

Meeting Summary

Event: Public Open House (Public Meeting #2)

Date and Time: Saturday, February 25, 2023, 1:00 - 5:00 PM

Location: The Seashell Complex, 180 Ocean Boulevard, Hampton

1. Attendees

Members of the Public

136 members of the public signed in including several Project Advisory Committee members:

- Johanna Lyons, NH Division of Parks and Recreation
- Alex Reno, Chief, Hampton Police
- Michael McMahon, Chief, Hampton Fire
- Lynn Larsen, Resident
- Chuck Rage, Village District Commission

6-10 additional members of the public attended but did not sign in

Project Team

New Hampshire Department of Transportation (NHDOT)

Tobey Reynolds, PE, Project Manager

Trent Zanes, PE, Roadway Section Group Leader

Anthony King, PE, Senior Design Engineer

Consultant Team

Roch Larochelle, PE, Consultant Team Project Manager, HDR

Keith Cota, PE, HDR

Audrey Beaulac, PE, HDR

Kevin Slattery, HDR

Debbie Finnigan, PE, HDR

Stephanie Dyer-Carroll, FHI Studio

Marcy Miller, FHI Studio

2. Meeting Format

The New Hampshire Department of Transportation (NHDOT) hosted a Public Open House for the Hampton 40797 Ocean Boulevard (NH Route 1A) Project on Saturday, February 25, 2023, from 1 – 5 PM at The Seashell Complex at 180 Ocean Boulevard, Hampton, NH. The meeting was attended by over 136 members of the public. Ten members of the project team participated in the meeting. Marcy Miller, Public Involvement Manager, welcomed attendees as they signed in. She encouraged attendees to first view the 10-minute loop video, peruse the boards, fill out a short questionnaire/comment sheet, and talk with project team members. She encouraged attendees to stay and watch a 40-minute presentation at 3 PM. She stated that a group discussion would follow the presentation.

3. Open House

There was a 10-minute introductory loop presentation video that provided background information on the project and discussed how to navigate the project content that was set up around the room. The video was on display on a monitor just beyond the sign in table. The boards and draft color engineering plans around the room displayed information on:

- Project Limits and Corridor Segments
- Project Purpose and Need
- Natural, Cultural, and Park Resource Considerations
- Potential Historic Properties (three boards)
- FEMA Flood Maps
- Wetland Mapping
- Current Proposed Engineering Color Roll Plans
- Intersection Crashes / Pedestrian and Bicycle Crashes
- Vehicular Traffic Volumes by location
- Major Pedestrian Routes through Segment 1
- Project Schedule / Next Steps, Stay Involved!

The video, boards, and plans are available online at <https://www.nh.gov/dot/projects/hampton40797/>.

Members of the project team were stationed throughout the room to discuss potential environmental impacts, traffic volumes, and potential improvement options along the corridor. Conversation highlights included:

- Several people were learning about the project for the first time.
- Most environmental questions were about flooding from sea level and storms, some related to what the project will do to address it and why it is important. Many people were surprised at the extent of flooding shown by FEMA. Many people wanted to discuss options to solve the flooding or help understanding where their house is located relative to the FEMA identified flood zones.
- One commentor suggested that the Army Corps of Engineers could solve the flooding with channel modifications. One commentor suggested the Bridge project should have addressed the flooding.
- Several attendees asked questions about the Ocean Boulevard project effects on wetlands and the salt marsh.
- There was one question about stormwater challenges of the outfall near Haverhill Avenue.
- There was one question about the marine life/rare birds using the beach and if the project is considering that aspect.
- There were several questions about the potentially historic property, meaning of the designation and the process.
- An attendee commented that the history of 891 Ocean Boulevard should be investigated if it would be impacted by the project. An illegal gambling parlor may have been run out of the basement of the house in the 1940s.

