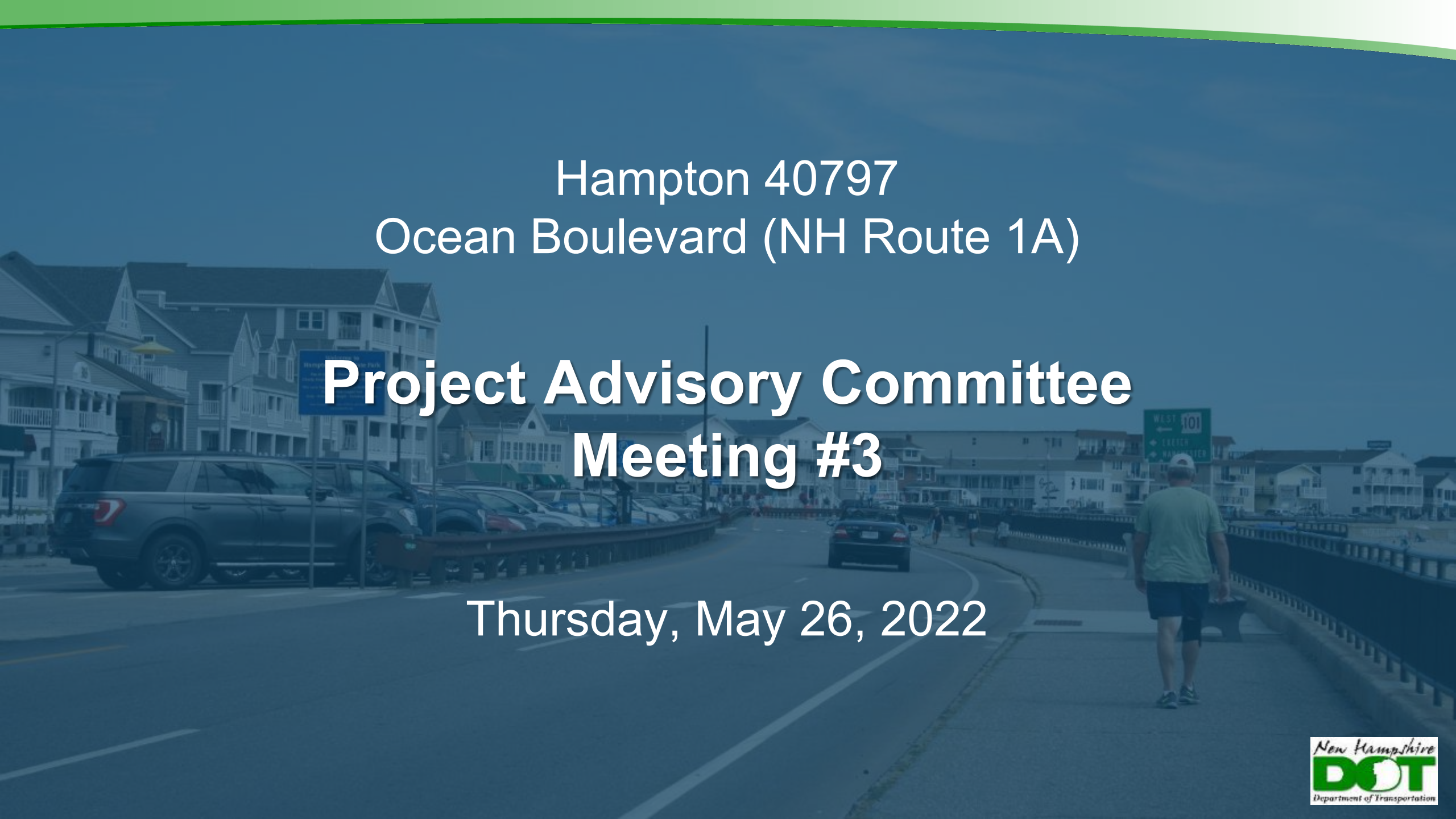


Hampton 40797
Ocean Boulevard (NH Route 1A)

Project Advisory Committee Meeting #3

Thursday, May 26, 2022

Agenda

1. Welcome Back & Introductions
2. Project Recap & Progress
3. Purpose & Need Statement
4. Alternatives Workshop Session
5. Report Back
6. Next Steps

Key Study Team Members

Tobey Reynolds, PE, Project Manager (NHDOT)

Roch Larochelle, PE, Consultant Team Project Manager (HDR)

Keith Cota, PE, Consultant Technical Specialist (HDR)

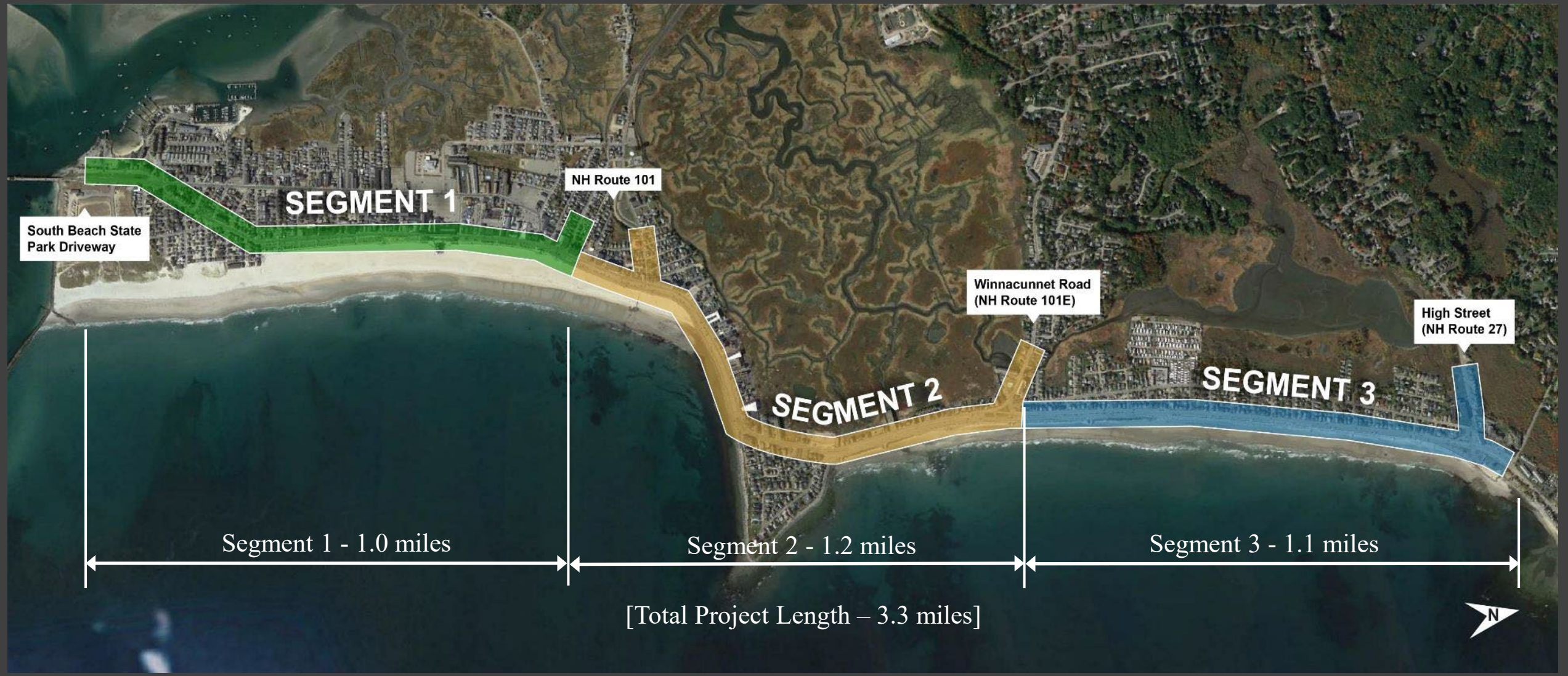
Marcy Miller, AICP, Public Involvement Manager (FHI)

Kevin Slattery, Environmental Resources (HDR)

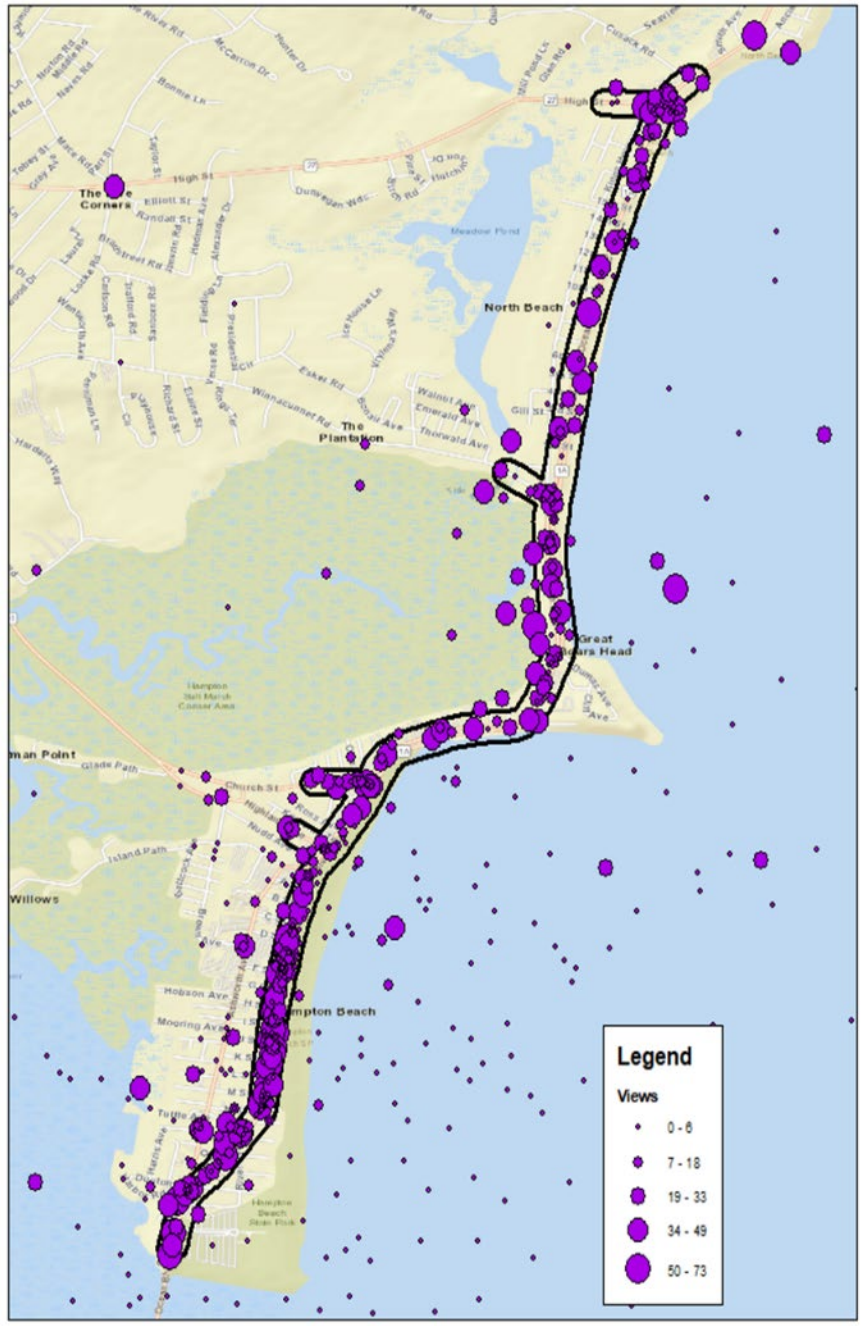
Stephanie Dyer-Carroll, AICP, Cultural Resources (FHI)

