



In partnership with



Hampton Beach State Park Accessibility Feasibility Study

Hampton, New Hampshire

Submitted to:

NH Department of Natural and Cultural Resources
Division of Parks and Recreation
172 Pembroke Road
Concord, NH 03301

Submitted by:

GEI Consultants, Inc.
5 Milk Street
Portland, ME 04101
207.797.8901

October 31, 2024
Project No. 2403202



Travis J. Pryor, PLA / LEED-AP
Project Manager

Alison C. Brady, E.I.
Staff Professional

Table of Contents

Acknowledgements	vi
Acronyms and Abbreviations	vii
Executive Summary	viii
1. Project Background	1
1.1. Introduction	1
1.1.1. Advisory Committee	1
1.1.2. Study Areas	1
1.2. Project Approach	8
1.2.1. Advisory Committee Meetings	8
1.2.2. Public Outreach	9
1.2.3. Accessibility Feasibility Study Report	11
2. Information Transparency Improvements	12
2.1. Findings	12
2.2. Recommendations	14
2.2.1. Public Education and Social Guidance Campaigns	14
2.2.2. Online Trip Planning	14
2.2.3. Real-Time User Data Monitoring	15
2.2.3.1. Parking Data	15
2.2.3.2. Adaptive Equipment Data	15
2.2.4. Website Accessibility	15
3. Transportation & Parking Access Improvements	17
3.1. Findings	17
3.1.1. Ocean Boulevard (NH1A)	17
3.1.1.1. NHDOT Hampton 40797 Ocean Boulevard (NH1A) Project	19
3.1.2. Pedestrian and Bicycle Infrastructure	20
3.1.3. Parking	22
3.1.4. Public Transit	23
3.1.5. Public Input	24
3.1.5.1. Off-Site Parking Solutions	25
3.1.5.2. Improved Coordination/Communication with Public Transit Providers/Park Staff	26
3.1.5.3. Consider Free or Season Pass for Public Transit Providers	26
3.1.5.4. Expand Services – Routes and Stops	27
3.1.5.5. Implement Shuttle Service to Off-Site Lots	27
3.2. Recommendations	28

3.2.1.	Increase Accessible Parking Spaces	28
3.2.1.1.	Adjust Percentage of Accessible Spaces to Meet Demographic Needs	28
3.2.1.2.	Consider Additional Accessible Spaces at Access Points (Both Existing and Future)	29
3.2.2.	Modify Distribution of Accessible Parking	29
3.2.3.	Van Accessible Parking	30
3.2.4.	Parallel Van Accessible Space Next to Sidewalks	31
3.2.5.	Accessible Parking Dimensions	31
3.2.6.	NH1A Right of Way Cross Section Improvements	32
3.2.6.1.	Implement Roadway/Sidewalk Improvements	32
3.2.6.2.	Designate and Enhance Dedicated Pick-Up/Drop-Off Zone	32
3.2.6.3.	North Beach & Main Beach	33
3.2.7.	NH1A Parking Adjacent to East Sidewalk	33
4.	Wayfinding Improvements	35
4.1.	Findings	35
4.2.	Recommendations	36
4.2.1.	Water Safety Flags/Charts and Warnings	36
4.2.2.	Braille Signage and 3D Signage	36
4.2.3.	Tactile Paving	36
4.2.4.	Universally Accessible Signage	37
4.2.4.1.	Implementing a Wayfinding Sign Family	37
4.2.4.2.	Vehicular Scale Signage	37
4.2.4.3.	Pedestrian Scale Signage	37
4.2.4.4.	Beach Scale Signage	37
4.2.4.5.	Accessory Pavement Markings	38
5.	Beach Facilities and Events Improvements	39
5.1.	Findings	39
5.1.1.	Sidewalks, Walkways, and Ramps	39
5.1.2.	Beach Access Points/Viewing Areas	40
5.1.3.	Accessible Beach Pathways	41
5.1.4.	Events & Activities	42
5.1.4.1.	Events by Special Use Permit	42
5.1.4.2.	Existing Accessible Events at North Beach	43
5.1.4.3.	Events and Activities Public Input	43
5.1.5.	Public Outreach	43
5.2.	Recommendations	44
5.2.1.	Accessible Plans for Events	44
5.2.2.	Visual and Audio Event Improvements	45
5.2.3.	Enhance and Expand Mobility Mats	45