- An attendee stated that it consistently takes him 23 minutes to get from Old Ocean Boulevard at the State Pier to his home on Boars Head Terrace.
- A resident of Ross Avenue (between Highland Avenue and Church Street) voiced concern that the current proposed concept does not allow a left turn out of Ross Avenue. In the existing condition, there is a break in the guardrail so drivers can turn left to travel northbound on Ocean Boulevard. The resident stated in the current proposed condition, there is no easy reverse direction location south of Ross Avenue to turn to head northbound. Drivers would have to make a U-turn at Highland Avenue or go further down Ashworth Avenue and turn up a “letter” street to come back north.
- A resident who lives between I and J Streets asked if the on-road parallel parking between I and J Streets was needed. He stated that the parking lot between Ocean Boulevard and the ocean in that area is not usually full, but people still park on the roads. He suggested that there is adequate room in the parking lot for all visitors. In addition, he recommended one-way signage be added because many drivers travel in the wrong direction (i.e., southbound) along Ocean Boulevard.
- Another resident of Ross Avenue noted the area between Highland Avenue and Church Street is dark and stated streetlights would help improve pedestrian safety in that area.
- A resident voiced concern with only one proposed southbound lane from Boar’s Head to Church Street. He said that drivers are constantly entering and existing the condos along the southbound side and that may cause congestion with only one proposed lane.
- A resident highlighted the constrained entrance at Church Street and noted that large trucks traveling southbound on Ocean Boulevard drive past Church Street to take Brown Avenue to get to NH 101 westbound.
- A resident requested parking on the west side of Ocean Boulevard as well as pedestrian bridges to walk over Ocean Boulevard to get to the beach.
- A resident who lives off Winnacunnet Road (about 0.4 miles from the beach) asked about intentions to put a bathroom near the Winnacunnet Road and Ocean Boulevard intersection. He also requested more resident beach parking.
- A resident stated that the center parking across from the Ashworth by the Sea is used by the hotel.
- There was a comment to line up crossing locations with seawall openings.
- The owner of a parcel in the southwest quadrant of the Church Street intersection with Ocean Blvd confirmed that large tractor trailers use Church Street to exit the beach area. She asked if trucks can be directed to High Street or Winnacunnet Road instead of Church Street.
- A resident asked if between Church Street and Boars Head, can northbound U-turns be made at the curb openings provided for the southbound left turns?
- A resident discussed the dangers of Rocky Bend, including the “dog park” in the median and the lack of pedestrian crossings at that location.
- A resident expressed concern with boats stacking along the Old Ocean Boulevard approach at the State Park Road intersection.
- Between Dumas Avenue and Winnacunnet Road, there was concern with only a single lane southbound lane due to many of the residents required to back out of their driveways into the road.
- There is a need for better signage along Ocean Boulevard northbound for Route 101 westbound (Church Street).

- Several people were appreciative of the information provided at the open house and explanations they received from the Department and Consultants.

4. Presentation

Tobey Reynolds, NHDOT's Project Manager, welcomed the attendees and reviewed the agenda for the presentation. He introduced the project team members and project development process. He provided an overview of the study area limits noting that that project is divided into three segments, each about one mile in length. He also provided an overview of the project purpose, need, and goals, stating that if an option does not meet the project purpose, it is discarded. T. Reynolds stated that this project is somewhat different from other NHDOT projects in that the emphasis is not simply on moving vehicles through the corridor. Multimodal accommodations, including pedestrian travel, is equally important. While describing the project need, goals, and objectives, he highlighted that the project team has been working closely with a Project Advisory Committee (PAC) to create and refine the project need, goals, objectives, and proposed options. The meeting minutes from the PAC meetings are located on the NHDOT website at <https://www.nh.gov/dot/projects/hampton40797/>. T. Reynolds also discussed on-going agency coordination in relation to natural and cultural resources that has and will continue to occur as part of the project process.

Roch Larochelle, of HDR, next presented the alternative development process and current corridor options. He stated that the project team is presenting alternatives today and is seeking comments from the public. He began with the initial corridor review completed by the team which included Option 1 as a No Build option, Option 2 which included continuous bike lanes throughout the corridor, and Option 3 which included a separated bike path shared by pedestrians and bicyclists. He stated that he would not be discussing Option 1 (No Build) during the meeting even though it will be carried forward in the project as required by the National Environmental Policy Act (NEPA) documentation. R. Larochelle stated Option 2, the bike lane option, is currently the preferred build option because the property impacts from the shared path option, along with conflict points between pedestrians crossing the path and path intersection operational challenges, deemed Option 3 not practicable. R. Larochelle then discussed the refined corridor and intersection options including how the design team analyzed several intersection layout configurations along with different parking layout options. He then moved on to discuss the current corridor layout and the currently proposed changes along various sections of the corridor as described below.

Dover Avenue to Haverhill Avenue

R. Larochelle explained what the colors on the engineering color roll plans meant. He described the area's typical roadway section and stated that the proposed plan includes an eight-foot parking lane between the bike lane and sidewalk.

Haverhill Avenue to I Street

R. Larochelle stated that the parking spaces, shown in orange, would mimic the existing parking layout. The typical section would consist of a two-foot west side shoulder, two ten-foot-wide northbound travel lanes adjacent to a seven-foot-wide bike lane and the eight-foot-wide parallel parking. A minimum eight-foot sidewalk is proposed along both sides of the roadway. Along this segment of the corridor, the team is looking to balance the needs of businesses and beach users. He emphasized again that this project is slightly different than many NHDOT projects, in that the sole purpose is not simply to move traffic. He commented that the state right-of-way (ROW) boundary is generally along the back of the sidewalk.

