

Hampton 40797
Ocean Boulevard (NH Route 1A)

**Project Advisory Committee
Meeting #4**

Tuesday, October 25, 2022

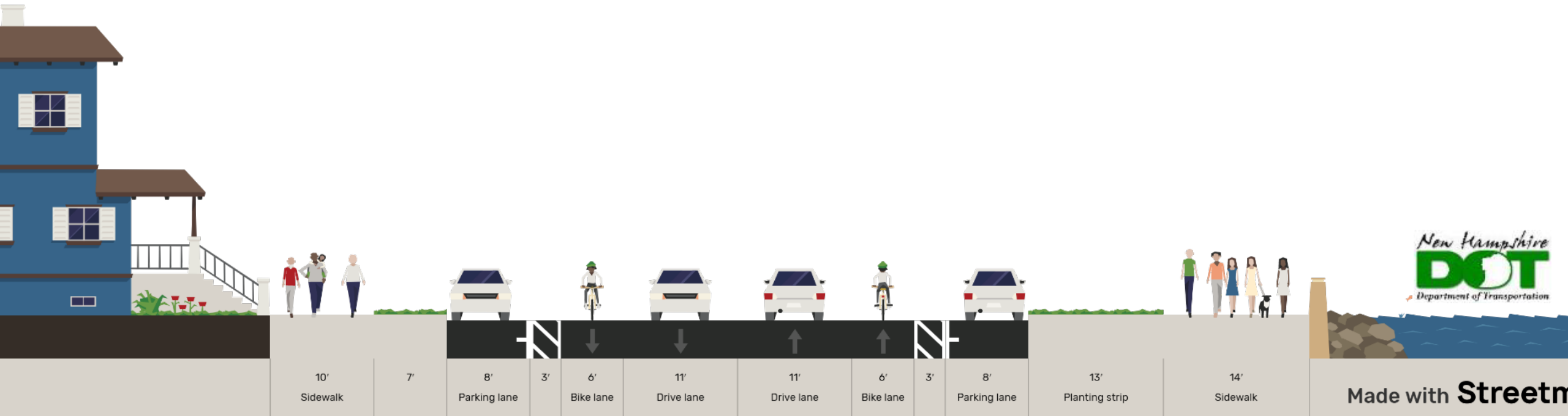
Agenda

1. Welcome / Introductions
2. May 2022 PAC Meeting Review
3. Today's Meeting Goals
4. Natural and Cultural Resources
5. Corridor Options Recap
6. Refined Corridor Options
7. Next Steps

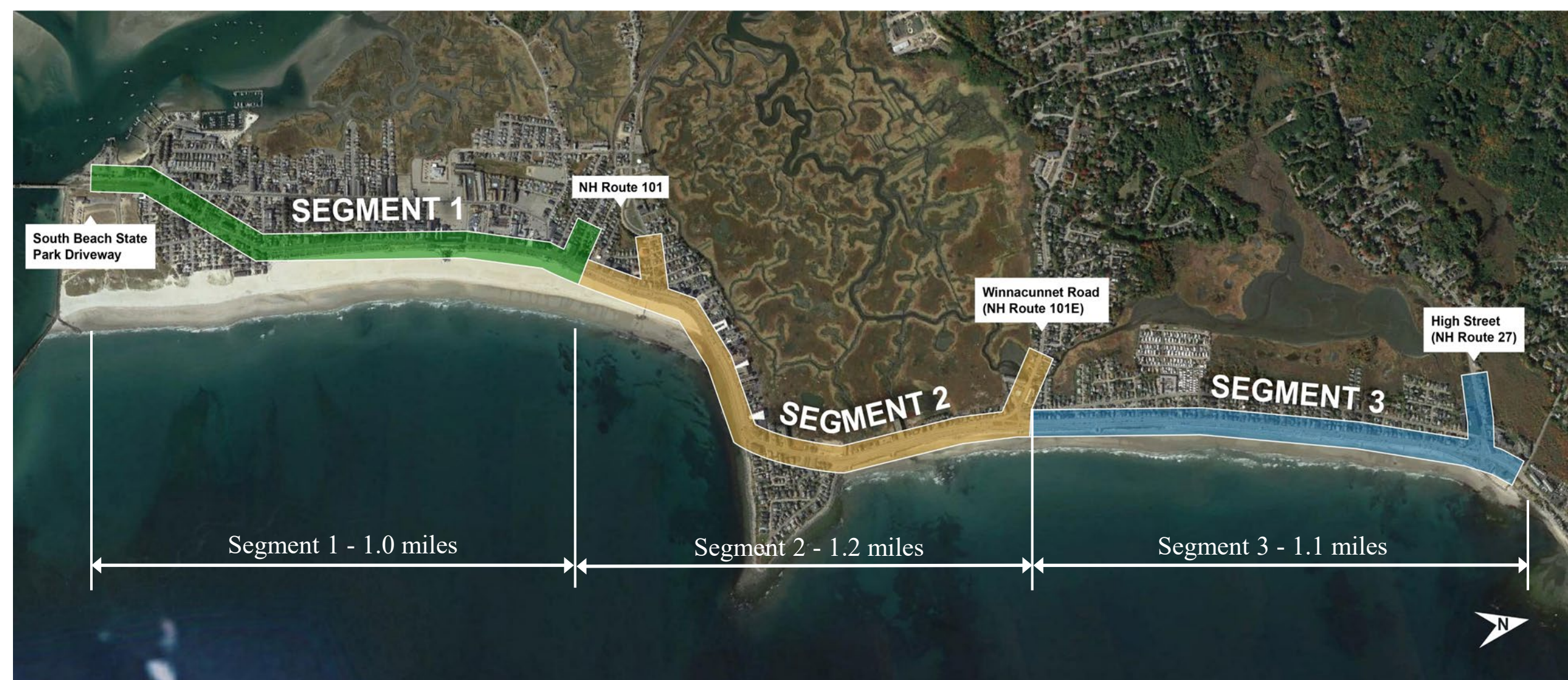


May 2022 PAC Meeting Review

- Introduced corridor options within each of three segments of roadway
- Evaluated advantages and disadvantages of each



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

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.

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

Goals of Today's Meeting

- Provide update on natural and cultural resources
- Present and receive input on refined corridor options
- Present and receive input on intersection options
- With input from PAC, select intersection options for further study

Questions? Comments?



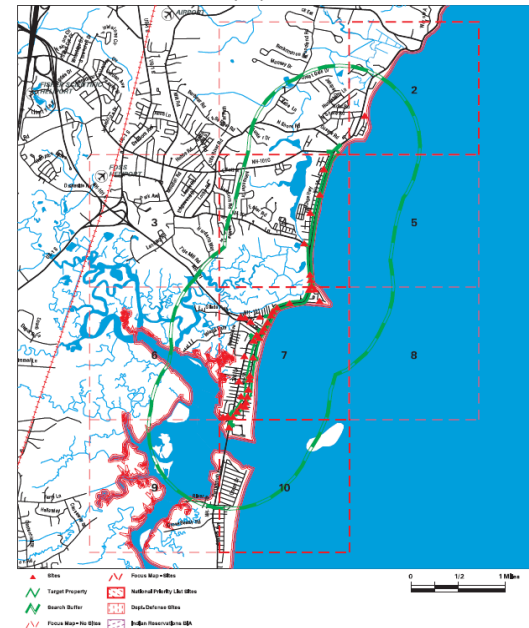
Natural and Cultural Resources



Environmental Resources

- Agency coordination letters sent
 - Hampton ConCom, Parks and Rec
 - NH DNCR
 - Division of Forests and Lands
 - Division of Parks and Recreation
 - NH Office of Strategic Initiatives
 - Rockingham Planning Commission
 - NH Fish and Game
 - USFWS

