



## Meeting Notes

Place: Lincoln Akerman School

Date: July 15, 2021

Notes Taken by: M. Kennedy

Project #: 52575.07

Re: Hampton Falls Corridor Study #29610  
Public Information Meeting #2

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The meeting began at approximately 6:30 pm. Marty Kennedy, VHB's project manager, welcomed attendees and noted that following a brief initial presentation, the meeting will transition into an informal workshop-type format allowing attendees to view plans and other information while speaking one-on-one with members of the project team. 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 other members of the consultant team.

Mr. Kennedy also 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.

Mr. Kennedy proceeded to review the study purpose, the study schedule, and reminded attendees of the number and purpose of public informational meetings. Mr. Kennedy also reviewed some of the public input that has been received at the first public informational meeting, at prior Advisory Committee meetings and/or through the RPC public input website. See PowerPoint Presentation for details of each.

Mr. Kennedy continued with a brief overview of the corridor's operational problems. 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 noted that the study challenge is that...

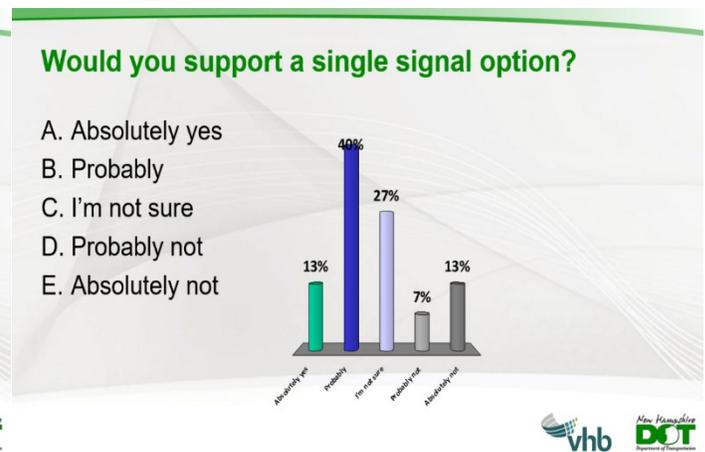
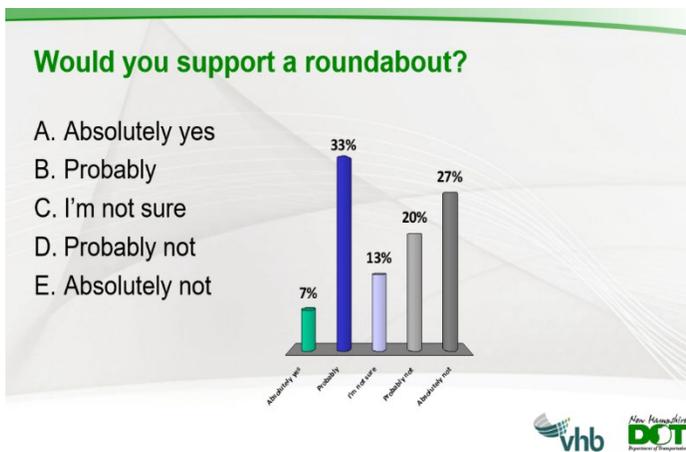
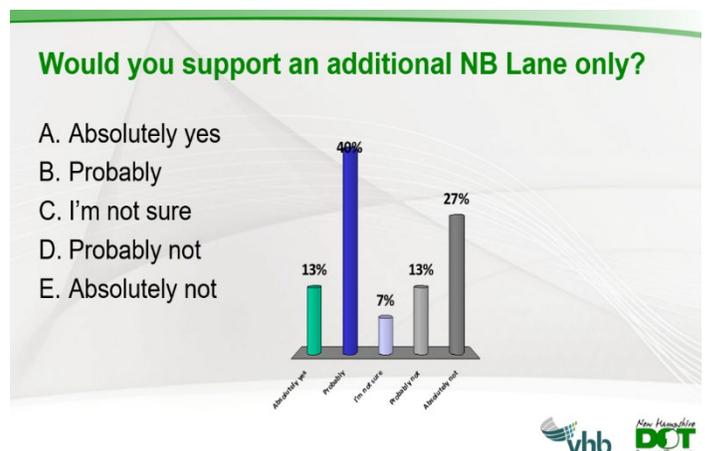
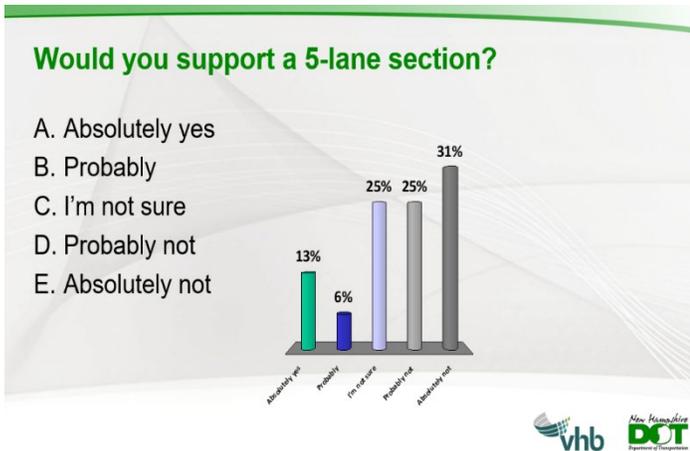
*"The problem (vehicle queuing) is experienced, for the most part, by motorists from outside Hampton Falls, while the potential solutions impact the community of Hampton Falls."*