Project Recap & Progress

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)



Project Recap

- Established Project Advisory Committee (PAC)
- **Held first PAC meeting (October 2020)**
- Collected data for Natural and Cultural resources
- **Held first PIM meeting (March 2021)**
- Completed Survey and Right of Way Research (10/2021)
- Collected & Analyzed Traffic & Safety Data (10/2021)
- Created Base (2020) Traffic Model
- Site walk with NHDHR & Consulting Parties (12/15/21)
- Developed “Draft” Purpose & Need Statement (01/12/22)
- **Held second PAC meeting (January 2022)**

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Recent Activities *(since last PAC meeting)*

- Site walk memo/next steps to NHDHR……January 26, 2022
- Distributed Purpose & Need to PAC for review……Feb. 24, 2022
- Survey Coordination Meeting……..March 22, 2022
- Concept Workshop (w/NHDOT)……March 29, 2022
- DNCR/Parks/District Coordination Meeting……March 30, 2022
- Refined Purpose & Need……April 2022
- Preparing Phase 1A Archaeological Assessment……May 2022

Project Development Process

- Use *Transportation Update of Hampton Beach Area Master Plan* (2018) as starting point
- Collect Data and Analyze Conditions
- Solicit input from PAC/Public
- Craft Purpose and Need Statement
- Develop and consider range of reasonable design alternatives
- Evaluate environmental impact of each viable alternative
- Receive public input on alternatives
- Recommend alternative that meets project Purpose and Need
- Develop preferred alternative and implementable project(s)

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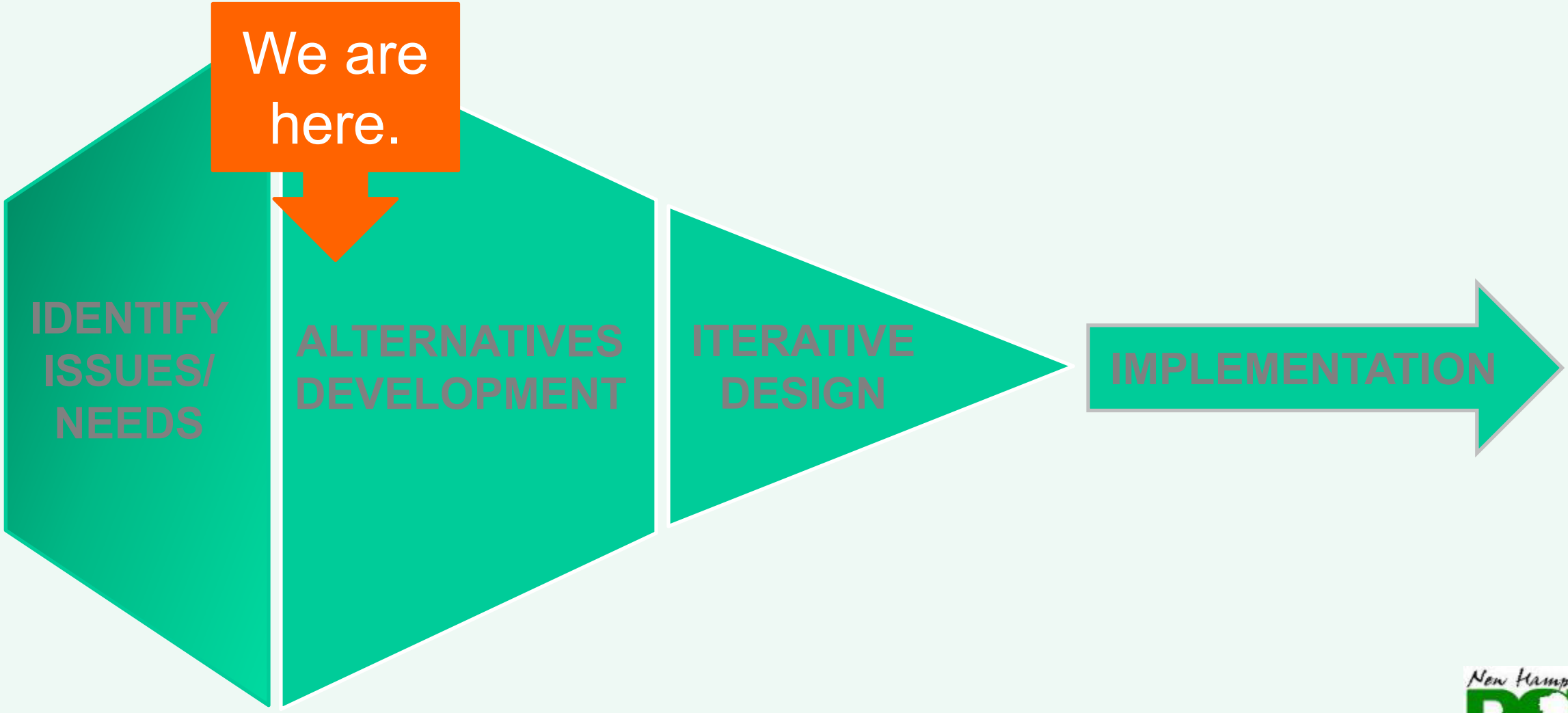
Project Development Process



Elements of Alternatives Development

- Enhanced multi-modal facilities
- Vehicle circulation patterns
- Lane/parking configurations
- Intersection configurations
- Safety Improvement Considerations
- Water quality/green infrastructure

Questions? Comments?

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Purpose & Need Statement

Purpose and Need Definition and Use

- Defines transportation issues and needs.
- States reason for undertaking and intended outcomes.
- Establishes basis for development of alternatives.
- Used to compare effectiveness of Build Alternatives against the No-Build Alternative.
- An alternative that does not achieve a primary purpose would be eliminated.
- Goals and objectives aid in the development of context sensitive solutions.

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Department of Transportation

Purpose (Original)

To improve pedestrian and bicyclist safety and operations through enhanced multimodal accommodations while improving the overall function of the NH Route 1A transportation corridor and addressing climate change resiliency

Purpose (Revised)

The purpose of the project is to improve pedestrian and bicyclist connectivity, 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.

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Need (Original)

- Consistent lack of high-quality pedestrian and bicycle facilities along the corridor that lead to uncomfortable pedestrian and bicycle facilities
- Many undefined pedestrian sidewalks, limited crosswalk amenities and inaccessible sidewalk areas
- Narrow bicycle shoulders vary in width throughout the corridor creating high stress riding conditions not usable by all ages and abilities
- Vehicle circulation challenges related to parking lot and roadway crossings along 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
- Recurring safety and maintenance concerns resulting from increasing flooding events that often block portions of the vehicular travel lanes

Need (Revised)

There is 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

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Goals & Objectives (Original)

- Minimize impact on natural, social, and cultural resources;
- 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;
- Integrate outcomes from the 2001 Hampton Beach Master Plan (NH Department of Resources and Economic Development – Division of Parks and Recreation), 2018 Transportation Update to Master Plan (NHDOT, Town of Hampton and the Hampton Beach Area Commission);
- Provide water quality enhancements to the maximum extent practicable;
- Manage effects of recurring storm & tidal events and resulting drainage issues.

Goals & Objectives (Revised)

- 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 (NH Department of Resources and Economic Development – Division of Parks and Recreation), 2018 Transportation Update to Master Plan (NHDOT, Town of Hampton and the Hampton Beach Area Commission);
- Provide water quality enhancements to the maximum extent practicable;
- Manage effects of recurring storm & tidal events and resulting drainage issues.

Questions? Comments?

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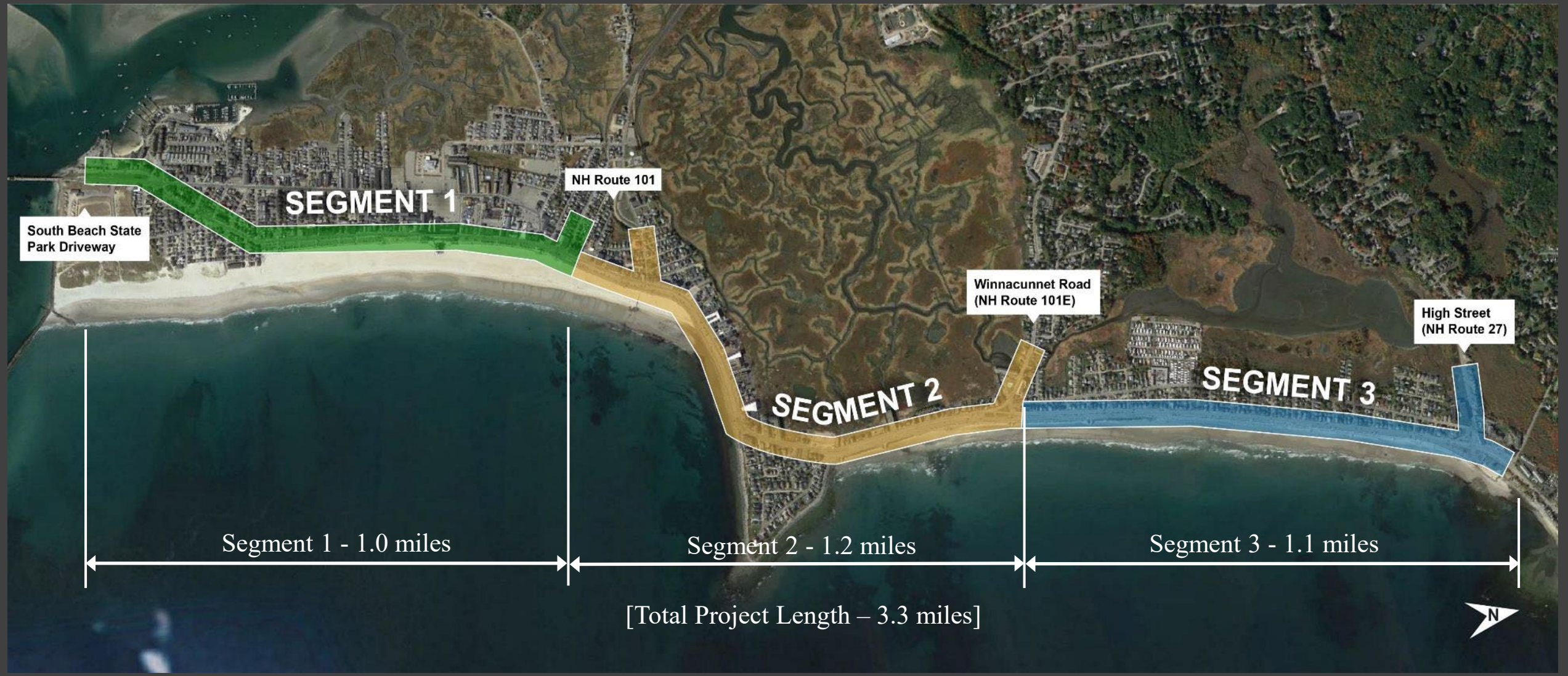
Workshop Breakout Session
(3 Working Groups)