- GIS data collection for the study corridor in process:
 - Wetlands
 - Floodzones & vulnerable areas
 - Parks
 - Natural Heritage Communities
 - Rare plant & animal species
 - Environmental Risk Sites
 - Contaminated property
 - Storage tanks
 - Spills
 - Land uses
 - Historic properties



EDR Corridor Env. Risk Report, Feb. 18, 2021



Coastal Vulnerability Assessment, NHDES, Oct. 10, 2019

Cultural Resources Coordination

- Site Walk with NH Division of Historical Resources and Consulting Parties (December 2021)
- Identified properties for further evaluation if potentially affected
- Prepared site walk memo with next steps (May 2022)
- Completed Phase 1A Archeological Assessment



37 OCEAN BOULEVARD

75 OCEAN BOULEVARD

Hampton 40797 Ocean Boulevard (NH Route 1A)
Cultural Resources
Figure 1



- Identified for Further Evaluation if Potentially Affected (2021)
- Area of Potential Effect
- Identified for Further Evaluation as District if Potentially Affected (2021)
- Hampton Beach Cottages Historic District



Source: New Hampshire Grant GIS



HAMPTON BEACH COTTAGES HISTORIC DISTRICT



PROPERTIES ON HAVERHILL, BRADFORD, AND ATLANTIC AVENUES



169 OCEAN BOULEVARD



WEST OF OCEAN BOULEVARD IN THE COMMERCIAL DISTRICT



**Hampton 40797 Ocean Boulevard (NH Route 1A)
Cultural Resources
Figure 2**



- Identified for Further Evaluation if Potentially Affected (2021)
 - Area of Potential Effect
 - Identified for Further Evaluation as District if Potentially Affected (2021)
 - Investigate Development History to Determine if Warrants Further Evaluation (2021)
- 0 385 770 1,540
Feet

Source: New Hampshire Granit GIS



10 CHURCH STREET



CHURCH STREET AREA



555 OCEAN BOULEVARD



NEW HAMPSHIRE MARINE MEMORIAL



2 COLE STREET



Hampton 40797 Ocean Boulevard (NH Route 1A) Cultural Resources Figure 3



● Identified for Further Evaluation if Potentially Affected (2021)

— Area of Potential Effect



Source: New Hampshire Granit GIS



881 OCEAN BOULEVARD

956 OCEAN BOULEVARD



Section 6(f) Parks

- Hampton Beach State Park is a Section 6(f) property
- Section 6(f) boundary unclear
- Developed proposed 6(f) boundary
- Coordination ongoing with Office of Community Recreation, Division of Parks and Recreation
- Future coordination with US National Park Service



Questions? Comments?



Corridor Options Review



Corridor Options Review



- Option 1 – No Build
- Option 2 – Bike Lanes
- Option 3 – Separated Bike Path

Corridor Options Review

(Segment 1 – Option 2)



Corridor Options Review

(Segment 1 – Option 3)



Section X - X

Corridor Options Review

(Segment 2 – Option 2)



Section Y - Y





Section X - X

Corridor Options Review (Segment 2-Option 3)



Section Y - Y



Section X - X



Corridor Options Review

(Segment 3 – Option 2)



Corridor Options Review

(Segment 3 – Option 3)



Initial Corridor Review Conclusions

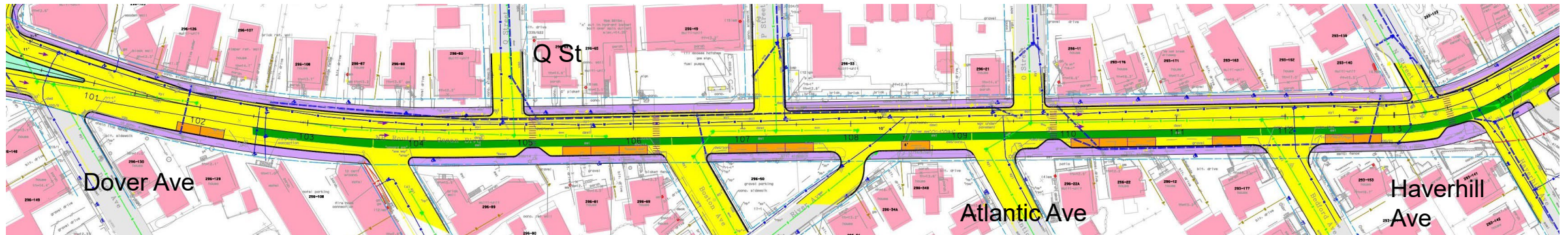
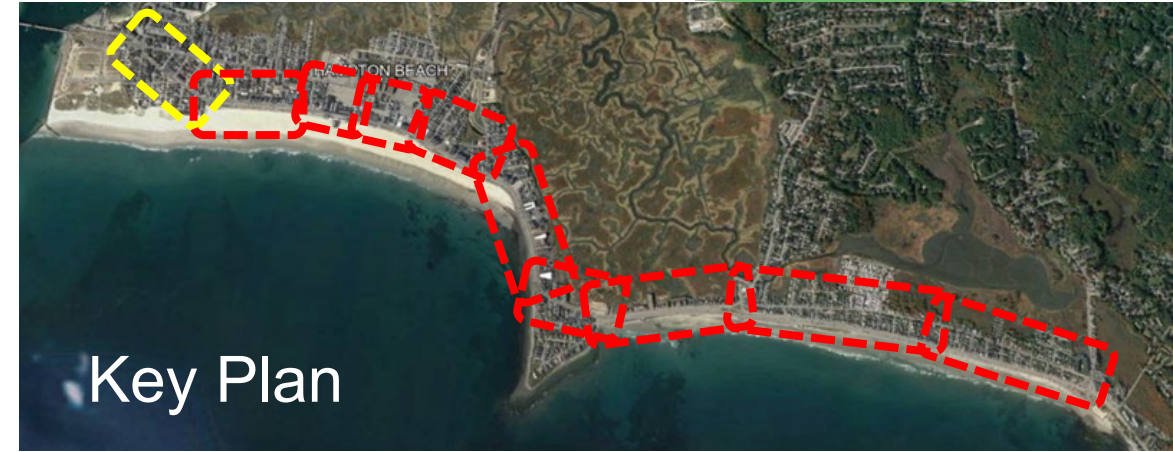
	Option 1 No Build	Option 2 Bike Lanes	Option 3 Separated Bike Path
Description	<ul style="list-style-type: none"> Maintains Existing Roadway (No Change) 	<ul style="list-style-type: none"> Minimum 5-foot wide Bike Lanes added Provides NB / SB access (SB on Ashworth Avenue) 	<ul style="list-style-type: 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
Refined Option 2: Highland Avenue to Boar's Head		<ul style="list-style-type: none"> Alternative 1: Seawall Parking Alternative 2: Center/Parallel Parking 	

