

Hampton 40797
Ocean Boulevard (NH Route 1A)

**Project Advisory Committee
Meeting #6**

Thursday, August 10, 2023

Agenda



1. Welcome / Introductions
2. Project Recap
3. Natural & Cultural Resources Update
4. PAC Meeting #5 (11/17/2022) Review
5. Public Open House (2/25/2023) Review and Feedback
6. Alternatives Update
 - State Park Dr Intersection
 - Highland Ave to Boars Head
 - Dumas Ave to Winnacunnet Rd
7. Next Steps

Project Recap



Key Project Team Members

NHDOT

- Tobey Reynolds, PE, Project Manager
- Trent Zanes, PE, Roadway Section Leader
- Tony King, PE, Senior Design Engineer

FHI Studio

- Marcy Miller, AICP, Community Engagement
- Stephanie Dyer-Carroll, AICP,
Cultural Resources

HDR

- Roch Laroche, PE, Project Manager
- Keith Cota, PE, Technical Specialist
- Audrey Beaulac, PE, Design Lead
- Kenny Howe, Design
- Debbie Finnigan, PE, Traffic Lead
- Kevin Slattery, PWS, Environmental
Resources

Project Recap

- Natural and cultural resources data collection
- Survey and right-of-way assessment (Oct 2021)
- Traffic / safety data collection and analysis (Oct 2021)
- 2020 base traffic model creation
- Site walk with NHDHR and consulting parties (Dec 2021)
- Purpose & Need development (Jan 2022)
- 6(f) evaluation
- Cultural / Historic Investigations
- Attendance at PAC and PIM's
- Alternatives Development (Current)

*Since Last
PAC Meeting*

Meetings:

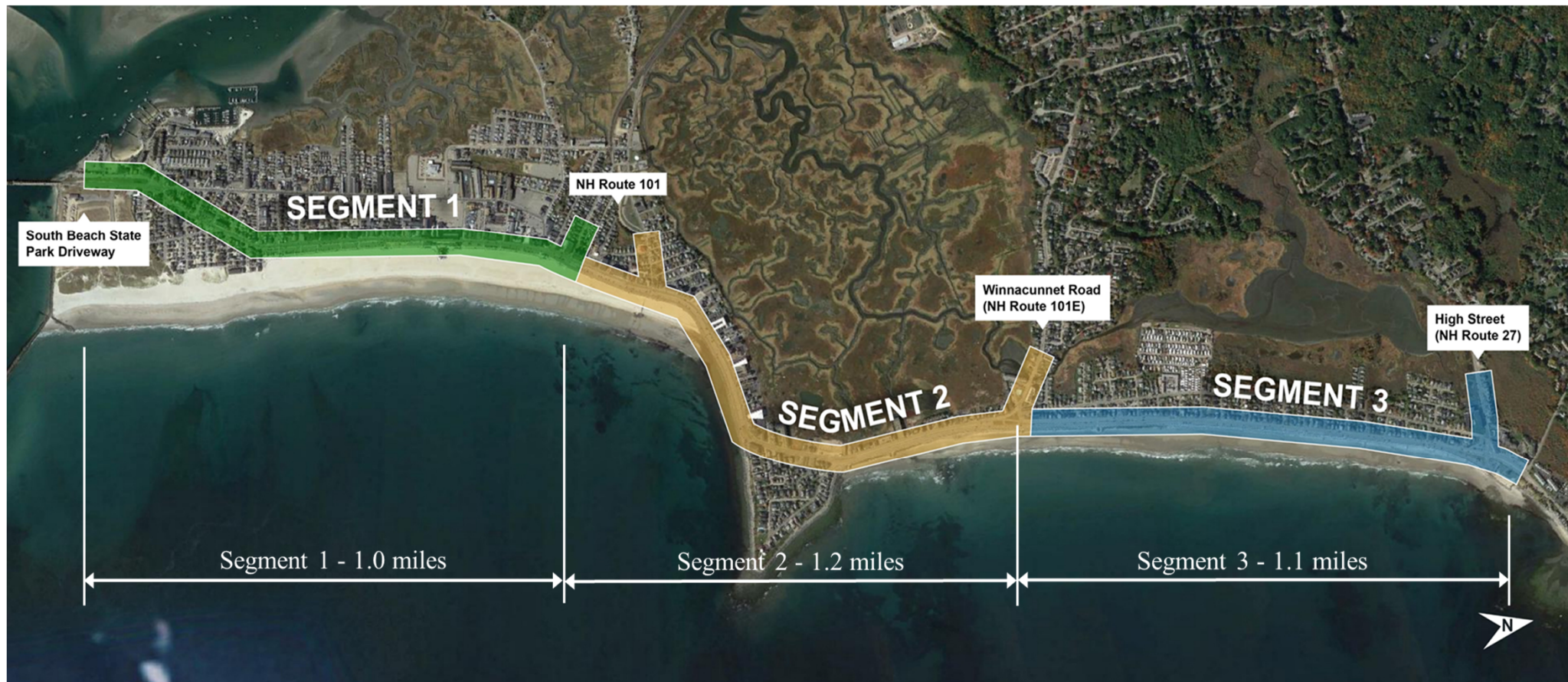
- PAC Meeting #1 (Oct 2020)
- Public Meeting #1 (Mar 2021)
- PAC meeting #2 (Jan 2022)
- Parks Meeting #1 (Mar 2022)
- PAC meeting #3 (May 2022)
- PAC Meeting #4 (Oct 2022)
- PAC Meeting #5 (Nov 2022)