At this point the workshop session began where attendees were encouraged to move among three designated layout areas to informally discuss, ask questions, and share their ideas on potential roadway modifications, access management options, and travel demand management strategies.

2 Bedford Farms Drive  
Suite 200  
Bedford, NH 03110-6532

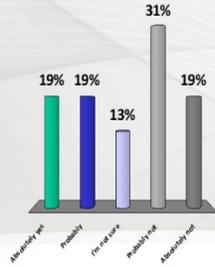
Following the workshop session, attendees were asked a series of multiple-choice questions where attendees could anonymously respond using handheld polling devices. The responses to each question were graphically depicted on the presentation screen. The questions queried attendees on their likely support of various potential alternative solutions.

The purpose of this non-scientific poll was not to be used to make decisions on alternatives. But rather to encourage attendees to think through what's important to them and to gain a better understanding of what other attendees are thinking. The questions and responses are as follows:



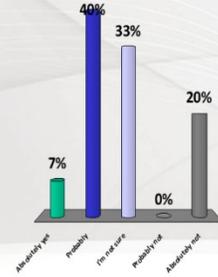
### Would you support a Traffic Signal at Route 84?

- A. Absolutely yes
- B. Probably
- C. I'm not sure
- D. Probably not
- E. Absolutely not



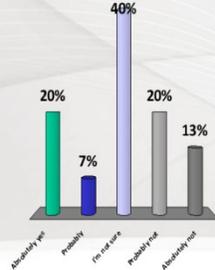
### Would you support the relocation of Route 84?

- A. Absolutely yes
- B. Probably
- C. I'm not sure
- D. Probably not
- E. Absolutely not



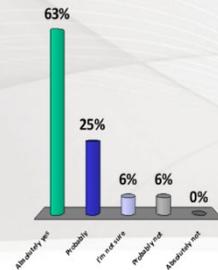
### Would you support driveway access controls along Route 1?

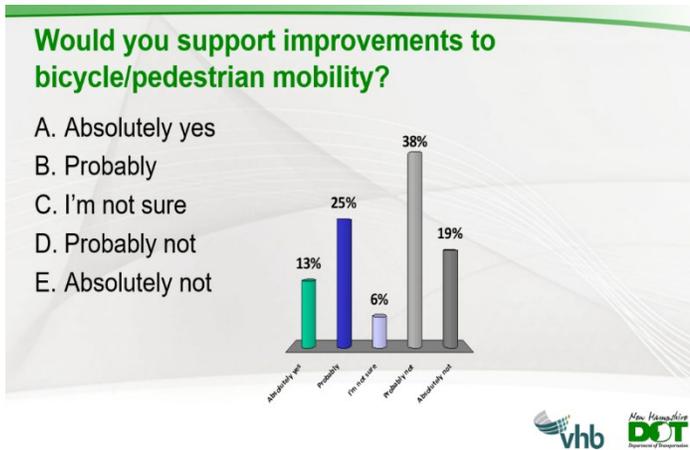
- A. Absolutely yes
- B. Probably
- C. I'm not sure
- D. Probably not
- E. Absolutely not



### Would you support efforts to modify travel demand?

- A. Absolutely yes
- B. Probably
- C. I'm not sure
- D. Probably not
- E. Absolutely not





Following the informal survey, Mr. Kennedy noted that similar survey questions will be posted to the Rockingham Planning Commission’s public input on-line tool [www.publicinput.com/HFUS1](http://www.publicinput.com/HFUS1) in about a week. Those who have provided their email addresses will receive an email notice when the survey is posted. In addition to the RPC’s public input site, attendees can reach out to Advisory Committee members, fill out and submit the provided comment sheets, visit 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 also encouraged to email comments and questions to Marty Kennedy at [mkennedy@vhb.com](mailto:mkennedy@vhb.com) and/or Tobey Reynolds at [Tobey.L.Reynolds@dot.nh.gov](mailto:Tobey.L.Reynolds@dot.nh.gov).

The meeting concluded at approximately 8:00 pm.