Study Area Limits



General Corridor Themes

Option 1 – Do Nothing

Option 2 – Bike Shoulder (Ocean/Ashworth)

General Corridor Themes

Option 1 – Do Nothing

Option 2 – Bike Shoulder (Ocean/Ashworth)

Option 3 – Dedicated Bike Path (two way)
[East Coast Greenway]

Workshop Breakout Session
"Break Now!"

Study Area Limits (Segment 1)

Segment 1(a)


SEGMENT 1
South Beach State Park Driveway
NH Route 101
Winnacunnet Road (NH Route 101E)
SEGMENT 2
SEGMENT 3
High Street (NH Route 27)
N
Segment 1(a) – State Park Entrance to Haverhill Ave.

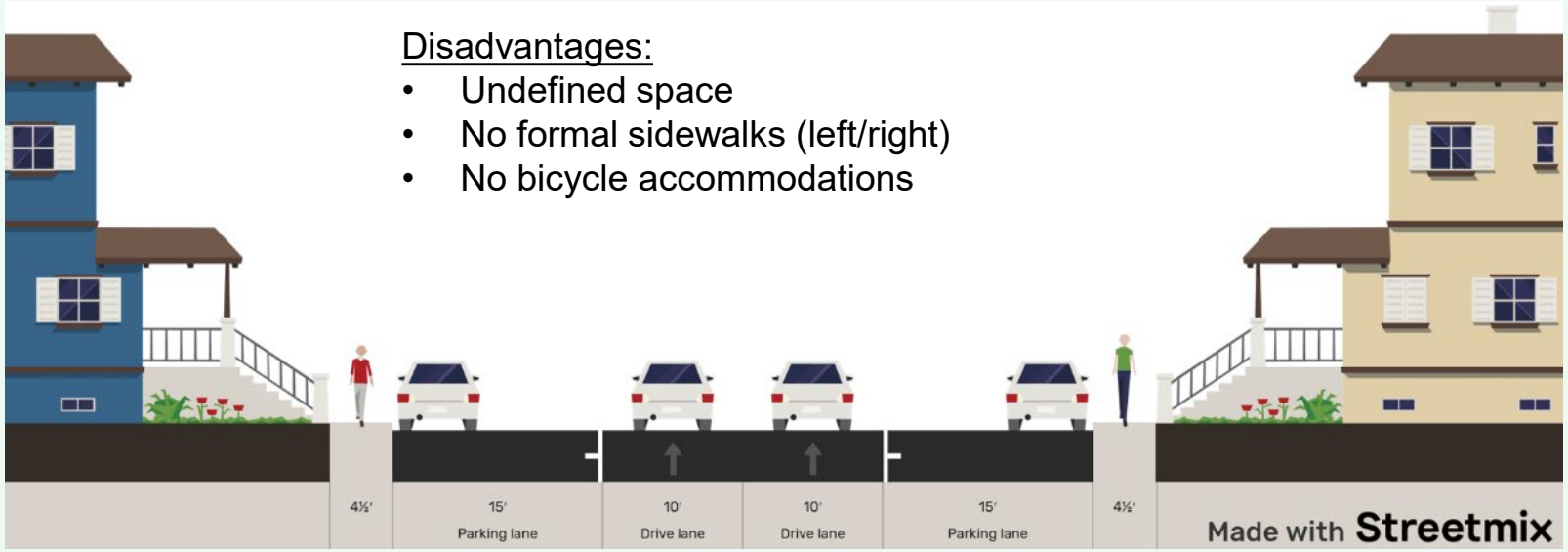
Segment 1(a) - Dover Avenue – Haverhill Avenue

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*

General Locus

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

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



59’ ROW shown


Current Condition

Segment 1(a) - Dover Avenue – Haverhill Avenue

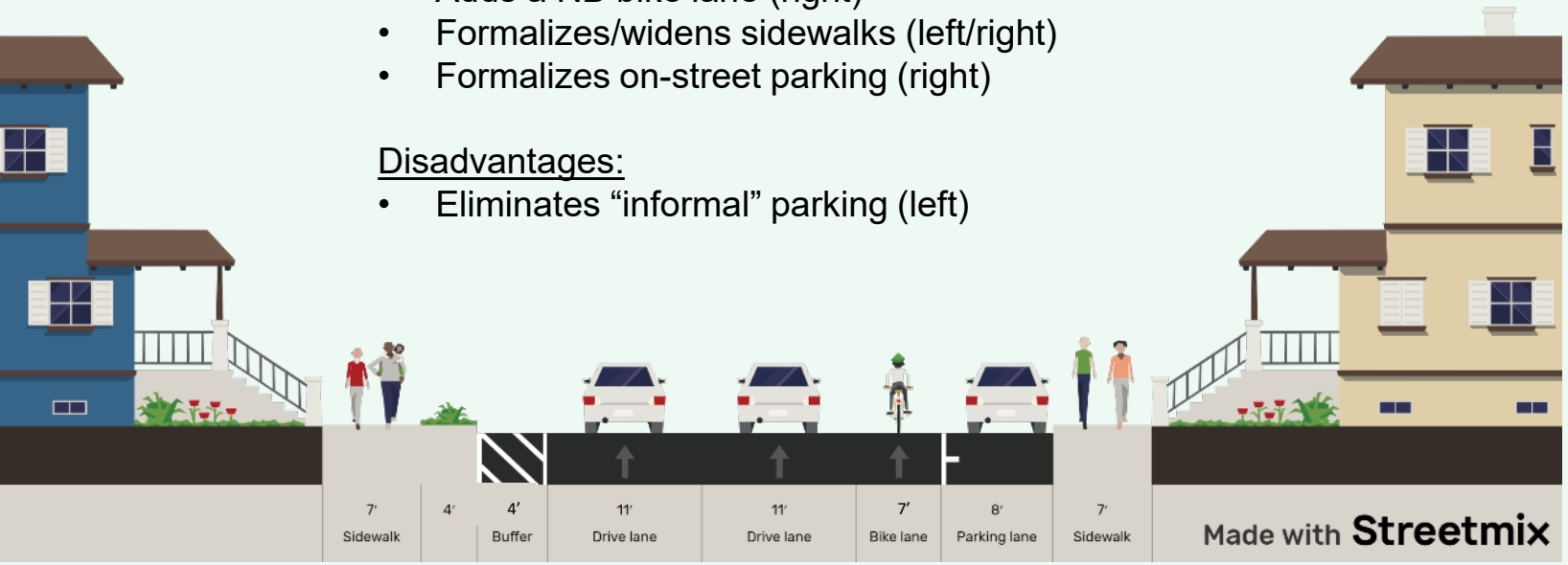
Option 1	**Option 2**	*Option 3*
2 Lanes - No Action	2 – Lanes (NB) Bike Lane (NB-Right) Parallel Parking (Right) Formalize Sidewalks (Left/Right)	*2 – Lanes (NB)* *Parallel Parking (Right)* *Buffer between Vehicles/Bikes* *Two-way Bike Path (Right)* *Formalize Sidewalks*

<u>Advantages:</u>

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

<u>Disadvantages:</u>

- Eliminates “informal” parking (left)



59’ ROW shown

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

General Locus

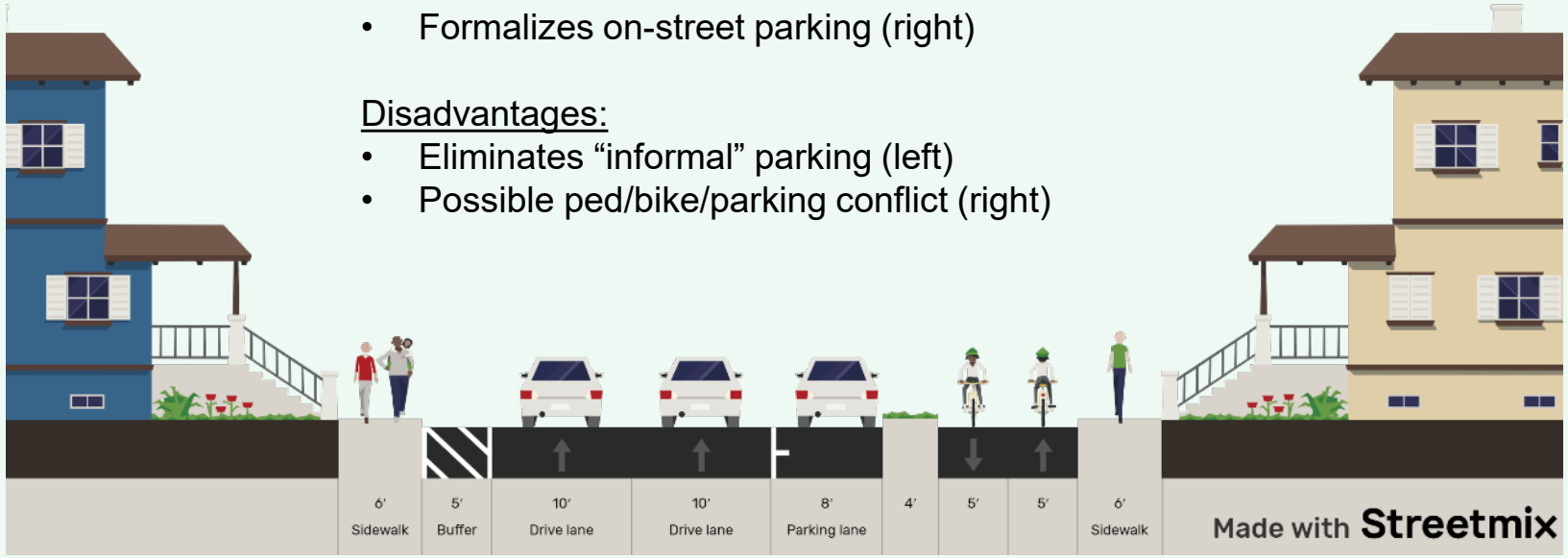

Current Condition

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)