- Natural Resource Meeting #1 (Dec 2022)
- Public Open House #2 (Feb 2023)
- State Pier Visit / Meeting (Apr 2023)
- Parks Meeting #2 (Jul 2023)

Project Development Process

- Review transportation update of Hampton Beach Area Master Plan (2018)
- 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 and each viable alternative
- Receive public input on alternatives
- Recommend alternative that meets project Purpose and Need
- Develop preferred alternative and implementable project(s)

Corridor Segments



Natural & Cultural Resources Update



Natural Resources/6(f)

- Natural Resources Agency Meeting #1 (December 2022)
 - Coastal wetlands along backside of NH Route 1A are prime wetlands
 - Shoreland Protection Act compliance required
 - Likely a Major Impact Project requiring Wetland and Coastal Functional Assessment
 - As project develops, provide project photos and extent of impacts to NHHNB
- 6(f) boundary discussion with DNCR (Jul 2023)
 - Continued coordination with Office of Community Recreation, Division of Parks and Recreation on Section 6(f) boundary

Cultural Resources

- Documented development history of Church St
- Providing recommendations to NH SHPO for documentation of potential historic properties
- Discuss project at September 2023 Cultural Resources Coordination Meeting

PAC Meeting # 5 Review



November 2022 PAC Meeting Review

- Reviewed corridor options (PAC #4)
- Reviewed intersection concepts (PAC #5)
- Refined concepts for February 2023 Public Open House
 - State Park Rd and Ashworth Ave intersection layout
 - Parking and intersection layout between Highland Ave and Boars Head
 - Travel lane and parking layout between Dumas Ave and Winnacunnet Rd

February Public Open House Review and Feedback



Public Open House Review

- Saturday, February 25, 2023, 1-5 PM
- 136 members of the public signed in
- Project intro video, clipboard questionnaire (85 responses), traffic model simulation videos, presentation, and discussion period
- 40-minute presentation in middle of session
- Dozens of verbal comments and 63 written comments submitted during meeting

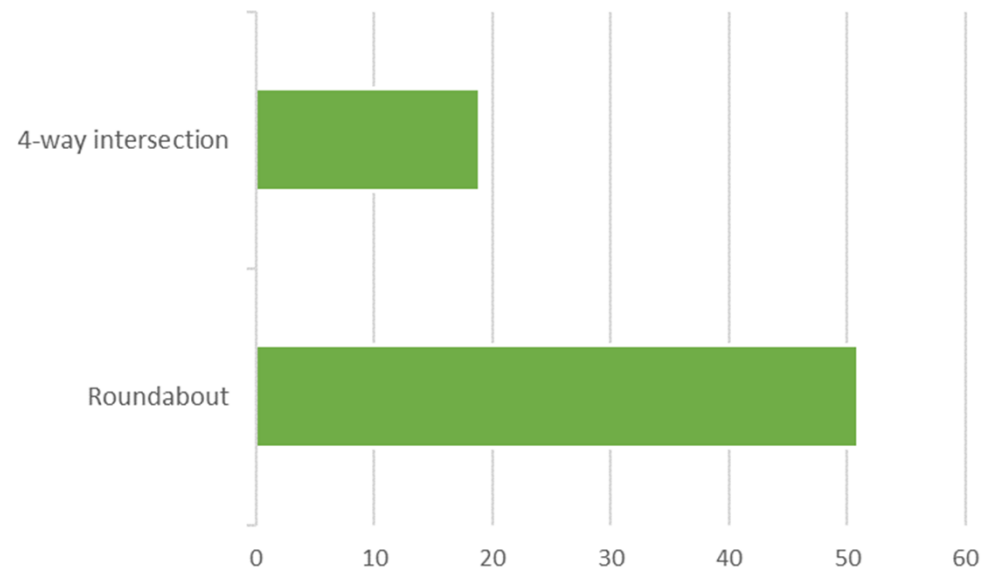
Public Open House Review

Question:

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 Ave and Ocean Blvd junction)?

What We Heard:

Preference at NH Route 1A and Hampton Beach State Park Driveway



Public Open House Review

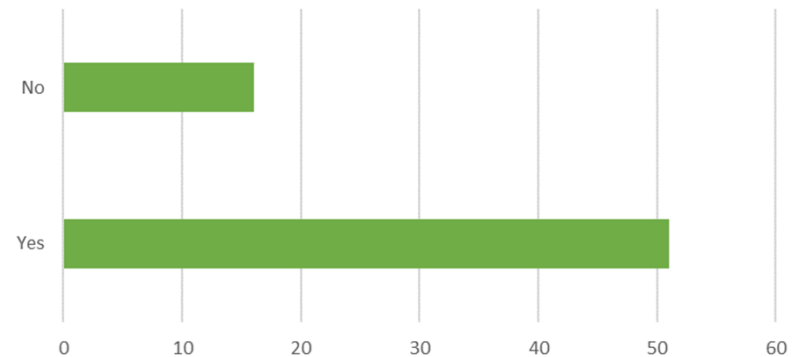
Question:

Between I St and A St, do you support installation of a permanent pedestrian barrier to control pedestrian crossing locations?