5.2.4.	Dune Crossings	47
5.2.4.1.	Mobility Mats with Ropes and Dune Protection Equipment	47
5.2.4.2.	Elevated Structure Dune Crossings	48
5.2.5.	Convert Beach Access Stairs to Ramps	49
5.2.6.	Accessible Paths from Campsites to All South Beach Facilities	50
5.2.7.	Consolidation / Reduction of Access Points to Shoreline	52
5.2.8.	Jitney Service	53
5.2.8.1.	On-Beach Jitney Service	54
5.2.9.	Event Accessible Seating / Viewing Platforms	55
5.2.10.	Boardwalk / Viewing Platform on Sea Walls	55
5.2.11.	Pier Access Across the Beach and Over the Ocean	56
5.2.12.	Temporary Beach Ramps	57
6.	Outdoor Adaptive Equipment Improvements	58
6.1.	Findings	58
6.2.	Recommendations	58
6.2.1.	Partnerships with Others Who Will Maintain Equipment	58
6.2.1.1.	New Adaptive Equipment	58
6.2.2.	Personal Wheelchair-to-Beach Wheelchair Transfer Equipment	60
7.	Policy and Regulation Improvements	61
7.1.	Findings	61
7.2.	Recommendations	61
7.2.1.	Parking Solutions for Seniors Without Walking Disability Placards	61
7.2.2.	Designated “Van Only” Accessible Spaces	61
7.2.3.	Accessible Parking Space Management	61
7.2.3.1.	Parking Enforcement	62
7.2.3.2.	Parking Reservations	62
7.2.3.3.	Time and Fee-Based Parking Solutions	62

List of Tables

Table 1-1. Advisory Committee Members	1
Table 3-1. Parking Quantities	23

List of Figures

Figure ES-1. Facilities at Main Beach	viii
Figure ES-2. Facilities at North Beach (top row) and South Beach (middle and bottom rows)	ix
Figure ES-3. Examples of Accessibility References	xi
Figure 1-1. Study Areas Map	2
Figure 1-2. North Beach Looking South from 6 th Street	3
Figure 1-3. North Beach Looking North from 7th Street	3
Figure 1-4. South End of Main Beach	4
Figure 1-5. Main Beach Looking at the Seashell Complex area	4

Figure 1-6. Main Beach between Seashell Complex and NH Marine Memorial	5
Figure 1-7. Main Beach Looking North of Marine Memorial	5
Figure 1-8. North End of Main Beach Looking West from Boar’s Head	6
Figure 1-9. South Beach Looking North towards Private Beach Front Properties and Main Beach	7
Figure 1-10. South Beach with Hampton River Inlet and Hampton Harbor Beyond	7
Figure 1-11. South Beach Looking North from Hampton River Inlet	8
Figure 1-12. Pop-Up Event at North Beach	10
Figure 1-13. Community Open House	10
Figure 2-1. Hampton Beach State Park Map; Updated 10-4-2022	13
Figure 2-2. National Park Service Trip Planning Guide	16
Figure 3-1. Parking South of Nudd Avenue at Couplet with Ashworth Avenue	18
Figure 3-2. Parking South of Nudd Avenue / South of the Seashell Complex	18
Figure 3-3. Parking North of Nudd Avenue / South of Boar’s Head	18
Figure 3-4. Parking North of 5th Avenue	18
Figure 3-1. NHDOT Hampton 40797 Ocean Boulevard (NH1A) Project Rendering	19
Figure 3-2. NH1A Eastern Sidewalk Condition	20
Figure 3-3. NHDOT Pedestrian Infrastructure Viewer Application	21
Figure 3-4. NH1A Excessive Grade Changes and Lack of Bicycle Accommodations	21
Figure 3-5. 2010 ADA Standards for Accessible Design Parking Requirements	22
Figure 3-6. Seafood Festival Accessible Off-Site Shuttles	26
Figure 3-7. North Beach Bathhouse Accessible Parking	31
Figure 3-8. 2010 ADA Parking Dimensional Standards	32
Figure 3-9. View of Seawall, East Sidewalk and Median Parking at Main Beach	34
Figure 3-10. View of Seawall, East Sidewalk and Median Parking at North Beach	34
Figure 4-1. Tactile Paving Installation at Ramps	36
Figure 4-2. Wayfinding Examples	37
Figure 4-3. Painted Crosswalk in Bethlehem, NH	38
Figure 4-4. Painted Crosswalk in Long Beach, CA	38
Figure 5-1. Multiple North Beach Walkways to Bathhouse	39
Figure 5-2. North Beach Stairwell 18t Street Viewing Platform and Ramp	40
Figure 5-3. Main Beach Ramp north of Marine Memorial	41
Figure 5-4. Informal Dune Crossing at South Beach	41
Figure 5-5. Blue Mobility Mat Installation at Main Beach	42
Figure 5-6. Mobility Mat Enhancement Examples	46
Figure 5-7. Mobility Mat Dune Crossing Example	47
Figure 5-8. Elevated Dune Crossing	48
Figure 5-9. Elevated Dune Crossing - Post Storm Dune Erosion	48
Figure 5-11. North Beach Accessible Access Point Prioritized Locations	50
Figure 5-12. South Beach Formalized Walkway Rendering	51
Figure 5-13. Potential South Beach Boardwalk Rendering	52
Figure 5-14. Example of Consolidated Access Points at Main Beach	53