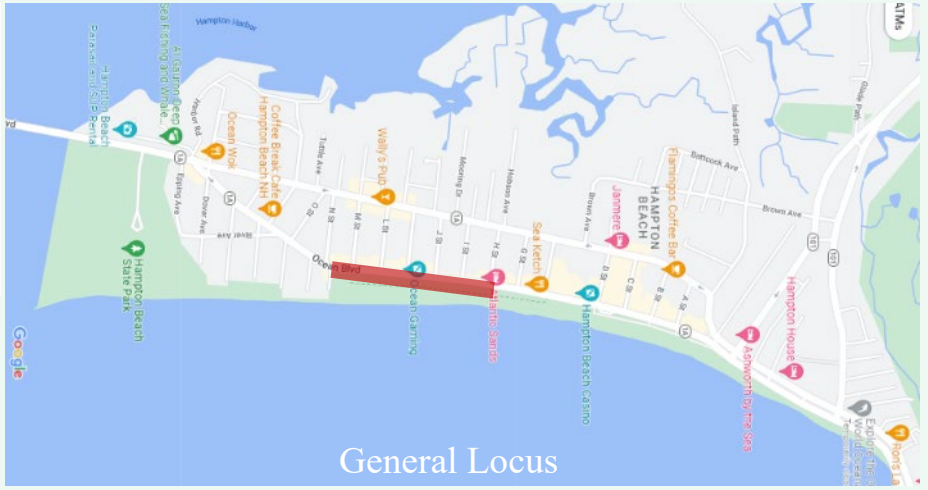
59’ ROW shown

Segment 1(b)


SEGMENT 1
South Beach State Park Driveway
NH Route 101
Winnacunnet Road (NH Route 101E)
SEGMENT 2
SEGMENT 3
High Street (NH Route 27)
N
Segment 1(b) – Haverhill Avenue to F Street

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*

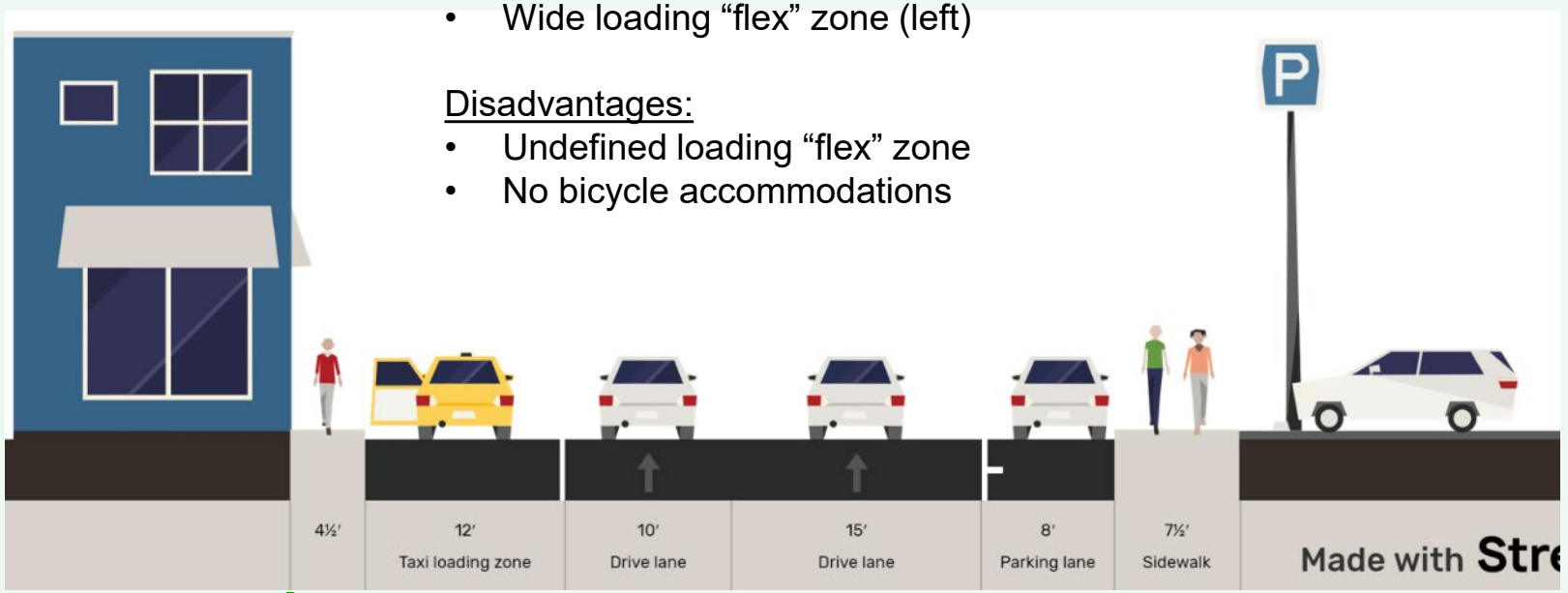


Advantages:

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

Disadvantages:

- Undefined loading “flex” zone
- No bicycle accommodations



57’ ROW shown

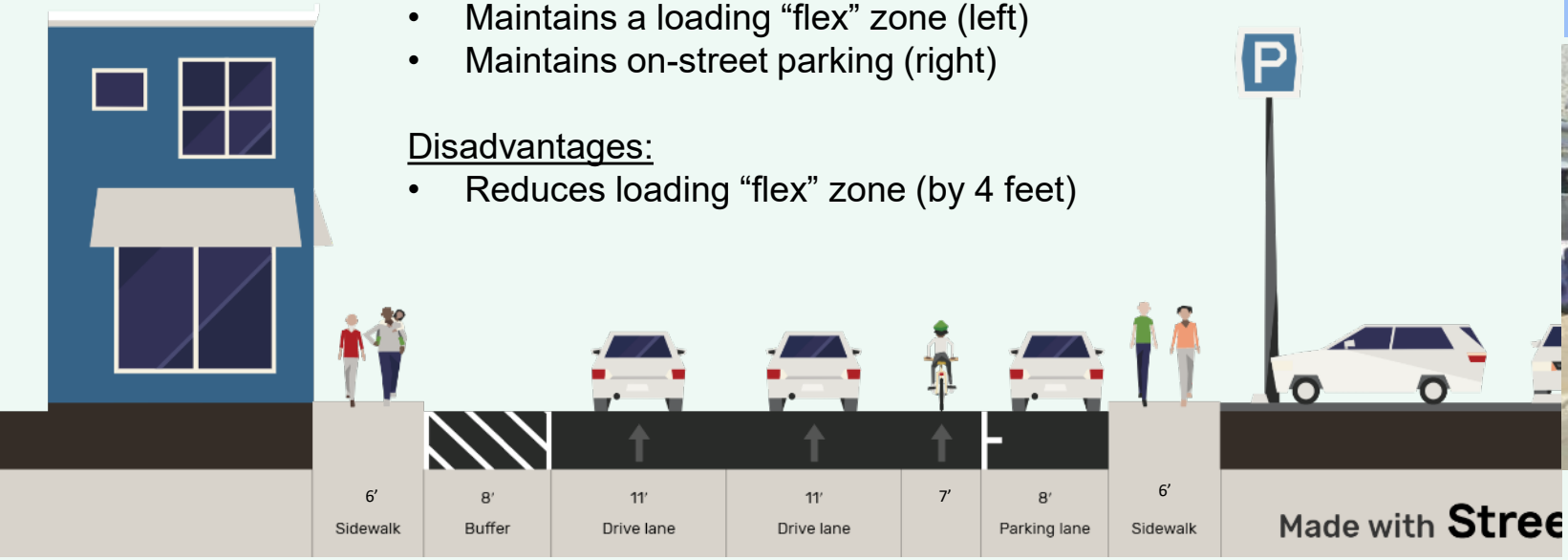
Segment 1(b) - Haverhill Avenue – F Street

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*

General Locus

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)



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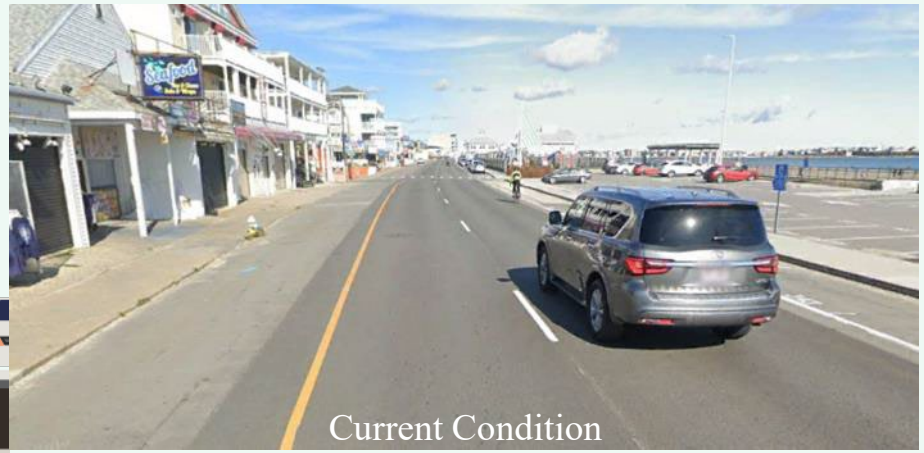
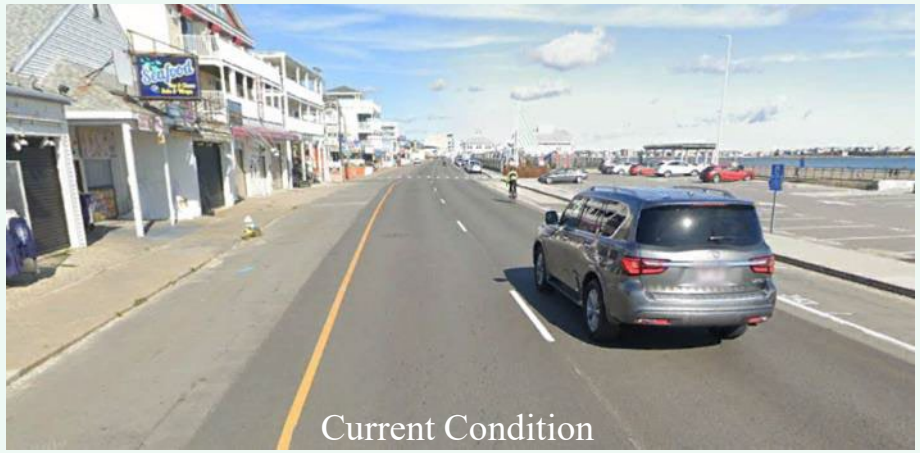

