

Hampton 40797  
Ocean Boulevard (NH Route 1A)

# Project Advisory Committee Meeting #2

Thursday, January 27, 2022

# Agenda

1. Welcome and Instructions
2. Project Recap
3. Project Progress
  - a) Project Development Process
  - b) Environmental
  - c) Traffic and Safety
  - d) Draft Purpose & Need Statement
4. Redefining the Roadway
5. Next Steps





# Welcome and Instructions



# Key Study Team Members



Tobey Reynolds, PE, Project Manager (NHDOT)



Roch Laroche, 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)



# Virtual Meeting Format

- Raise your hand to speak
  - Moderator will take regular breaks during the presentation
- Remain on mute until called on
- Offer comments / questions in chat
- For phone participants:
  - \*6 to mute / unmute
  - \*9 to raise hand

# Zoom Meeting Functions

Controls may appear in various locations depending upon the device you are using

The screenshot displays a Zoom meeting in progress. The main content area shows a slide titled "Project Background" with a bulleted list of project details. To the right, a video feed shows a street scene with traffic lights and cars. On the far right, a vertical participant list shows names: Laura Parete, Jennifer Reczek, Anthony King, and Rosie Jaswal. The bottom of the screen features the Zoom control bar with icons for Mute, Stop Video, Participants, Chat, Share Screen, Record, and Reactions. Two yellow callout boxes highlight the "Mute / Unmute" and "Start / Stop Video" functions.

## Project Background

- Town/HBAC 2018 Transportation Update of Hampton Beach Area Master Plan
- Original limits were 1 mile from State Park Driveway to the northern Ocean/Ashworth split
- Expanded in 2016 by 1.3 miles to Winnacunnet Road
- Expanded a second time to High Street (NH 27) for a total of 3.3 miles
- Project added for 2017-2022 Ten Year Plan

**Mute / Unmute**

**Start / Stop Video**

**FHI Plan**

Laura Parete

Jennifer Reczek

Anthony King

Rosie Jaswal

Mute

Stop Video

Participants 9

Chat

Share Screen

Record

Reactions

Leave



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The screenshot displays a Zoom meeting interface. On the left is a slide navigation pane with thumbnails for slides 9 through 15. Slide 10, titled "Project Background", is highlighted with a red border. The main content area shows a presentation slide with the following text:

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To the right of the slide is a video feed showing a street scene with traffic lights and a white pickup truck. Below the video feed is a vertical list of participant names: Laura Parete, Jennifer Reczek, Anthony King, and Rosie Jaswal. At the bottom of the screen is the Zoom meeting controls bar, which includes icons for Mute, Stop Video, Participants (highlighted with a yellow box and a speech bubble), Chat, Share Screen, Record, Reactions, and a red Leave button.

**View hand raise function and participant list**

# Zoom Meeting Functions

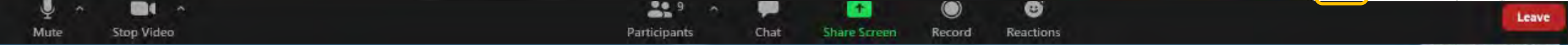
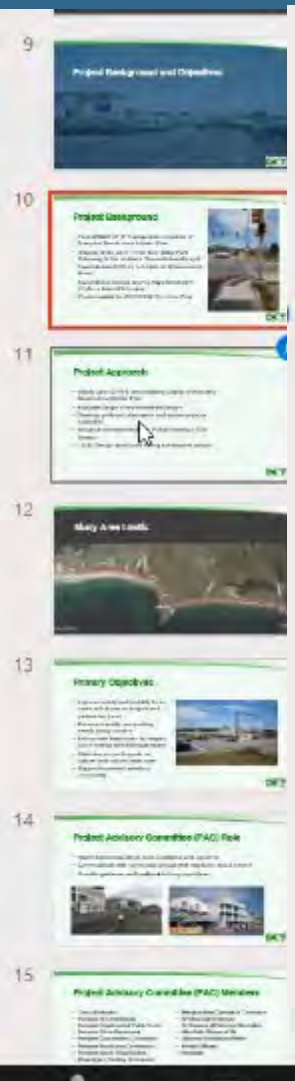
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Raise your hand to speak





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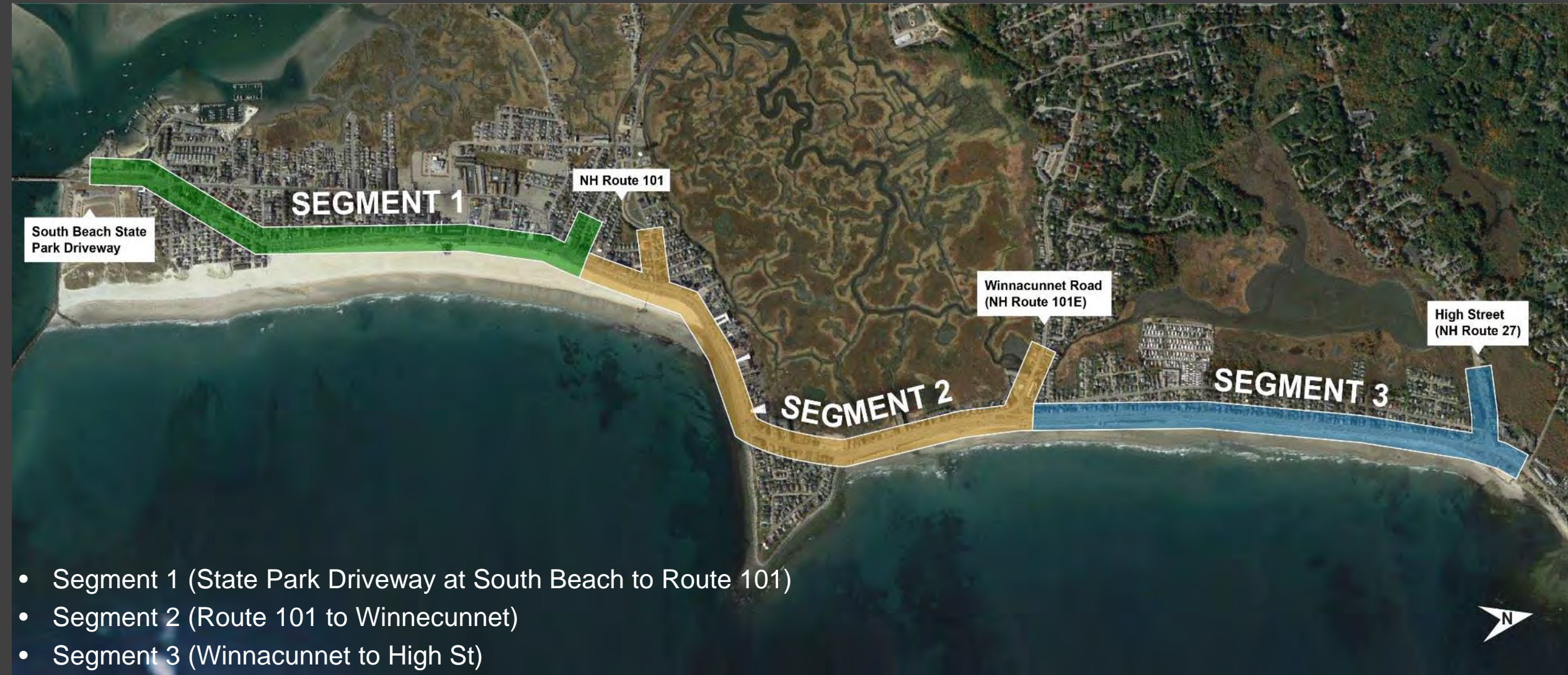
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# Project Recap