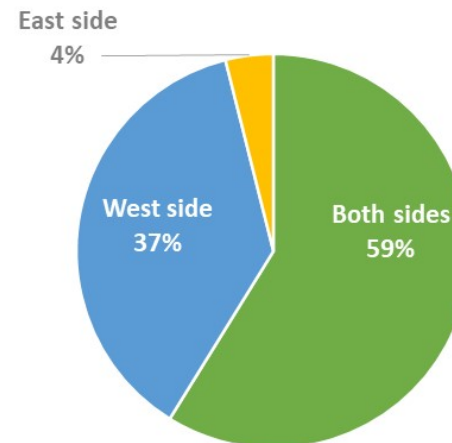
If so, do you support the barrier(s) on the **west side, east side, or both sides?**

What We Heard:

Support Installation of Permanent Pedestrian Barrier between I St and A St



Recommended Pedestrian Barrier Location



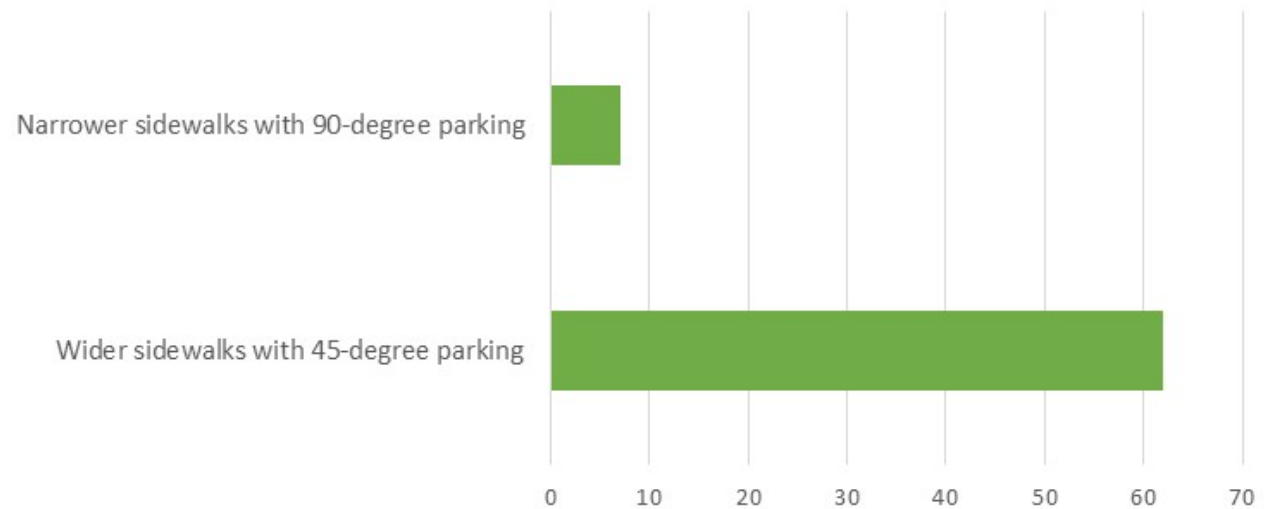
Public Open House Review

Question:

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

What We Heard:

Sidewalk / Parking Preference between F St and A St



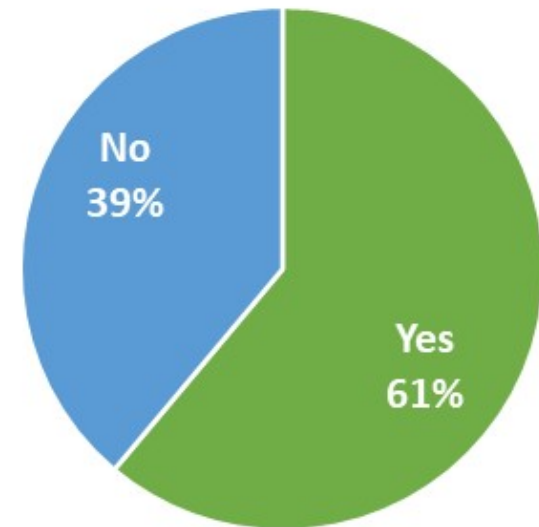
Public Open House Review

Question:

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

What We Heard:

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



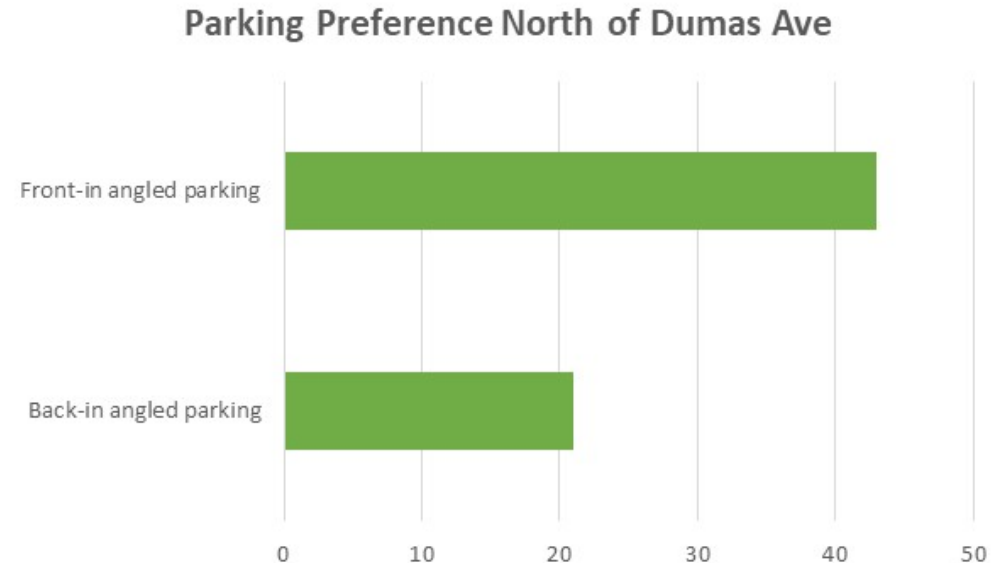
Public Open House Review

Question:

North of Dumas Ave, 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.

What We Heard:



Additional Feedback Since Public Open House

- NHDOT has received and responded to 20 additional comments
 - Potential impacts at Church St
 - Two lanes versus one lane southbound (Church St to Boars Head)
 - Parking location (center versus seaside)
 - U-turn abilities
 - Traffic speed
- State Pier (Hampton Harbor boat ramp) discussion led to roundabout option at State Park Rd intersection
 - Maintain egress for Pier entrance
 - Accommodate vehicle/boat trailer demand
 - Maintain on-street parking for businesses along Old Ocean Boulevard

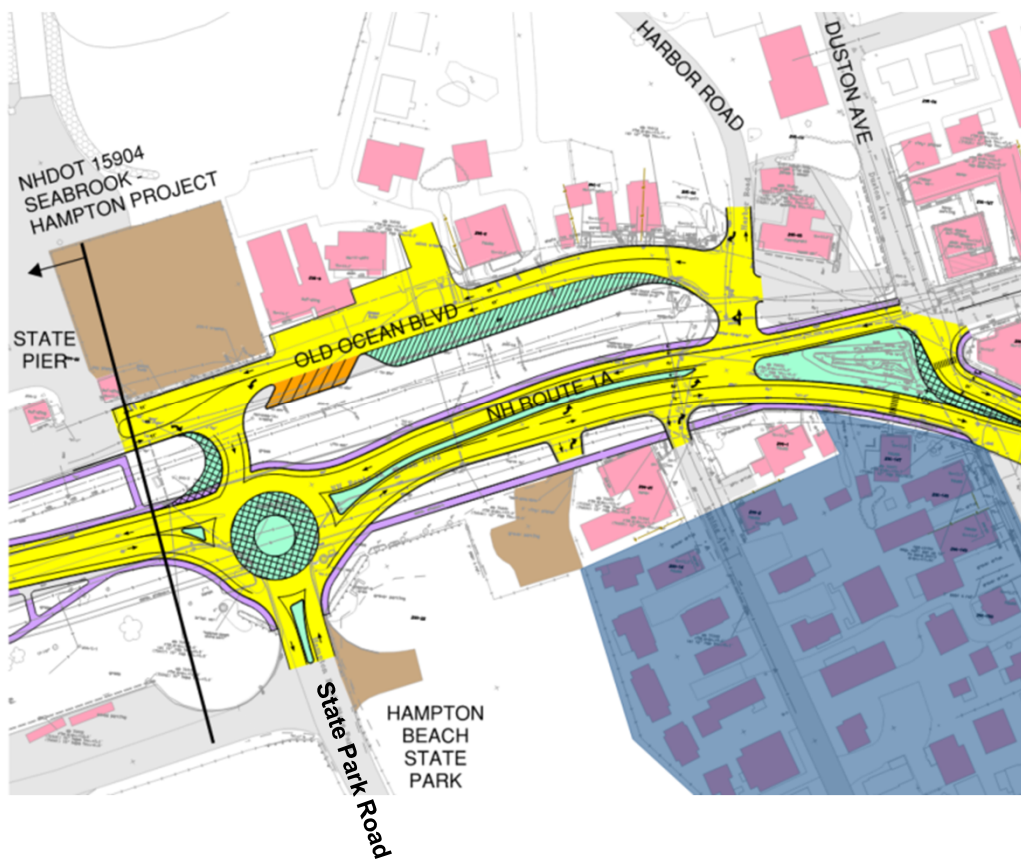
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Alternatives Update



