

Hampton 40797
Ocean Boulevard (NH Route 1A)

Public Open House

Saturday, February 25, 2023

Agenda

1. Welcome and Introductions
2. Key Project Team Members
3. Project Development Process
4. Project Background
5. Natural and Cultural Resources
6. Alternatives Development
7. Current Corridor Options
8. Current Intersection Options
9. Next Steps

Key Project Team Members

- Tobey Reynolds, PE
 - Project Manager (NHDOT)
- Roch Laroche, PE
 - Consultant Team Project Manager (HDR)
- Keith Cota, PE
 - Senior Technical Advisor (HDR)
- Debbie Finnigan, PE
 - Senior Traffic Engineer (HDR)
- Audrey Beaulac, PE
 - Senior Highway Engineer (HDR)
- Kevin Slattery
 - Environmental Resources (HDR)
- Marcy Miller, AICP
 - Public Involvement Manager (FHI)
- Stephanie Dyer-Carroll, AICP
 - Cultural Resources (FHI)
- Trent Zanes, PE
 - Roadway Section Group Leader (NHDOT)
- Tony King, PE
 - Senior Design Engineer (NHDOT)

Project Development Process



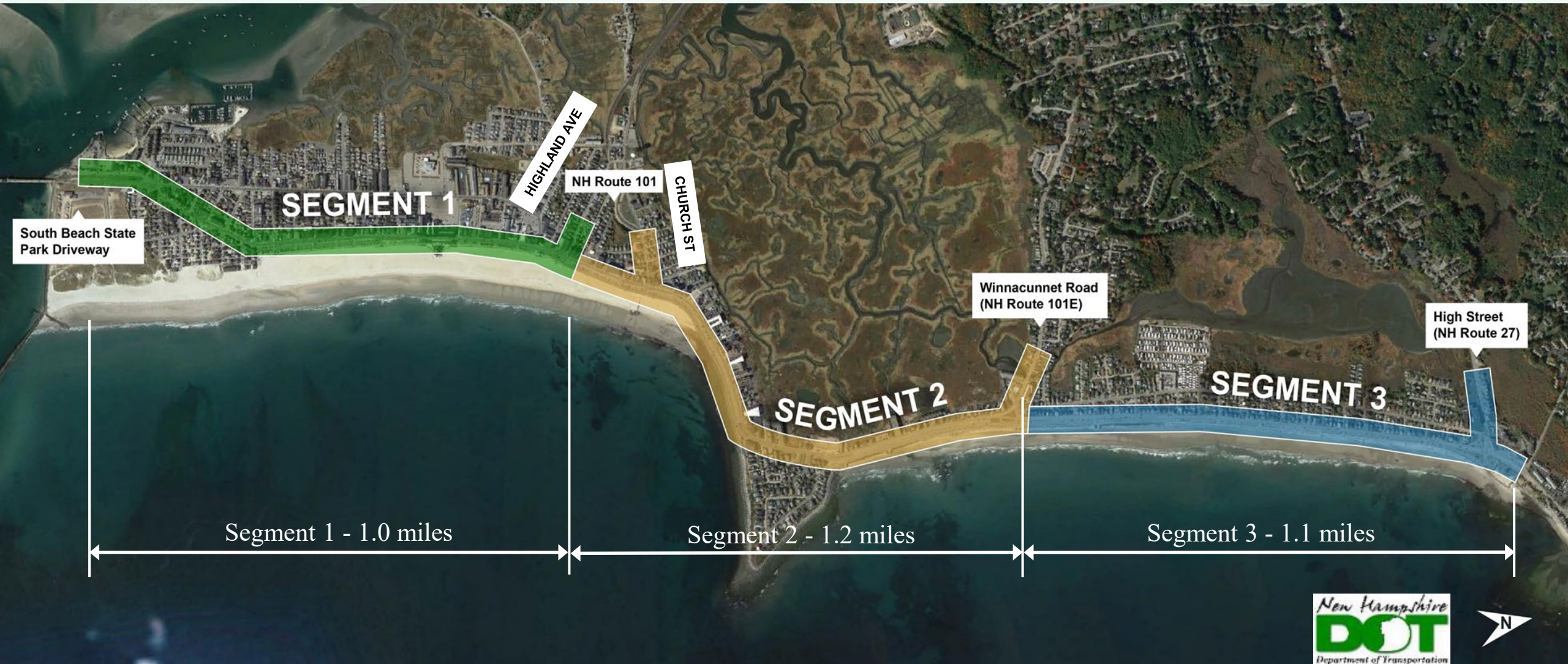
Project Development Process

- Collect data/input and confirm goals/establish vision
- Develop project Purpose and Need
- Develop corridor concepts and costs
- Conduct environmental studies
- Screen alternatives and identify preferred alternative
- Conduct Public Hearing
- Perform resource agency permitting
- Advance into final design
- Implement based on available funding

Project Background



Project Limits and Corridor Segments



Project Purpose

- Improve pedestrian and bicyclist connectivity, safety and traffic operations through enhanced multimodal accommodations
- Improve overall function of the NH Route 1A transportation corridor while addressing climate change resiliency

Project Need

- Lack of high-quality multi-modal facilities;
- Uncomfortable pedestrian, bicycle and vehicular interactions;
- Undefined pedestrian sidewalks, limited crosswalk amenities and inaccessible sidewalk areas;
- Narrow roadway shoulders used by bicycles creating riding conditions not suitable for all ages and abilities;
- Vehicle circulation challenges related to parking lot and roadway crossing layouts along with heavy pedestrian crossing locations;
- Poorly configured intersections with major state highways;
- Poor wayfinding and no real-time parking utilization information contribute to congestion; and
- Recurring safety and maintenance concerns resulting from increasing flooding events that often block portions of the vehicular travel lanes.

Project Goals and Objectives

- Minimize impact on natural, social, recreational and cultural resources;
- Support the public outdoor recreational users and facilities through transportation infrastructure integration;
- Support future economic development needs through transportation infrastructure investment that supports vehicular traffic mobility, parking and loading needs;
- Improve corridor multimodal connectivity;
- Provide balance between motorized/non-motorized users;
- Optimize parking opportunities along the corridor including the Hampton Beach State Park parking program;
- Consider Integrating outcomes from the 2001 Hampton Beach Master Plan & 2018 Transportation Update to Master Plan;
- Provide water quality enhancements to the maximum extent practicable; and
- Manage effects of recurring storm & tidal events and resulting drainage issues.

Natural and Cultural Resources



On-Going Agency Coordination

- Hampton Conservation Commission
- Hampton Parks & Recreation
- NH Department of Natural and Cultural Resources, Division of Parks and Recreation
- NH Natural Heritage Bureau
- NH Fish and Game
- NH Office of Strategic Initiatives
- Rockingham Planning Commission
- US Fish and Wildlife Service
- NH Division of Historical Resources



Alternatives Development



Initial Corridor Review

Three Corridor Options:

- Identified deficiencies (through Purpose and Need)
- Looked at three initial corridor options to address deficiencies
 1. No Build
 2. Bike Lanes*
 3. Separated Bike Path

* *Determined bike lane option to functionally preferable*

Option 1: No Build

Option 2: Bike Lanes

Option 3: Separated Bike Path



Initial Corridor Review

	Option 1 No Build	Option 2 Bike Lanes	Option 3 Separated Bike Path
Description	<ul style="list-style-type: none"> Maintains existing roadway (No change) 	<ul style="list-style-type: none"> Minimum 5-foot wide bike lanes added Provides NB / SB access (SB on Ashworth Avenue) 	<ul style="list-style-type: none"> Minimum 10-foot wide separated bike path added Provides adjacent NB / SB access
Conclusion	<ul style="list-style-type: none"> Carried through to Study Does not satisfy Project Purpose and Need 	<ul style="list-style-type: none"> Carried through to Study 	<ul style="list-style-type: none"> Removed from further study
Reasoning	<ul style="list-style-type: none"> Maintains existing condition concept Required to satisfy NEPA 	<ul style="list-style-type: none"> Provides improved pedestrian and bicycle accommodations within existing corridor. 	<ul style="list-style-type: none"> Increased ROW & 6(f) impacts Intersection operational challenges Substantial points of conflict (bikes-pedestrians-vehicles) Additional impacts to resident access & business operations

Option 2 - Bike Lane Option determined to be functionally preferable

Refined Corridor and Intersection Review

Refined corridor options presented to Project Advisory Committee (PAC)

- Evaluated range of feasible options at key segments and intersections
 - Single Lane / Double Lane
 - Parking layout
 - Turn lanes
 - Roundabouts
 - Signalization
- Assessed Level of Service of each intersection option
- Assessed impacts
 - Private properties
 - Section 6(f) parks
 - Section 4(f)/cultural resources