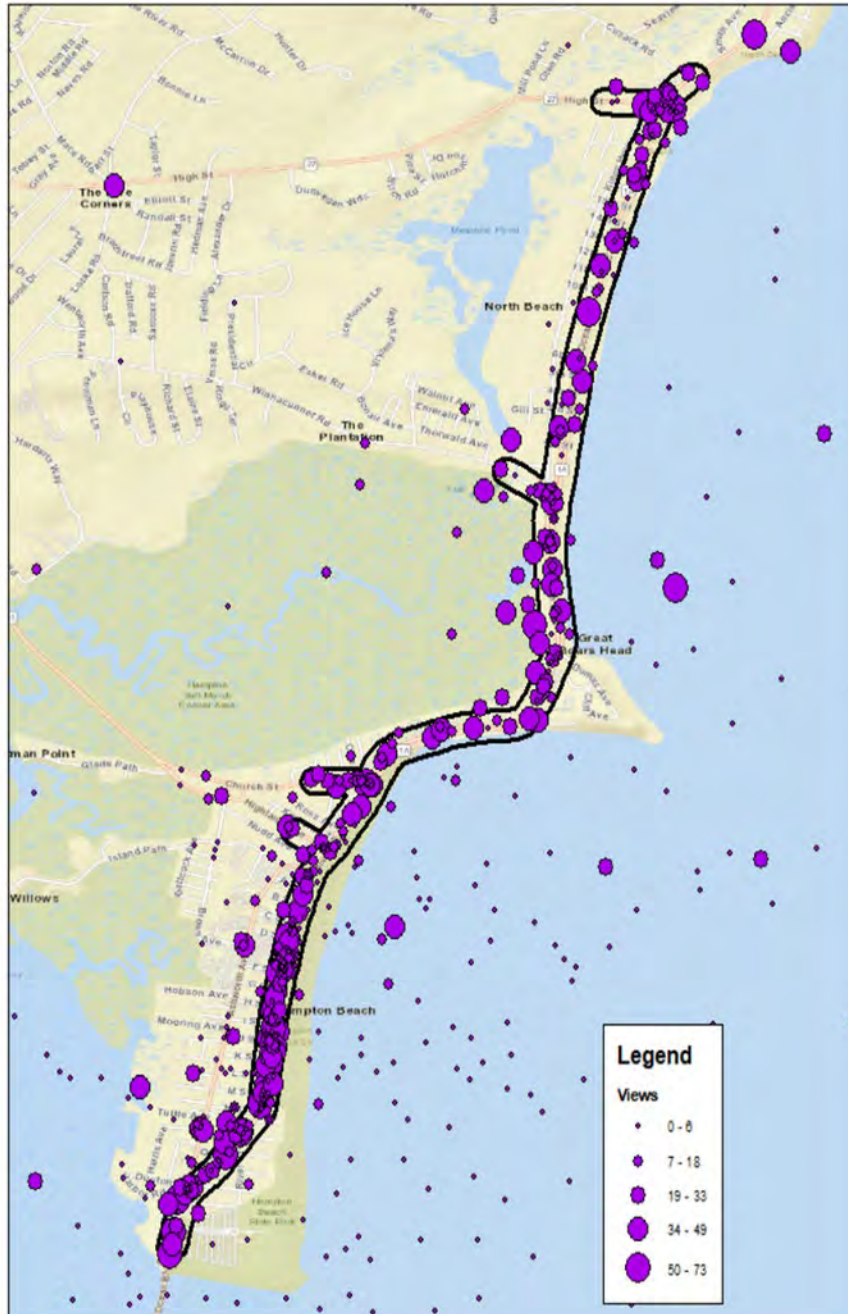
# Study Area Limits





# 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
- Developed “Draft” Purpose & Need Statement
- Site walk with NHDHR & Consulting Parties (12/15/21)



# Interactive Website and Questionnaire

- Overall positive feedback on pedestrian safety/circulation
- Conflicts between pedestrians and bicyclists
- Concerns for businesses and parking
- Concerns with vehicle circulation on residential streets
- Results are mixed, some strongly support temporary summer traffic pattern, others strongly disliked it



Do You    or  on  
Ocean Boulevard in Hampton?

The New Hampshire Department of Transportation is beginning a new study to improve the safety and mobility for all users on a 3.3-mile section of Ocean Boulevard (NH 1A) in Hampton.  
**YOUR INPUT IS NEEDED!**  
Help us find ways to improve safety and operations on Ocean Boulevard by visiting our interactive, online mapping tool.  
[www.oceanboulevardnh.com](http://www.oceanboulevardnh.com) 

## Ocean Boulevard Questionnaire

Thank you for visiting our online questionnaire.  
It should take less than 5 minutes to complete.

### About the Study

The New Hampshire Department of Transportation (NHDOT) is beginning a new study to improve the safety and mobility of all users for a select area of Ocean Boulevard (NH 1A) in Hampton. The study area includes a 3.3-mile section of NH 1A between the southern New Hampshire State Park entrance on the south to High Street (Route 27) on the north. Portions of Ashworth Avenue, Winnacunnet Road (Route 101E), High Street, and short segments of local side streets are also included in the study area.

Please help us find ways to improve the safety and operations of all users (drivers, bicyclists, and pedestrians) in the corridor by answering the following questions. We also have an online interactive map that you can visit at [www.oceanboulevardnh.com](http://www.oceanboulevardnh.com)

1. As you may know, the Town of Hampton, in coordination with the NHDOT, has reconfigured the traffic flow for vehicles on Ocean Boulevard and Ashworth Avenue in response to societal needs during the COVID-19 pandemic. This change, at this time, is expected to only last through the summer of 2020. Are you familiar with these recent traffic changes, or have you been in the corridor in the past three months?

- Yes  
 No



Submit your ideas  
by December 31, 2020!   
[www.oceanboulevardnh.com](http://www.oceanboulevardnh.com)



Drop a pin on an area you want to discuss

 Describe your issue and/or make recommendations for improvements

 See what others have to say about Ocean Boulevard



*I feel unsafe crossing here.*

*My business needs more parking turnover in front of it and there is consistent water ponding in the parking lane*



# Questions? Comments?



# Project Progress

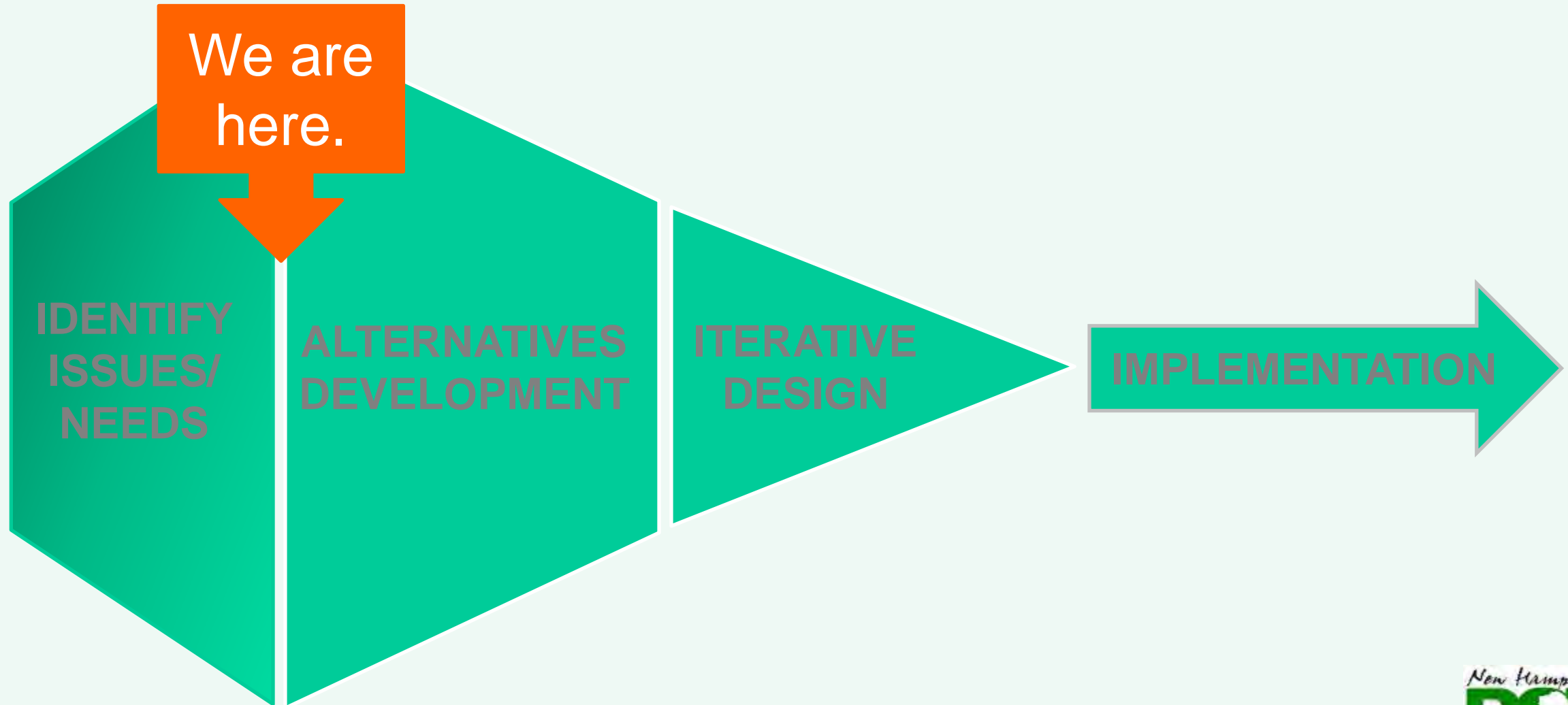


# Project Development Process

- 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)



# 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

# Environmental Update





# Natural & Cultural Resources

- Established preliminary Area of Potential Effect (APE)
- Submitted Request for Project Review (7/2021)
- Sent out Agency Contact Letters (11/2021)
- Conducted site walk with NHDHR and Consulting Parties to review potential historic properties in corridor (12/2021)