Current Condition

New Hampshire DOT Department of Transportation

Segment 1(b) - Haverhill Avenue – F Street

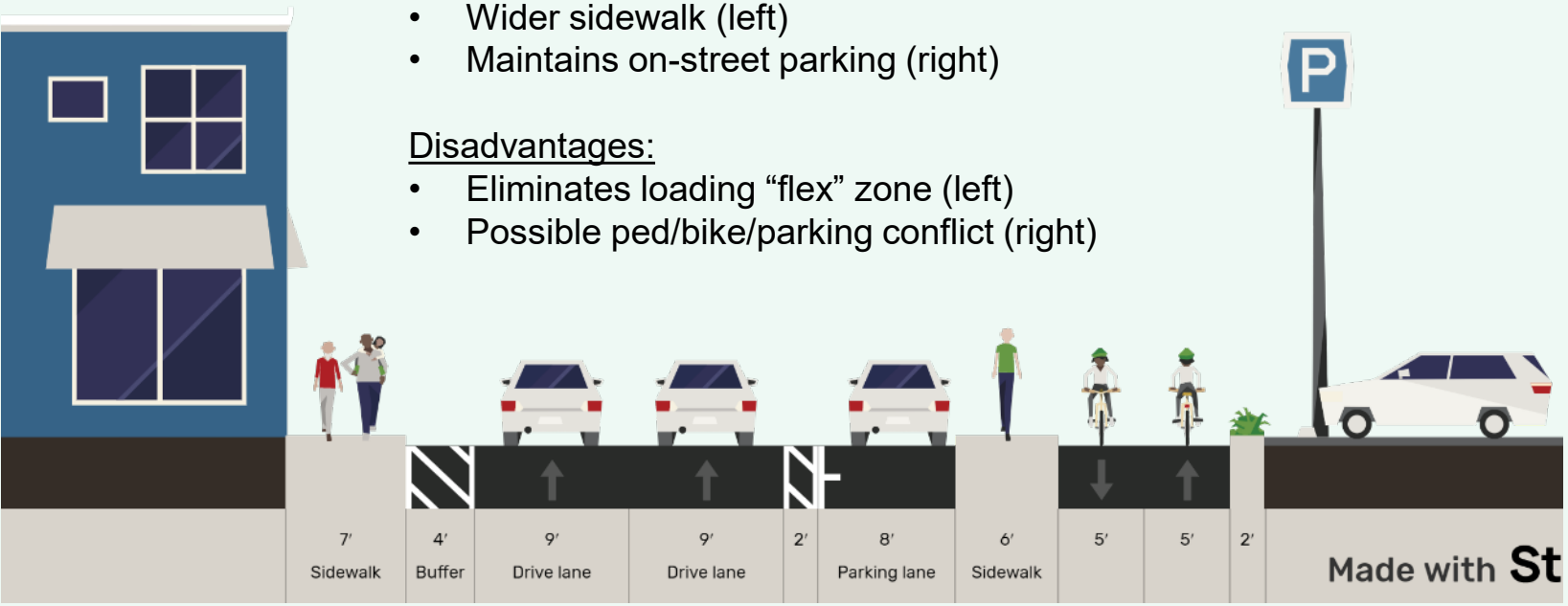
Option 1	Option 2	Option 3
2 Lanes - No Action	*2 – Lanes (NB)* *Flex Zone (Left)* *Bike Shoulder/Lane (Right)* *Parallel Parking (Right)* *Formalize Sidewalks*	2 – Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

General Locus


Current Condition

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)



57’ ROW shown

New Hampshire DOT Department of Transportation

Segment 1(c)


SEGMENT 1
South Beach State Park Driveway
NH Route 101
Winnacunnet Road (NH Route 101E)
SEGMENT 2
SEGMENT 3
High Street (NH Route 27)
Segment 1(c) – Between F Street & D Street
N

Segment 1(c) - F Street – D Street

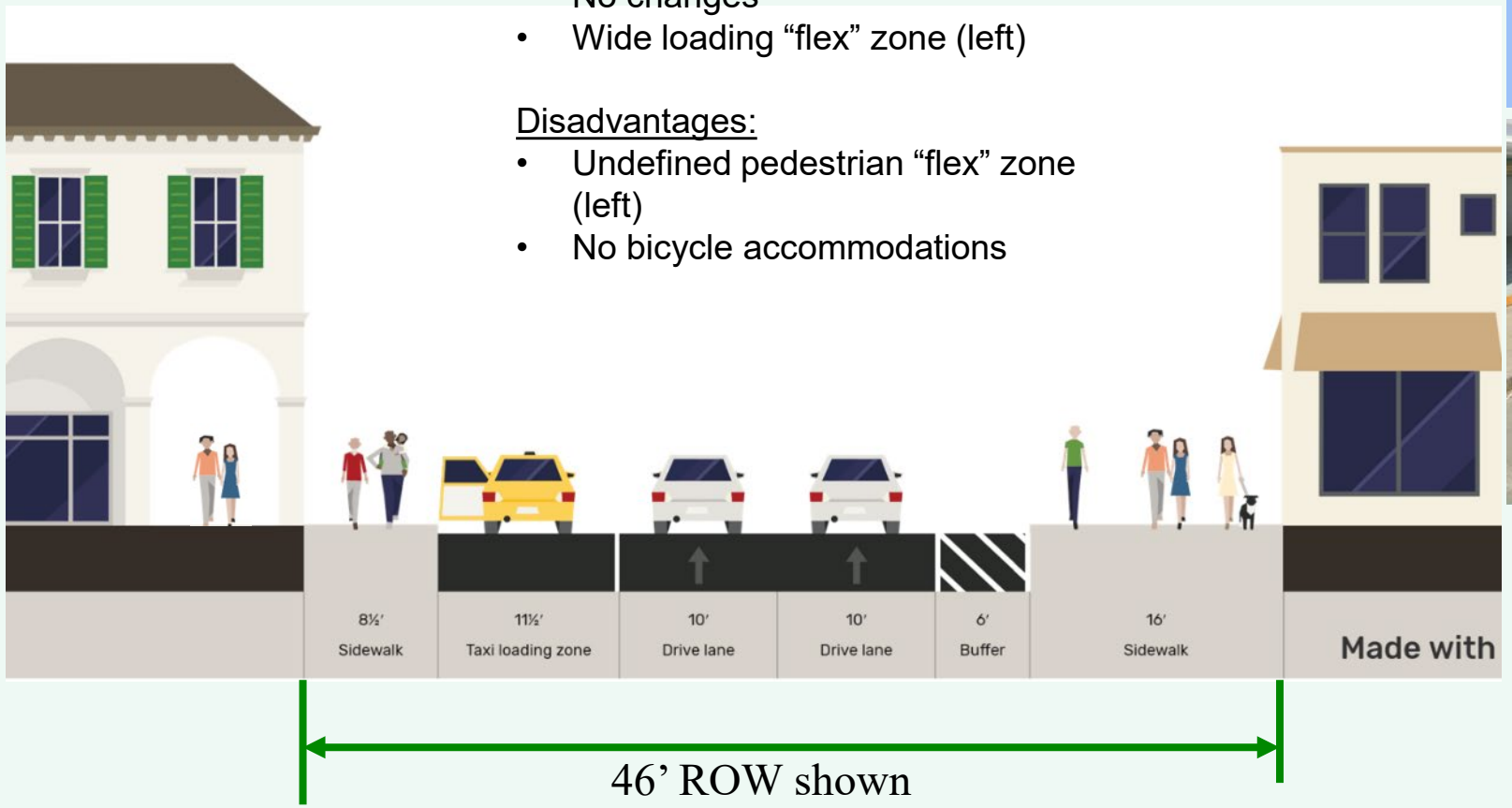
Option 1	*Option 2*	*Option 3*
2 Lanes - No Action	*2 – Lanes (NB)* *Shoulder / Flex Zone (Left)* *Bike Lane (Right)* *Expand West sidewalk*	*2- Lanes (NB)* *Parallel Parking (Left)* *Buffer between Vehicles/Bikes* *Two-way Bike Path (Right)* *Formalize Sidewalks*

