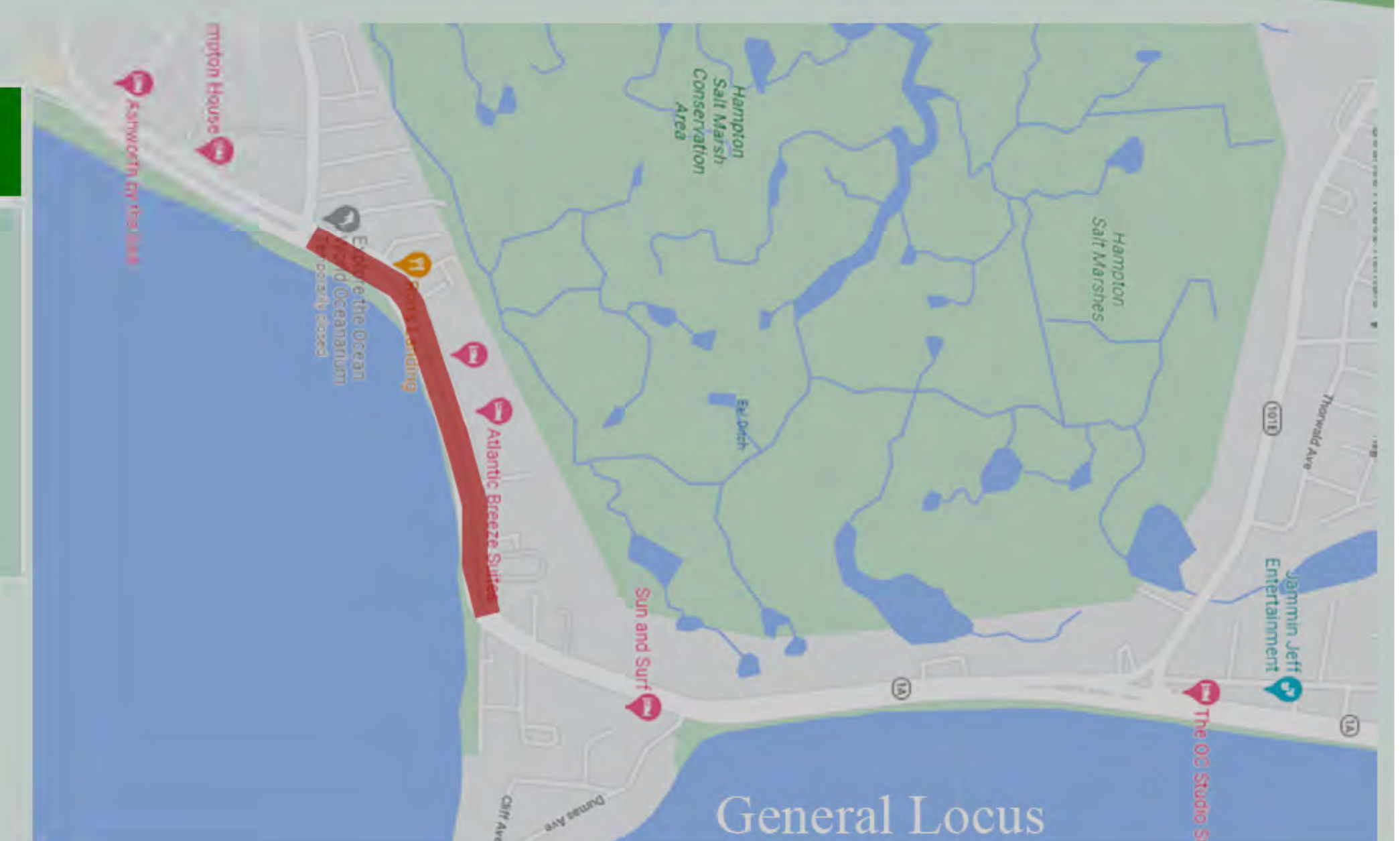
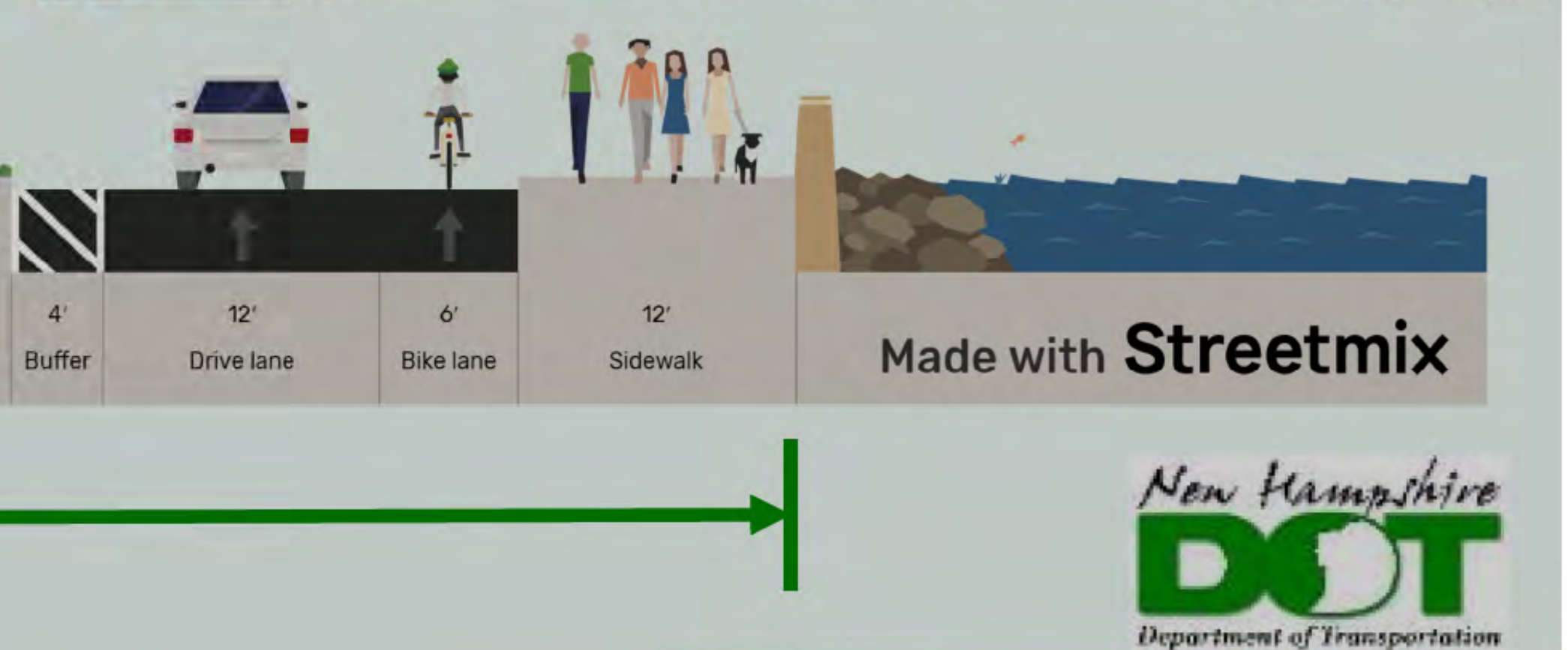
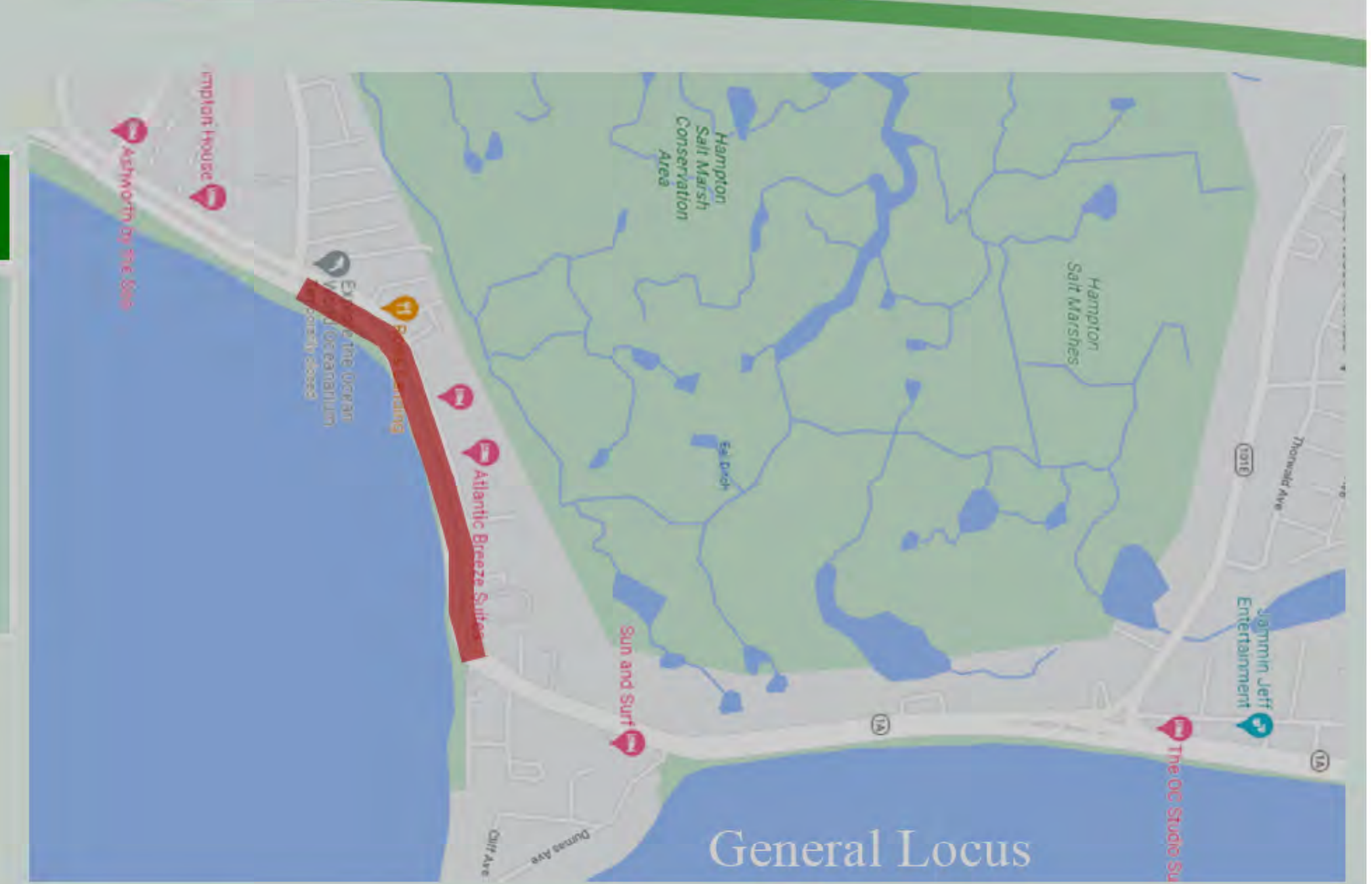