# Traffic and Safety



# Safety Data Collection

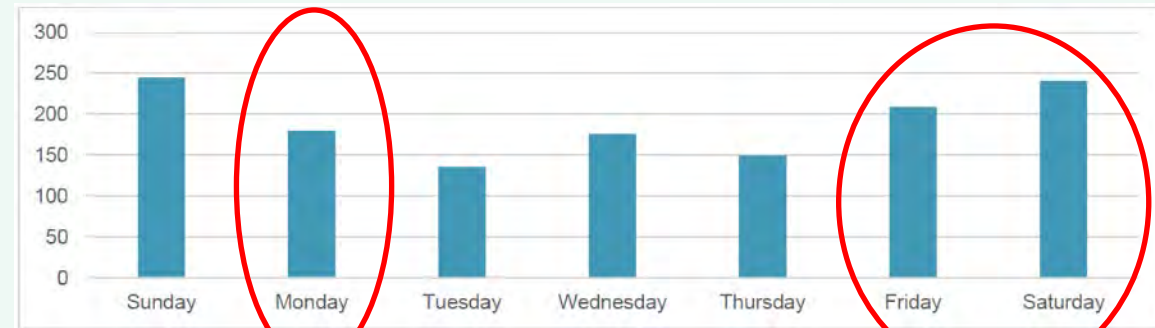
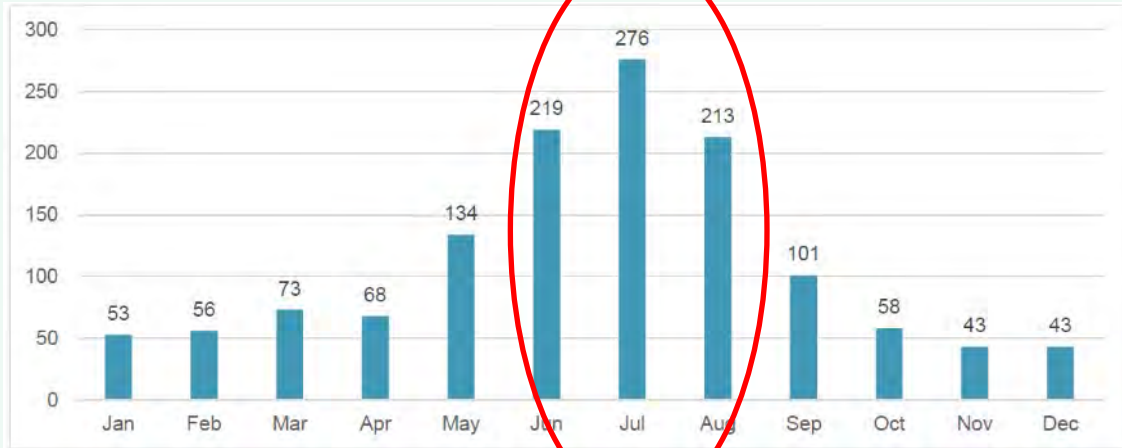


- 1336 crashes in 10-year period (2010-2019)
  - 871 crashes on Ocean Blvd between Dover Ave and Dumas Ave (entire study area)
  - 465 crashes on Ashworth Ave between Nudd Ave and Duston Ave (outside study area)
- Most crashes occurred within downtown segments of Ocean Blvd and Ashworth Ave
- 73% of crashes involved two or more vehicles
- 11% involved vehicle striking fixed object
- 5% involved vehicle striking parked vehicle
- 3% involved pedestrians
- 2% involved bicyclists

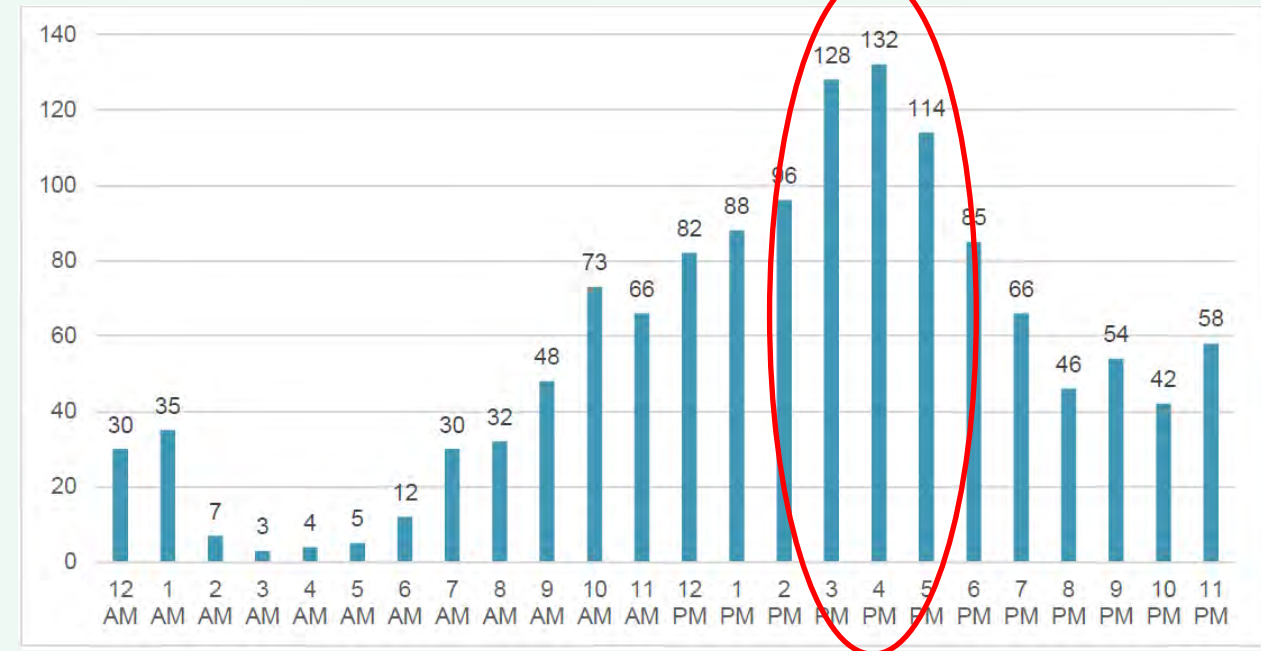


# Crash Temporal Distribution

(2010-2019)

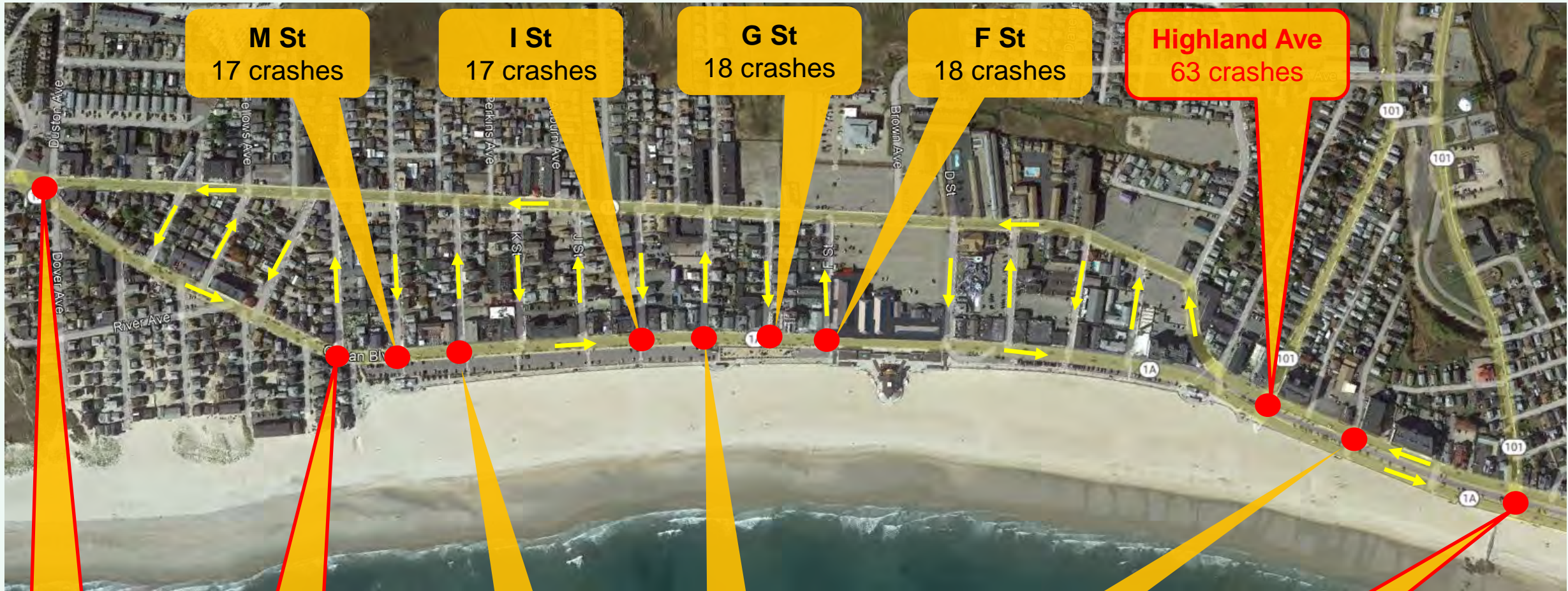


- 53% of crashes in summer months
- More frequent on weekends and between 3 - 5 PM



# Intersection Crashes (2010-2019)

Ocean Blvd (432 Total)