1 Street to Ashworth Avenue

R. Larochelle stated that there would be two northbound travel lanes and a bike lane along this segment. The existing 90-degree head in parking is proposed to be revised to be 45-degree head in parking to reduce the required backout lane width and to provide a widened western sidewalk. The proposed option also provides a raised separation between the 45-degree parking and the two northbound travel lanes. The western sidewalk is proposed to be a maximum of 16-foot-wide. R. Larochelle also presented the option to install a permanent pedestrian barrier (e.g., fence, landscaping, etc.) along this segment to prevent pedestrian crossings at unmarked locations. He noted any future barrier would allow for emergency access to adjacent buildings.

Highland Avenue to Church Street

The option presented proposes two northbound travel lanes which would become one lane north of the Church Street intersection, and one southbound travel lane. It also proposes moving the existing center parking easterly along the seawall and adding bike lanes on either side of the travel lanes. A raised median between the northbound and southbound travel lanes is proposed to improve traffic flow patterns and reduce conflict points.

Church Street to Boar's Head

R. Larochelle presented the current layout which includes a single northbound travel lane and a single southbound travel lane with a raised median and left turn pockets for southbound traffic turning into the parking areas. The proposed layout in this area includes moving the existing center parking easterly to adjacent to the seawall. He noted the proposed option along this segment includes northbound and southbound bike lanes and sidewalks along both sides of the roadway.

Boars Head to Dumas Avenue

R. Larochelle stated this segment would be like the previous segment with a single travel lane proposed in each direction and a raised median between them. He acknowledged public concerns about speed and stated that narrowing the travel lanes to 10 feet helps encourage slower speeds. He noted the current layout proposes formal sidewalks and northbound and southbound bike lanes. He also noted the team would try to make the eastern sidewalk as wide as possible, though it may be five-feet wide in locations.

Dumas Avenue to Winnacunnet Road

R. Larochelle presented two different options for this segment of Ocean Boulevard. Both would relocate the existing median parallel parking easterly as back-in parking up against the seawall. Both options would provide for one travel lane and one bike lane in each direction with a raised center median to make up the grade difference between the two travel lanes. Sidewalks are proposed along both sides of the road. He discussed the elevation difference between the northbound and southbound travel options in the first option, citing a stair and ramp system is proposed at pedestrian crossing locations to help users navigate the grade differences. He added that the PAC requested that the Team consider an option that would put all vehicular and bike travel be on one side of the road (west) and the parking and sidewalks on the other (east/sea wall). He urged attendees to provide feedback on the multiple options presented in this section.

Winnacunnet Road to 5th Street

R. Larochelle presented the current option for this segment as a single lane in each direction with bike lanes and back-in parking separated by a raised median. He also noted there would be formalized sidewalks on both sides of the roadway.

5th Street to 10th Street

R. Larochelle stated that from 5th Street to 10th Street (and beyond to High Street), the project team has proposed two options for parking. One option is front-in angled parking and the second is back-in angled parking. He noted the team is looking for public feedback on preferences.

Intersection Alternatives

- State Park Entrance – R. Larochelle next presented the current intersection options. He presented two current intersection options at State Park Road. One option is an unsignalized intersection at State Park Road with the U-turn maneuver maintained at Ashworth Avenue. The second option provides a single lane roundabout at State Park Road, also with the U-turn maneuver maintained at Ashworth Avenue. He stated that all work for this project will continue to be coordinated with the Hampton Harbor Bridge project. He also stated that the traffic within the roundabout option functions well.
- Ashworth Ave Intersections – R. Larochelle presented the proposed intersections for the southern and northern Ashworth Avenue splits. The proposed layout for the southern split will mimic the existing U-Turn configuration. The proposed layout for the northern split will add a reverse direction U-Turn from Ocean Boulevard to Ashworth Avenue where one does not currently exist.
- Highland Ave and Church Street – R. Larochelle discussed a single intersection option at both the Highland Avenue and Church Street intersections. The option presented was a signalized intersection with the existing center parking shifted easterly to the seawall.
- Dumas Avenue – R. Larochelle presented a roundabout layout at the Dumas Avenue intersection. This roundabout also operates well from a traffic perspective and allows for U-turns.
- Winnacunnet Road – R. Larochelle also presented an additional roundabout at the Winnacunnet Road intersection and a signalized intersection at the High Street intersection.

Presentation Close Out

R. Larochelle discussed the project schedule and next steps. He stated that there will be another public information meeting in the summer of 2023 and a public hearing by the end of 2023. In addition, the PAC will convene two times before the public hearing.

5. Group Discussion

Questions

Q – With the barriers installed, how would pedestrians access the beach?