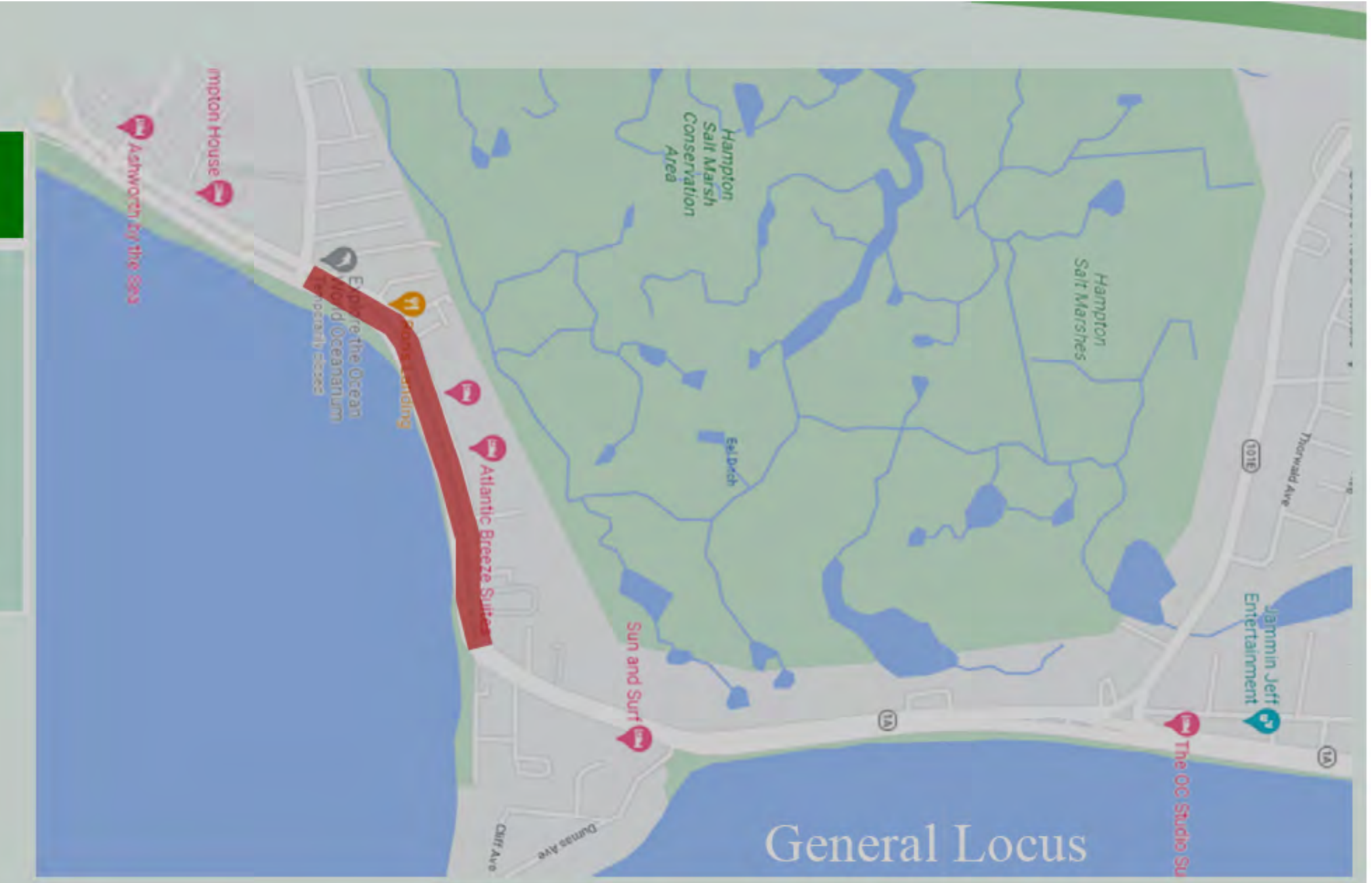
- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes/widens sidewalk (left/right)
- Consolidates travel lanes to left (west)
- Removes single travel lane (3-lane section)
- Moves parking to right (east)