**M St**  
17 crashes

**I St**  
17 crashes

**G St**  
18 crashes

**F St**  
18 crashes

**Highland Ave**  
63 crashes

**Dover/Duston**  
97 crashes

**Haverhill/N St**  
59 crashes

**L St**  
33 crashes

**H St**  
23 crashes

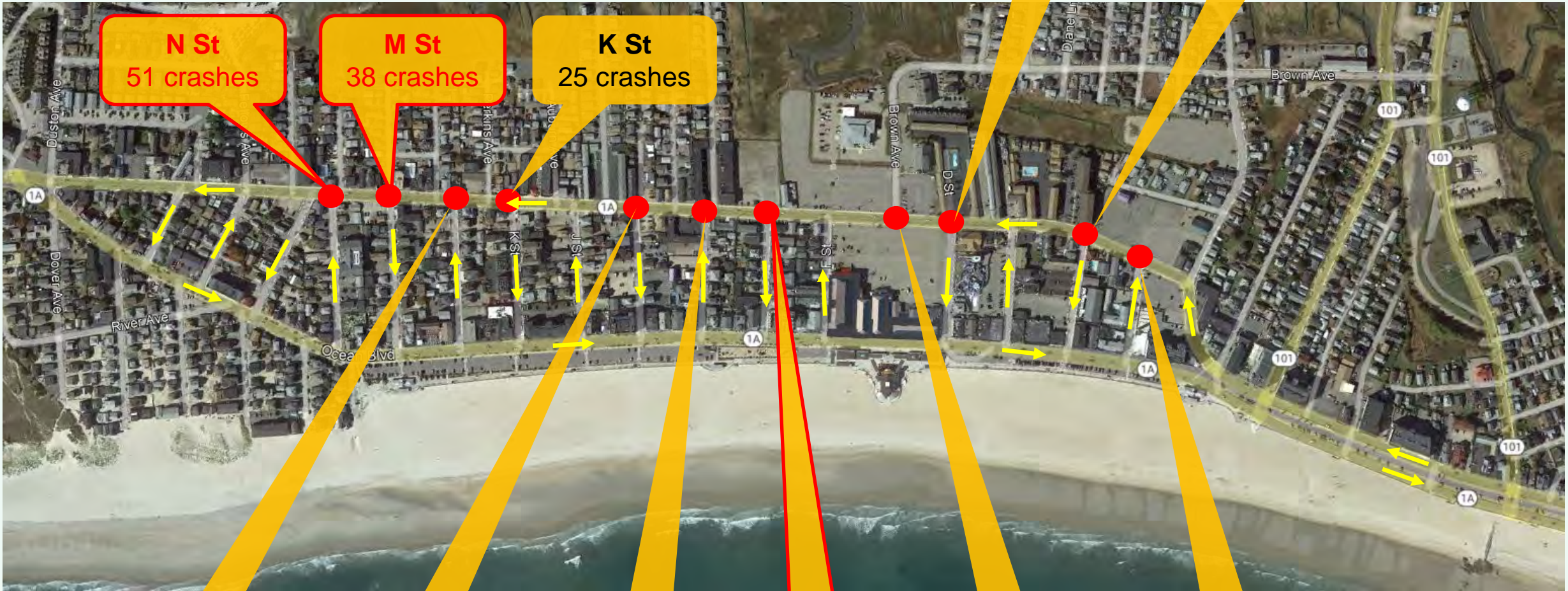
**Ross Ave**  
23 crashes

**Church St**  
64 crashes



# Intersection Crashes (2010-2019)

Ashworth Ave (329 Total)