Reasons for Selected Current Alternative

- Improved Vehicular and Pedestrian Safety
- Reduced Pedestrian and Vehicle Conflict Points
- Improved Shoulder Widths and Formalized Sidewalks

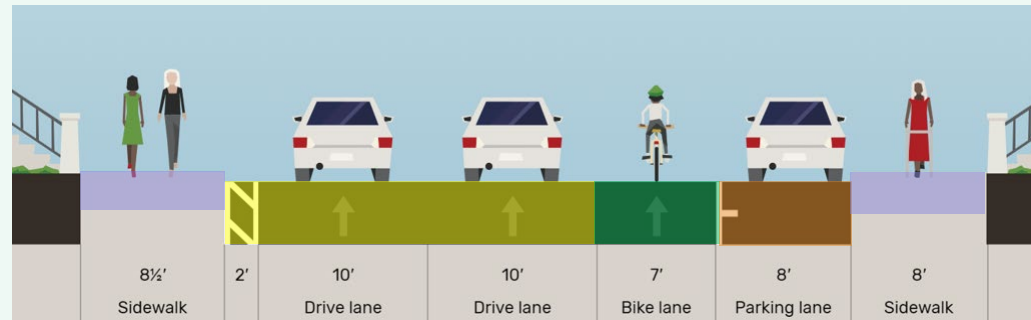
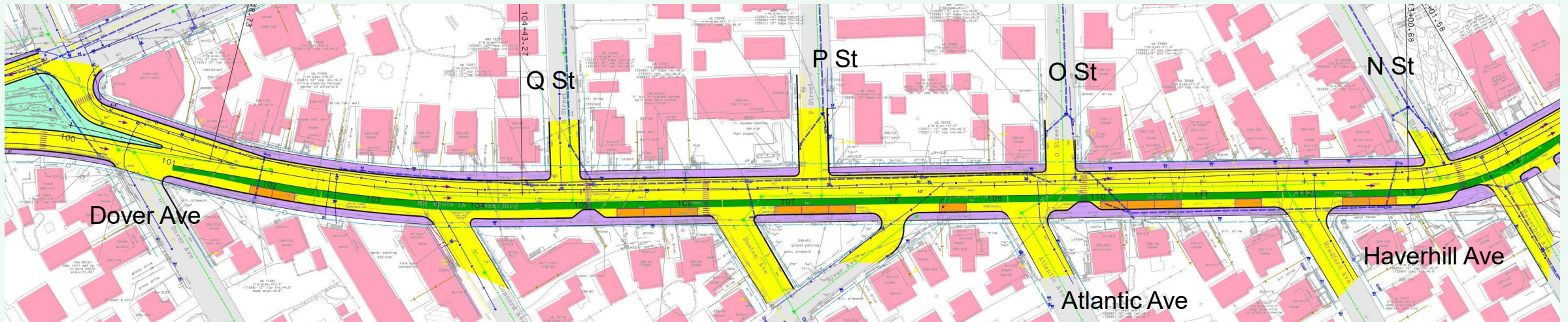
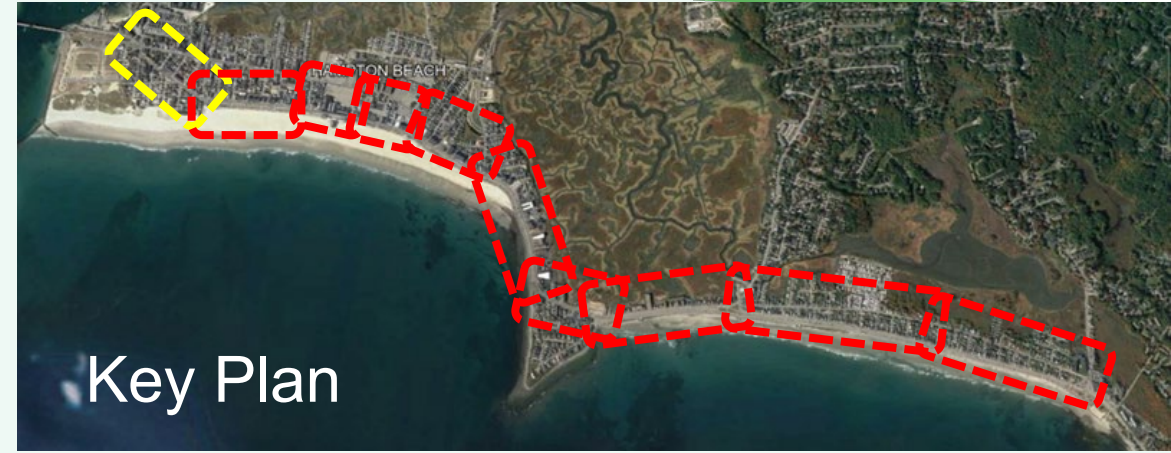
Current Corridor Options



Current Corridor Options

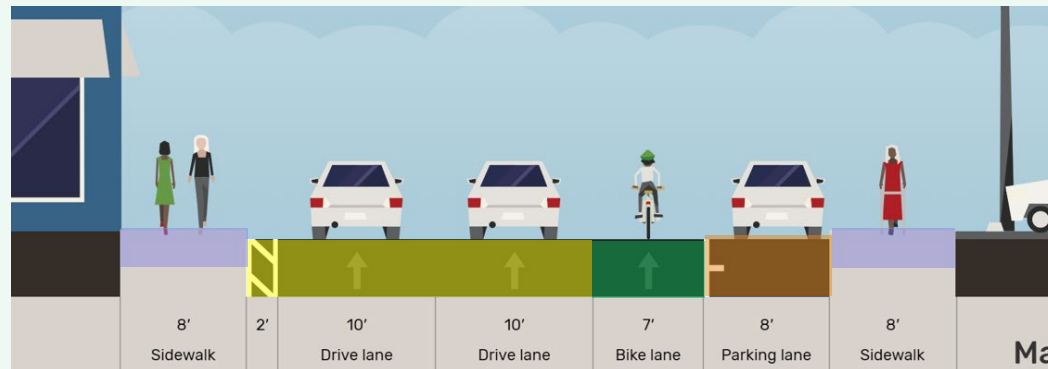
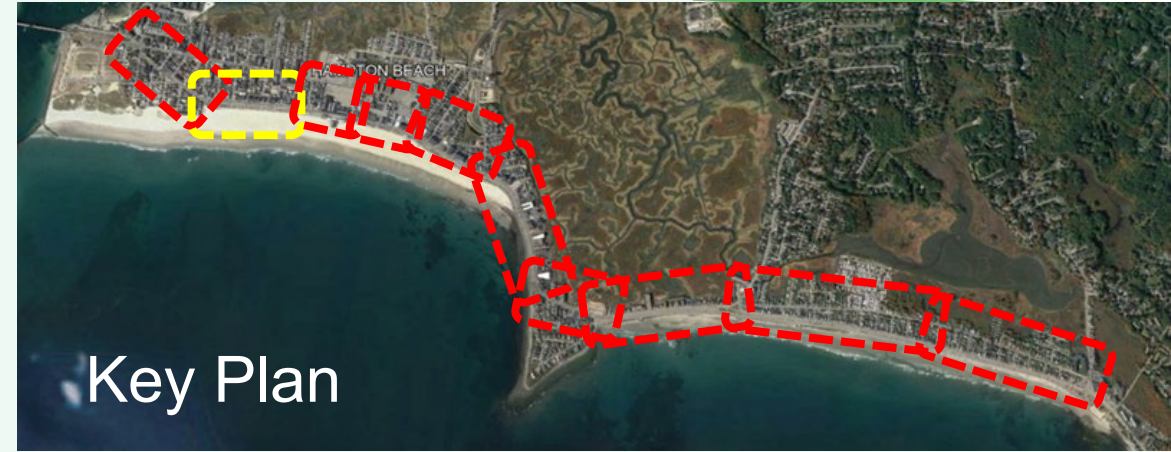
Dover Ave to Haverhill Ave