A – The number of crosswalks will remain the same with or without the barriers. The barriers would simply reduce the ability of pedestrians to cross midblock.

Q – Would the project team consider a trolley along Ocean Boulevard? It may make sense to purchase the ROW of parking spaces for trolley space.

A- This is an interesting idea. This is something the community and / or PAC could put forward for consideration.

Q – Will there be more parking spaces from Dumas Avenue to 5th Street in the proposed option?

A – There will be a reduction of 16 spaces.

Q – Does the project team know that some of the parking is leased?

A – Yes the Team is aware and will consider this as the project alternatives are developed.

Q - Are other non-motorized users allowed in the bike lane?

A - Yes, others can use it. The project team has not decided how the lane would be painted or marked. The plans simply designate the space as general shoulder so could be used for bikes, scooters or other active transportation modes.

Q - Has the project team considered pedestrian overpasses?

A – The team has not considered this and may be considered out of context for the area. It would need to consider where the ramps to the overpasses could be located.

Q – Who should the public express comments to today?

A – Please communicate with members of the project team in-person or email comments to T. Reynolds at Tobey.L.Reynolds@dot.nh.gov.

General Public Comments

Chuck Rage, a participant on the PAC, stated that he did not see the wishes of the PAC reflected in the proposed options. The PAC does not want to see the parking along the seawall. Parking along the beach may be a concern at high tide or during storms. Another attendee voiced support for keeping the parking away from the ocean side. Another attendee stated that he does not support the parking along the ocean, because it will be more difficult for pedestrians trying to cross Ocean Boulevard. Another attendee mentioned that debris during storm events may fall on cars parked along the seawall.

An attendee stated that a crosswalk should be installed at Rocky Bend. Traffic calming would also benefit this area. Cars consistently hit the guardrails here.

A participant commented that creating only one lane northbound north of Church Street will add to congestion in the northbound direction due to friction of backing vehicles from parking spaces.

An attendee asked the project team to consider rectangular rapid-flashing beacons (RRFB) or high intensity Activated crosswalks (HAWK) along the corridor. Another attendee was concerned about blocking off Ross Avenue exit and suggested that more drivers may loop around. The tow trucks will have a problem accessing. The public parking lot will also have problems. T. Reynolds responded that a crossing is planned halfway between Church Street and Highland Avenue. This might be a good place for a RRFB or HAWK signal.

Pat Shea, of the Hampton Beach Area Commission (HBAC) read a letter aloud from PAC member Nancy Stiles. It referenced a petition was presented by the commission in support of leaving the center parking. He said that the HBAC does not support beach side parking. The view of the ocean would be compromised.

An attendee commented that 25 crashes over 10 years is a small number. It would take a significant amount of money and effort to get these numbers down. Additional traffic signals could help reduce auto crashes.

Bob Preston, of HBAC, stated that the people who frequent the many hotels and condos north of the Ashworth Avenue split will be stuck in the proposed one lane of traffic. In addition, the area north of Highland Avenue currently has two lanes and considerable congestion. One lane will negatively impact southbound travel from Boar's Head to NH Route 101.

An attendee stated that a signalized intersection at Highland Avenue will negatively impact the travelers along Highland Avenue headed toward the beach. Drivers will be stuck in traffic before even viewing the beach thereby negatively change the experience of coming to the beach.

An attendee voiced concerns with right ins/outs of Ross Avenue which has no outlet. There is a tow company on Ross Avenue (Dave's Garage) which also has access to Kentville Terrace and Highland Avenue.

An attendee said the timing of the open house was poor. Many residents are away for the winter and have not heard of the meeting. After which M. Miller questioned whether a virtual meeting could be beneficial. The attendee said that wouldn't be a viable option as most people would not understand how to attend a virtual meeting.

Other comments offered include:

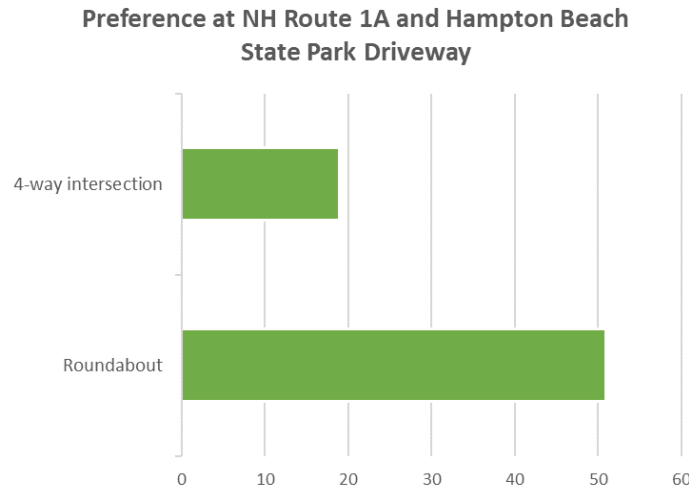
- Wrong way traffic is a problem, especially in the Rocky Bend area. The cause is believed to be from people exiting the center parking lot with limited one-way signage.
- The northbound left or U-turn at the proposed Ashworth Avenue north intersection was historically used for cruising which is why it was ultimately restricted as it caused operational issues at that intersection.
- Ocean Boulevard from Dumas Avenue to Winnacunnet Road is dangerous.
- The sign to NH Route 101 westbound, along Ocean Boulevard northbound, is too small.
- Cars frequently drive over the median.
- At Rocky Bend, snow removal would be a challenge, with only the one lane for the cars and the sidewalk.
- Consider additional lanes and attendants to help expedite visitors getting into the state park entrance.
- Loading for businesses between Ashworth Avenue and Boars Head should not be eliminated.
- The Seabrook Power Plant evacuation routes should be considered.
- At the Church Street intersection, large trucks use the sidewalks to make right-hand turns.
- The project team should hire a visionary to make the parking more aesthetic.
- Parking should be located on the business side of Ocean Boulevard, where they exist in the corridor.

Representative Mike Edgar, of the PAC, stated that this project has been envisioned for a long time. If people do not want any of the improvements, the legislators will not go after funding for it. An attendee responded that many would like to see additional traffic signals, but no changes to the parking. M. Edgar suggested that attendees also speak to their selectman about their wishes for the corridor.

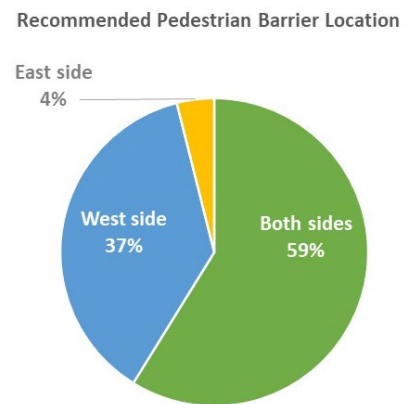
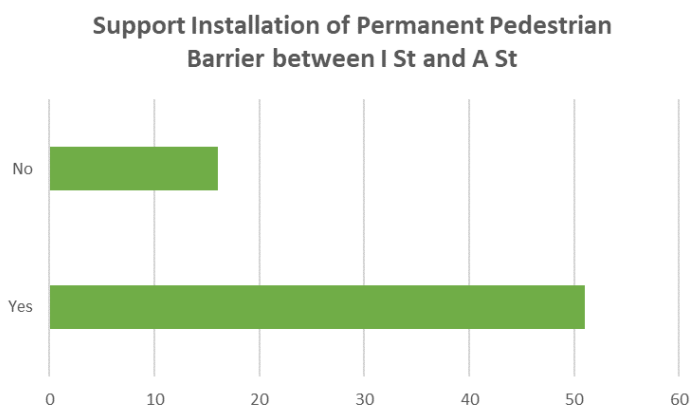
6. Clipboard Questionnaire Results and Written Comments

Eighty-six participants provided answers to the questionnaire and/or written comments at the meeting. The five questions, and their responses, are presented below.

- At NH Route 1A and Hampton Beach State Park driveway, do you prefer a **roundabout** or a **4-way, signalized intersection** (to improve operations at the Ashworth Avenue and Ocean Boulevard junction)?

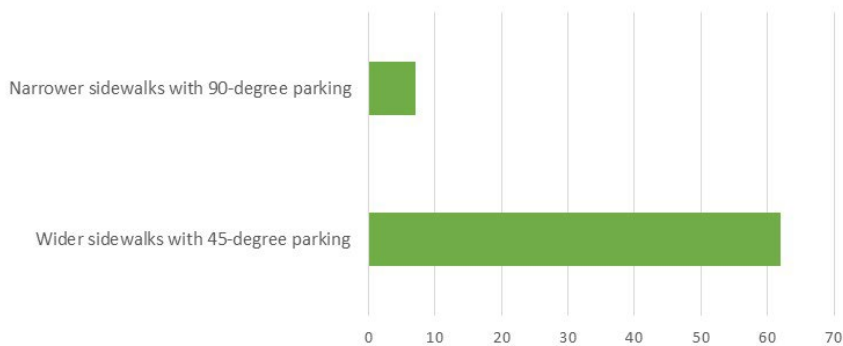


- Between I Street and A Street, do you support installation of permanent pedestrian barrier to control pedestrian crossing locations? If so, do you support the barrier(s) on the **west side, east side, or both sides**?