**L St**  
27 crashes

**I St**  
27 crashes

**H St**  
25 crashes

**G St**  
42 crashes

**Brown Ave**  
21 crashes

**A St**  
24 crashes

**N St**  
51 crashes

**M St**  
38 crashes

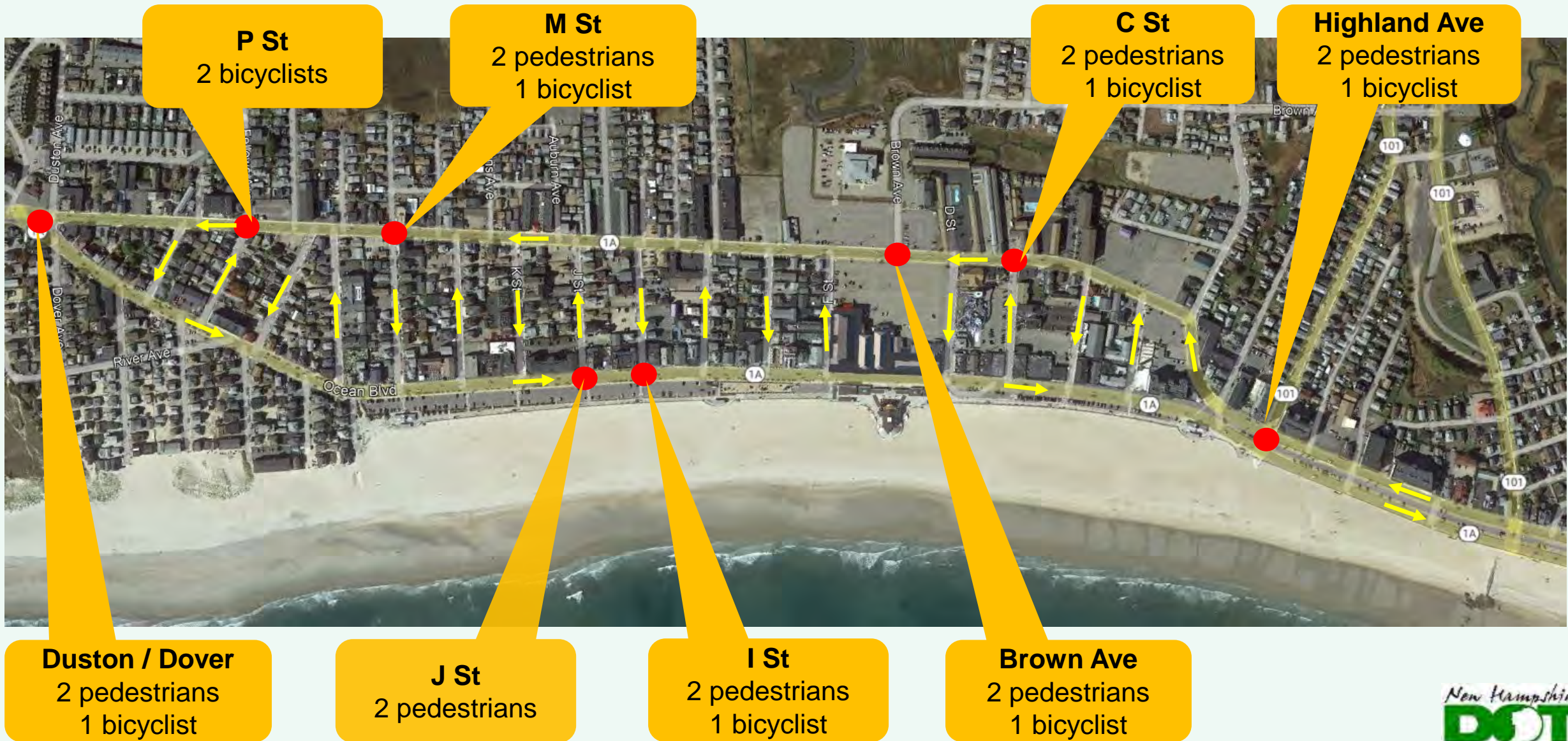
**K St**  
25 crashes

**D St**  
22 crashes

**B St**  
27 crashes



# Pedestrian and Bicycle Crashes (22 Total)



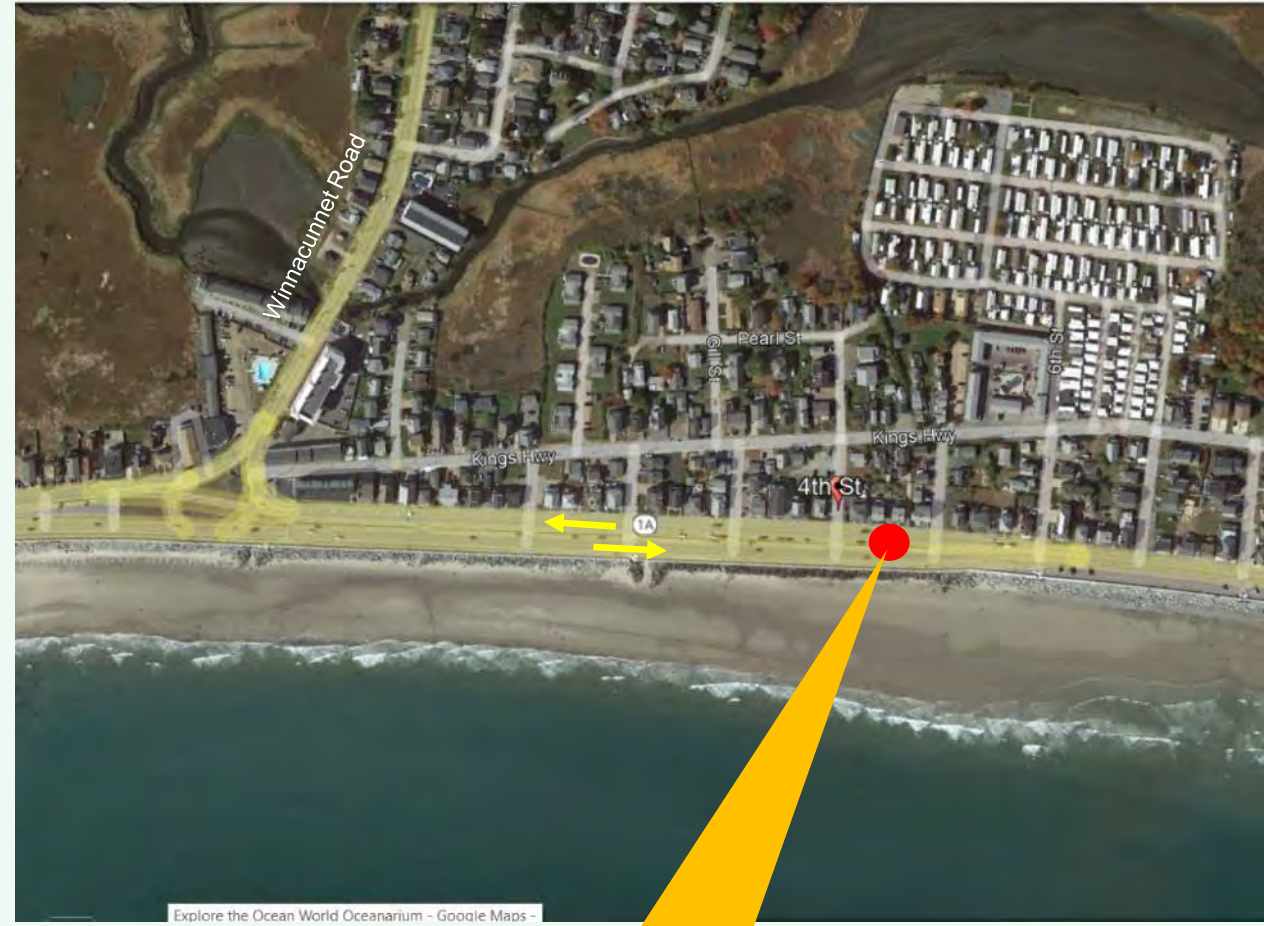


# Fatal Crashes (3 Total)



Ocean Blvd NB  
at Nudd Ave  
1 pedestrian

Ocean Blvd /  
Highland Ave  
Fixed object



Ocean Blvd between  
4<sup>th</sup> and 5<sup>th</sup> St  
Spill

# Questions? Comments?





# Multi-modal Traffic Data Collection

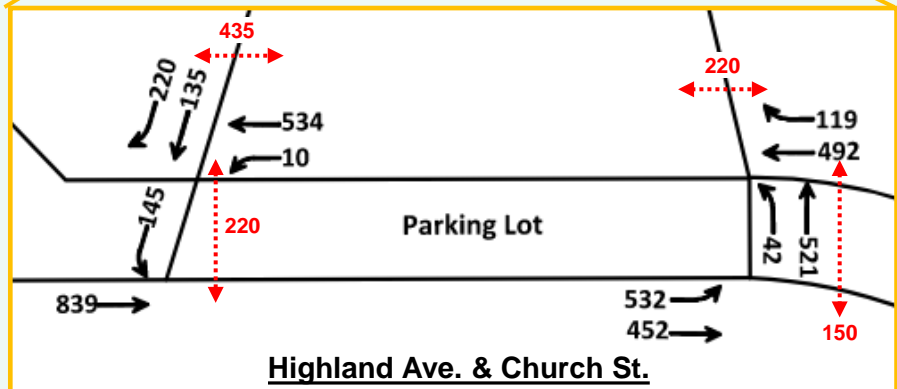
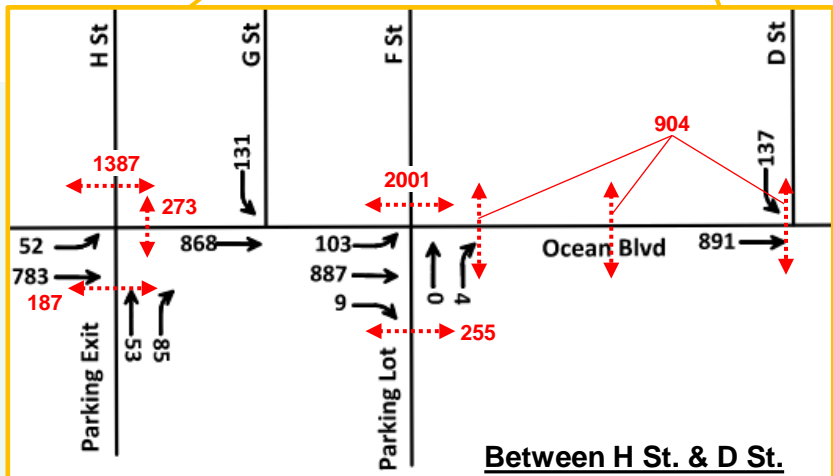
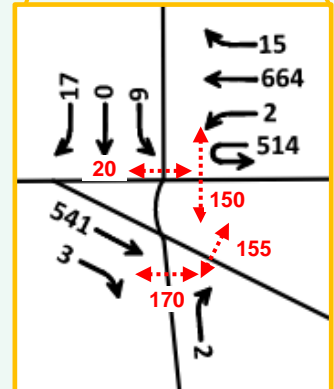
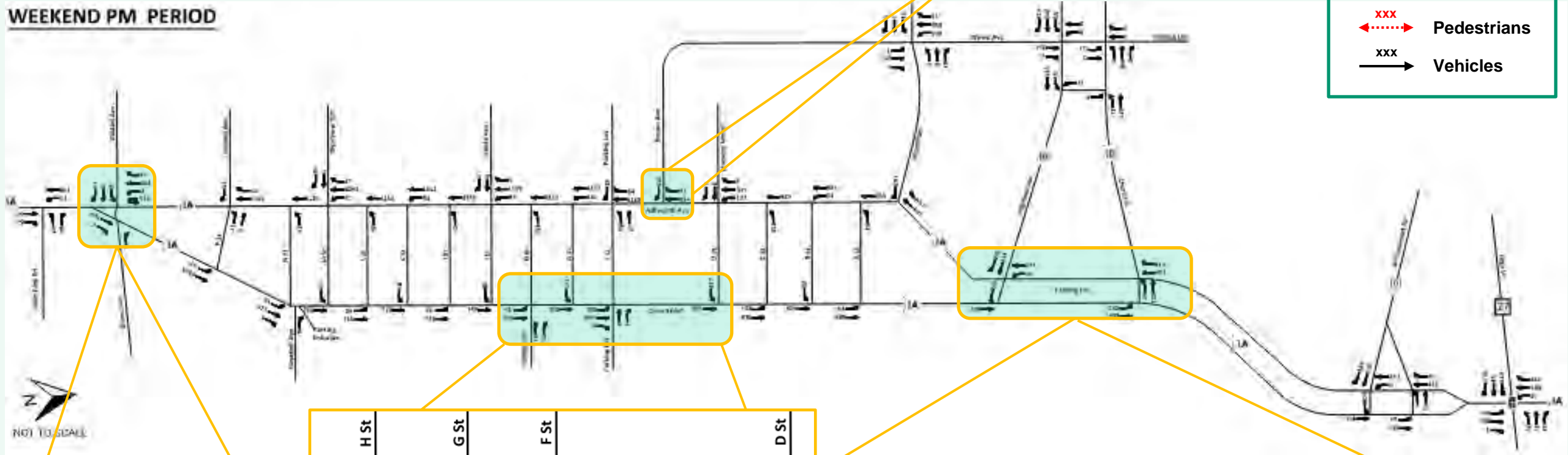
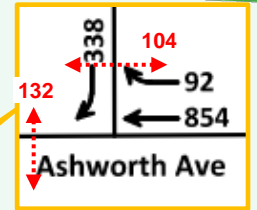
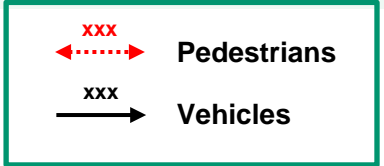


- Data Collected - August 2021
  - Vehicles, bikes, peds
  - Weekday, weekend
- Adjusted data to pre-COVID conditions
- Highest volumes between Dover Ave and Church St
- Highest traffic volumes occur during weekend midday hours (10am – 2pm)
- Highest pedestrian activity occurs during weekend afternoon / evening hours (3pm – 7pm)
- Highest bicycle activity occurs during weekend midday hours (10am – 2pm)