Refined Corridor Options



Refined Corridor Options

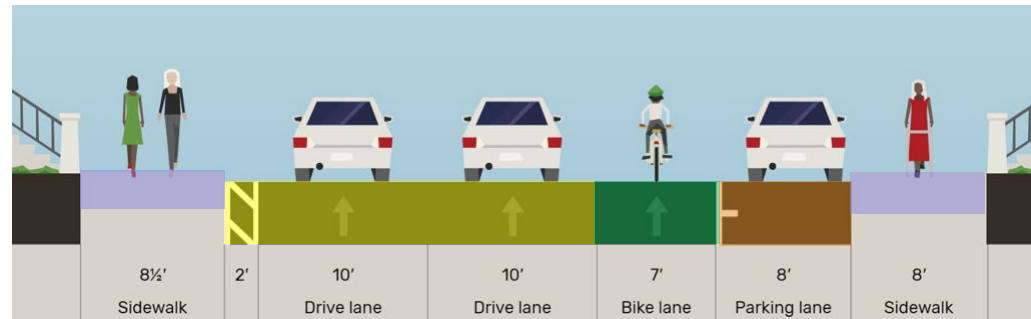
Dover Ave to Haverhill Ave



Parking Summary:

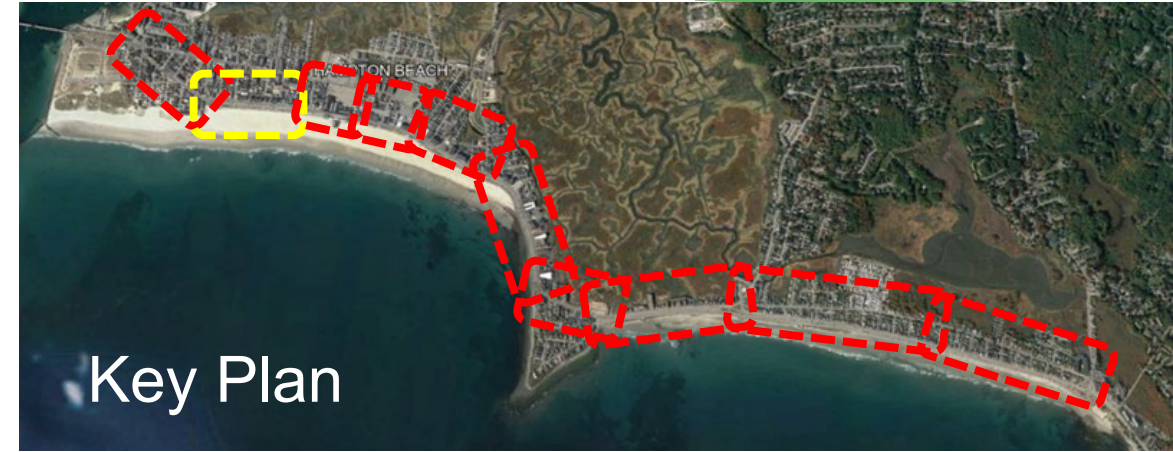
Existing = Undefined/Informal

Proposed = 15



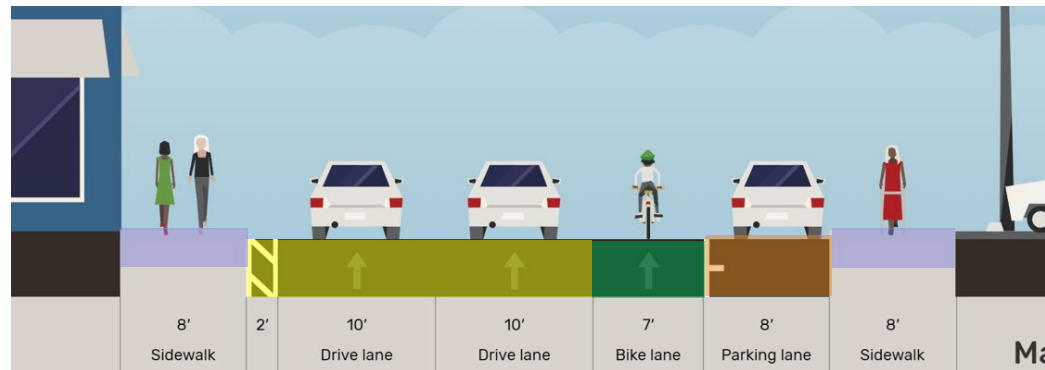
Refined Corridor Options

Haverhill Ave to I St



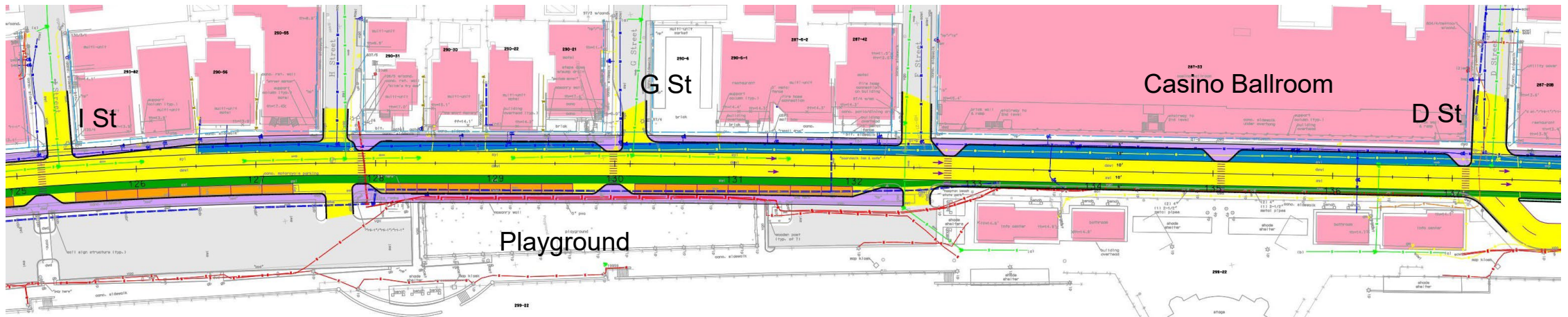
Parking Summary:

Existing = 39
Proposed = 41

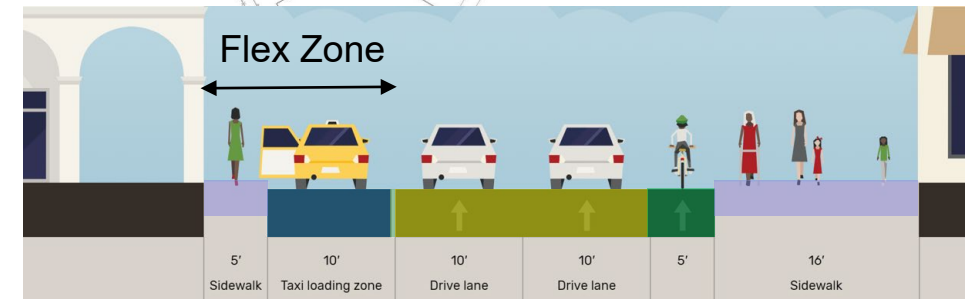
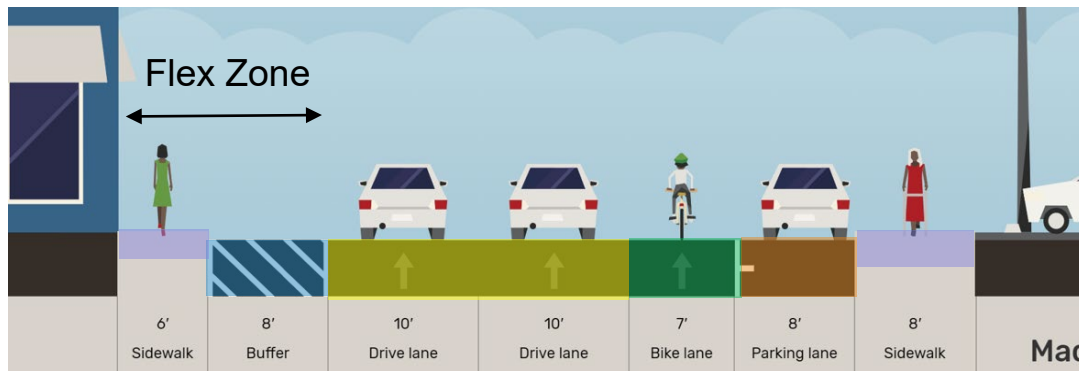