See Intersection Options for State Park Road and Ashworth Ave Intersections



Current Corridor Options

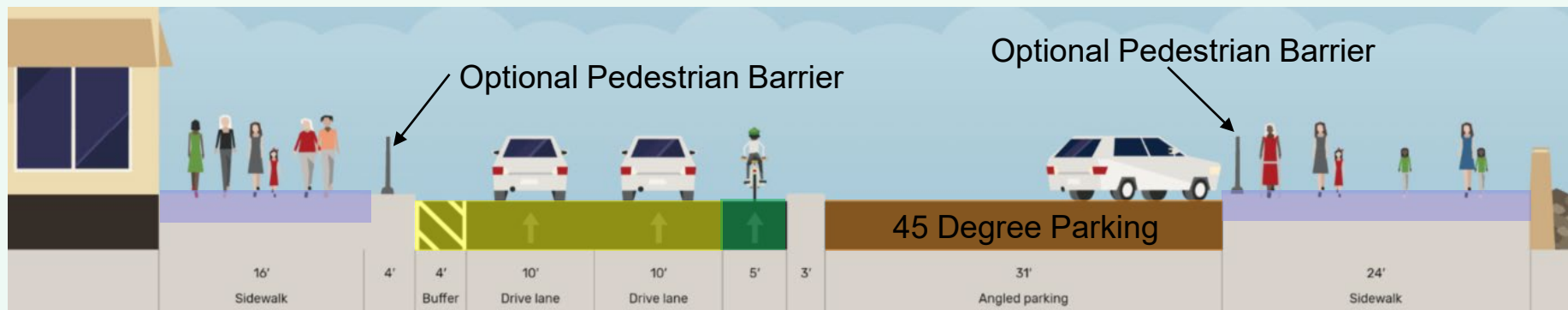
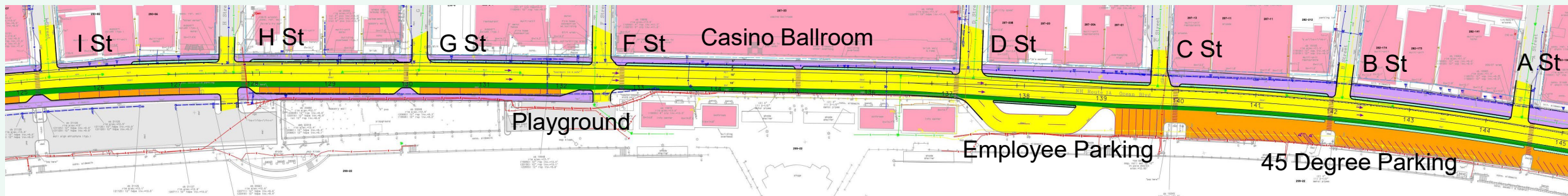
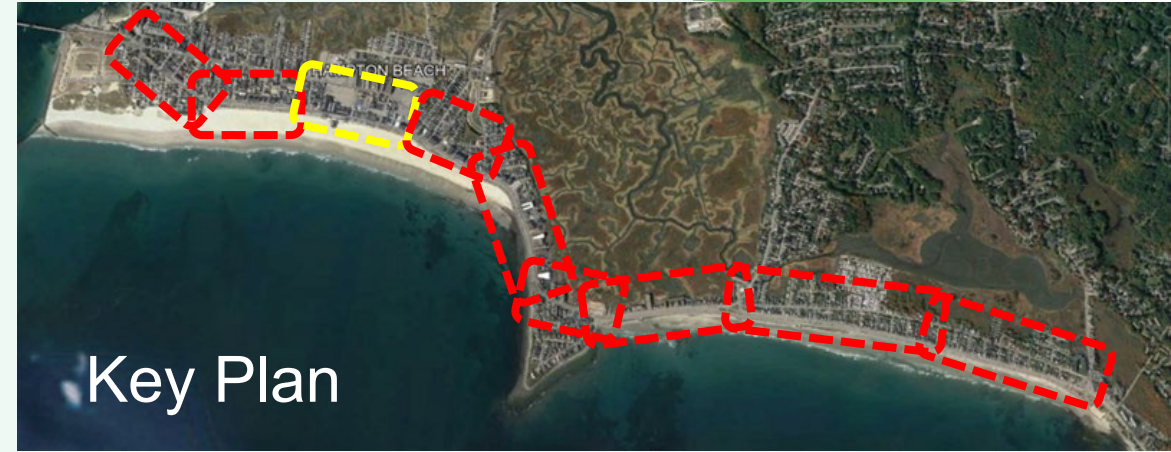
Haverhill Ave to I St



Current Corridor Options

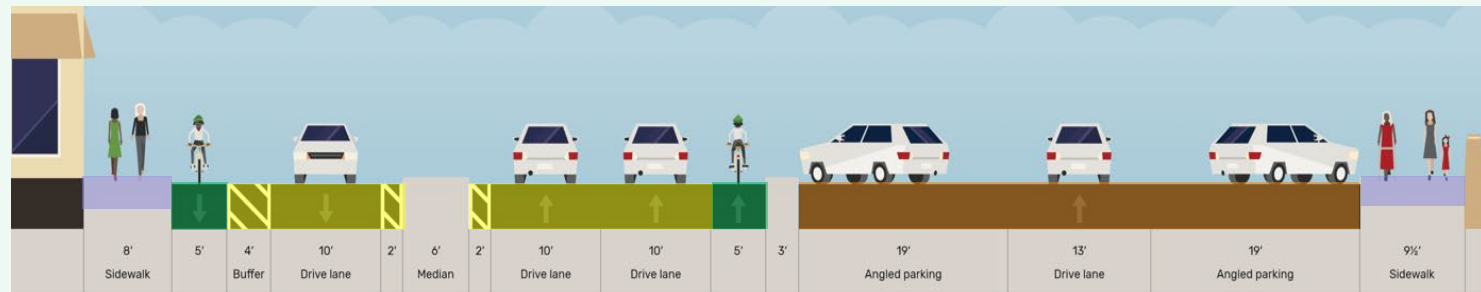
I St to Ashworth Ave

45 Degree Parking Option



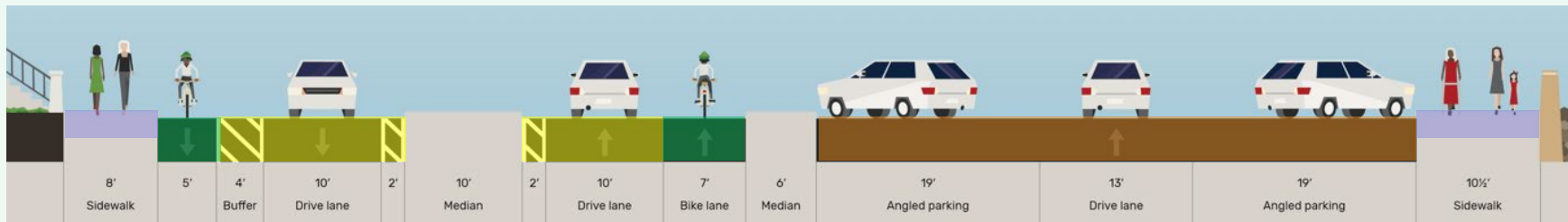
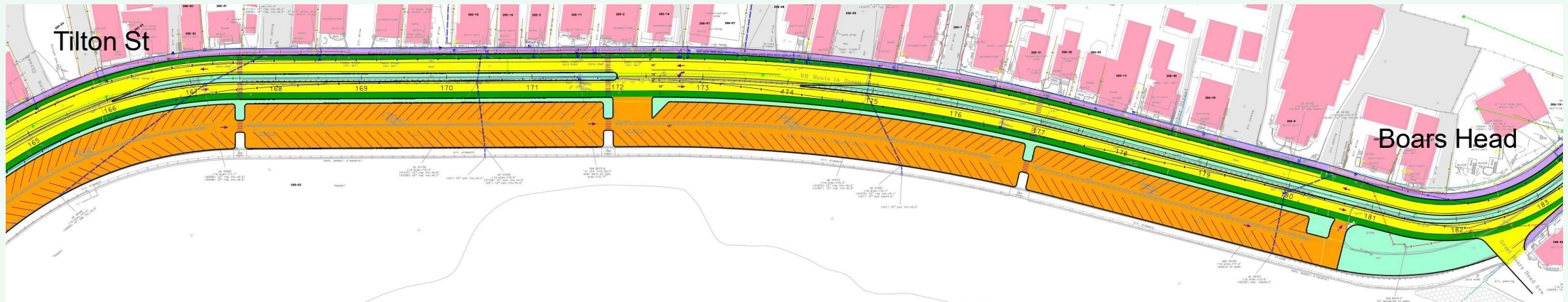
Current Corridor Options