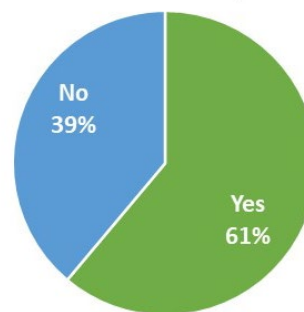
- Between F Street (casino area) and A Street, do you prefer **wider sidewalks** along the business side of Ocean Boulevard with 45-degree parking along the ocean side or **narrower sidewalks** along the business side of Ocean Boulevard with 90-degree parking along the ocean side?

Sidewalk / Parking Preference between F St and A St



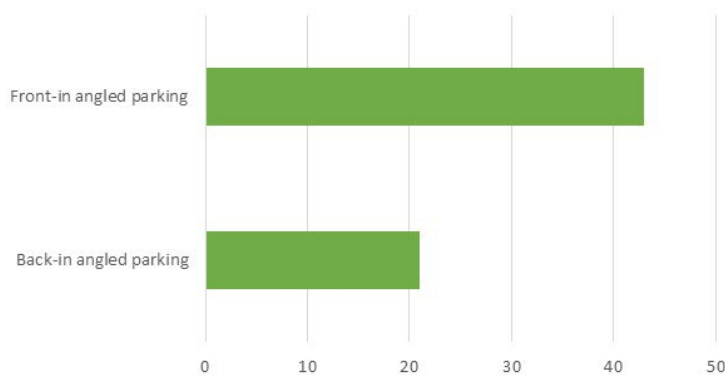
- At the northern Ocean Boulevard and Ashworth Avenue split, do you feel there is need for a reverse direction U-turn?

Support U-turn at Northern Ocean Blvd and Ashworth Ave Split



- North of Dumas Avenue, do you favor **front-in angled parking** or **back-in angled parking**? Back-in angled parking would require drivers to potentially learn a new maneuver but can improve car passenger (especially children) and bicyclist safety.

Parking Preference North of Dumas Ave



Written comments at the public open house are listed below.

Written Comments Submitted at Open House

- Reduce speed of cars and motorcycles, portable stop signals for cross stopping traffic
- Sidewalks are very much needed on west side of the street
- Put back coin operated binoculars at the beach
- Winnacunnet Rd- Roundabout- no handicap staircase - storms take out - no extra parking no beach at high tides
- North of Boars Head - make sure crosswalks are aligned with wall openings to the beach - otherwise pedestrians may crossroad without crosswalk, increases risk of accidents, bike lanes- equal width (5ft) to discourage 2 bikes side by side, increase sidewalk on the west side
- Thank you for the opportunity to see the plans and talk with consultants
- More cross walks from Boars Head to Winnacunnet
- Dumas Ave to Winnacunnet Rd, alternative layout, need access to driveways from both directions, otherwise there will be a lot of driving to access property
- North beach has much less pedestrian traffic, No way to walk north safely, during winter snow mounds left by plows block the sidewalks, people have to walk on the street if only one lane where we walk to get by
- Trolleys would be great, supports safety especially the older folks and families with babies
- A State Park roundabout is a great option, trolley system is amazing
- Dunes to Winnacunnet: I like the alternate layout - grass medians and a dog park area
- Love the bike lanes, do not like dropping down to 1 lane after Highland. People like the Northern end of the beach for the quiet, dropping to one lane will cause congestion resulting in noise - traffic etc. All the things people go to the northern to avoid
- Preserve the Ocean view from Church St to Boards Head. Moving the parking closer to the beach could remove views of the beach
- No back in parking
- Rte. 101 to Winnacunnet needs crosswalks! Winnacunnet Rd to High St needs signage and lights at crosswalks
- Like the idea of roundabouts
- Roundabout at Bridge Park entrance would not work
- Parking on west side not on the beach, we need safe bike paths and walkways
- Change northern sidewalk at 591 Ocean Blvd to align with ocean opening
- Move the sidewalk on North Beach to Ocean opening at approx. 591 Ocean Blvd
- Keep rotaries/roundabouts as shown, add flashing cross walk lights that can be pushed by pedestrians
- Crosswalk needed near Boars Head at Rocky Bend, speed limit needs to be reduced at Rocky Bend curve, Distance between crosswalks on either side of Rocky Bend is around 3/4 mile
- Thank you for making the beach safer and preserving wildlife such as the that nest by Church St. Please preserve the residences at 359 Church St, is widened widen to the commercial building on the other side. To not displace year around residents who have nowhere to go.