### Disadvantages:

- Possible ped/bike/parking conflict (right)
- Eliminates 1 travel lane



124' ROW shown



## Segment 2(c) - Dumas Avenue – Winnacunnet Road (NH 101E)

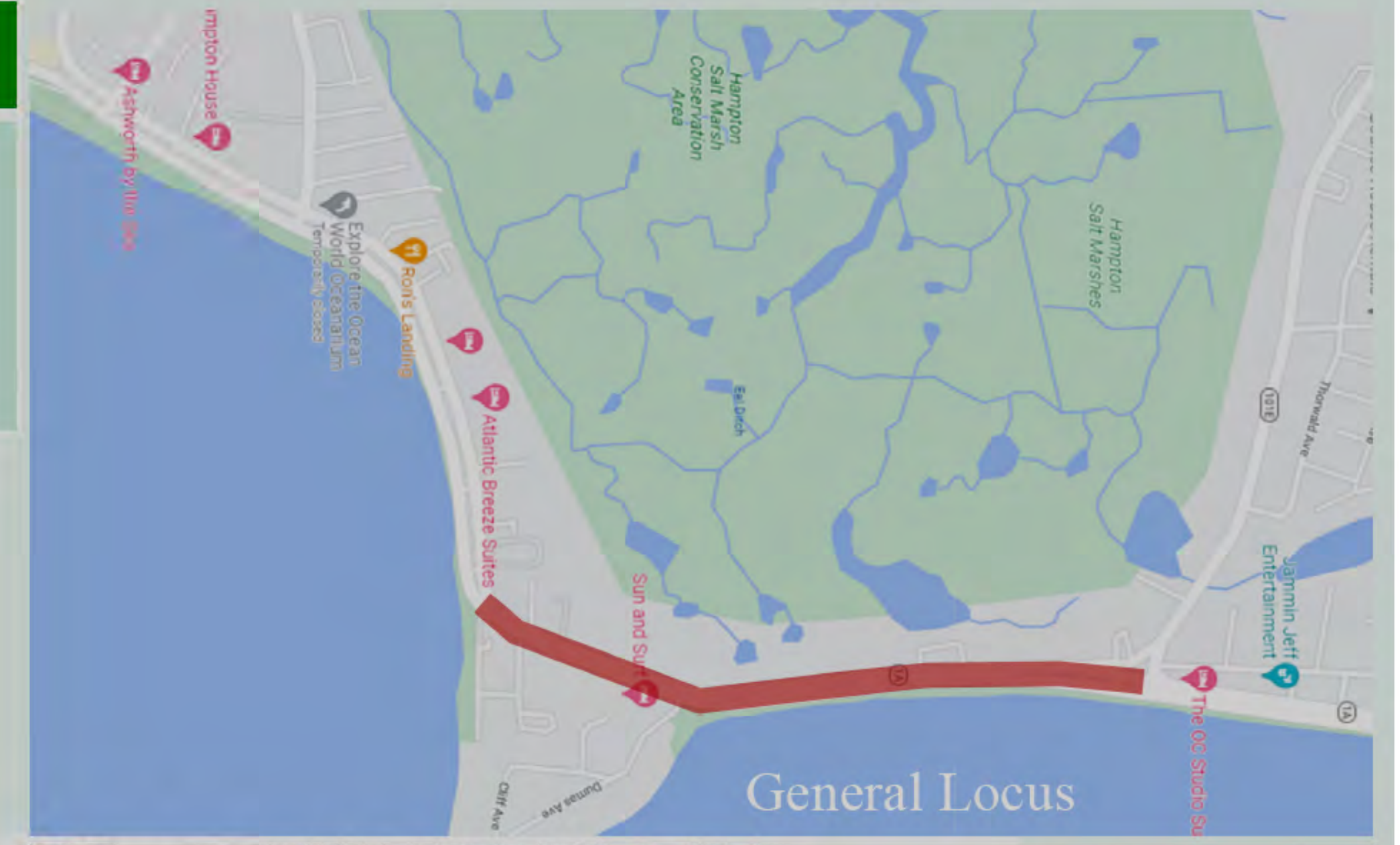
Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

- No changes
- Maintains 4 travel lanes
- Maintains NB driving lane against ocean-side

### Disadvantages:

- Central parking difficult for pedestrian safety
- Narrow sidewalks (left)
- No bicycle accommodations



Current Condition



100' ROW shown

Made with Streetmix New Hampshire  
**DOT**  
Department of Transportation

## Segment 2(c) - Dumas Avenue – Winnacunnet Road (NH 101E)

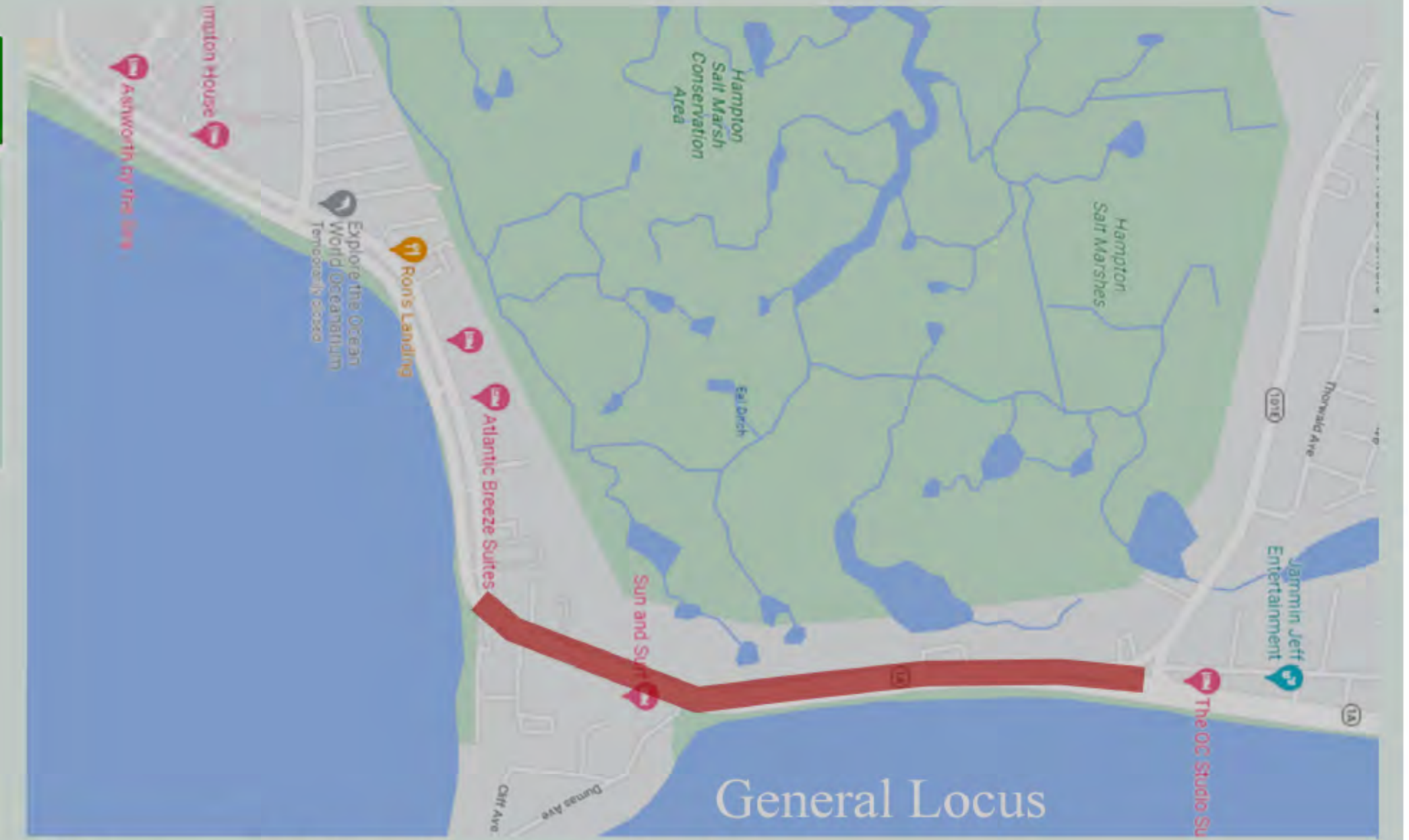
Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