Refined Corridor Options

I St to D St

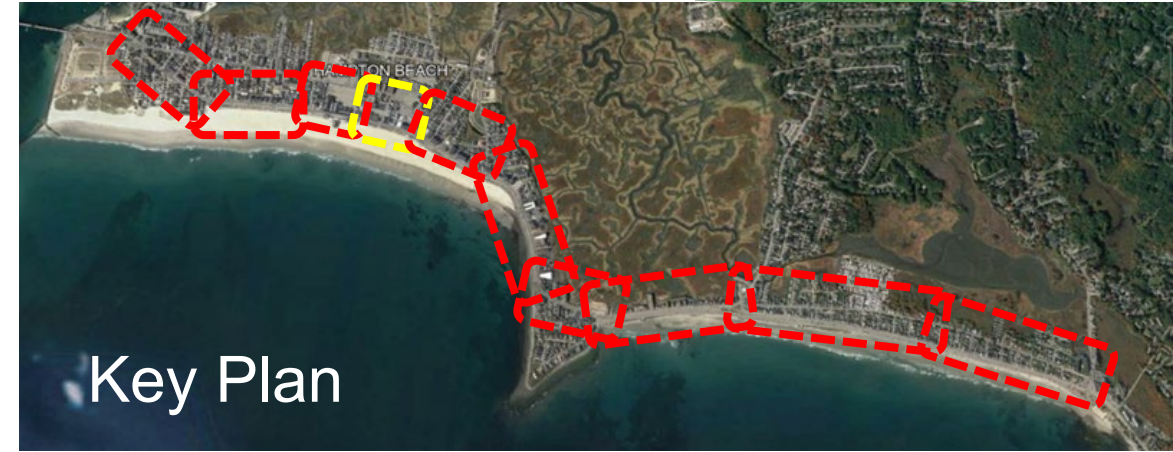


Parking Summary:
 Existing = 22
 Proposed = 21

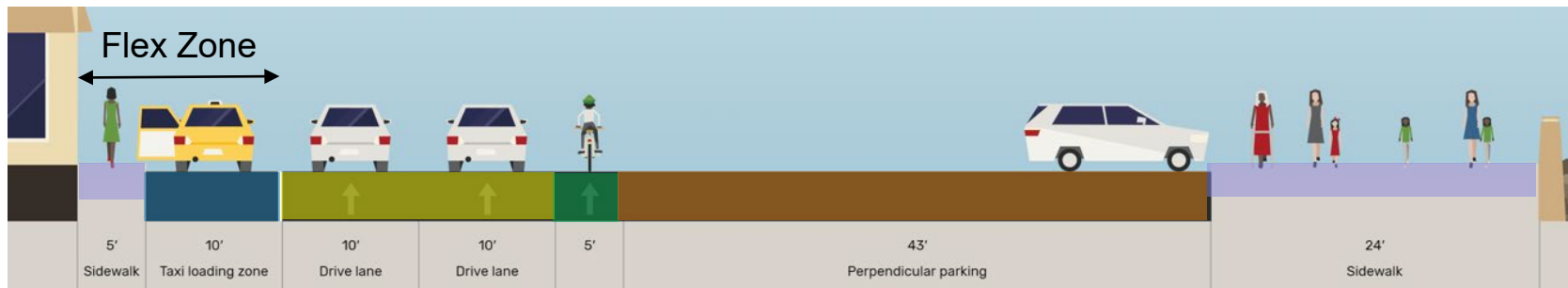


Refined Corridor Options

D St to A St

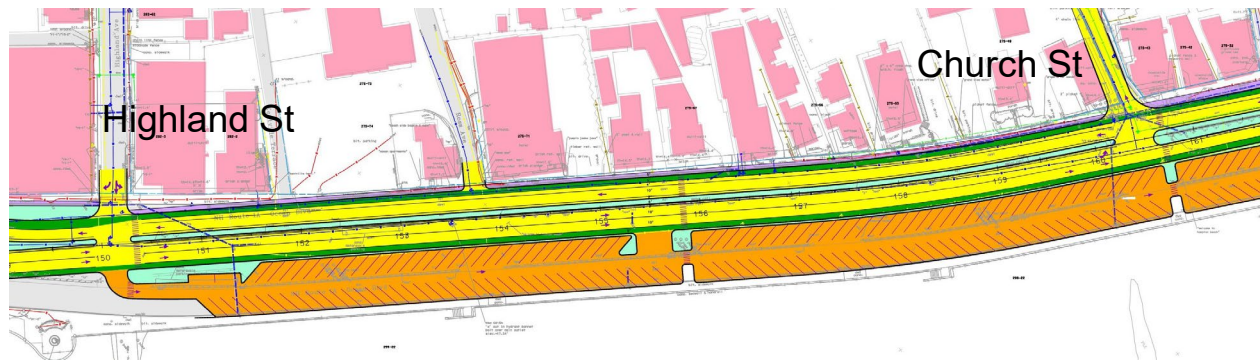


Parking Summary:
 Existing = 73
 Proposed = 73



Refined Corridor Options

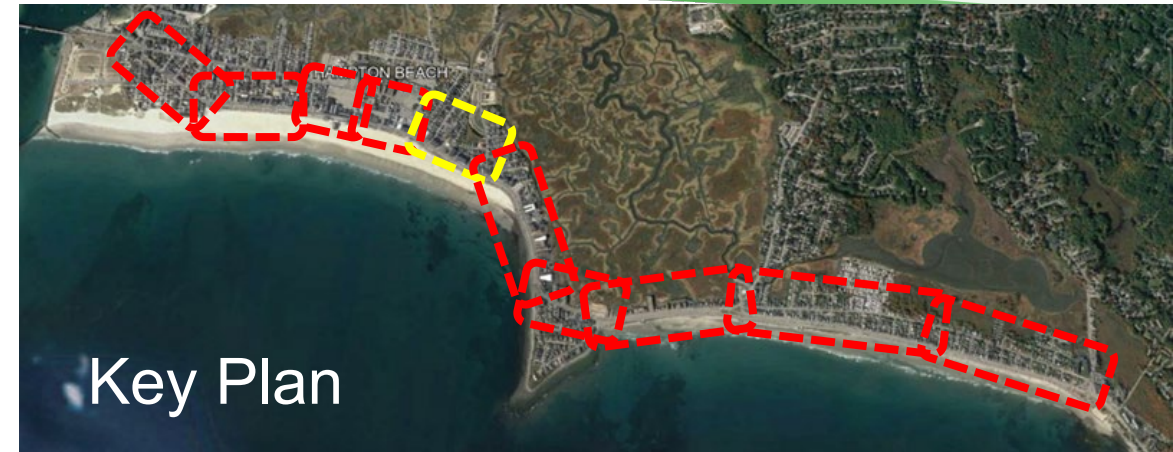
Highland Ave to Church St



Alternative 1: Seawall Parking



Alternative 2: Center Parking



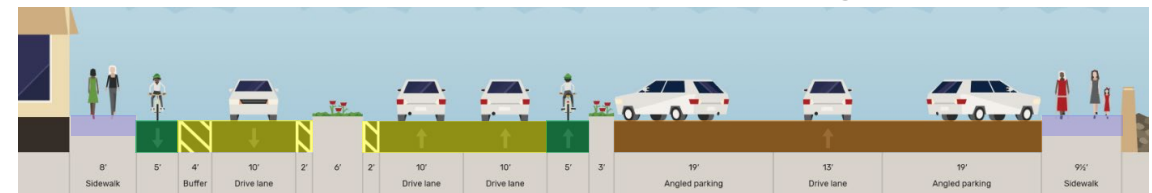
Parking Summary:

Existing = 136

Proposed (Seawall) = 147

Proposed (Center) = 133

Alternative 1: Seawall Parking

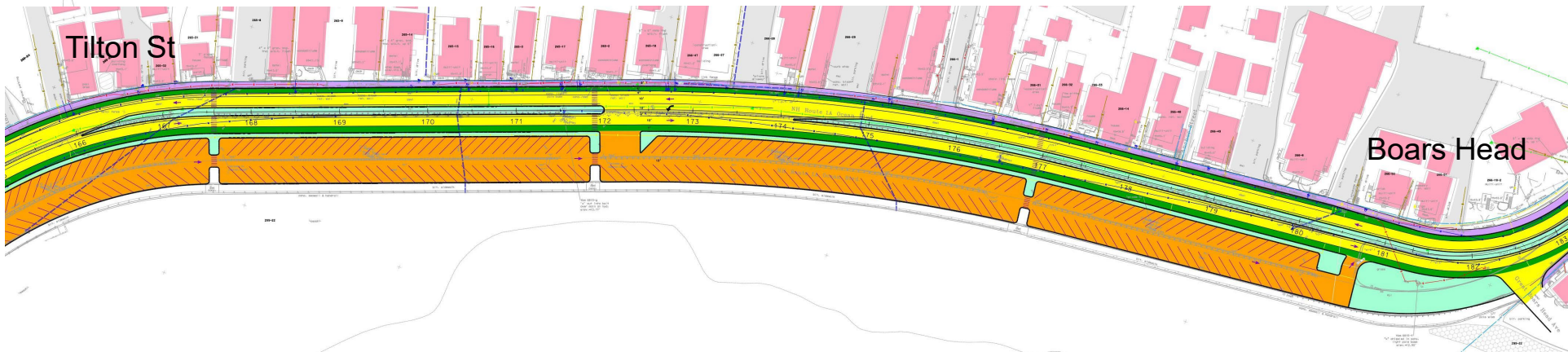


Alternative 2: Center Parking



Refined Corridor Options

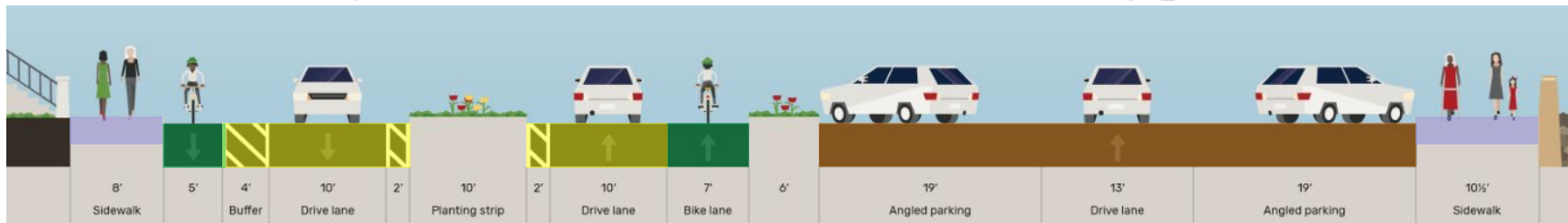
Church St to Boars Head: Alt 1: Seawall Parking



Parking Summary:

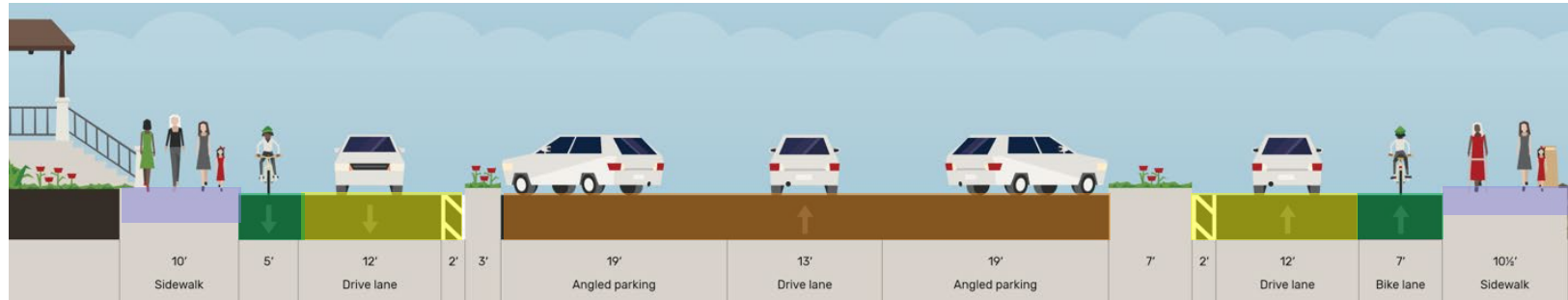
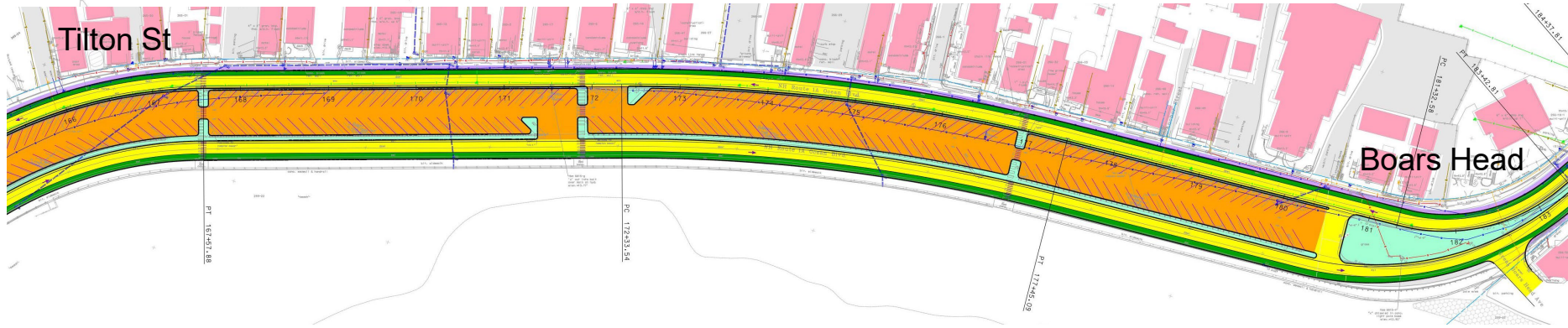
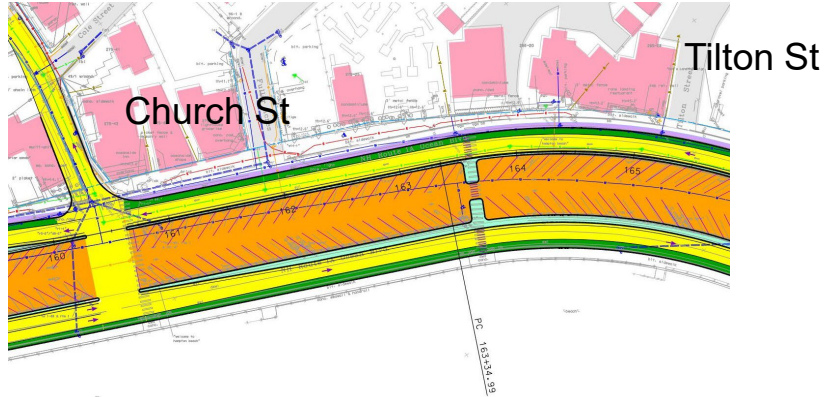
Existing = 273