Highland Ave to Church St



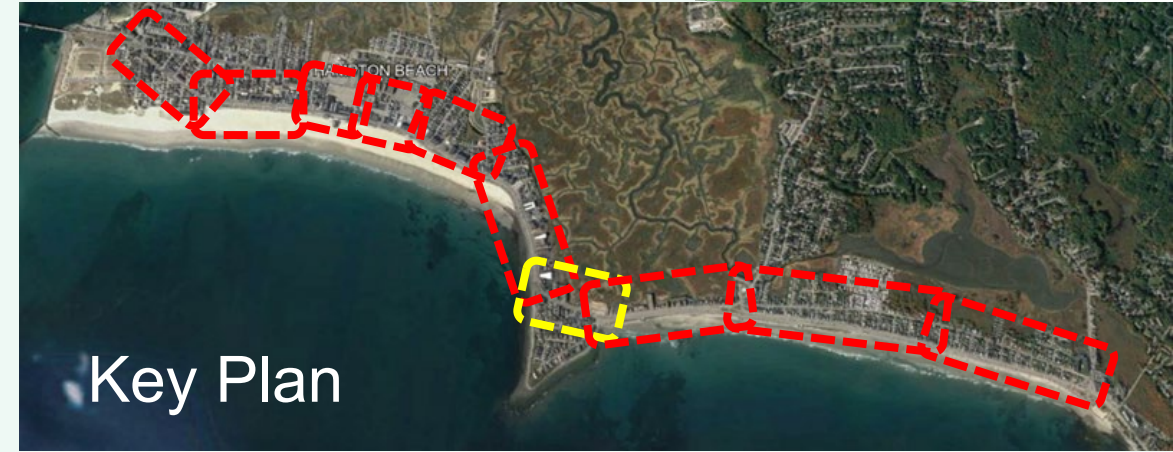
Current Corridor Options

Church St to Boars Head



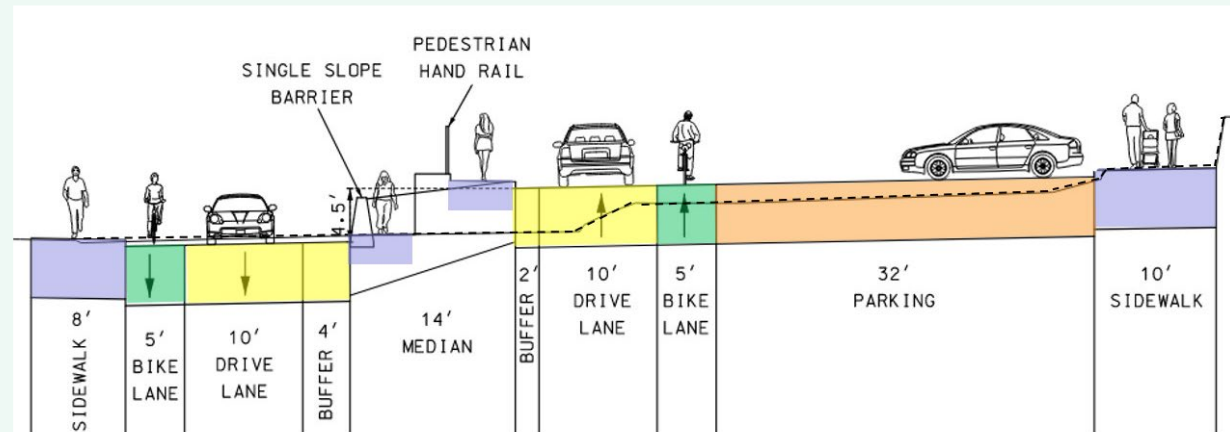
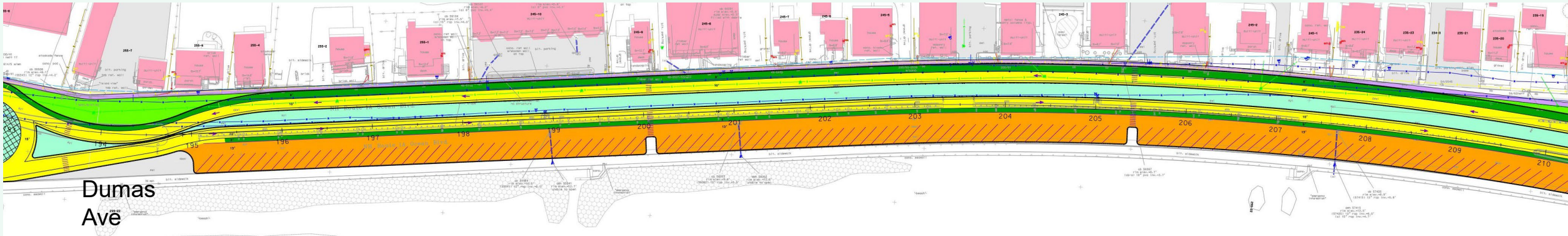
Current Corridor Options

Boars Head to Dumas Ave



Current Corridor Options

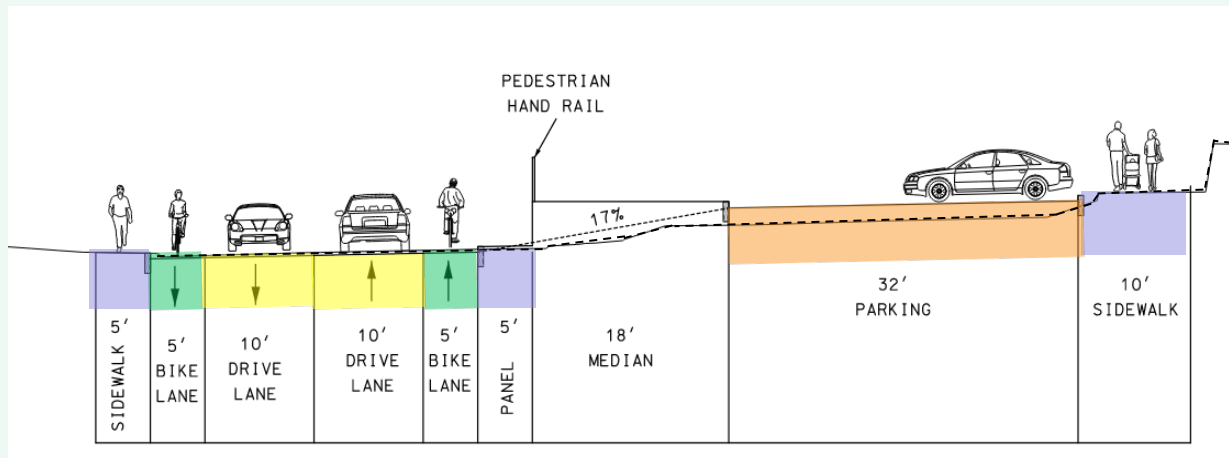
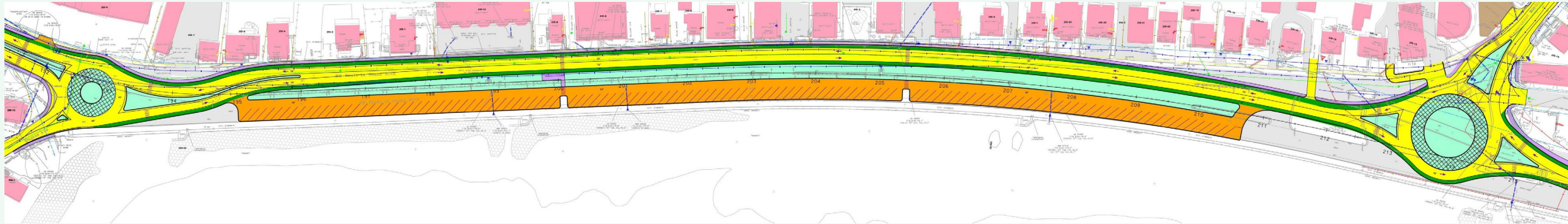
Dumas Ave to Winnacunnet Rd