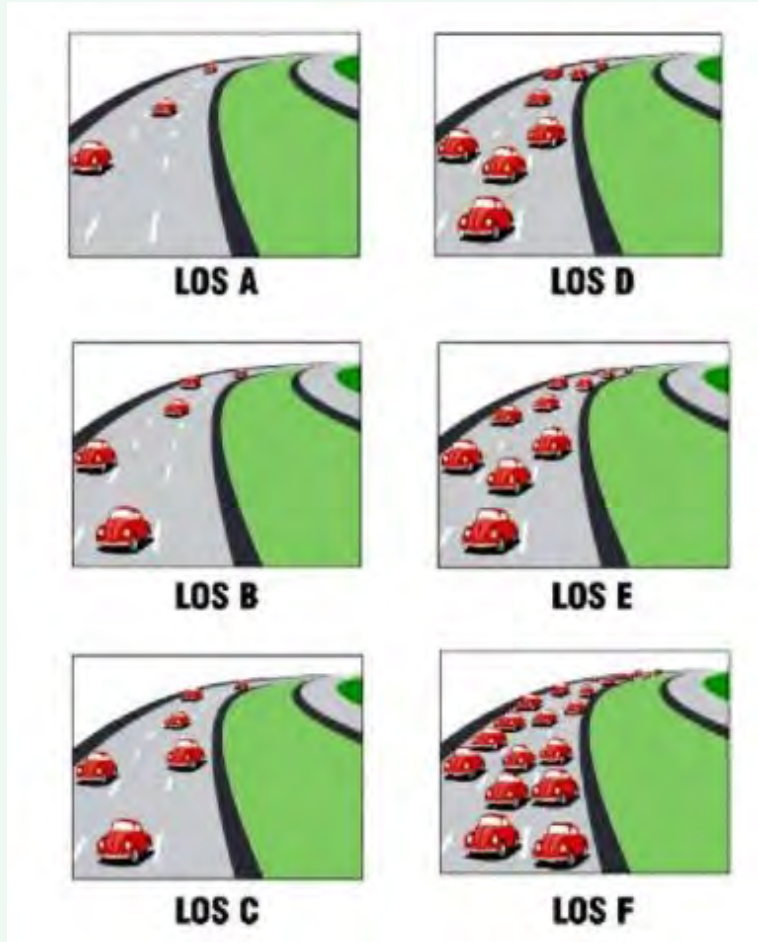
# Vehicular Traffic Volumes

Weekend PM Peak Hour (6pm to 7pm)

WEEKEND PM PERIOD



# Roadway Operational Conditions



- Intersection evaluation based on queues, delays and level of service, following Highway Capacity Manual guidelines
- Level of service ranges from A (good) to F (worst)
- Evaluation performed for weekdays and weekends peak hours
- Weekend evening peak hour (6pm – 7pm) shows worst conditions with highest pedestrian-vehicle conflicts
- Worst intersection operations occur on Ocean Blvd between G St and C St (weekend evening peak)

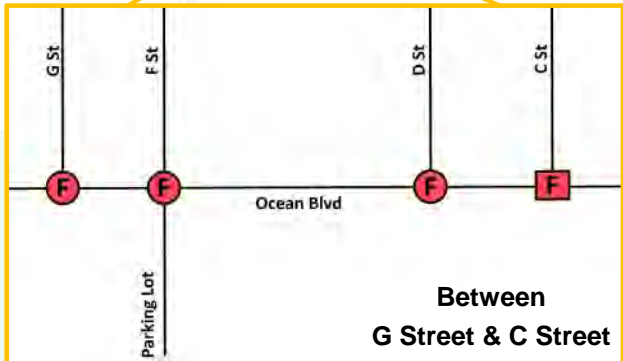
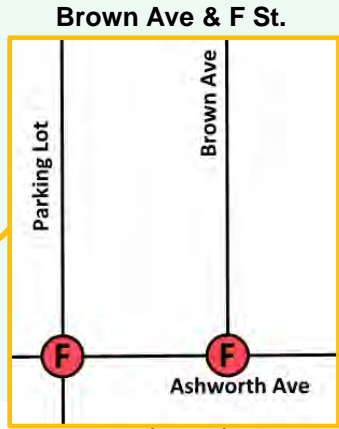
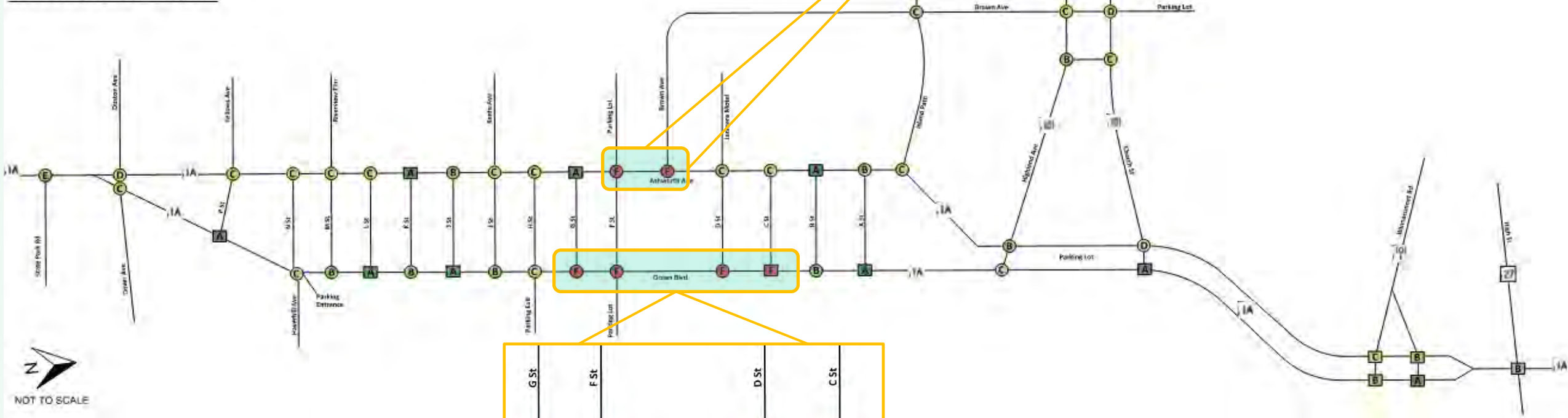


# Intersection Operations

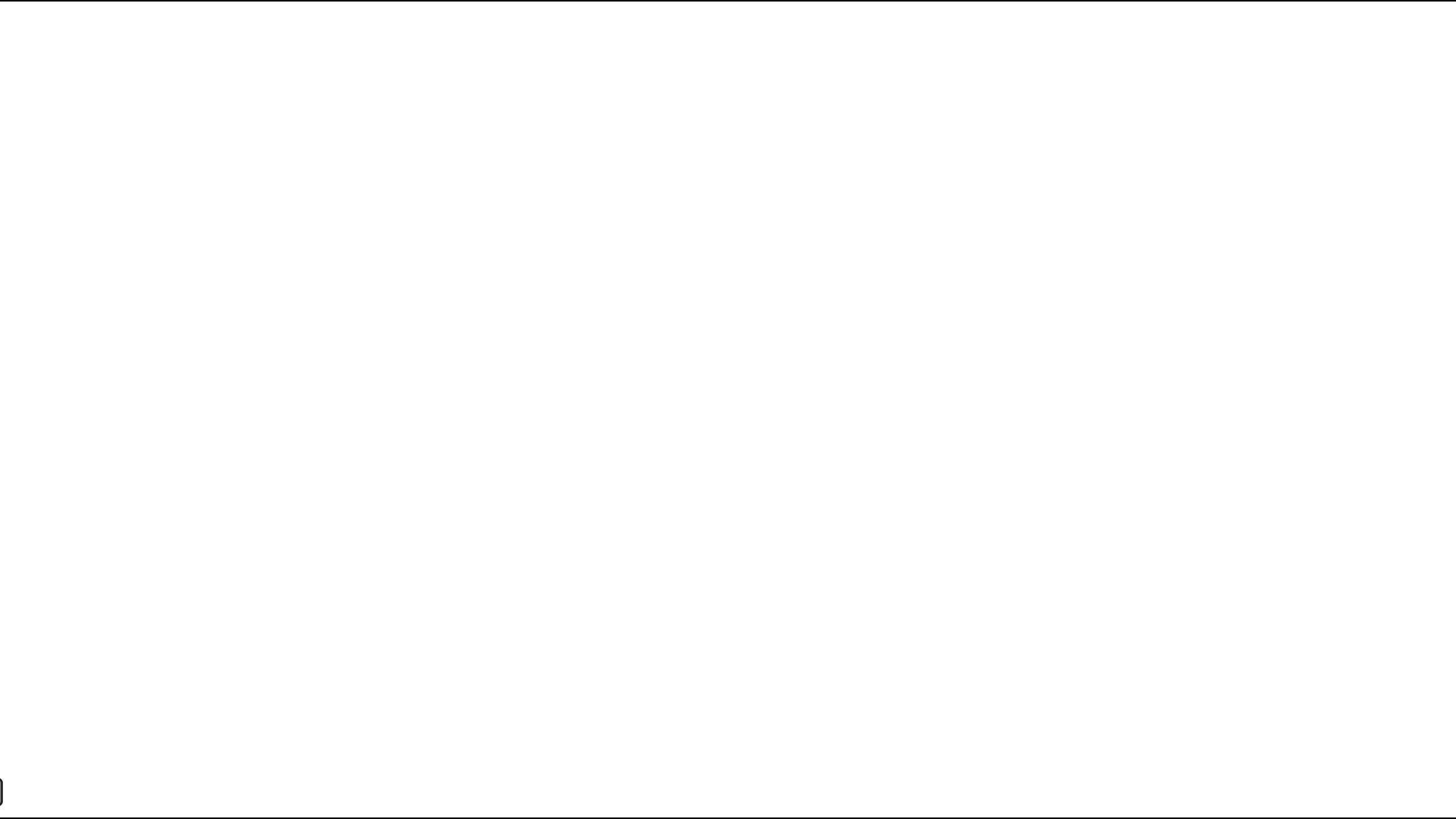
*Weekend PM Peak Hour (6pm to 7pm)*

*Operations impacted by high pedestrian activity crossing Ocean Blvd from western sidewalk and failure to yield in immediate commercial area*