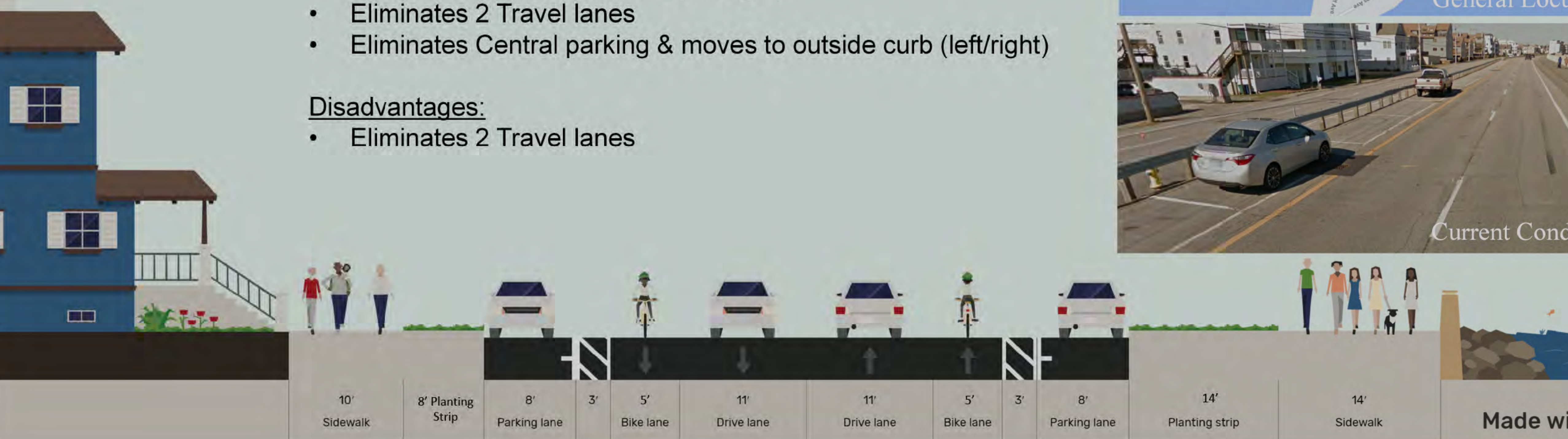
- Adds NB/SB Bike lanes
- Formalizes/widens sidewalk (left/right)
- Eliminates 2 Travel lanes
- Eliminates Central parking & moves to outside curb (left/right)