Current Corridor Options

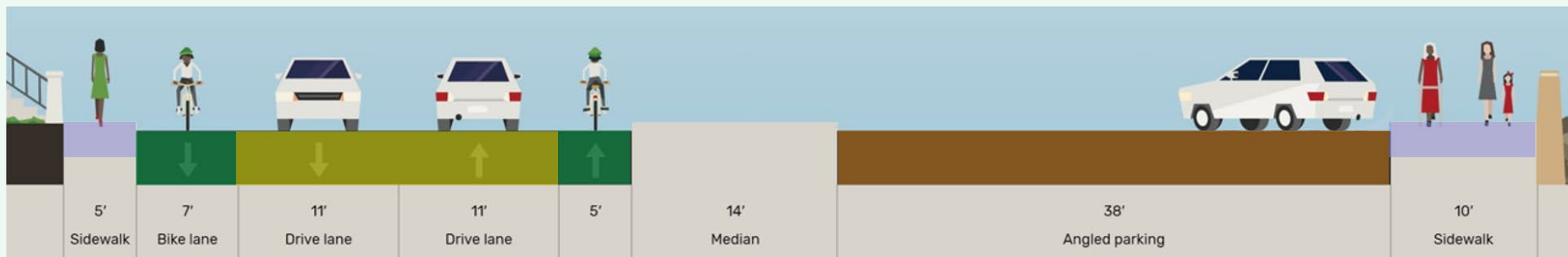
Dumas Ave to Winnacunnet Rd

Alternative Layout



Current Corridor Options

Winnacunnet Rd to 5th St

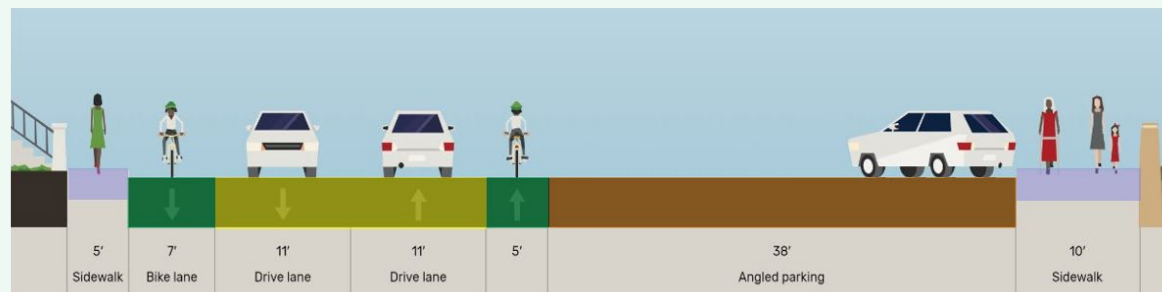
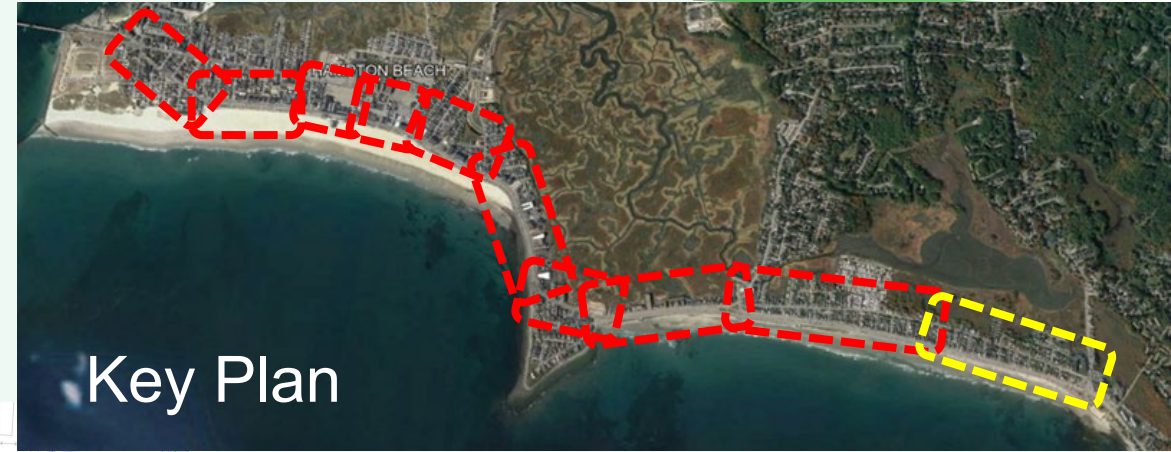
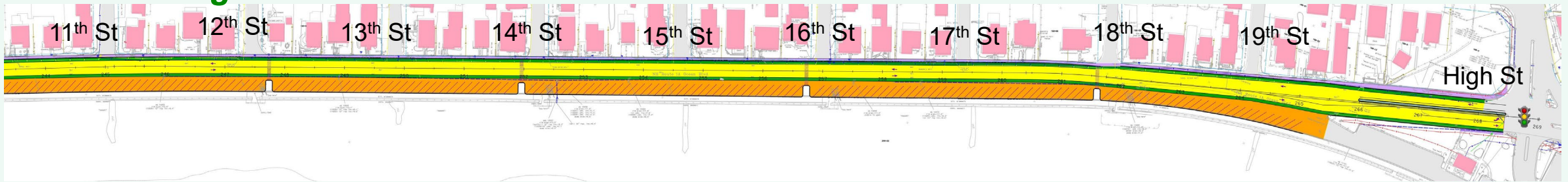