## WEEKEND PM PERIOD























# Questions? Comments?



# Draft Purpose & Need Statement





# Key Considerations and Influencers

- Improve safety and mobility for all users with focus on bicycle and pedestrian travel
- Balance mobility and parking needs
- Consider resiliency and flooding
- Minimize impacts on natural and cultural resources
- Support economic needs of community



# 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.



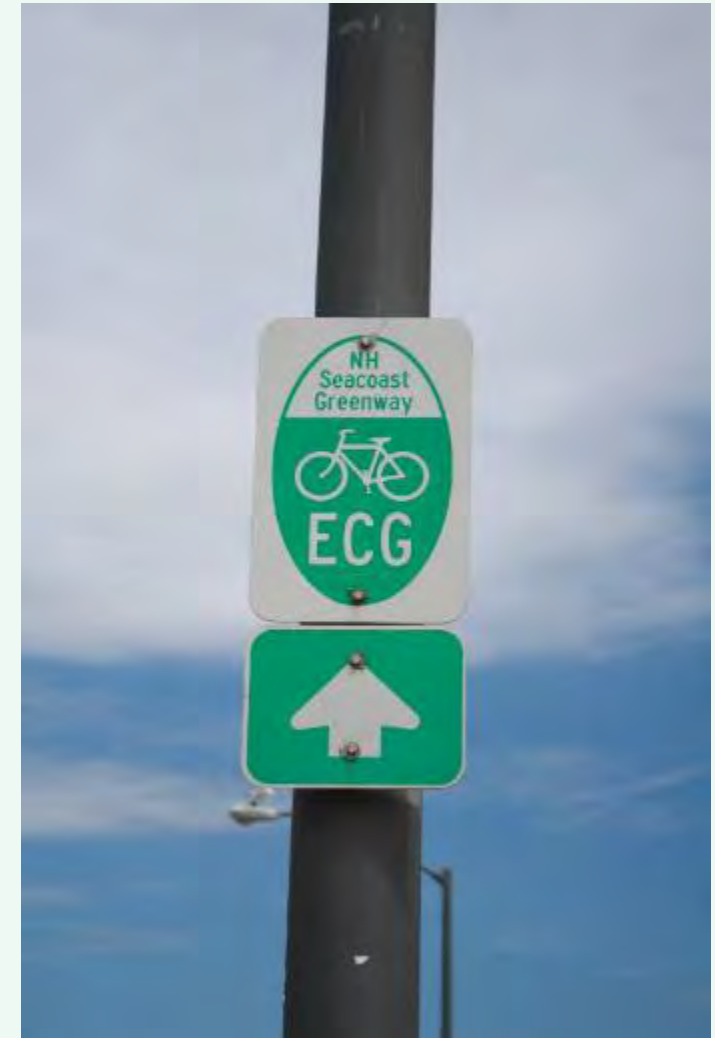
# Draft Purpose and Need

## Purpose

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

## Need

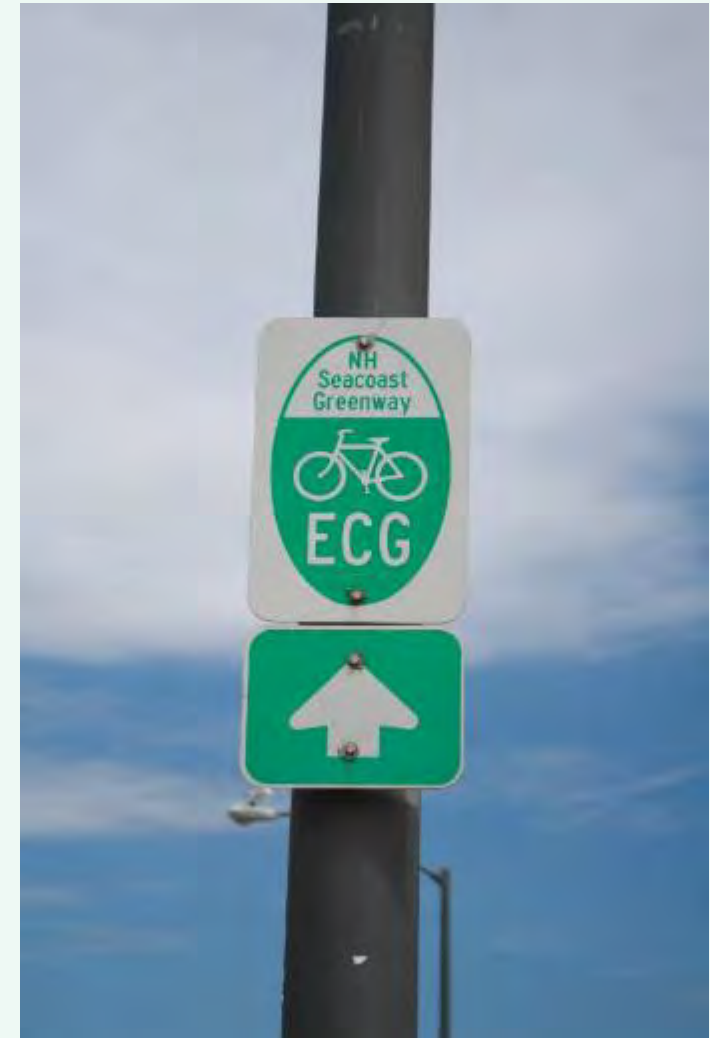
- Consistent lack of high-quality pedestrian and bicycle facilities along the corridor that lead to uncomfortable pedestrian and bicycle facilities
- Many undefined pedestrian sidewalks, limited crosswalk amenities and inaccessible sidewalk areas
- Narrow bicycle shoulders vary in width throughout the 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





# Draft Goals and Objectives

- 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 and 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 (NH DOT, 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?



# Redefining the Roadway

## Future Workshop Activity



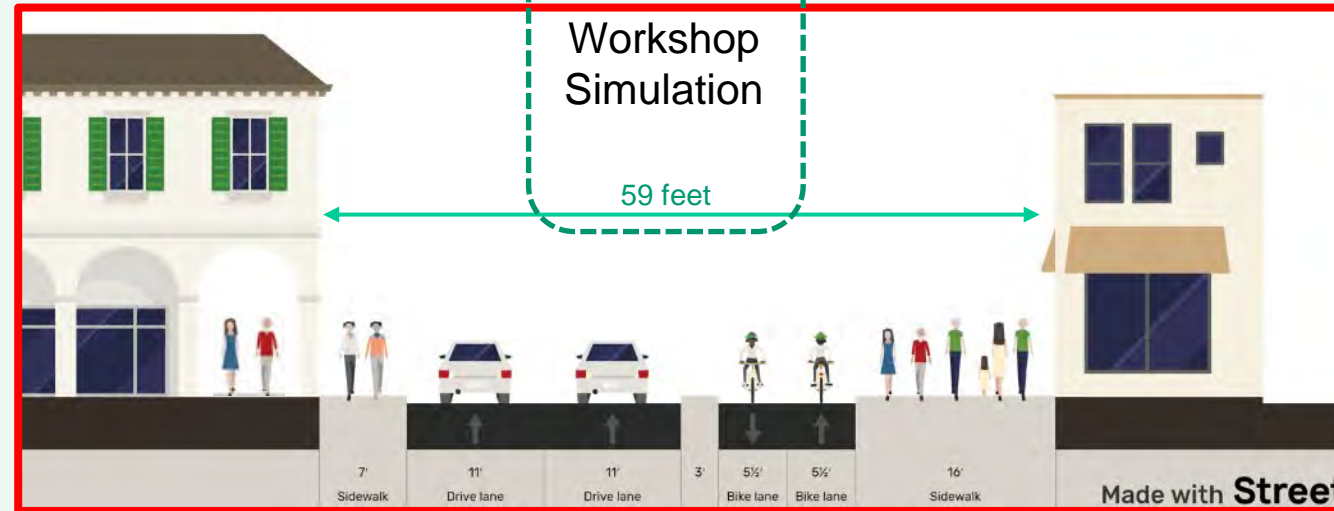
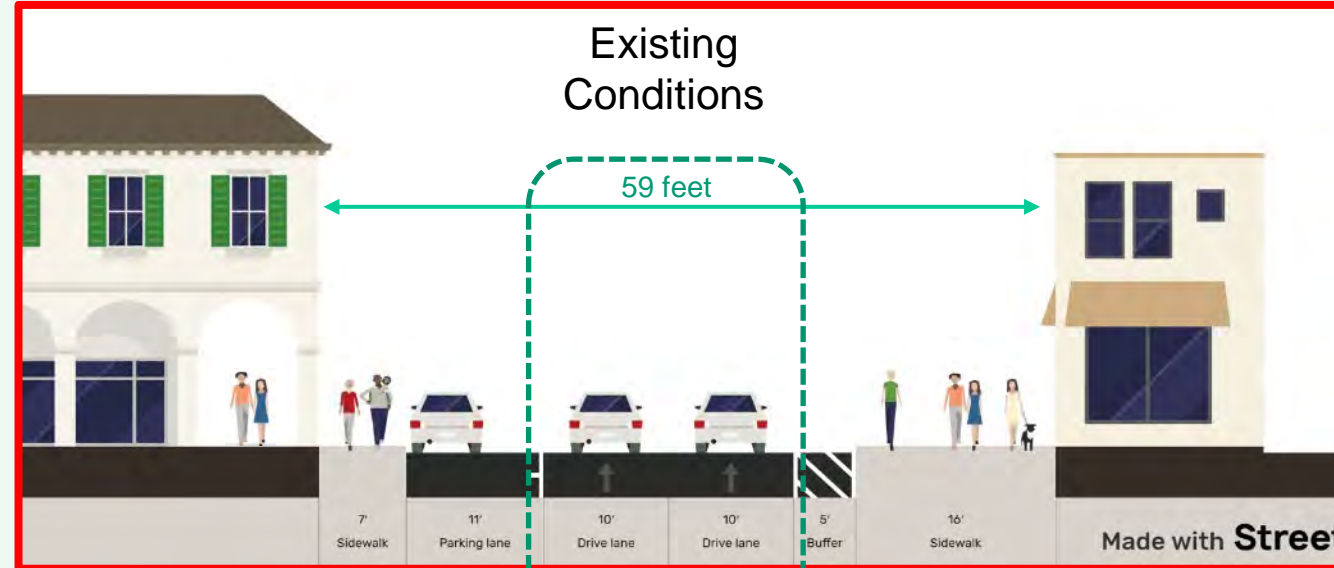