### Disadvantages:

- Eliminates 2 Travel lanes



Current Condition



100' ROW shown

Made with Streetmix New Hampshire  
**DOT**  
Department of Transportation

## Segment 2(c) - Dumas Avenue – Winnacunnet Road (NH 101E)

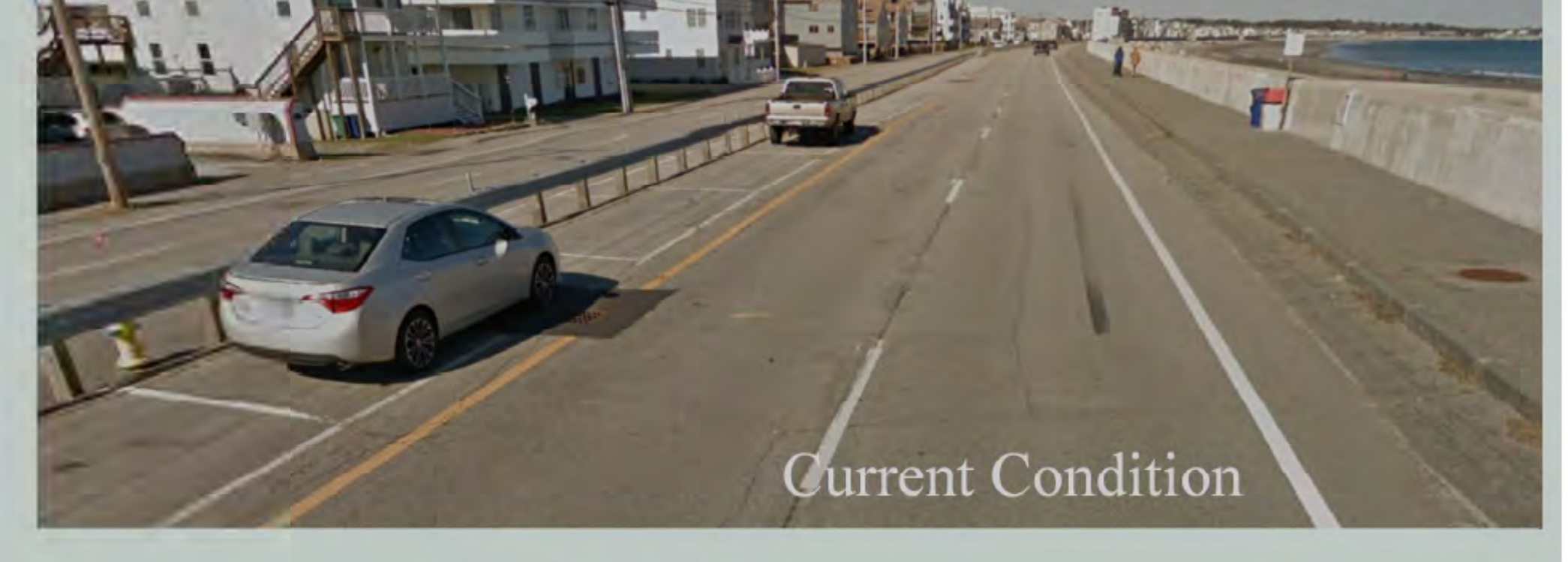
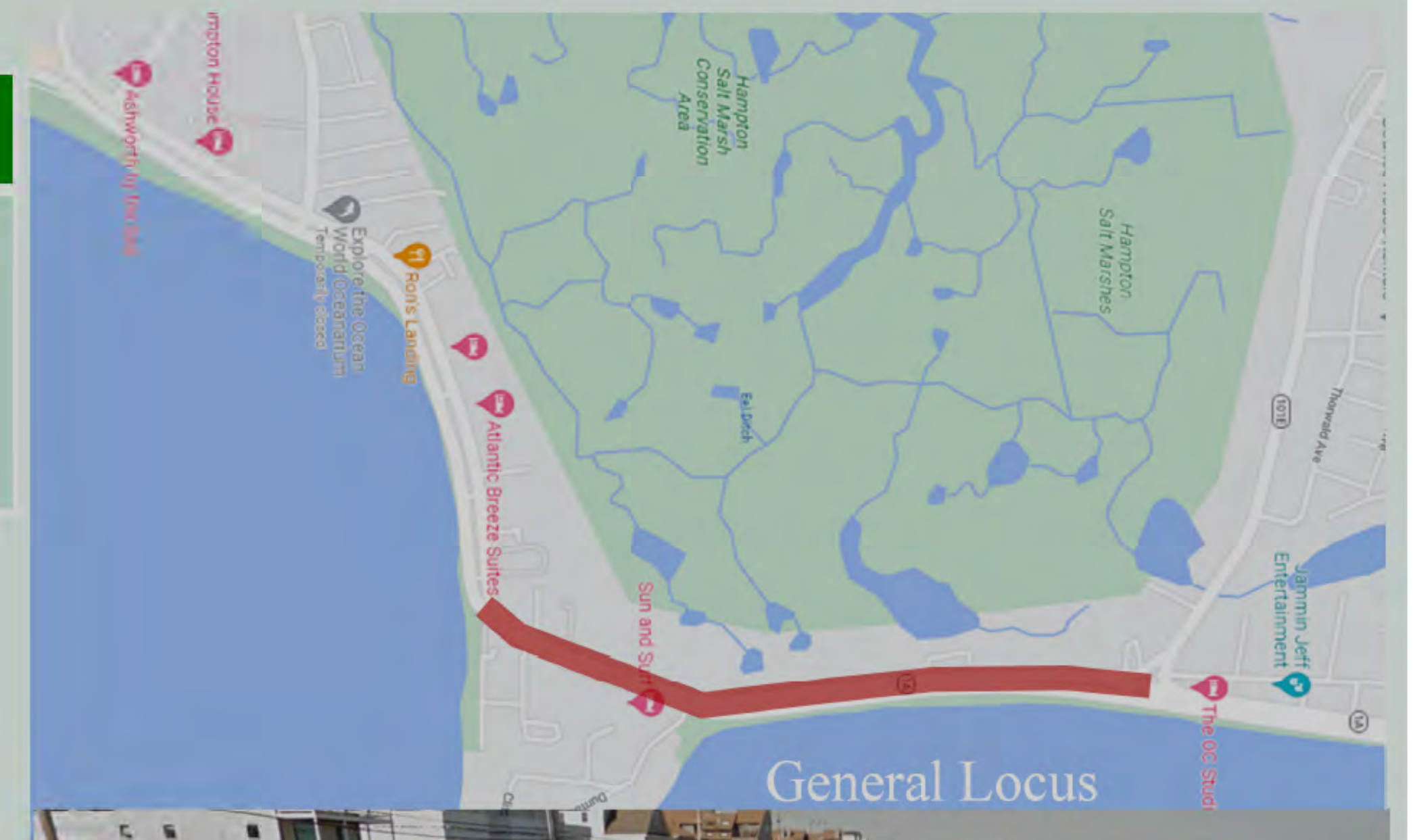
Option 1	Option 2	Option 3
4 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	Formalize Western Sidewalk (Left) Parallel Parking (Left/Right) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