Current Corridor Options

5th St to 10th St



10th St to High St

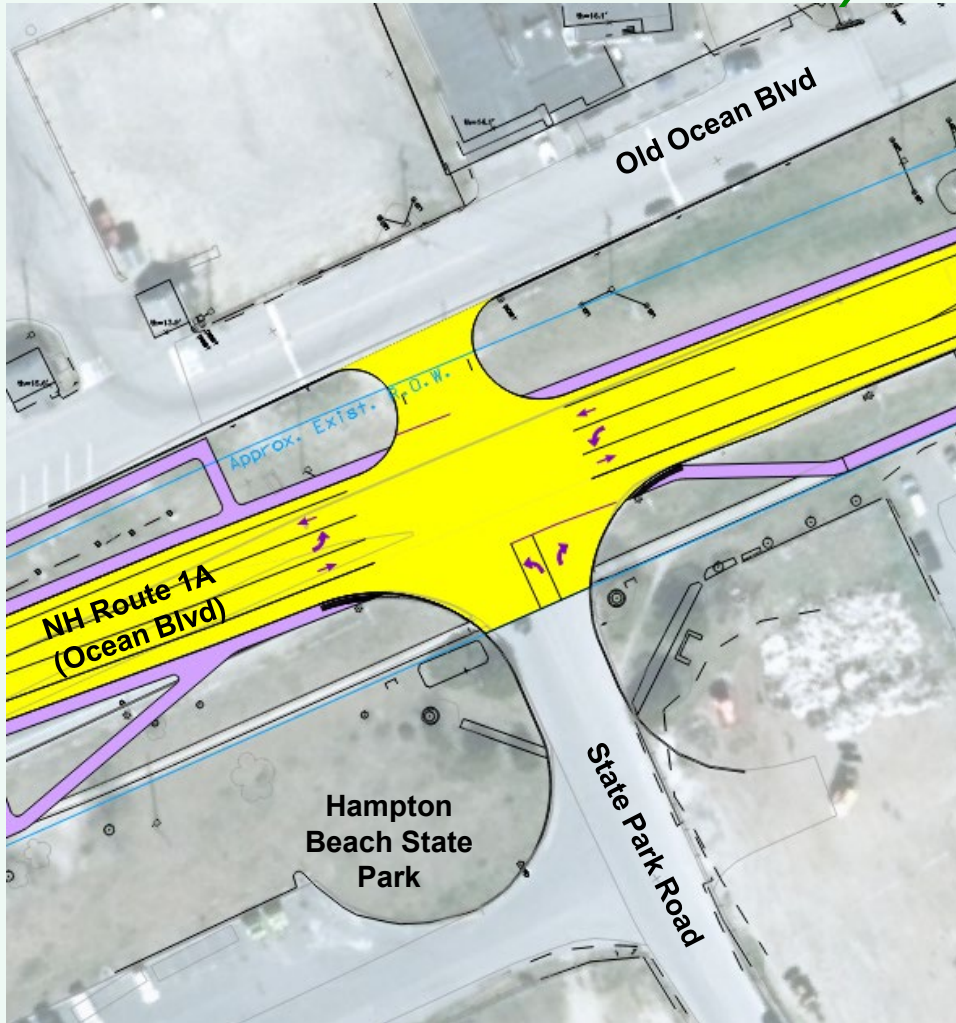


Current Intersection Options

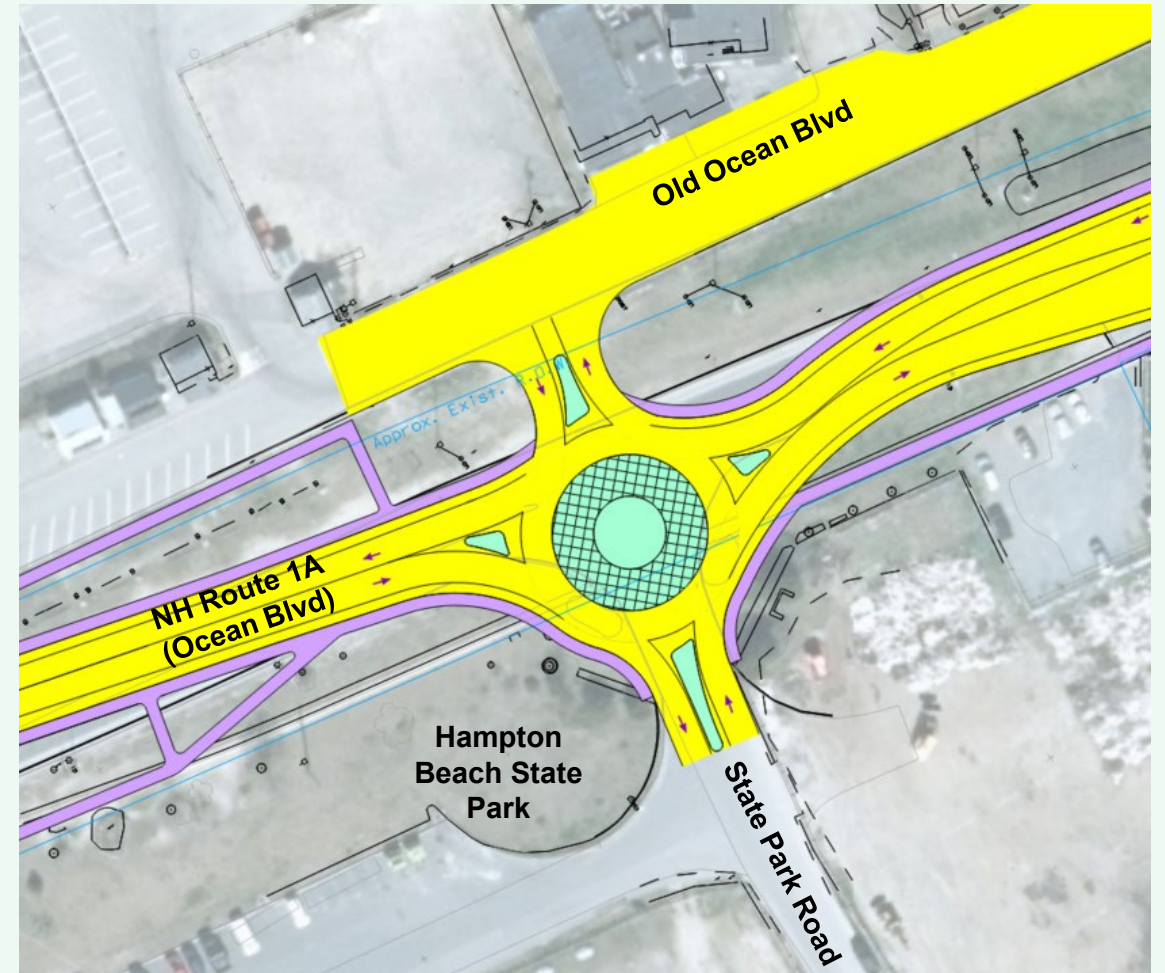


Current Intersection Options

**State Park Rd (Option A2): Unsignalized
(Ashworth Ave U-Turn Maintained)**

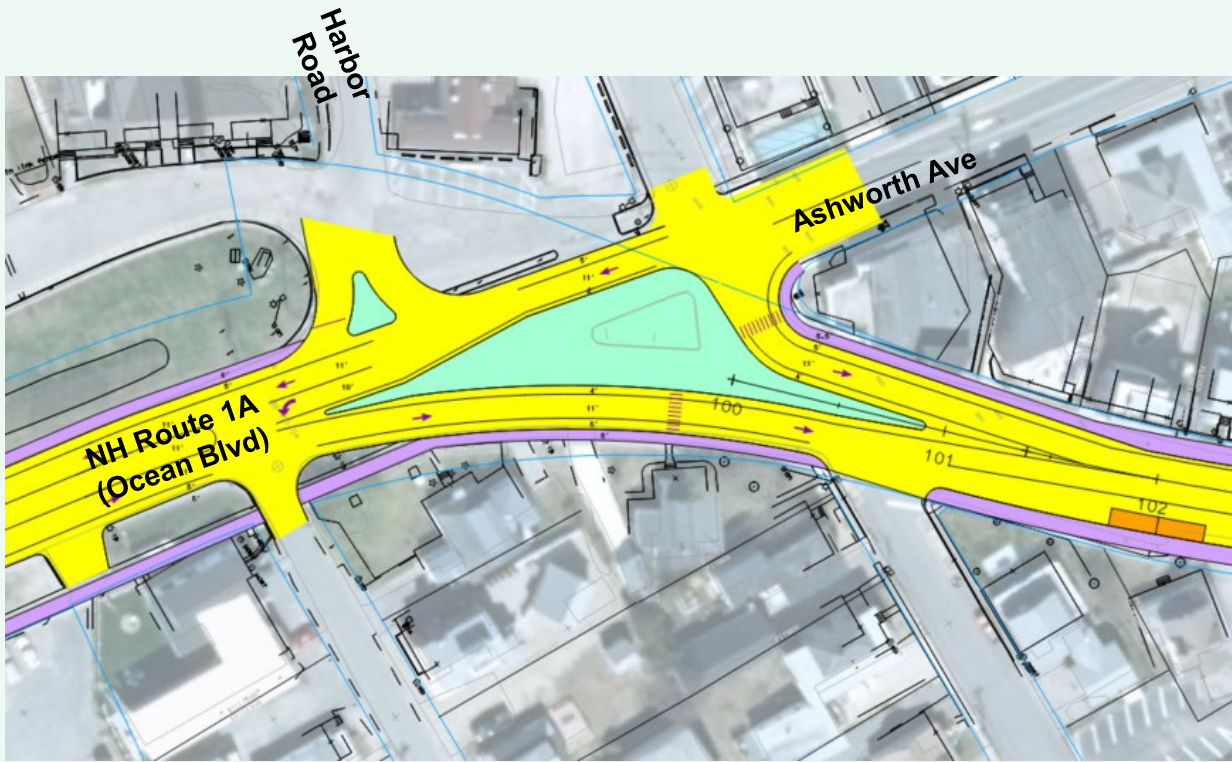


**State Park Rd (Option A3): One Lane Roundabout
(Ashworth Ave U-turn Maintained)**

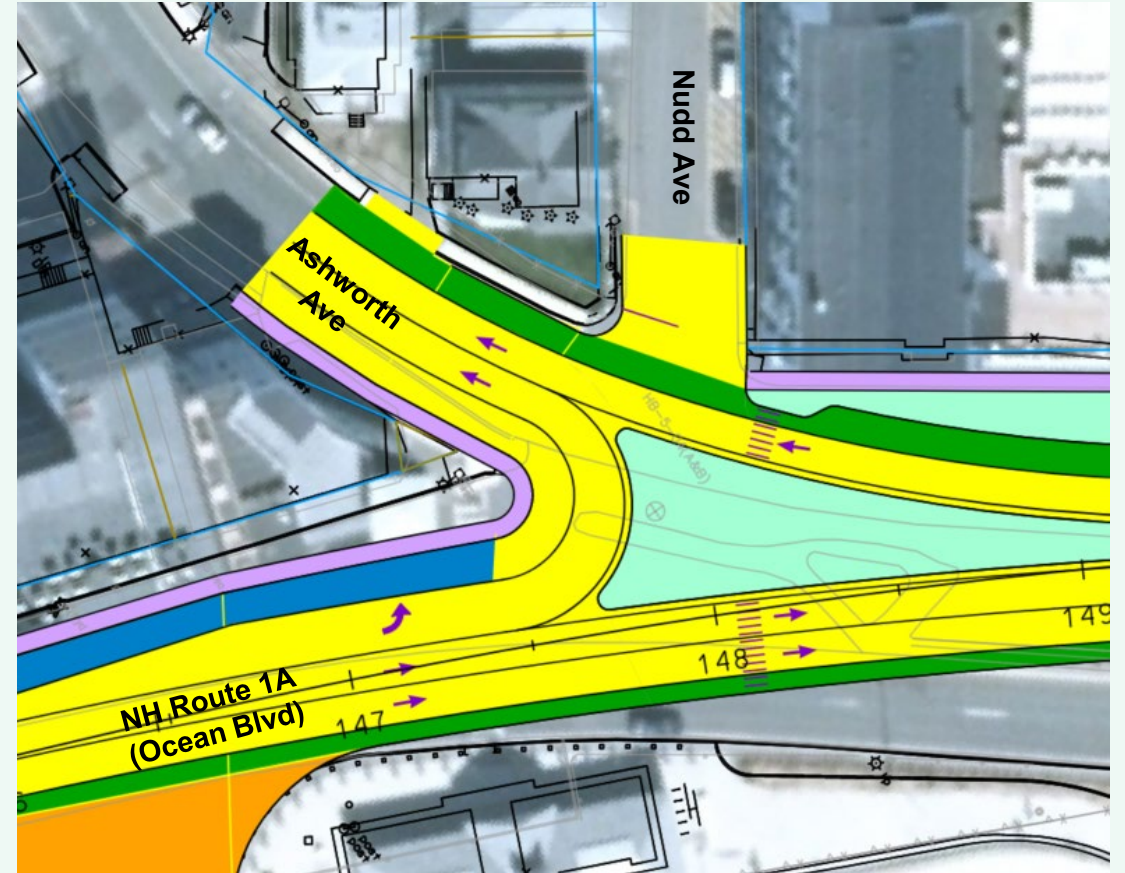


Current Intersection Options

*Ashworth Ave / Ocean Blvd (Option B1):
Maintain U-turn
(Requires 4th leg connection at State Park Road)*