General Locus

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

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

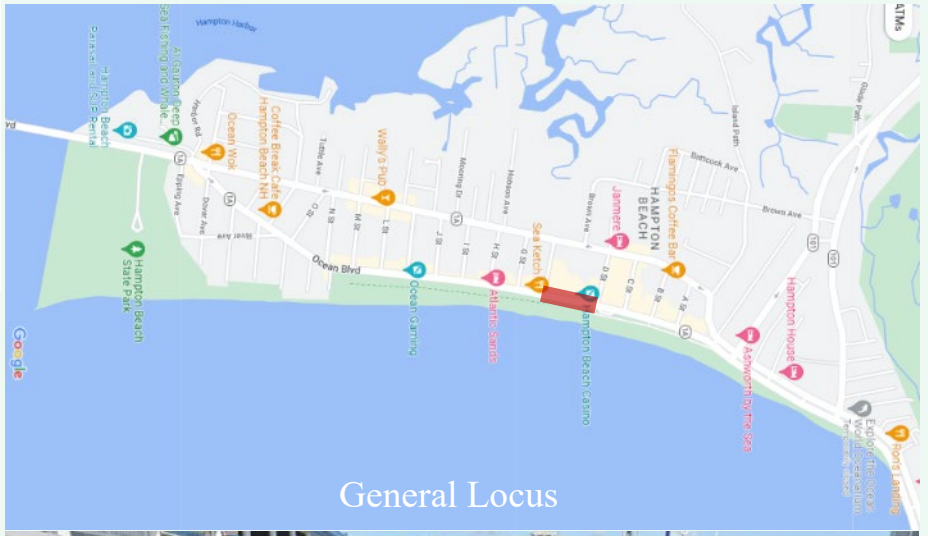

Current Condition



46’ ROW shown

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*



General Locus

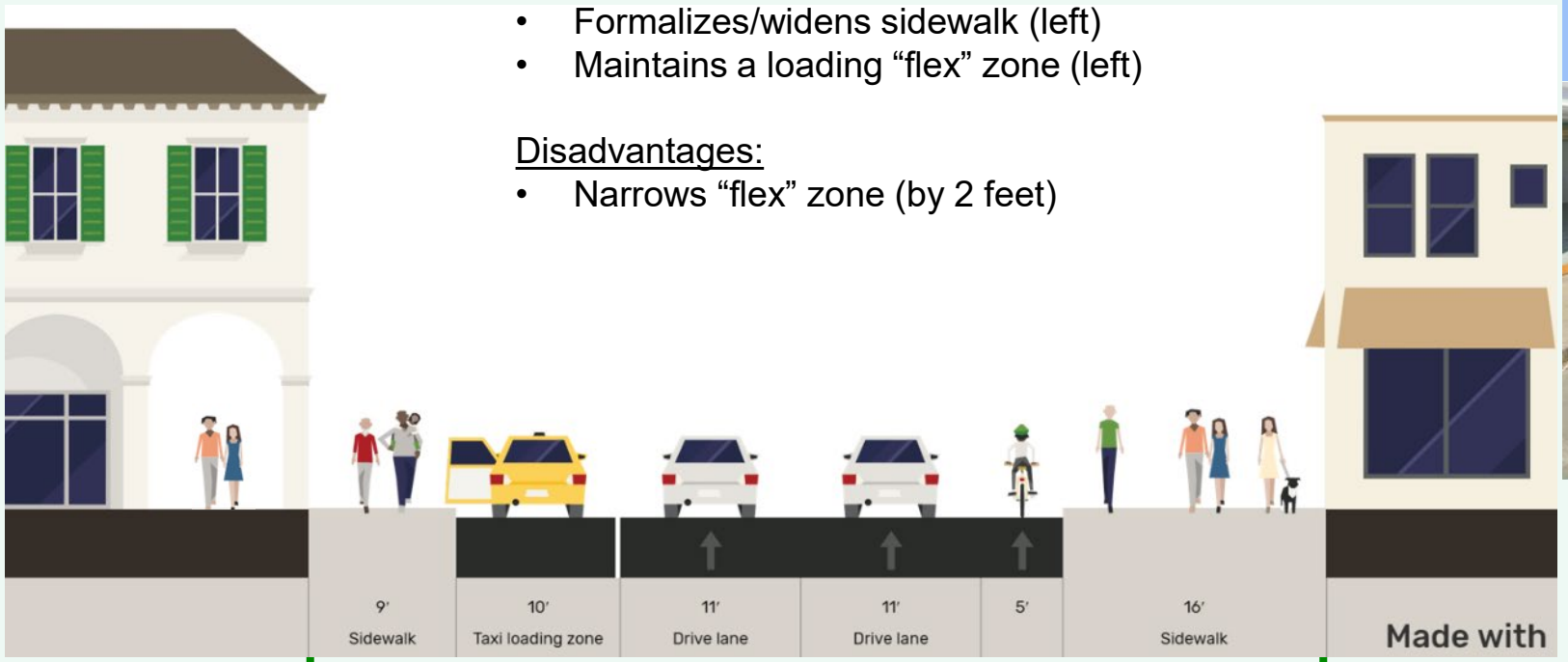
Advantages:

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

Disadvantages:

- Narrows “flex” zone (by 2 feet)


Current Condition



46’ ROW shown

New Hampshire DOT Department of Transportation

Segment 1(c) - F Street – D Street

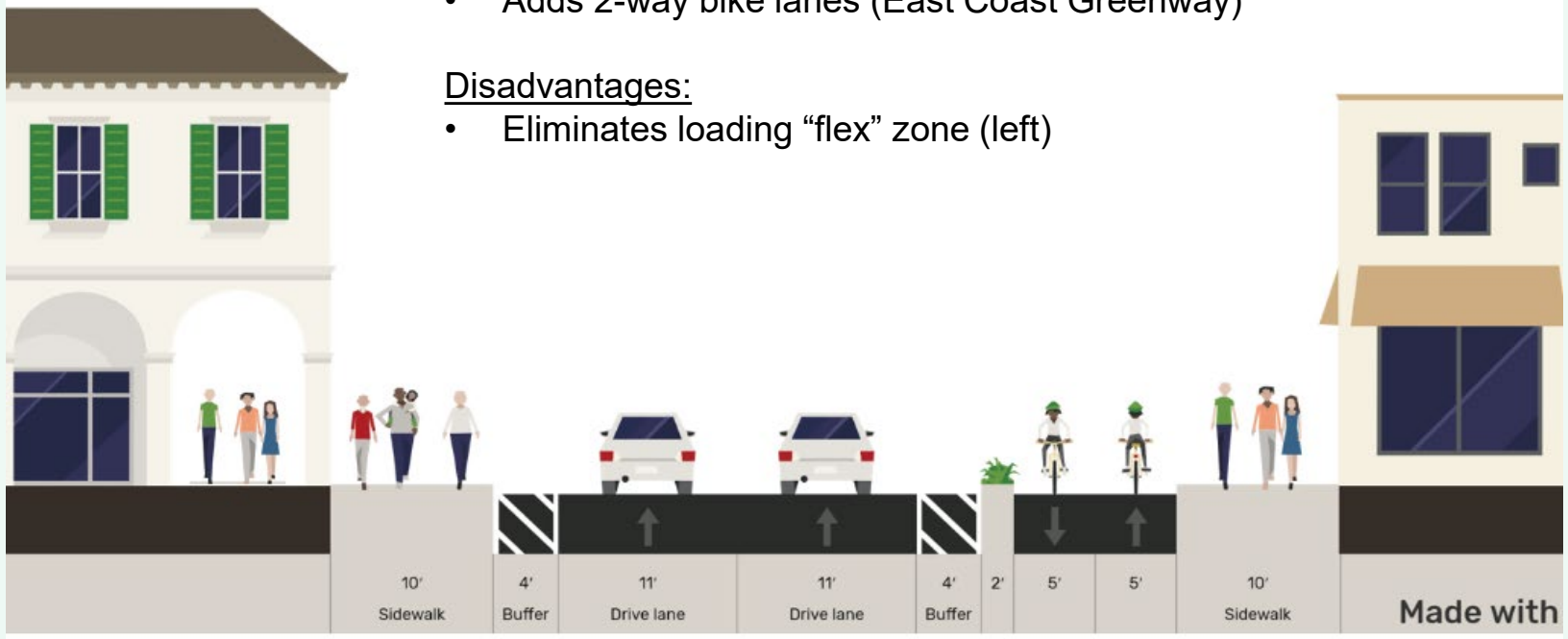
Option 1	Option 2	Option 3
2 Lanes - No Action	*2 – Lanes (NB)* *Shoulder / Flex Zone (Left)* *Bike Lane (Right)* *Expand West sidewalk*	2- Lanes (NB) Parallel Parking (Left) Buffer between Vehicles/Bikes Two-way Bike Path (Right) Formalize Sidewalks

General Locus


Current Condition

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

Disadvantages:
- Eliminates loading “flex” zone (left)



46’ ROW shown

Segment 1(d)


SEGMENT 1
South Beach State Park Driveway
NH Route 101
Winnacunnet Road (NH Route 101E)
SEGMENT 2
SEGMENT 3
High Street (NH Route 27)
Segment 1(d) – Between D Street & Nudd Avenue
N

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*

General Locus

Current Condition

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

New Hampshire DOT Department of Transportation

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*

General Locus

Current Condition

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

New Hampshire DOT Department of Transportation

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

General Locus

Current Condition

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

New Hampshire DOT Department of Transportation

Segment 1

State Park Entrance to Highland Avenue (NH 101E)

Evaluation Matrix (see Note 1)	Option 1 (No-Action)	Option 2 (Bike Shoulders)	Option 3 (Separated Bike Path)
Safety and Speed Management			
Supports reduction of all crashes and severity			
Improves balance between motorized & non-motorized users			
Introduces Traffic Calming measures			
Mobility and Access			
Improves Quality of pedestrian crossings & connections			
Improves corridor multimodal connectivity			
Minimizes impacts to available parking & loading areas			
Improves vehicle circulation in parking/intersections			
Minimizes impacts on vehicle travel times			
Cost, Impacts & Ease of Implementation			
Minimizes private property impacts			
Minimizes scale of construction			
Improves reoccurring maintenance/flooding concerns			

Note 1: Evaluation Criteria developed in consideration of Purpose and Need Statement

New Hampshire DOT Department of Transportation

Study Area Limits (Segment 2)

Segment 2(a)


SEGMENT 1
NH Route 101
South Beach State Park Driveway
Winnacunnet Road (NH Route 101E)
High Street (NH Route 27)
SEGMENT 2
SEGMENT 3
Segment 2(a) – Between Highland Avenue & Church Street
N

Segment 2(a) - Highland Avenue – Church Street

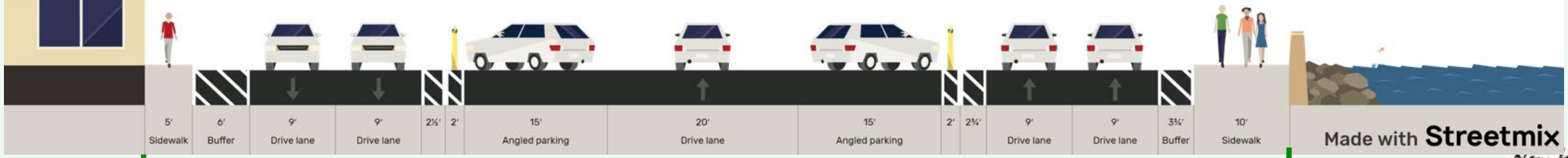
Option 1	*Option 2*	*Option 3*
4 Lanes - No Action	*4 - Lanes (2-NB/2-SB)* *Bike Shoulder/Lane (Left/Right)* *Maintain Center Parking* *Expand west sidewalk (Right)*	*3 - Lanes (NB-Center Turn-SB)* *Formalize Sidewalk (Left)* *Move Parking to East (Right)* *Two-way Bike Path (Right)* *Maintain Sidewalk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

General Locus

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



120' ROW shown

New Hampshire DOT Department of Transportation

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)*

General Locus


Current Condition

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

120’ 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:

- 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]

120' ROW shown

New Hampshire DOT Department of Transportation

Segment 2(b)


SEGMENT 1
NH Route 101
South Beach State Park Driveway
Winnacunnet Road (NH Route 101E)
High Street (NH Route 27)
SEGMENT 2
SEGMENT 3
N
Segment 2(b) – Between Church Street & Boars Head