Intersection Options

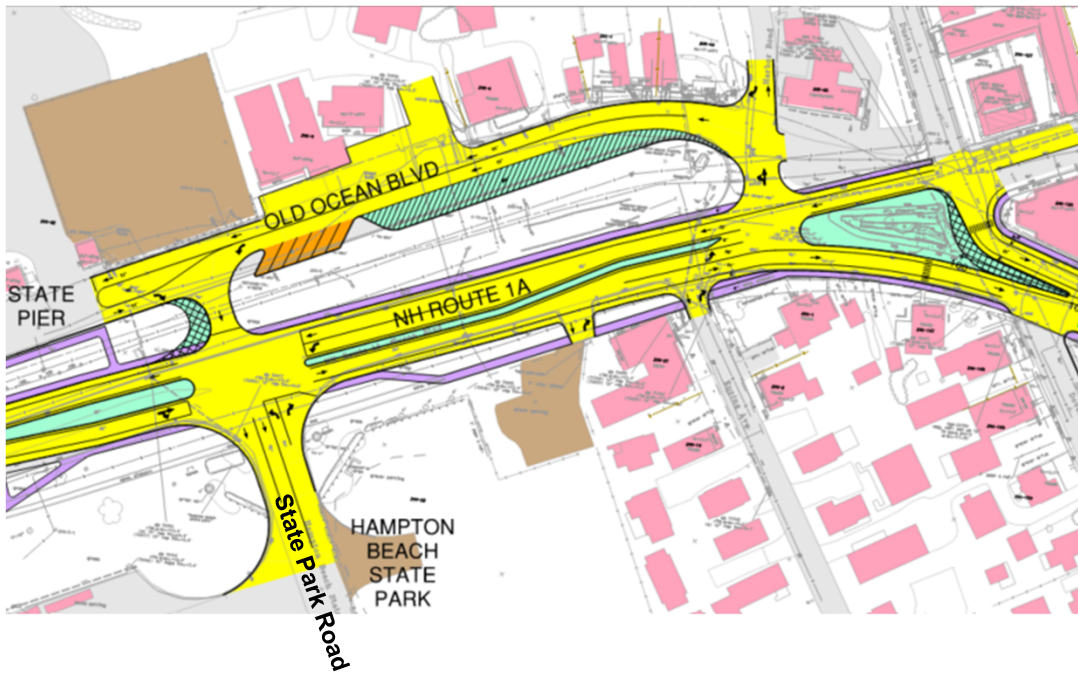
State Park Rd (Option 1): One Lane Roundabout (Ashworth Ave U-turn Maintained)



| Advantages | Disadvantages |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Reduced congestion at Ashworth Ave / Ocean Blvd intersection by changing Harbor Rd intersection to one way in | Additional traffic on Old Ocean Blvd (Change of ownership?) |
| Removes left turn conflicts from Ocean Blvd SB to Epping Ave with Ocean Blvd NB to Harbor Rd by having the SB Epping Ave left turns do a U-Turn at State Park Road and a right turn to Epping Ave | Restricts SB left turn access into Epping Ave |
| Improved Pedestrian crossing lengths | Impacts to 6(f) properties |
| Maintains access management for State Pier | |
| Provides overflow parking for boat trailers and maintains on-street parking for private businesses along Old Ocean Blvd. | |

Intersection Options

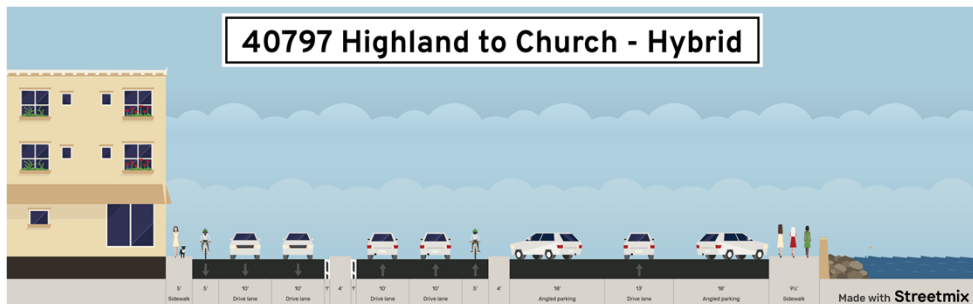
State Park Rd (Option 2): Unsignalized (Ashworth Ave U-Turn Maintained)