- The median parking from 6th Winnacunnet is sufficient. The residents are at a greater peril crossing into a "parking lot" also, the residents over the last 5 years from 16th-19th have complained about back in parking, and the town had to mandate head in, put electronic signs up. Try fixing the railings for families and elderly to get to the beach
- Winnacunnet Rd- no circle needed- better and bigger signage for Rt 101
- Prefer 4-way intersections to roundabouts
- I prefer the new Dumas Ave - Winnacunnet design for aesthetic and bike safety reasons also residential access, I would strongly prefer to preserve the ocean view between the ladt and Boars Head. For alternate Dumas to Winnacunnet, I would like to see some beautiful efforts in the concrete island
- Keep bicycles away from parking, Yes wider sidewalks anywhere you can put them , Love retaining wall from Boars Head to Winnacunnet w dedicated stair/ramp cross walks
- Have roundabouts been researched as to number of accidents, people have difficulty navigating them, your plan involves multiple roundabouts
- Western vehicle lanes would flood with storm tides, never back in parking, do not share bike lanes with parking cars, no physical barriers due to clearance for evacuation/emergency travel
- Change O Blvd from Winnacunnet to High southbound only Change Kings Highway from Winnacunnet to High to northbound only, add bike path for each one way, stop signs at Winnacunnet and 16th St
- Church St and Ocean Blvd - less than 12' currently large trucks cannot make turns, new proposal makes it worse, Some vehicles use sidewalks to travel on and endanger children's lives
- No U turns. Need to slow down vehicles, 101 entrance is a nightmare, height of access to Winnacunnet is unsafe, bring the trolley
- Rt 101 should have 21 lanes in and out, if you don't live on the beach you can't get to the beach, can't park. SLR is a concern and will impact ability to leave on Rt 107, this is dangerous and places too much traffic on Winnacunnet and High St
- Dumas and Winnacunnet absolutely decrease to only 2 lanes opening between Dumas and Winnacunnet need stairs and crosswalk, no alternative layout, no back in parking
- Most states are trying to eliminate roundabout road designs, utilities, drainage, etc. out all utilities underground
- Moving central parking to the Ocean side is a horrible idea. Many complaints about this at meeting 2 years ago! Is anyone listening? Blocking the ocean with cars is idiotic! Please rethink this terrible plan! I truly hope you have creative folks on the team that can find a better alternative. Roundabouts are a mecca for jams and accidents. Utilities underground at the same time would save money in the future
- I'm all for bike lanes but not next to car lanes people don't pay attention and are always driving in the bike lanes. There are just too many cars here in the summer. Did you ever consider an actual boardwalk on the sand ex. California, Florida It's such a beautiful area and we don't have any bike trails in Hampton at all.
- Flashers for all crosswalks, speed bumps from Rock Bend to Winnacunnet, roundabouts are good, widen sidewalks from Rocky Bend North on east side
- Are we fixing a problem that doesn't exist by moving the parking to the East Side? Add bike lanes, leave parking where it is

- Will the project take in account the RPC Seacoast Corridor Vulnerability Assessment to mitigate the efforts of coastal flooding and anticipated sea level rise? If so, how (evacuating the roadway in at risk areas) and where (near Winnacunnet road, other areas?) Are the options for finding a location for a parking garage, which does not impact ocean views? I realize that may be out of this scope, but parking is a bigger issue in the busier months.
- For all the design changes suggested there should be incident/accident stats proving a problem in each area so cited. ADA acceptable cross walks will do more to promote pedestrian safety if they are plentiful enough to be a visual pedestrian all along the way the more pedestrian crossings the better, give them a look that is recognizable and frequent enough so a ped will go to it as safer than in between. Are you also considering the findings in the Planning Commission, seacoast assessment and residency plan of 3/22 and updates. I see no mention of Storm Drains anywhere, but they must be included in any update of Rte. 1A.
- Traffic calming from OB @ A St to OB @ highland Ave to improve pedestrian safety. Consider traffic calming on Highland Ave and Church St as they connect Rt 101 w Rt 1A- would need coordination w town. The pedestrian barriers on West side of OB along A St, past casino are good, maybe some high visibility and do not enter signs for vehicles (except deliveries would help), Is one lane south from Boars Head to Ashworth sufficient? Signalized intersection @ Highland and OB probably a good idea, For traffic flow and safety
- Parking on east enhances safety, I like the roundabouts as an intersection option. The traffic calming effect will improve safety. Skip the bike lanes, this is a great project nice job by all! Boars Head/Dumas sidewalk on East - not less than 8' needed, back in parking is a great idea and safety enhancement
- The reduction of lanes between Winnacunnet Rd and Ashworth Ave/Church St is going to cause traffic congestion and will be a big problem in the summer. This should remain 2 lanes in both directions. Fixed ped barriers on main beach will restrict emergency vehicles from being able to get through if vehicles can't pull out the way. Sidewalk at Boars Head to Dumas needs to be wider than 5 ft.
- Between Highland Ave - Church St light will cause backup with the lack of access for residents to turn in either direction due to the raised median Ross Ave will now be blocked by the median causing residents of Ross Ave/Hampton House Hotel guests to go only in direction of Highland Ave. Parking access opposite of Highland Ave will be congested with traffic from Ocean Blvd/Highland and people making U-turn to go back to Church St
- Also here is Dave's Garage and public parking lot. Keep crosswalk at Ross Ave/Hampton House Hotel and add a streetlight. With a light at Highland Ave and a light at Church St I'm concerned about traffic back up in between right now the cars on the streets between there can cut across Ocean Blvd and take a left to Church St. With the change all cars will have to go right to U turn to Highland lights adding to the traffic in that area. You will have cars from 3 different directions and pedestrians crossing there, prefer 2 lanes everywhere, thank you for listening to our concerns.
- Flashers at all "non-intersections" cross walks, Roundabouts are good, between Dumas and Winnacunnet parking issue
- Need to expand the scope. Not okay to say the options are 1. Do nothing 2. extra wide bike lane (already excluded) 3. shoving this plan forward. Other alternatives include 1. A shuttle service to the beach 2. building a parking ramp. Also, this only solves pedestrian issues for those who park in the new proposed parking spot. What about the pedestrians who live, rent, and shop there. In summary - START OVER