# Future Workshop Activity

## South Segment



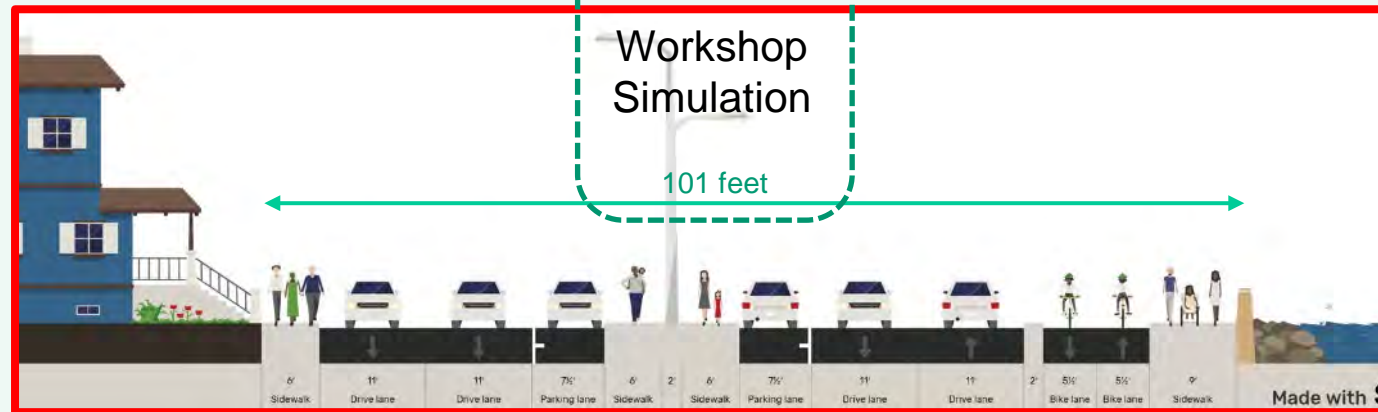
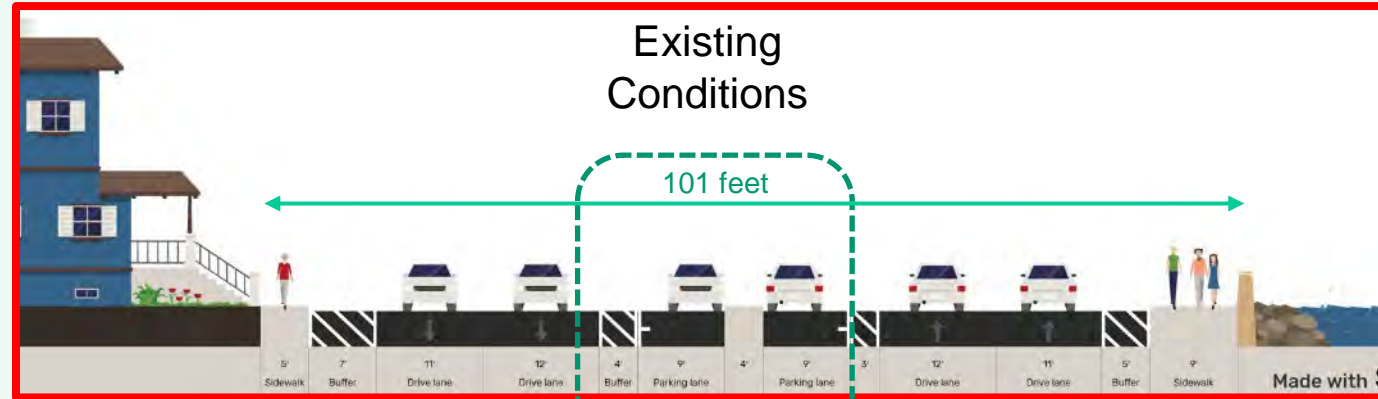
59 feet available between F St and D St



# Future Workshop Activity



101 feet available north of Winnacunnet Rd and 5<sup>th</sup> St





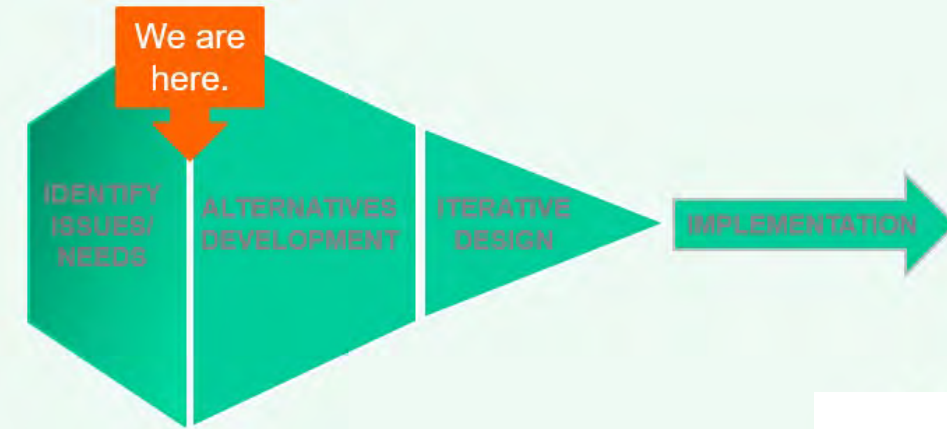
# Next Steps





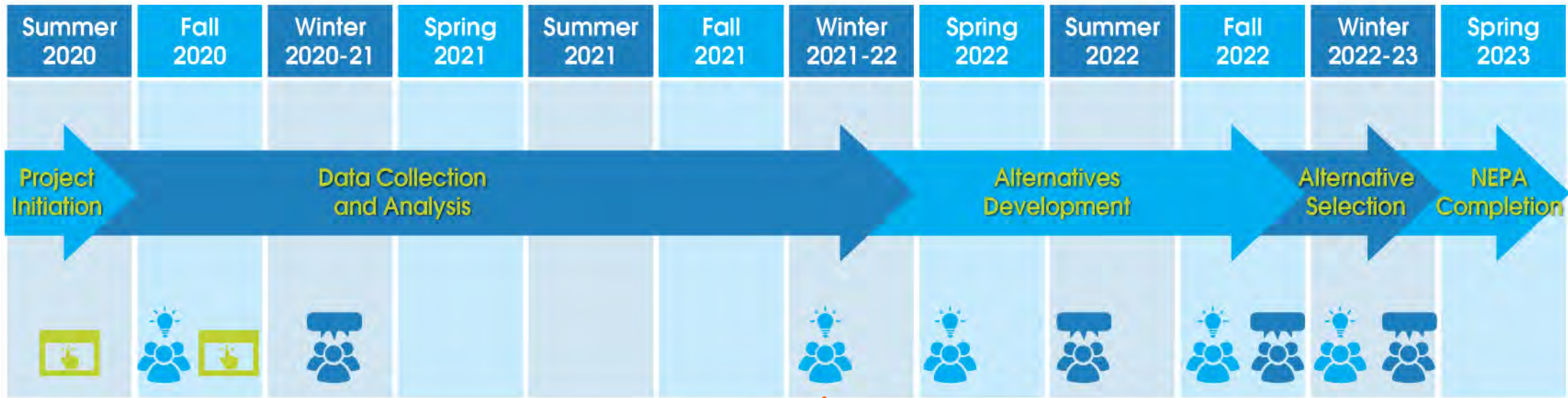
# Project Next Steps

- Continue collecting data
- PAC Review Purpose & Need “Homework” (late Feb. ‘22)
- Refine & distribute Purpose & Need Statement to PAC
- Meet with DNCR / Parks & District Staff
- Traffic Analysis and Alternatives Development
  - Refine base-year traffic model (2020)
  - Develop traffic forecasting / model (2027-2047)
  - Develop Corridor & Intersection Alternatives
- Plan 3<sup>rd</sup> PAC meeting – alternatives Work Session (April 2022) *(See Note 1)*
- Plan 2<sup>nd</sup> Public Meeting- present Corridor Alternatives (Summer 2022)



Note 1 - Contingent on receipt of Purpose and Need feedback by late February

# Project Schedule



We are here



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

# Questions? Comments?





# Thank you!