Proposed (Seawall) = 281



Refined Corridor Options

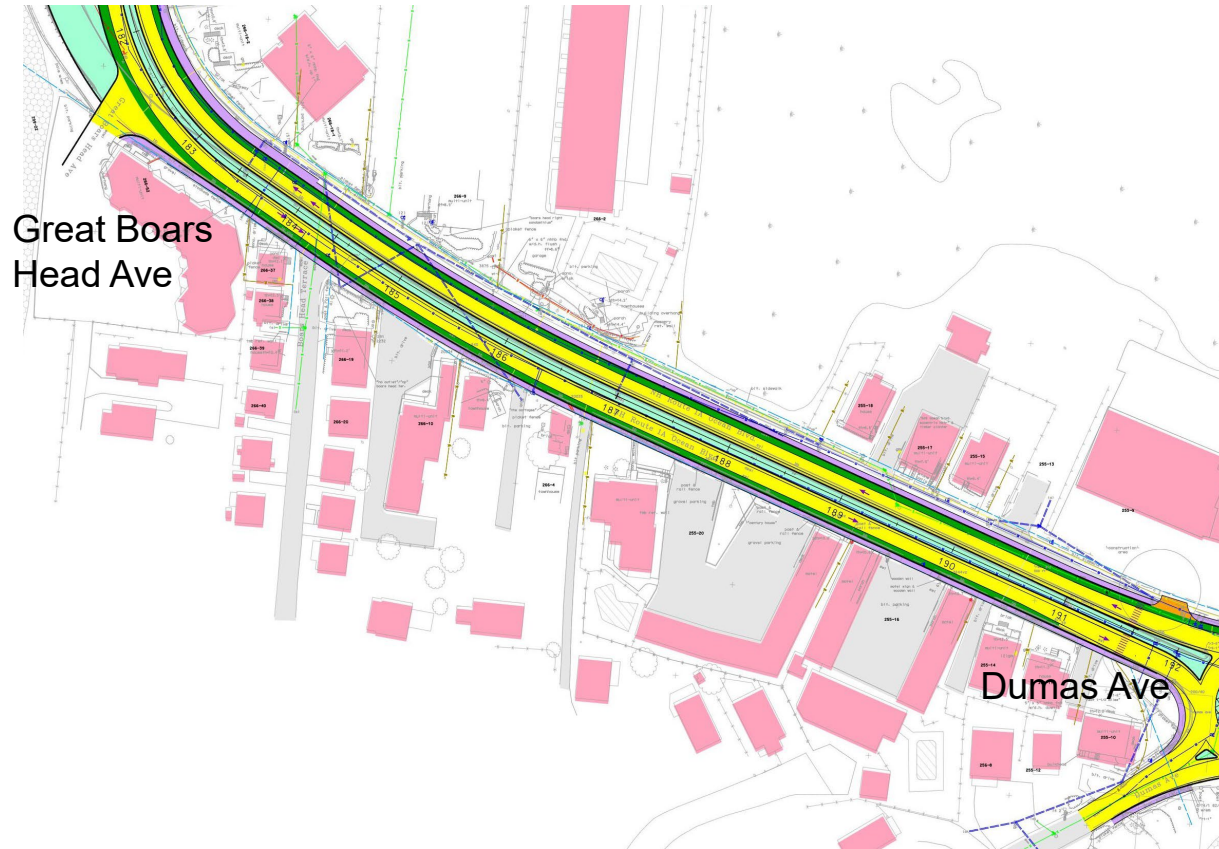
Church St to Boars Head: Alt 2: Center Parking



Parking Summary:
Existing = 273
Proposed (Center) = 266

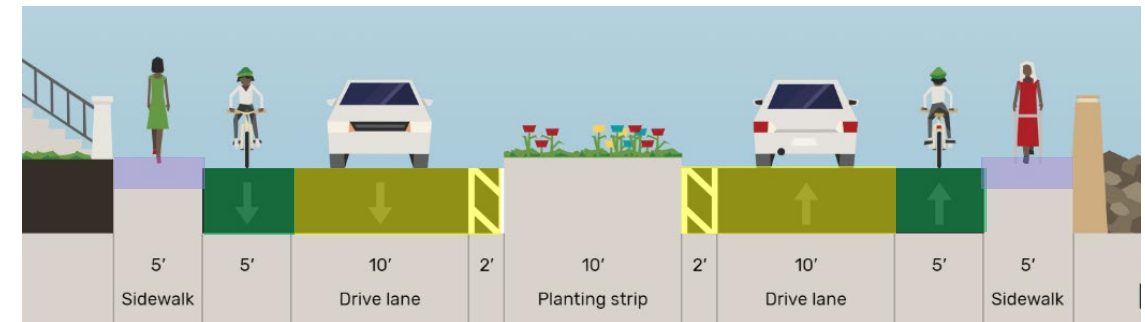
Refined Corridor Options

Boars Head to Dumas Ave



Parking Summary:

Existing = 0
Proposed = 0



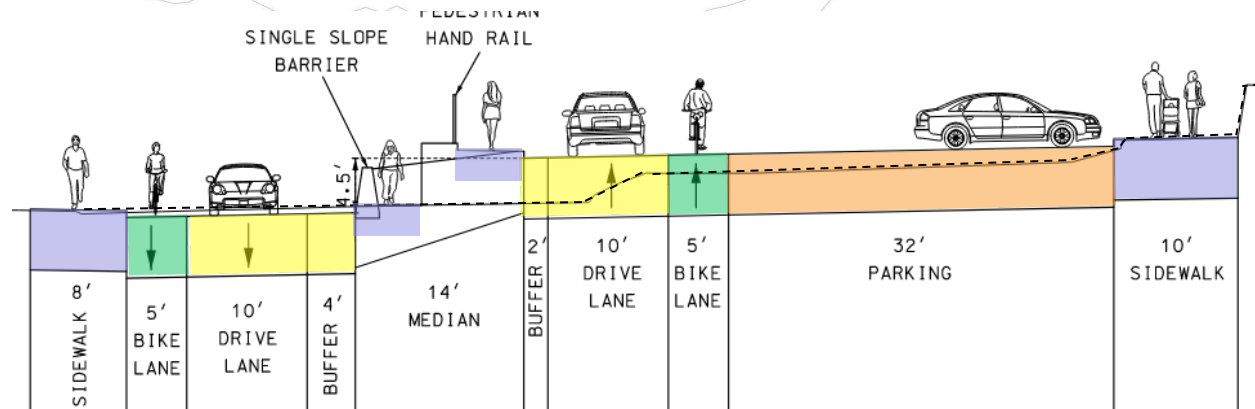
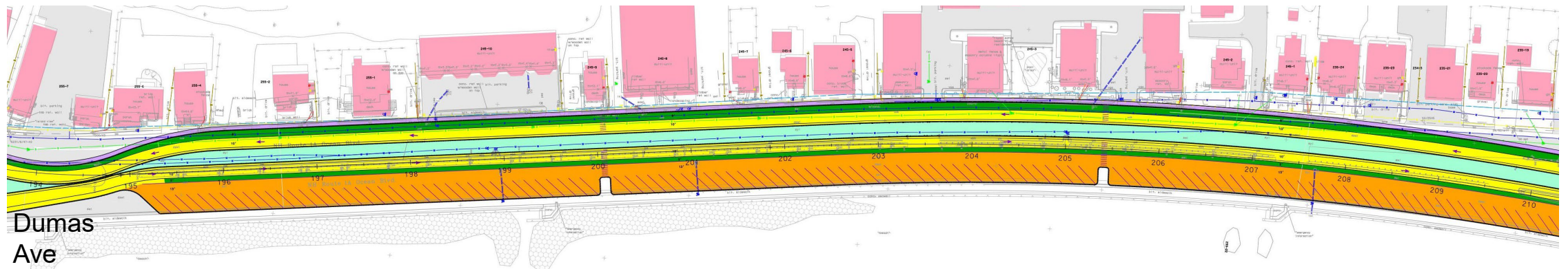
Refined Corridor Options