### Advantages:

- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes/widens sidewalk (left/right)
- Removes 2 Travel lanes
- Eliminates Central parking & moves to outside curb (left/right)

### Disadvantages:

- Possible ped/bike/parking conflict (right)
- Eliminates 2 Travel lanes



Current Condition



100' ROW shown

Made with Streetmix New Hampshire  
**DOT**  
Department of Transportation



## Segment 3 - Winnacunnet Road (NH 101E) – High Street (NH 27)

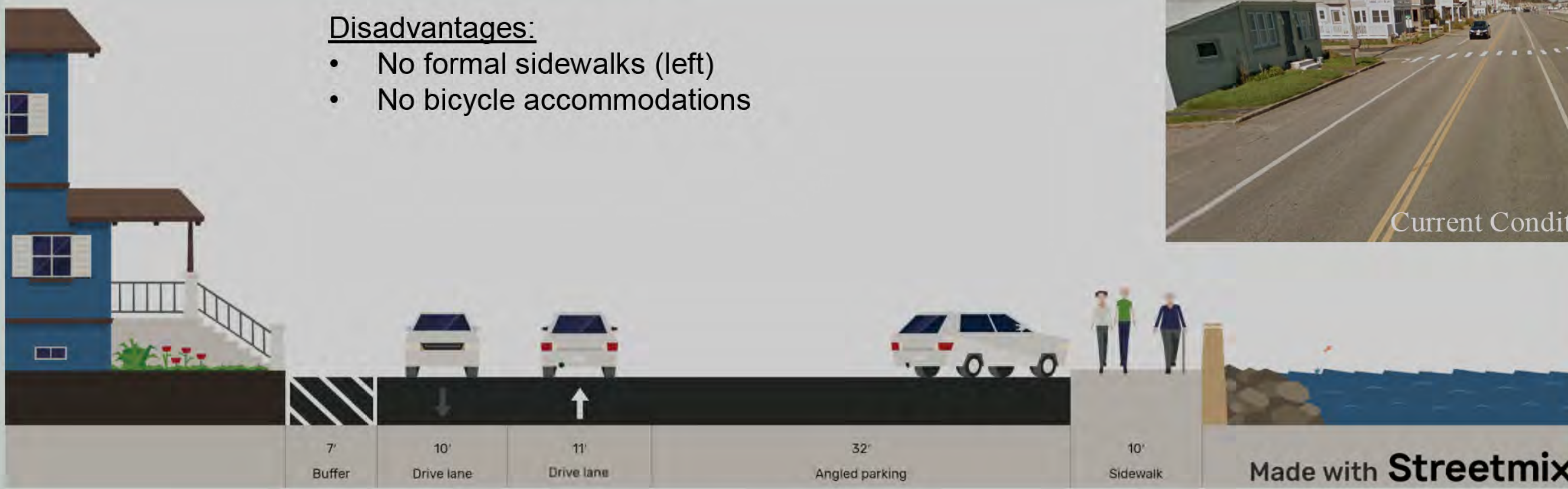
Option 1	Option 2	Option 3
2 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	1-Lane in each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

**Advantages:**

- No change
- Back out parking buffer

**Disadvantages:**

- No formal sidewalks (left)
- No bicycle accommodations



70' ROW shown



## Segment 3 - Winnacunnet Road (NH 101E) – High Street (NH 27)

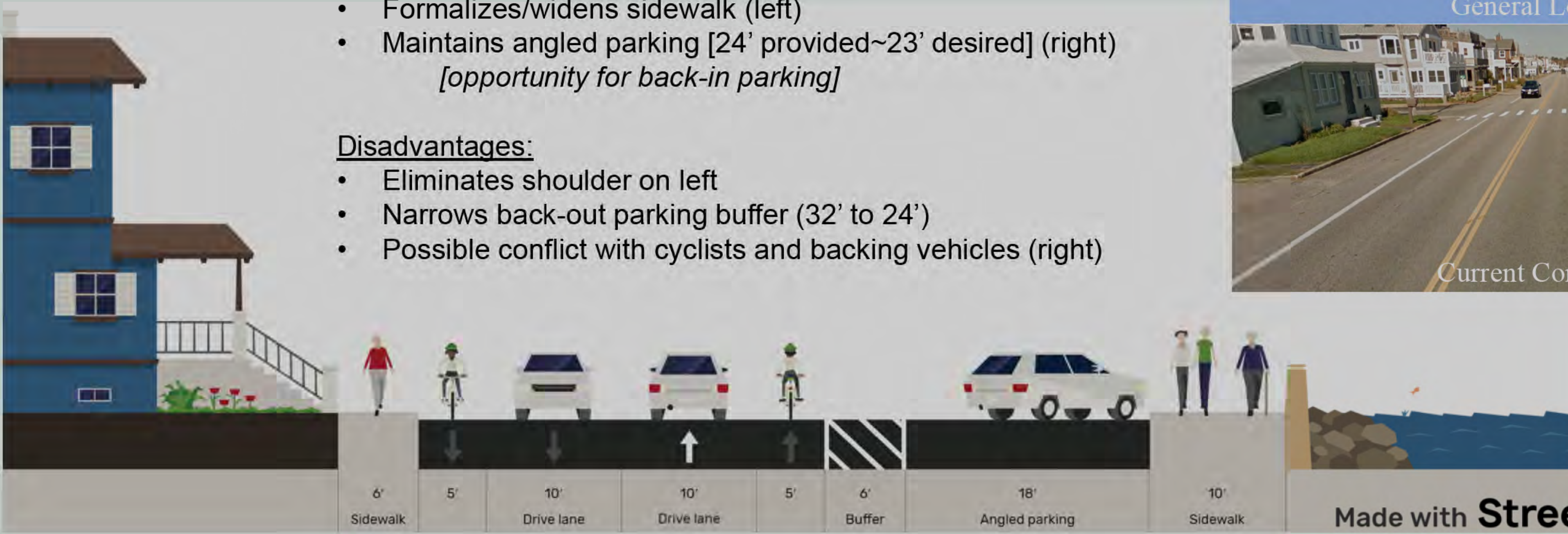
Option 1	Option 2	Option 3
2 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	1-Lane in each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