- Live at 567 Ocean, Sunpoint Condos, prefer the top (alternative) method - like that. Driving lanes are together bike lanes in that section, parking segregated. Would suggest one way-use rotary. Back in parking makes sense once you realize paraphernalia is in trunk. Safer unloading
- Having both N and S bound lanes on the west side INCREASES pedestrian safety, risk by requiring then to cross N and S bound lanes at the same time. Parking between N and S bound lanes provides pedestrian and vehicular traffic more safety when crossing or turning in opposite direction. The focus would be better advised to encourage mass transit from inland parking: reduce day-comers traffic.
- 25 pedestrian accidents in 10 years does not justify this type of change. Many other alternatives need to be considered then this specific plan. Much too much expense and change that could be accomplished simply.
- Dumas and Winnacunnet parking - what about splash over it brings rocks! Live at 609 Ocean Blvd. We share a driveway with 611 on our north side. 611 has driveway on north side also. We have curb cut on south side and in we use this to park on our lawn, this was gravel driveway in past it was grandfathered. The Row we share with 611 is small rocks and hard to plow, please honor our curb cut.
- Will I have driving access to the south side of my house (609) needed for parking when March rises? What happened to current Ocean Blvd at my location? Will I have trash pickup?
- Yes to only 2 lanes Dumas to Winnacunnet. Add crosswalk and stairs to opening at seawall between Dumas and Winnacunnet no u turn @ Ashworth Church St - option E2, Dumas to Winnacunnet yes to roundabout @ Winnacunnet no to alternative layout no to back in parking
- Roundabouts large enough for emergency vehicles and large delivery trucks, how will traffic back up? Speed bumps? Don't like parking on the beach side.
- Rotary is the New England vernacular! Traffic rotating is much preferred! No need to stop @ light when no one is crossing! Dumas to Winnacunnet cars to West sidewalk and parking to East
- Boars Head to Ashworth Hotel needs 2 lanes south. Cars back up from Highland Ave with 2 lanes now we need 2 lanes so commercial hotels and. Can access property
- Unrelated to content but the presentation was not great - poorly timed, hard to read, too many words on sides, Q&A time not easy to hear. I live on the exact corner of Winnacunnet and Kings Hwy, very few people fully stop @ Kings Hwy and its VERY dangerous to cross there also very dangerous to pull out of my parking lot, can we get a mirror. People drive very fast. I like the idea of the roundabout there, but I want to be sure pedestrian safety is considered in that area. I know people are opposed/hesitant for change, but I think this is generally a great idea. Are speed bumps considered? Sea level rise impacts on elevation consideration of 1A, does this project consider the needs to elevate/address sea level rise concerns? This could be an emergency access/safety concern. I like the idea of grassy medians wherever possible. Any considerations for ADA access to the beach from Dumas - High
- Basic concern is redesigning beach access due to reducing 2 lanes each direction to 1 lane each direction.
- Wider sidewalks but Haverhill to I St no need to have parallel parking safety concern make it the same as I St to Nudd, roundabout BUT with a waiting lane for state park
- If no lights being added @ Winnacunnet Rd and instead have roundabout, then absolutely need reflective crossroads @ Winnacunnet/1A intersection, w drivers focusing on non roundabout configuration - I'm concerned the regular painted white lines in road would not be enough to alert vehicles of pedestrian crossing - PLEASE- Do reverse parking - more pros than cons Dumas to Winnacunnet go w alternative plan both lanes vehicles traffic on West side.