Dumas Ave to Winnacunnet Rd

Alt 1: Seawall Parking



Key Plan



Parking Summary:
 Existing = 136
 Proposed (Seawall) = 120

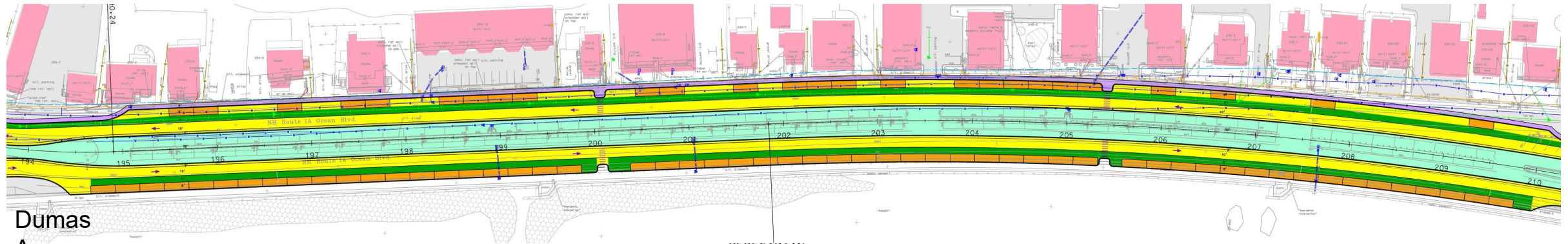
Refined Corridor Options

Dumas Ave to Winnacunnet Rd

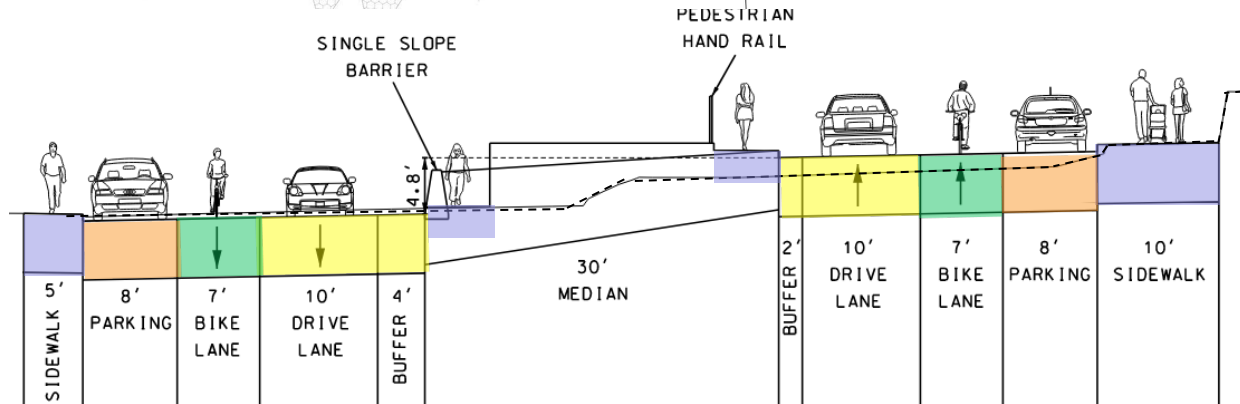
Alt: 2 Parallel Parking



Key Plan



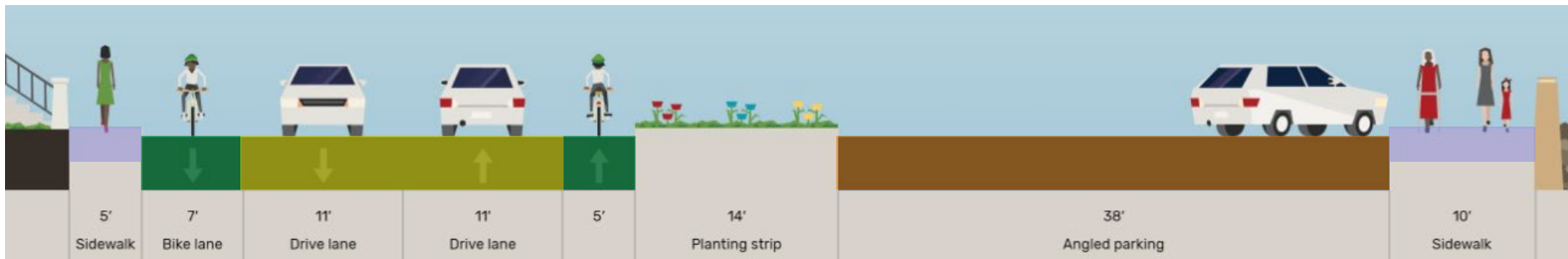
Dumas Ave



Parking Summary:
 Existing = 136
 Proposed (Parallel) = 98

Refined Corridor Options

Winnacunnet Rd to 5th St



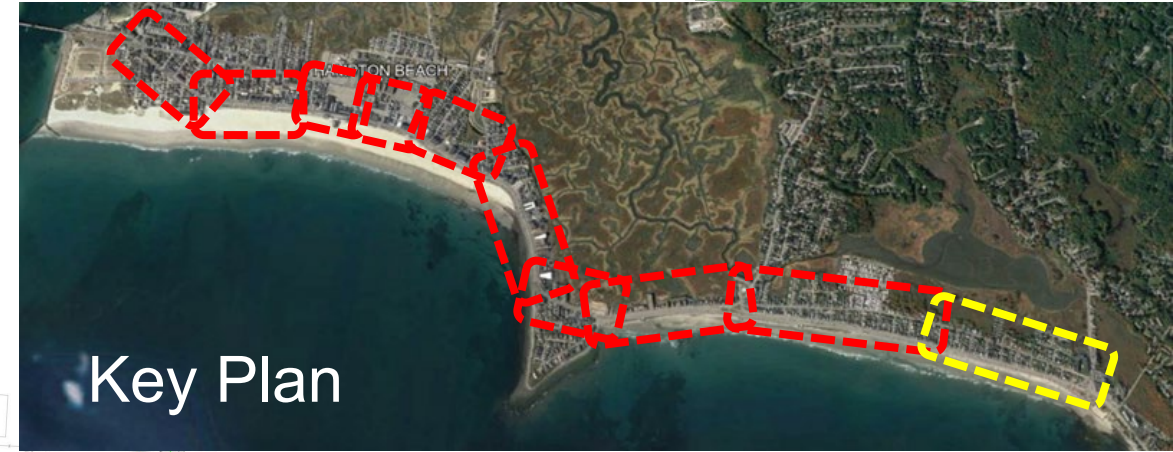
Parking Summary:

Existing = 124

Proposed = 128

Refined Corridor Options

5th St to 10th St



Parking Summary:
Existing = 310
Proposed = 287

10th St to High St



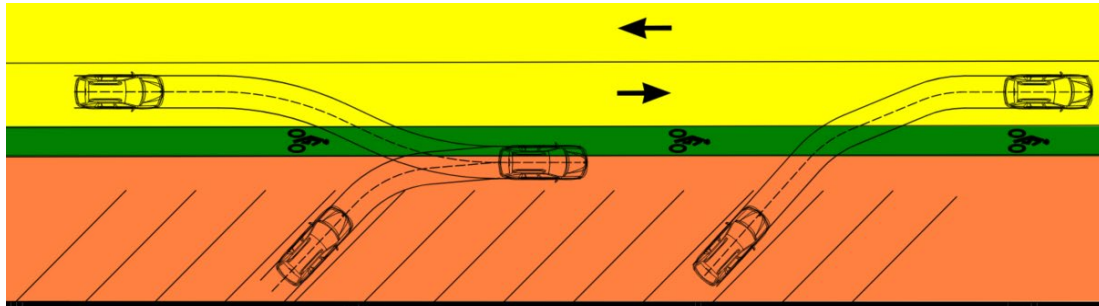
Refined Corridor Options

Parking Summary (Ocean Blvd Only)			
Location	Existing	Proposed	
		Cars	Seawall Parking
Dover Ave to Haverhill Ave	Undefined/Informal	15	15
Haverhill Ave to I St	39	41	41
I St to D St	22	21	21
D St to Nudd St	73	73	73
Nudd St to Church St	136	147	133
Church St to Boars Head	273	281	266
Boars Head to Dumas Ave	0	0	0
Dumas Ave to Winnacunnet Rd	136	120	98
Winnacunnet to 5 th St	124	128	128
5 th St to High St	310	287	287
SUBTOTAL	1,113	1,113	1,062
DIFFERENCE FROM EXISTING		0	-51

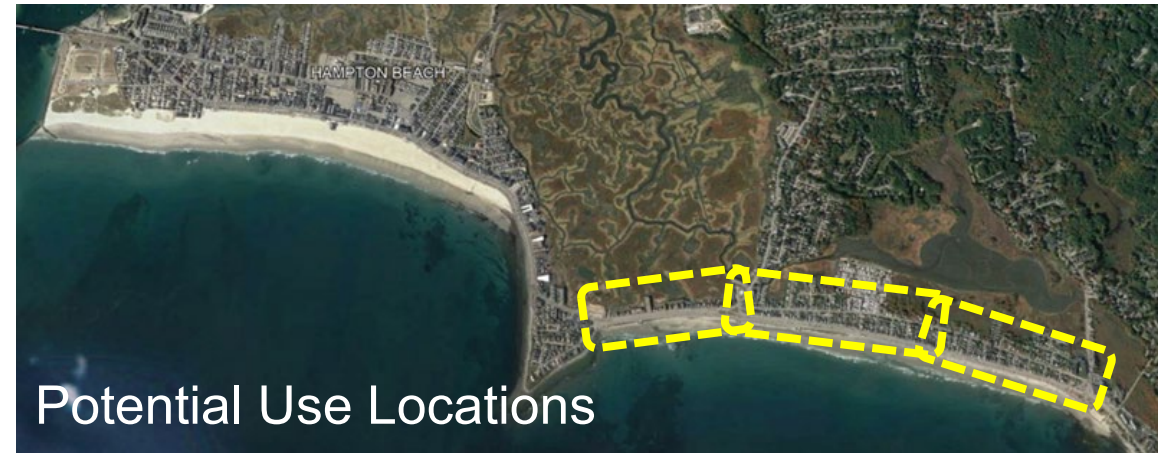
Note: Values shown do not reflect Handicap Parking Spaces

Refined Corridor Options

Back in Parking Alternative



Ocean Blvd near 13th St



Potential Use Locations

	Advantages	Disadvantages
Back in Parking	Safer loading and unloading from trunk on sidewalk	Learning curve (backup cameras in more cars)
	Improved sight line leaving parking space (to vehicles and bicycles)	Potential congestion with the initial stopping and backing maneuver (similar to parallel parking)
	Eliminates difficulty drivers have of backing into moving traffic	
	Positions drivers and passengers, particularly kids, to enter or exit the vehicle toward the sidewalk with the doors shielding people from moving traffic	
Head in Parking	More conventional approach	Exiting maneuver into traffic can be blind depending upon the cars parked around
		Identifying bikes approaching on departure is difficult
		Unloading vehicles closer to traffic
		Potential congestion caused by backing out into traffic



Example: Beacon Street West, Laconia, NH

Questions? Comments?



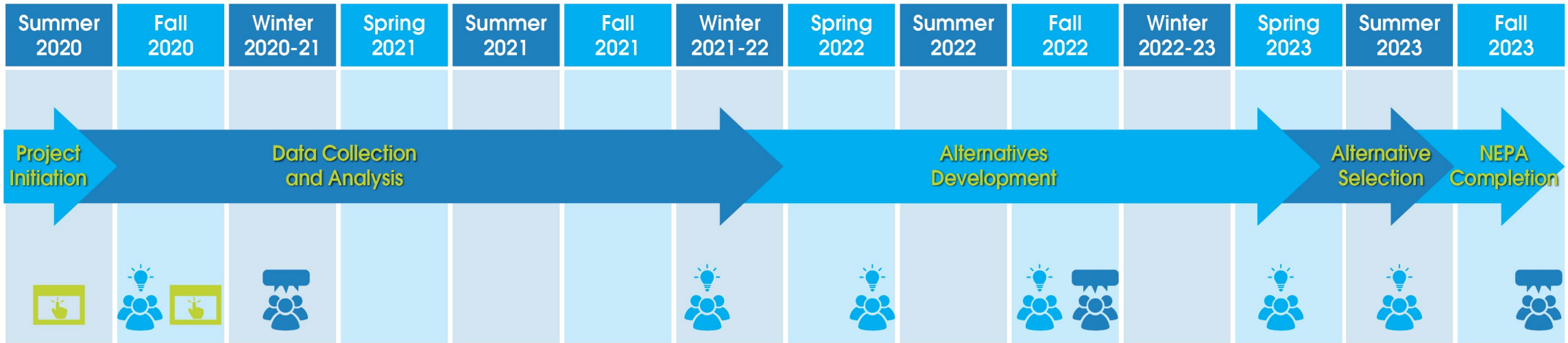
Next Steps



Next Steps

- Submit proposed Section 6(f) boundary to National Park Service (November 2022)
- Natural Resources Agency Meeting #1 (November 2022)
- Cultural Resources Coordination Meeting #2 (December 2022)
- Public Information Meeting #2 (December 2022)
- Assess impacts of alternatives (Spring/Summer 2023)
- PAC Meeting (Spring 2023)
- Public Hearing (Late 2023)

Project Schedule



 Survey/Wikimap

 PAC Meeting

 Public Meeting/Hearing

We are here



Questions? Comments?



Thank you!