**Advantages:**

- Adds NB/SB Bike lanes
- Formalizes/widens sidewalk (left)
- Maintains angled parking [24' provided~23' desired] (right)  
[opportunity for back-in parking]

**Disadvantages:**

- Eliminates shoulder on left
- Narrows back-out parking buffer (32' to 24')
- Possible conflict with cyclists and backing vehicles (right)



70' ROW shown



## Segment 3 - Winnacunnet Road (NH 101E) – High Street (NH 27)

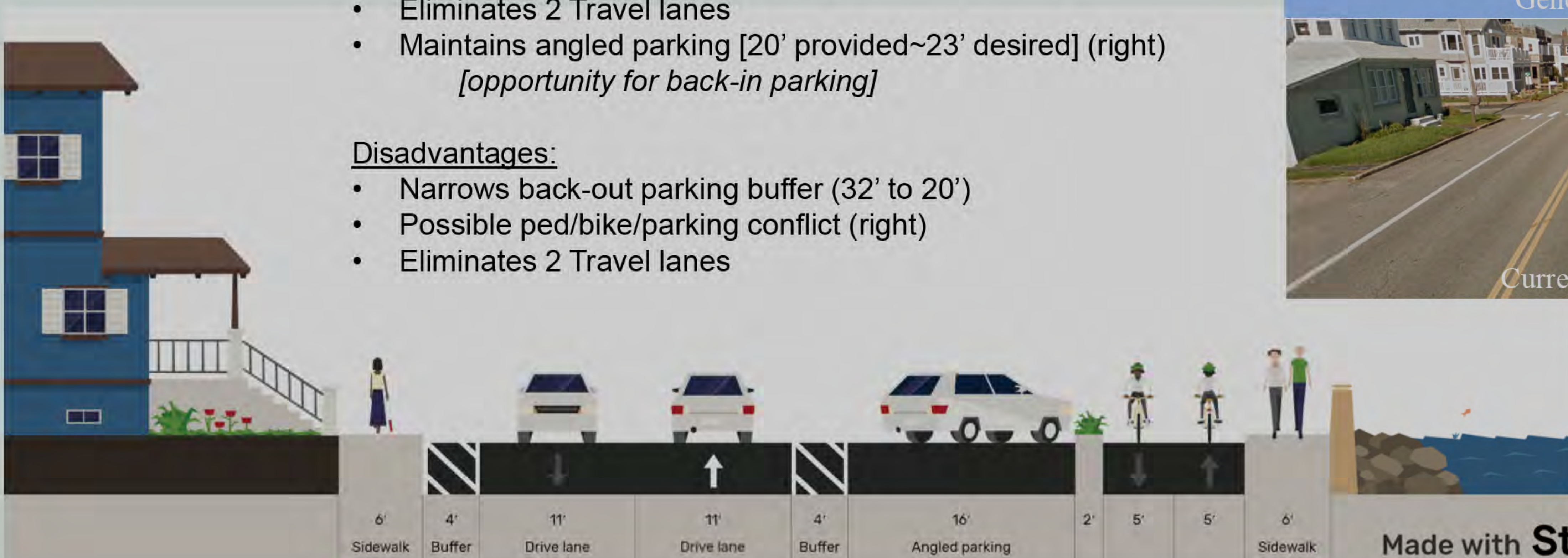
Option 1	Option 2	Option 3
2 Lanes - No Action	1-Lane each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Bike Shoulders (Left/Right) Expand Eastern Sidewalk (Right)	1-Lane in each direction (NB/SB) Formalize Sidewalk (Left) Maintain Angled Parking (Right) Two-way Bike Path (Right) Expand Eastern Sidewalk (Right)

**Advantages:**

- Adds 2-way bike lanes (East Coast Greenway)
- Formalizes/widens sidewalk (left)
- Eliminates 2 Travel lanes
- Maintains angled parking [20' provided~23' desired] (right)  
[opportunity for back-in parking]

**Disadvantages:**

- Narrows back-out parking buffer (32' to 20')
- Possible ped/bike/parking conflict (right)
- Eliminates 2 Travel lanes



70' ROW shown