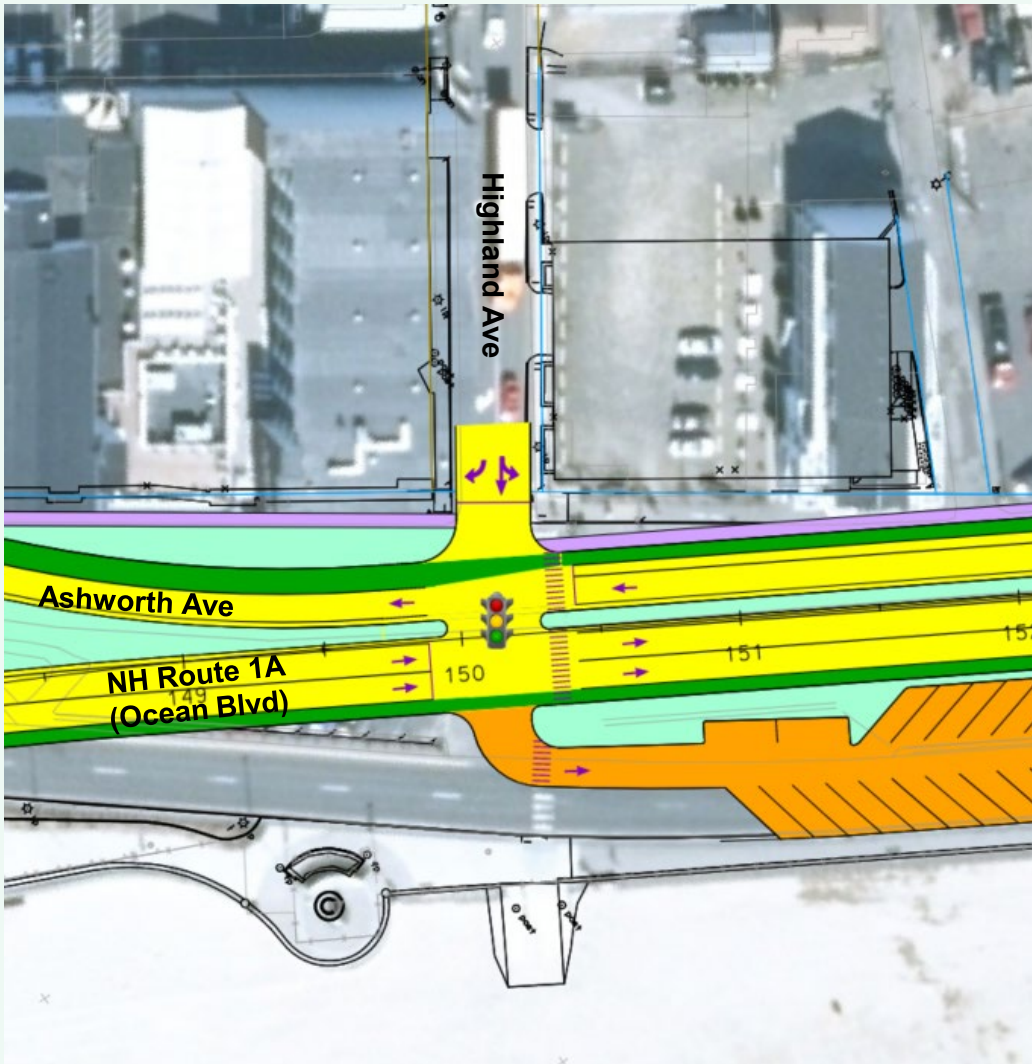
*Ashworth Ave / Nudd Ave (Option C1):
Reverse Direction*



