



## Meeting Notes

Place: Hampton Falls Town Hall

Date: May 20, 2021

Notes Taken by: P. Blum

Project #: 52575.07

Re: Hampton Falls Corridor Study #29610  
Public Information Meeting #1

The meeting began at approximately 6:30 pm. Mr. Marty Kennedy of the engineering firm of VHB opened the presentation by stating that it was his hope that attendees would leave tonight's meeting with a clear understanding of the study purpose, how the study will be accomplished, and how members of the public can contribute to the success of the project. He proceeded to introduce other members of the study team in attendance including Tobey Reynolds, Chief Project Manager at the NHDOT, Dave Walker, Assistant Director at the Rockingham Planning Commission, and Phil Blum, Traffic Analyst with VHB.

Mr. Kennedy noted that the Select Board has appointed a Study Advisory Committee to work with the Study Team. Advisory Committee members include Shawn Hanson, Mark Lane, Beverly Mutrie, Greg Parish, Todd Santora, Bill Savage, and Keith Webster.

It was noted that:

*The purpose of the project is to identify potential transportation solutions aimed at addressing congestion and safety along US Route 1 in Hampton Falls.*

*This is a Planning Study. The objective is to identify a potential project or projects that can be added to the State's 10-Year Plan.*

Mr. Kennedy proceeded to review the study schedule, the number and purpose of public informational meetings, the study corridor, study elements, and displayed and described an environmental resources map. See PowerPoint Presentation for details of each.

Mr. Kennedy continued with a brief overview and discussion on the traffic volume trends and the results of operational analyses for the existing (2020) and future No Build year (2042) conditions for the Weekday AM, Weekday PM, and Saturday midday time periods. He noted that the most significant operational problem is that the volume of through traffic on Route 1 in both the northbound and southbound directions exceeds the capacity of the single through lane at the signalized intersections. This capacity constraint results in long vehicle queues along Route 1. The side street approach movements at the two signalized intersections operate with acceptable delays.

Motorists turning left onto Route 1 from Kensington Road (unsignalized operation) experience substantial delay given the lack of acceptable gaps in the traffic stream and the long vehicle queue extending back from the signalized intersection. Mr. Kennedy explained that motorists turning left onto Route 1 from Kensington Road often wait for an acceptable gap in the southbound traffic stream and then turn into the center two-way turn lane and then wait for a motorist in the northbound standing queue to wave them into the northbound through lane.

Mr. Kennedy proceeded to describe the range of opportunities the general public have for obtaining information on the study and for providing public input. In addition to reaching out to Advisory Committee members, attending

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public informational meetings, filling out and submitting the provided comment sheets, and visiting the NHDOT project website [www.nh.gov/dot/projects/hamptonfalls29610/index.htm](http://www.nh.gov/dot/projects/hamptonfalls29610/index.htm) and the Town's website [www.hamptonfalls.org](http://www.hamptonfalls.org), attendees were encouraged to email comments and questions to Marty Kennedy at [mkenedy@vhb.com](mailto:mkenedy@vhb.com) and/or Tobey Reynolds at [Tobey.L.Reynolds@dot.nh.gov](mailto:Tobey.L.Reynolds@dot.nh.gov). Mr. Kennedy also reminded attendees that anyone that provides their email address will be added to the study's email distribution list. Those on the email distribution list will receive notice of future meetings and other study information.

Lastly, Mr. Kennedy described a public input on-line tool [www.publicinput.com/HFUS1](http://www.publicinput.com/HFUS1) created by the Rockingham Planning Commission that will be used to gather feedback from the public. The tool will allow the public to share their thoughts on existing deficiencies and once we move to the alternatives phase, their thoughts on potential solutions.

At this point the meeting was opened to the public for questions and comments. The following are a representative sampling of comments and questions expressed by attendees:

- Future public information meetings should be video recorded and posted to the Town's website.
- It was expressed that any solution that adversely impact's the Town Common would receive substantial opposition by the community.
- What would the DOT's perfect solution be? RESPONSE: The study will consider a range of alternatives and working with the community - particularly at the planned 2<sup>nd</sup> public informational meeting – consider the benefits and impacts of each and then hopefully arrive at a consensus opinion of the preferred action.
- Concern was expressed that some motorists who currently use Route 1 do so to avoid the toll on I-95 at Exit 2. Perhaps consideration should be given to removing the toll.
- It was expressed that most of the traffic on Route 1 in the summertime is traveling to the beach. Perhaps consideration could be given to constructing a new 4-lane roadway that would bypass Hampton Falls.
- If the Town has a proposed sewer project that would run along Route 1, would that project be incorporated into any project that came out of this study? RESPONSE: If the Town were advancing a sewer project or other municipal project at the same time, the NHDOT would, where possible, coordinate with the Town on the timing of the construction of the two projects.
- What's the status of the project to widen Route 1 in Seabrook? RESPONSE: The project is on the 10-year plan and is expected to proceed, however, the NHDOT is continuing to work with the Town of Seabrook on the details of the project design.
- Will additional traffic counts be conducted this summer when volumes might be closer to normal? RESPONSE: We do not plan to conduct additional counts, but we might conduct some spot counts if the need arises. We have access to numerous historical traffic data that allows us to adjust for the recently reduced travel demand caused by the pandemic.

- Motorists travel through Hampton Falls as a cut through route based on live travel time information provided by Waze.
- It was noted that the study's alternatives evaluation will consider both short and long-term solutions.
- It was expressed that motorists looking to avoid the tolls on I-95 use Route 84.
- Concern was expressed that the congestion on Route 1 poses a safety issue as emergency vehicles can be delayed by the congestion.
- Concern was expressed that any capacity improvements to Route 1 might draw additional motorists to the corridor.

The meeting concluded at approximately 7:40 pm