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:

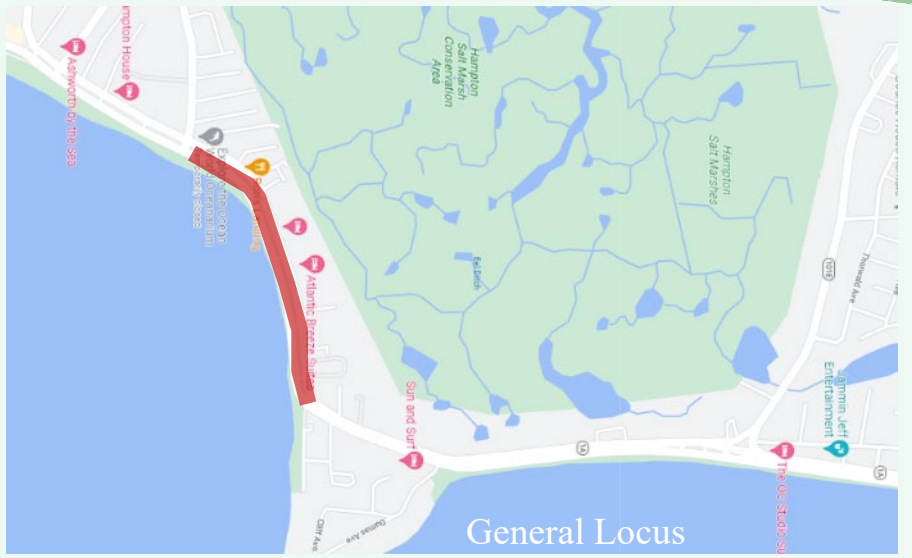
- Central parking difficult for pedestrian safety
- Narrow sidewalks (left)
- No bicycle accommodations

126' ROW shown

New Hampshire DOT Department of Transportation

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

New Hampshire DOT Department of Transportation

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

New Hampshire DOT Department of Transportation

Segment 2(c)

Segment 2(c) – Between Dumas Avenue & Winnacunnet Road (NH 101E)

New Hampshire DOT Department of Transportation

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

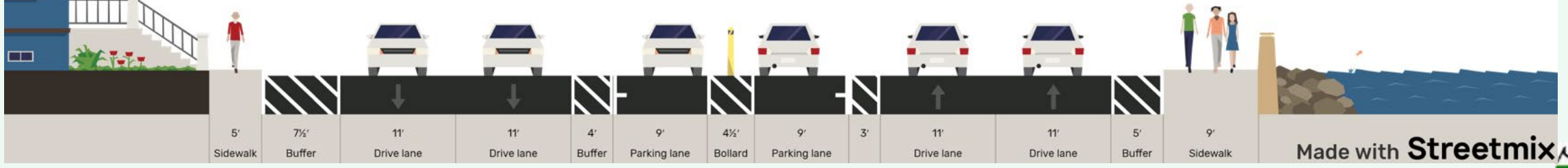
Option 1	*Option 2*	*Option 3*
4 Lanes - No Action	*1-Lane each direction (NB/SB)* *Formalize Western Sidewalk (Left)* *Parallel Parking (Left/Right)* *Bike Shoulders (Left/Right)* *Expand Eastern Sidewalk (Right)*	*Formalize Western Sidewalk (Left)* *Parallel Parking (Left/Right)* *Buffer between Vehicles/Bikes*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

Advantages:

- 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



100' ROW shown

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

100' ROW shown

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

100' ROW shown

New Hampshire DOT Department of Transportation

Segment 2

Highland Avenue (NH 101E) - Winnacunnet Road (NH 101E)

Evaluation Matrix (see Note 1)	Option 1 (No-Action)	Option 2 (Bike Shoulders)	Option 3 (Separated Bike Path)
Safety and Speed Management			
Supports reduction of all crashes and severity			
Improves balance between motorized & non-motorized users			
Introduces Traffic Calming measures			
Mobility and Access			
Improves Quality of pedestrian crossings & connections			
Improves corridor multimodal connectivity			
Minimizes impacts to available parking & loading areas			
Improves vehicle circulation in parking/intersections			
Minimizes impacts on vehicle travel times			
Cost, Impacts & Ease of Implementation			
Minimizes private property impacts			
Minimizes scale of construction			
Improves reoccurring maintenance/flooding concerns			

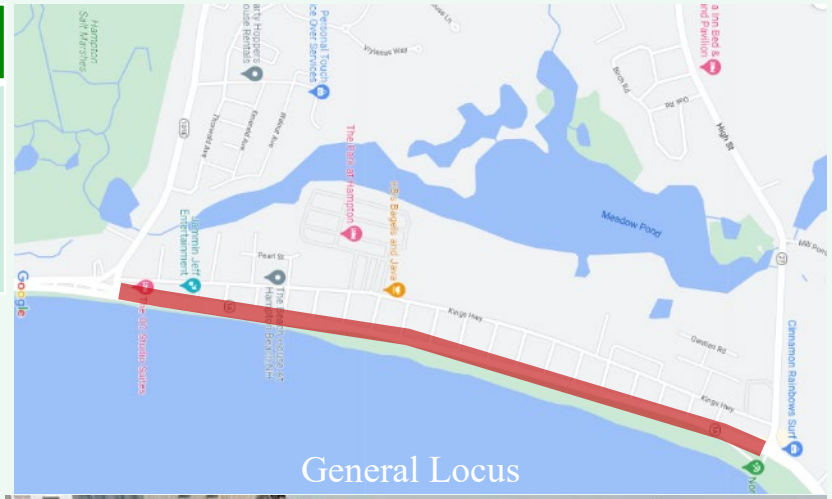
Note 1: Evaluation Criteria developed in consideration of Purpose and Need Statement

New Hampshire DOT Department of Transportation

Study Area Limits (Segment 3)

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)*



General Locus


Current Condition

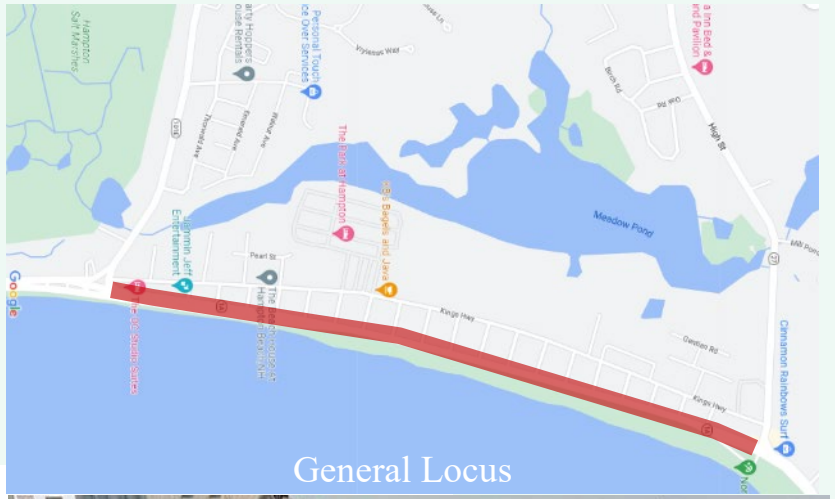
Advantages:
- No change
- Back out parking buffer

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)*



General Locus


Current Condition

Advantages:

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

Disadvantages:

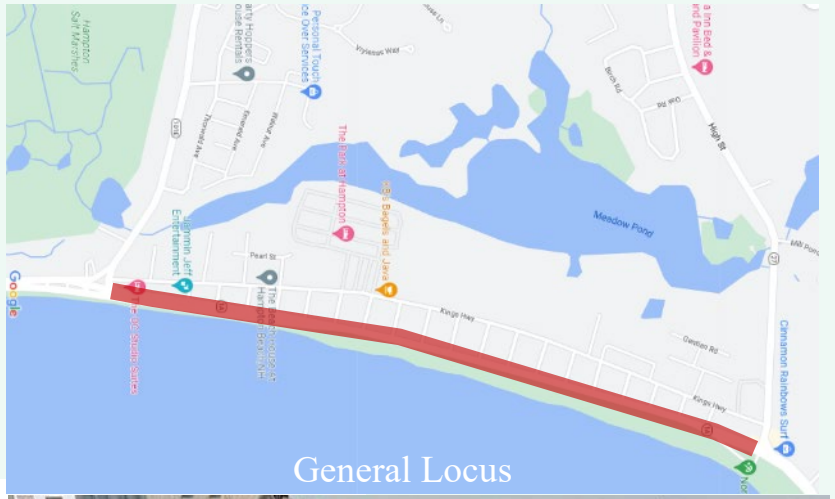
- Eliminates shoulder on left
- Narrows back-out parking buffer (32’ to 24’)
- Possible conflict with cyclists and backing vehicles (right)

70’ ROW shown

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)