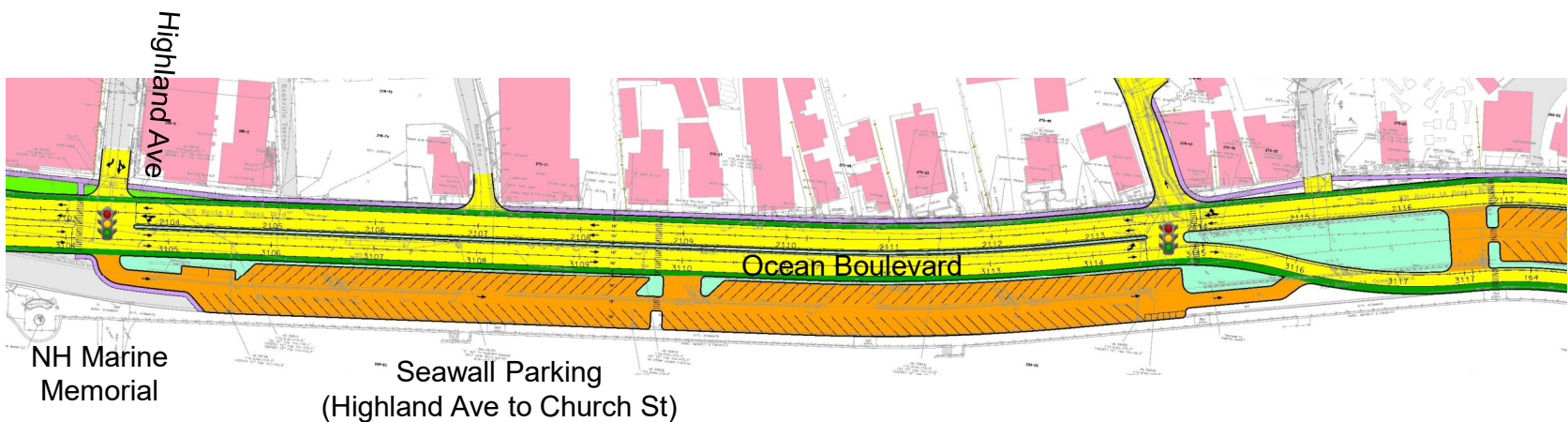
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| Provides improved access management for State Pier | No direct pedestrian crossing at State Park Road |
| Provides overflow parking for boat trailers and maintains on-street parking for private businesses along Old Ocean Blvd. | Impacts to 6(f) properties |

Preferred Refined Corridor Option

Hybrid Parking Option



| Advantages | Disadvantages |
|-------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Beach patrons won't have to cross northbound travel lanes to reach the beach | Longer mid-block crossing for residents crossing Ocean Boulevard |
| No through traffic using parking lot to bypass traffic queues | No mid-block U-turn capabilities between Highland Ave to Church Street |
| Reduced congestion and improved operations at Church Street Intersection and more standard signal operation | |



Parking Summary:

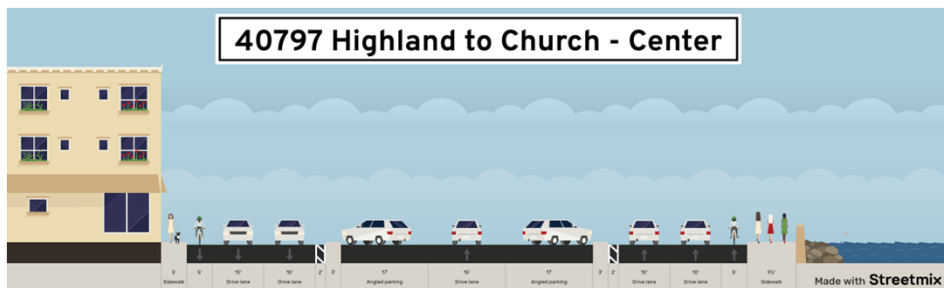
Existing = 136
Proposed = 145

Center Parking
(Church St to Boars Head)