Current Intersection Options

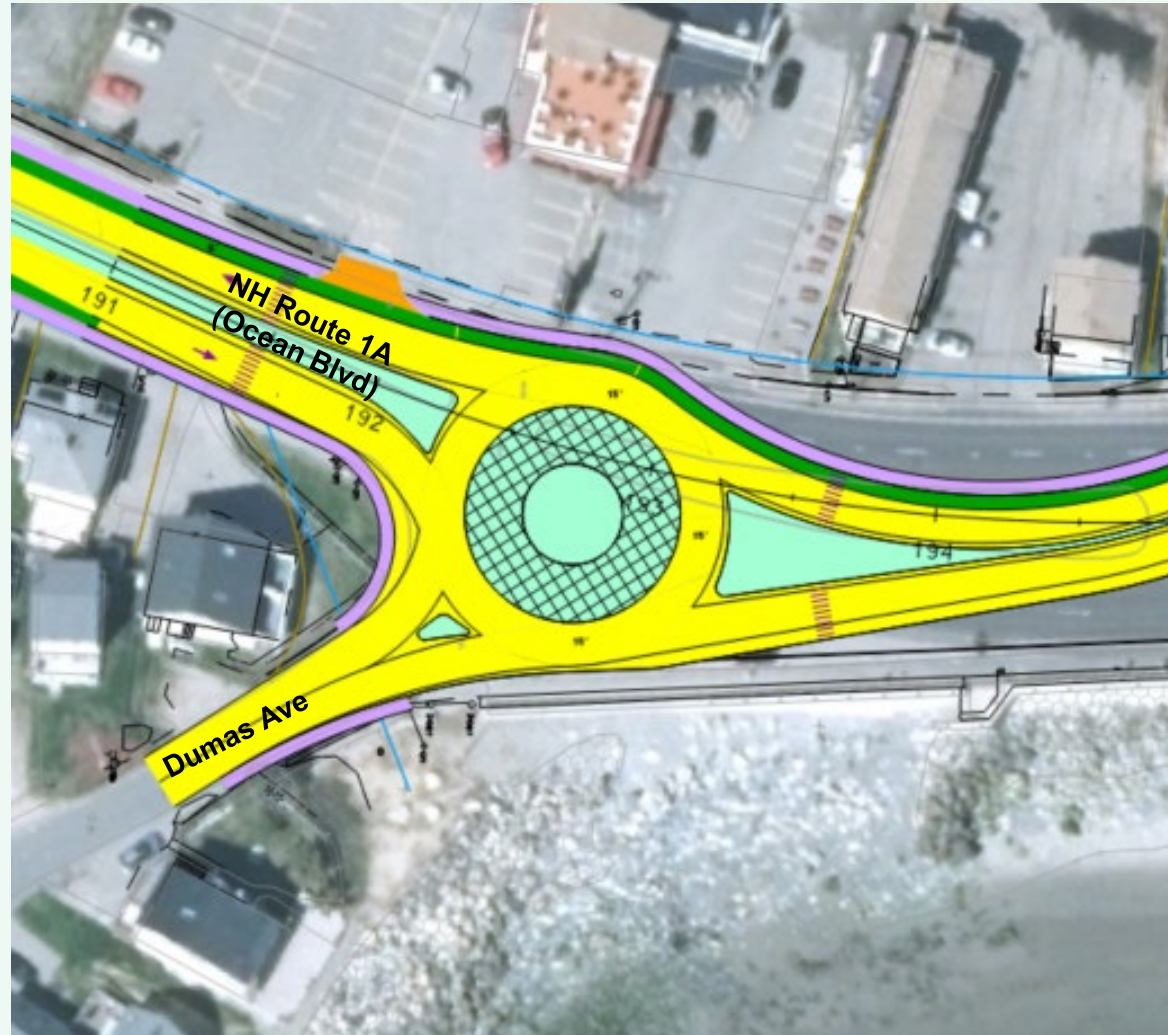
Highland Ave (Option D1): Signalized

Church St (Option E2): Signalized



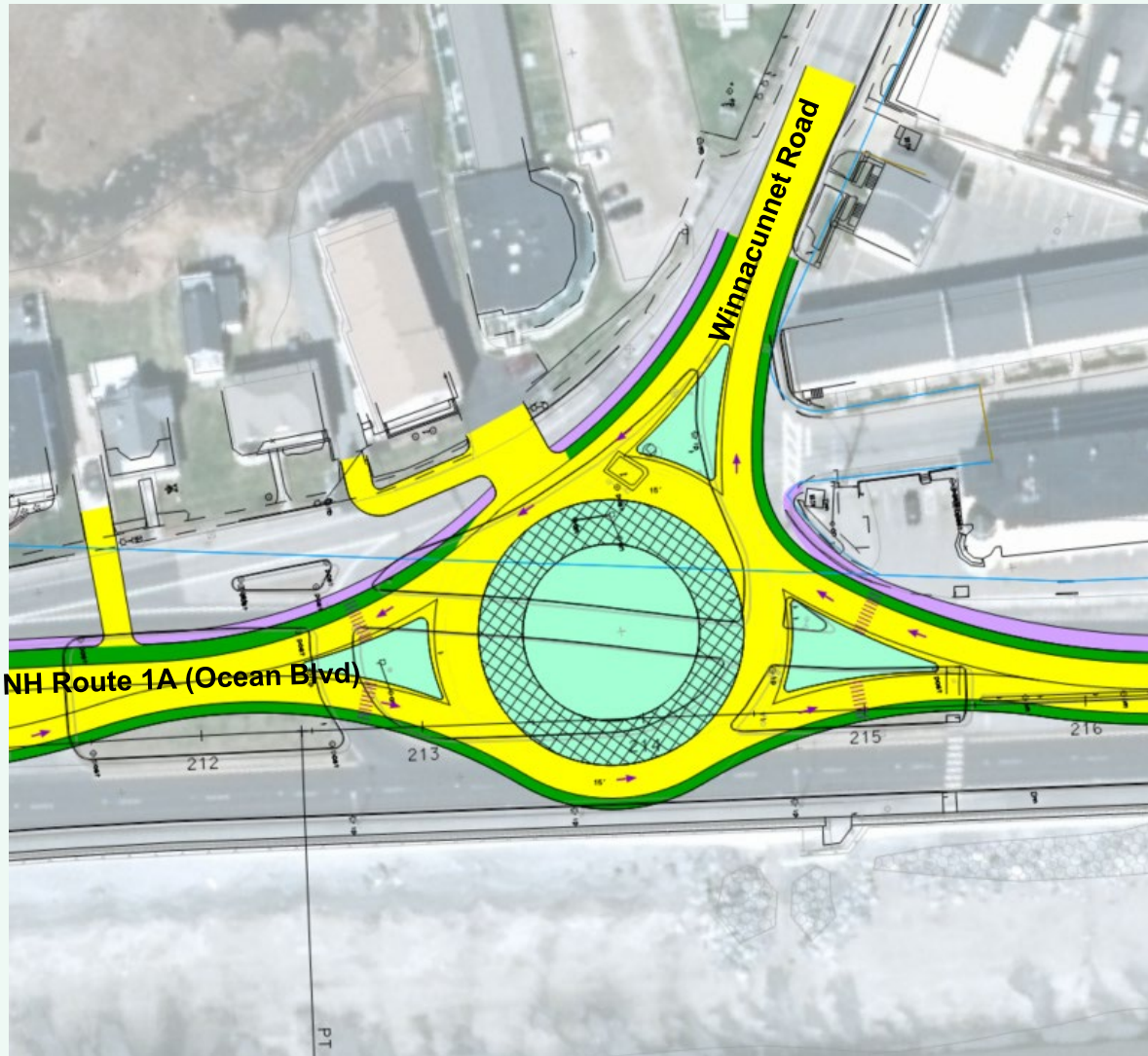
Current Intersection Options

Dumas Ave (Option F1): Roundabout

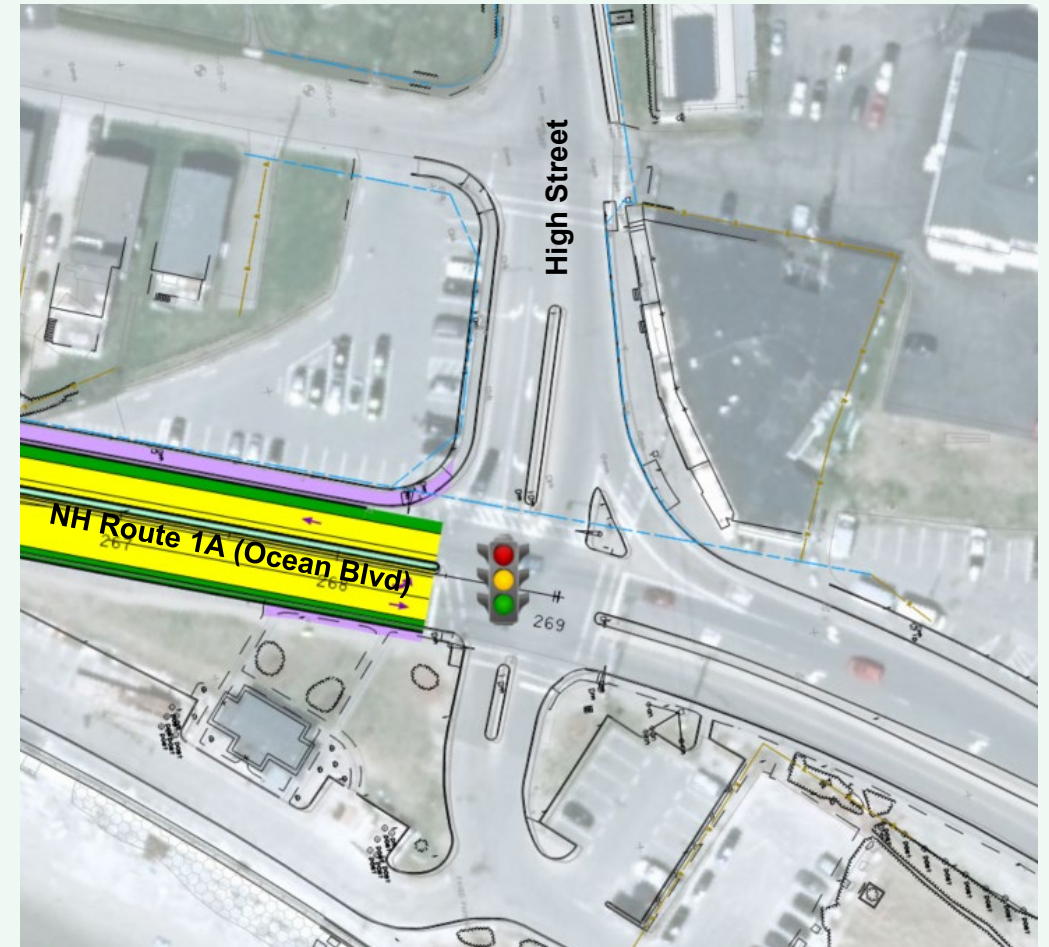


Current Intersection Options

Winnacunnet Rd (Option G3): Roundabout



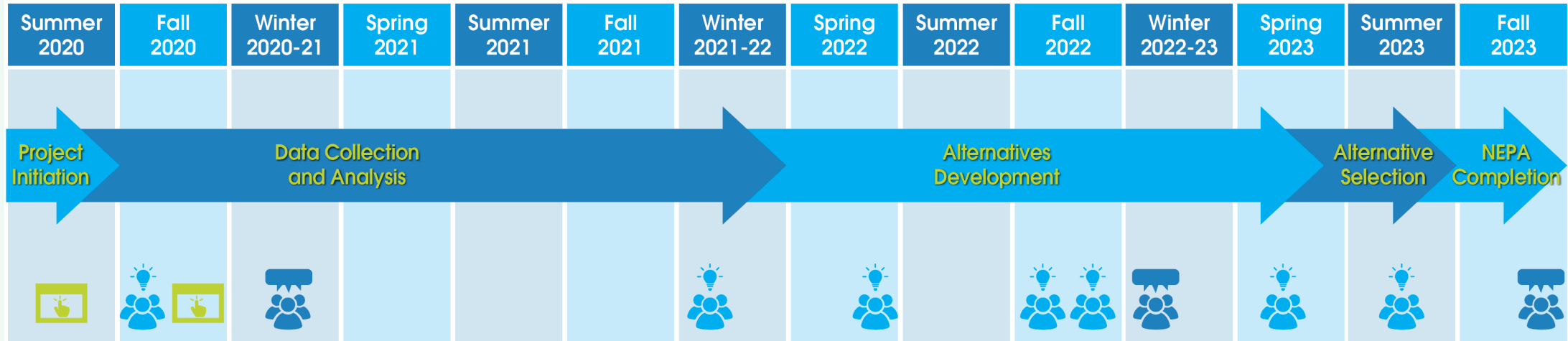
High Street (Option H1): Signalized Intersection



Next Steps



Project Schedule



Survey/Wikimap



PAC Meeting



Public Meeting/Hearing

Next Steps

- Cultural Resource Meeting #2 (Spring 2023)
- Natural Resource Meeting #2 (Spring 2023)
- PAC Meeting #6 (Spring 2023)
- PAC Meeting #7 (Summer 2023)
- Public Information Meeting (Summer 2023)
- Public Hearing (Winter 2023)

Thank you!