General Locus

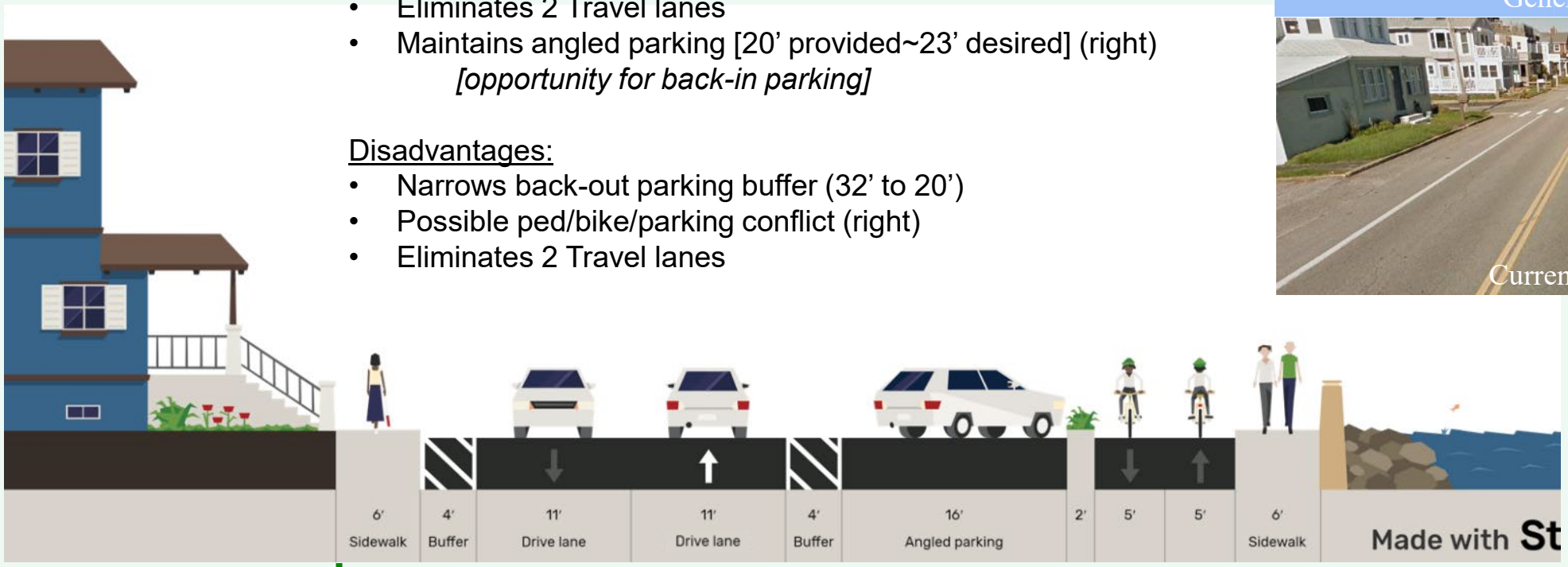

Current Condition

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

New Hampshire DOT Department of Transportation

Segment 3

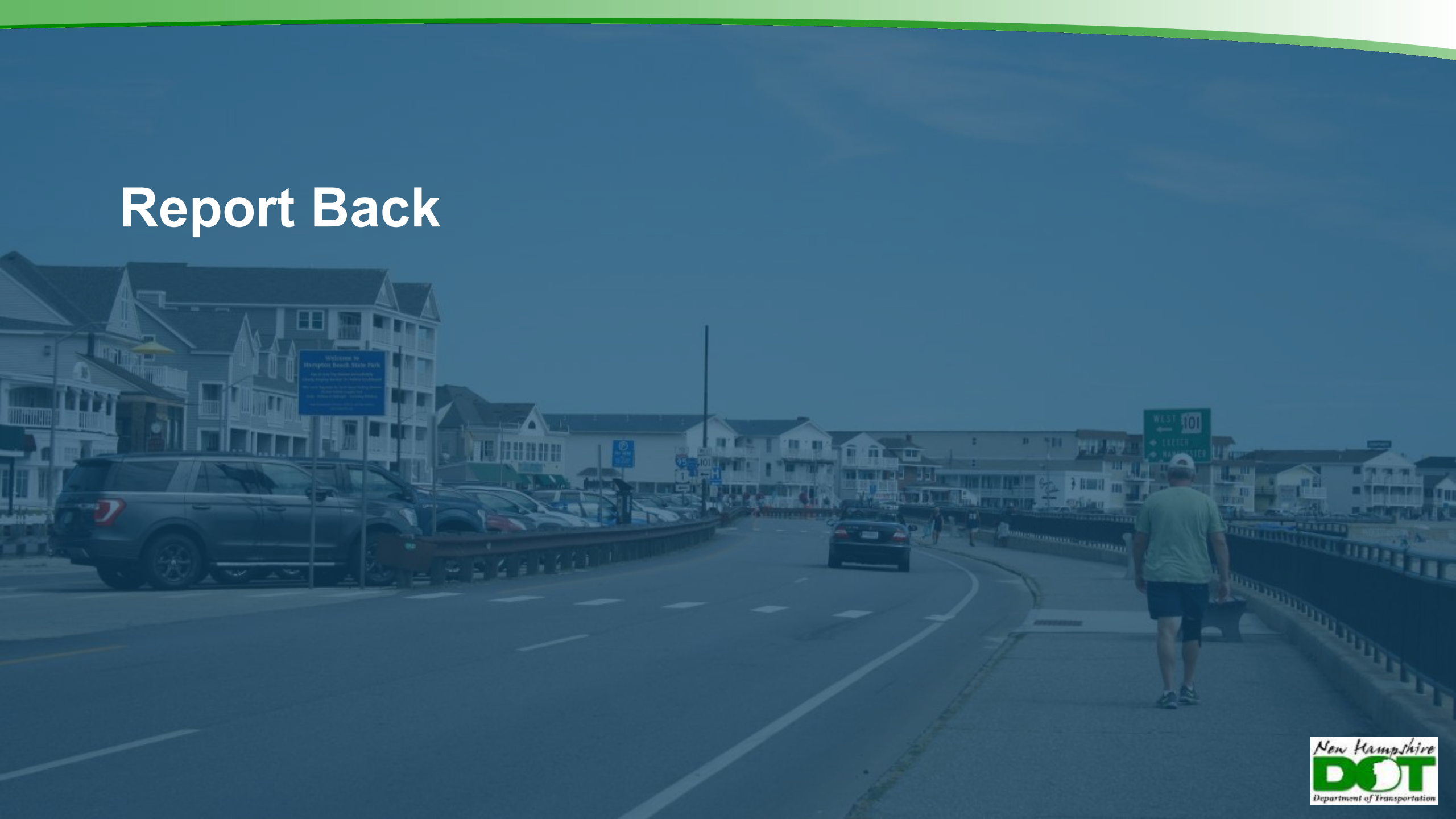
Winnacunnet Road (NH 101E) – High Street (NH 27)

Evaluation Matrix (see Note 1)	Option 1 (No-Action)	Option 2 (Bike Shoulders)	Option 3 (Separated Bike Path)
Safety and Speed Management			
Supports reduction of all crashes and severity			
Improves balance between motorized & non-motorized users			
Introduces Traffic Calming measures			
Mobility and Access			
Improves Quality of pedestrian crossings & connections			
Improves corridor multimodal connectivity			
Minimizes impacts to available parking & loading areas			
Improves vehicle circulation in parking/intersections			
Minimizes impacts on vehicle travel times			
Cost, Impacts & Ease of Implementation			
Minimizes private property impacts			
Minimizes scale of construction			
Improves reoccurring maintenance/flooding concerns			

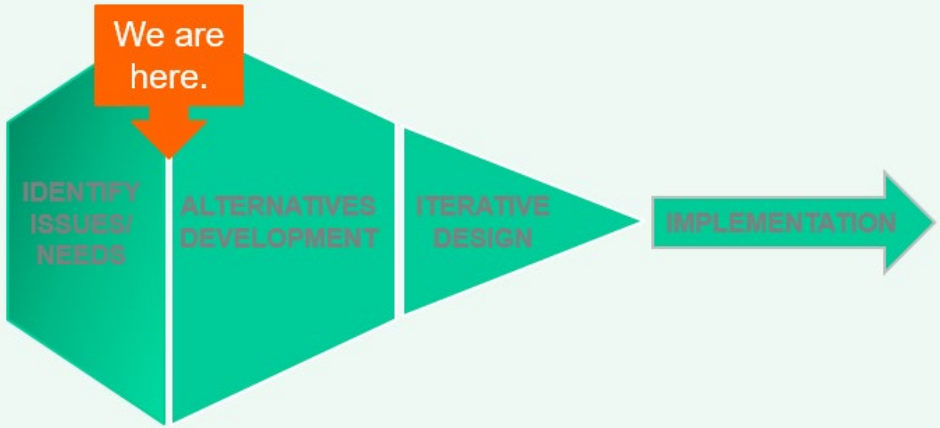
Note 1: Evaluation Criteria developed in consideration of Purpose and Need Statement

New Hampshire DOT Department of Transportation

Report Back

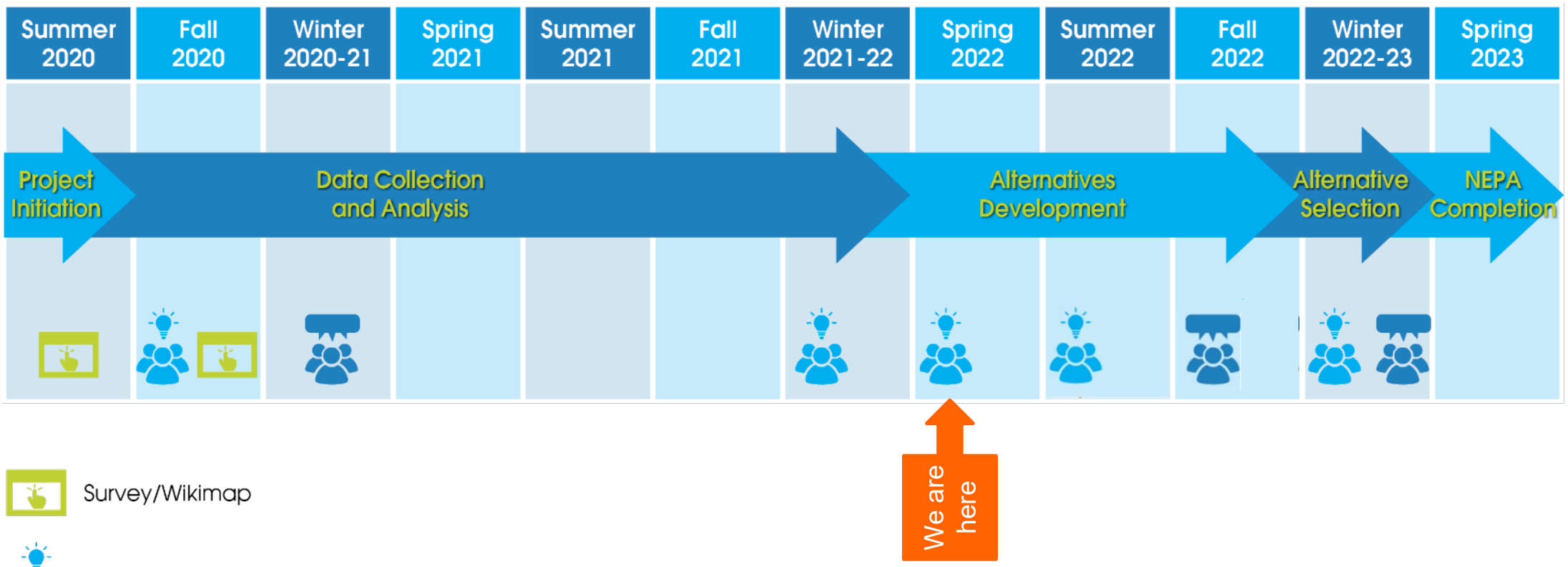


Project Next Steps



- Meet with DNCR / Parks Staff to discuss Section 6(f) compliance (June 1, 2022)
- Meet with NHDOT District Staff regarding stormwater treatment (Spring 2022)
- Develop Corridor & Intersection Alternatives
- Plan 4th PAC Meeting- present Corridor Alternatives/Intersections (Summer 2022)

Project Schedule



Questions? Comments?

New Hampshire DOT
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Thank you!