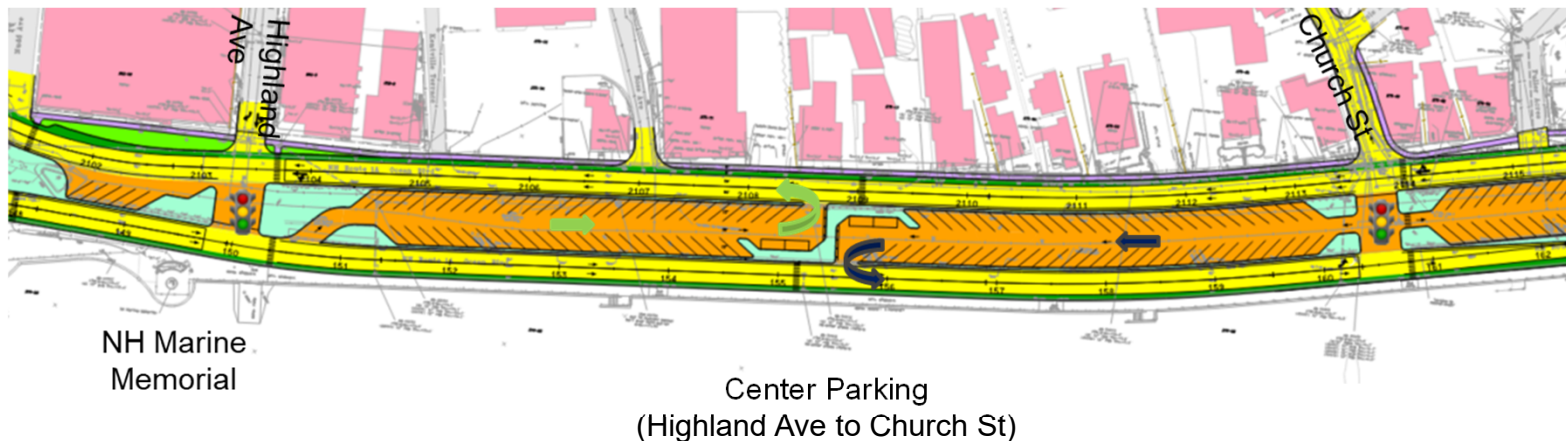


Refined Corridor Option

Hybrid Parking Option



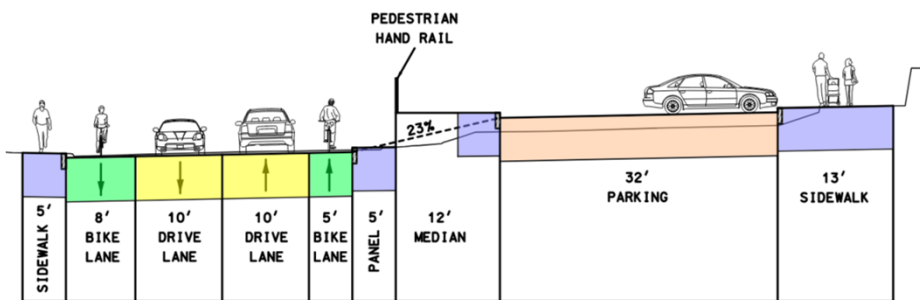
| Advantages | Disadvantages |
|--------------------------------------------------------------------------|-------------------------------------------------------------------------|
| Pedestrians improved protected refuge areas at intersections | Traffic signal operation and management more complicated |
| No through traffic using parking lot to bypass traffic queues | No mid-block U-turn capabilities between Highland Ave and Church Street |
| Reduced congestion and improved operations at Church Street Intersection | No through circulation of central parking |
| Staged and protected mid-block pedestrian crossing | Southerly flow of traffic through northern lot (south of Church Street) |



Parking Summary:
 Existing = 136
 Proposed = 124

Center Parking
 (Church St to
 Boars Head)

Preferred Refined Corridor Option *Adjacent Travel Lane Option*



| Advantages | Disadvantages |
|-------------------------------------------------------------------------------------|-------------------------------------------|
| Bike lane separated from parking area | One entrance and one exit to parking area |
| Parking separated from travel lanes | |
| Two-way traffic provides traffic calming compared to separated travel lanes | |
| Two mid-block crossings with shorter pedestrian travel lengths (2 lanes vs 4 lanes) | |
| U-Turn opportunities at Dumas Ave and Winnacunnet Road | |



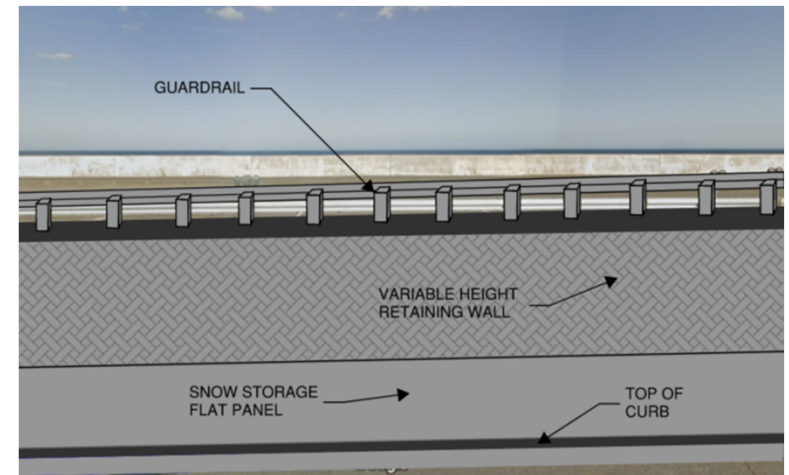
NB/SB Lanes below seawall parking

Parking Summary:

Existing = 136
Proposed = 151

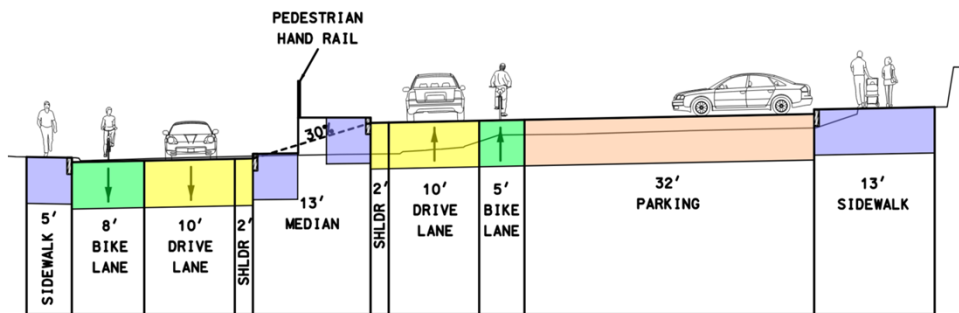
Retaining Wall

- To address grade change
- Proposed in median between 545 and 599 Ocean Blvd

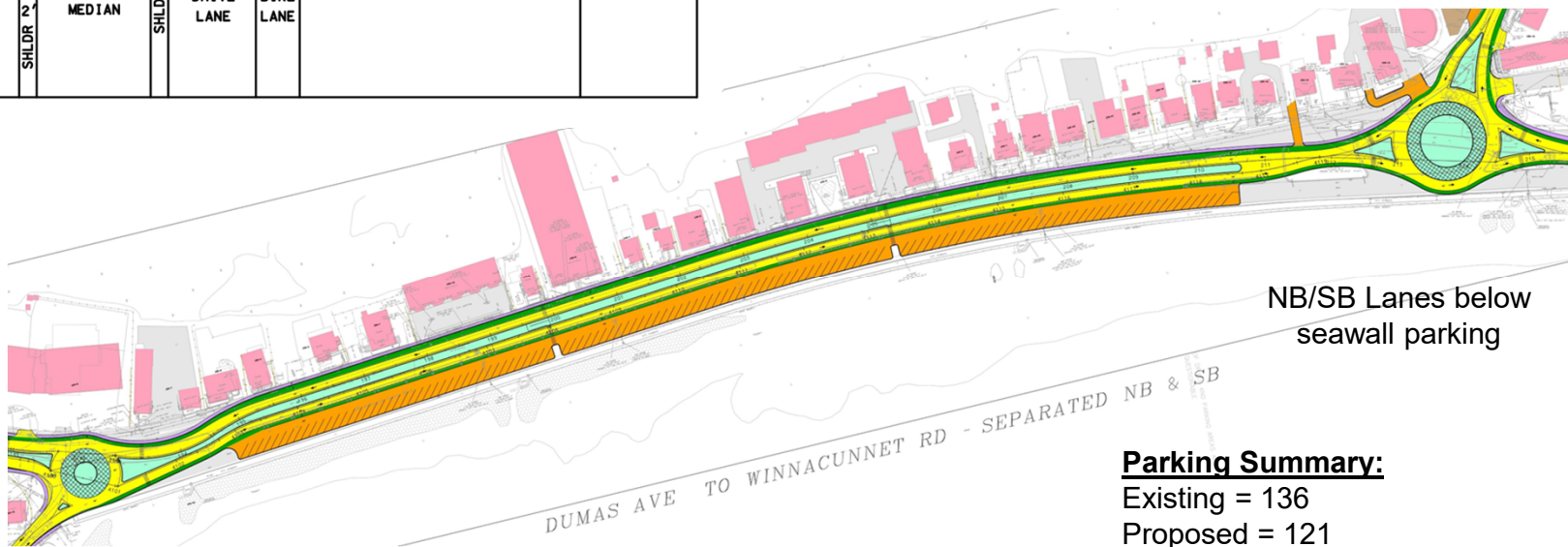


Refined Corridor Option

Separated Travel Lane Option



| Advantages | Disadvantages |
|---------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Back in parking allows for ease for beach side access and improved exit vehicle visibility for bikes and through traffic. | One exit to parking area |
| U-Turn opportunities at Dumas Ave and Winnacunnet Road | Separated lanes leads to higher speeds |
| Two mid-block crossings with shorter pedestrian travel lengths (1 lanes vs 4 lanes) | No barrier between parking and bike path or northbound lane |



Parking Summary:
 Existing = 136
 Proposed = 121

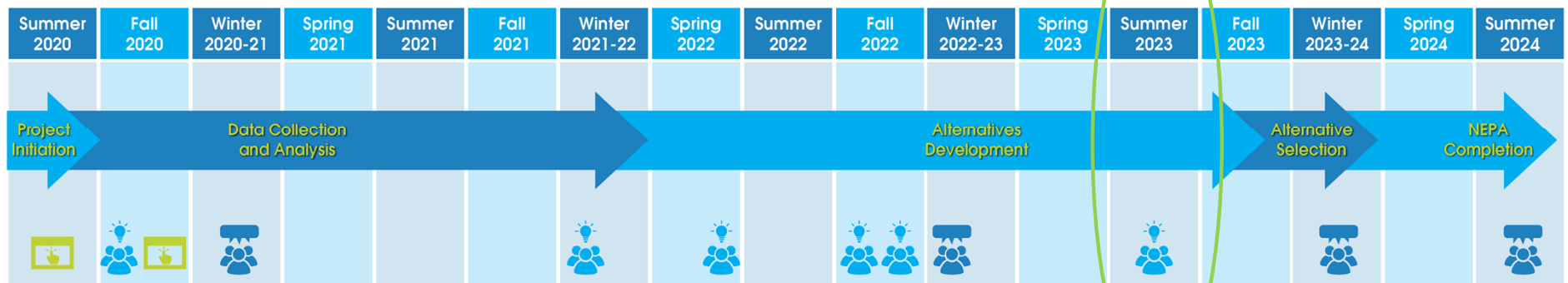
Next Steps




Next Steps

- Cultural Resources Coordination Meeting #2 (Sep 2023)
- Assess impacts of alternatives (Fall/Winter 2023)
- Public Information Meeting #3 (Winter 2023/2024)
- Natural Resources Coordination Meeting #2 (Winter 2024)
- Cultural Resources Coordination Meeting #3 (Winter 2024)
- Public Hearing (Spring 2024)

Project Schedule



Current Work

-  Survey/Wikimap
-  PAC Meeting
-  Public Meeting/Hearing

Questions? Comments?



Thank you!