Figure 5-15. Electric Accessible Transit Vehicle	54
Figure 5-16. On-Beach Jitney Service Example - Noordwijk Beach, Netherlands	55
Figure 5-17. New Pier Study Concept Plan at Main Beach	56
Figure 5-18. Beach Access Stairs at Main Beach Filled with Sand Due to Winter Storms	57

Appendices

Appendix A	Improvement Options Matrix
Appendix B	Partnership
Appendix C	Improvements Mapping
Appendix D	Coastal Environment Risks & Resiliency
D.1.	Sea Level Rise
D.2.	Flooding
D.3.	Coastal Storms
D.4.	Coastal Erosion
D.5.	Resiliency
Appendix E	Local, State, and Federal Regulations
Appendix F	References
Appendix G	Public Input
G.1.	Committee Input
G.2.	Focus Group Input
G.3.	General Public Input
G.4.	Key Feedback Themes

Acknowledgements

This project was funded by the State of New Hampshire.

This project was supported by the New Hampshire Department of Natural and Cultural Resources (NHDNCR), Division of Parks and Recreation.

Project guidance was provided by NHDNCR Staff, the Advisory Committee, Hampton Beach State Park (HBSP) staff, many accessibility organizations and interest groups, Hampton Beach Area residents, businesses, civic leaders and visitors.



Acronyms and Abbreviations

The following acronyms, utilized multiple times throughout the Accessibility Feasibility Study, are listed and defined below:

ACRONYM	FULL NAME
ABA	Architectural Barriers Act
ACLU NH	American Civil Liberties Union of New Hampshire
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
GEI	GEI Consultants, Inc.
GPI	Greenman-Pedersen, Inc.
GPS	Global Positioning System
FEMA	Federal Emergency Management Agency
FTA	Federal Transit Administration
HBAC	Hampton Beach Area Commission
HBSP	Hampton Beach State Park
HBVD	Hampton Beach Village District
JOP	Joint Operations Plan
MTA	Manchester Transit Authority
NHDES	New Hampshire Department of Environmental Services
NHDES CP	New Hampshire Department of Environmental Services Coastal Program
NHDNCR	New Hampshire Department of Natural and Cultural Resources
NHDOT	New Hampshire Department of Transportation
NH1A	New Hampshire Route 1A
NTS	Nashua Transit System
PROWAG	Publics Rights-of-Way Accessibility Guidelines
RCC	Regional Coordinating Council
ROW	Right-of-Way
RSLR / SLR	Relative Sea Level Rise / Sea Level Rise
STATE	State of New Hampshire
STUDY	Hampton Beach State Park Accessibility Feasibility Study
SAU	School Administrative Unit
TOWN	Town of Hampton
UNH	University of New Hampshire
USACOE	United States Army Corps of Engineers

Executive Summary

HBSP is a public park providing a variety of year-round outdoor recreational facilities between Ocean Boulevard, New Hampshire Route 1A (NH1A) and the Atlantic Ocean, in Hampton, New Hampshire (NH). The State of New Hampshire (State) acquired the 50-acre beach front property from the Town of Hampton (Town) in 1933 and has been responsible for maintaining it since.

HBSP has approximately 1.35 miles of coastal frontage from the Hampton River at the beach's southern end to High Street to the north. The park consists of three management units; South Beach, Main Beach and North Beach. The South Beach area consists of a barrier beach with coastal dune system and campground. The Main Beach and North Beach areas have barrier beaches with a seawall separating the beaches from sidewalks, parking and roadway infrastructure.

HBSP provides a variety of public facilities for camping, picnicking, swimming, fishing, public gathering events, viewing and walking.

Figure ES-1. Facilities at Main Beach



Source: GEI – July 27, 2024

Figure ES-2. Facilities at North Beach (top row) and South Beach (middle and bottom rows)



Source: GEI – July 27, 2024

A study was conducted in 2022 to assess the feasibility of constructing a pier at HBSP. Following the *New Pier Feasibility Study*, the State commissioned an Accessibility Feasibility Study (Study) to evaluate options to improve accessibility for people with disabilities at all HBSP facilities.

The findings and recommendations of the Study are classified using three levels of accessibility:

- **Compliant** – Meeting local, state and federal regulatory requirements.
- **Proactive** – Meeting current needs / interests of HBSP, its partners and visitors beyond regulatory compliance requirements.
- **Innovative** – Meeting universally accessible objectives to accommodate the needs and interests of HBSP, its partners, and visitors in as inclusive of an approach as practical.

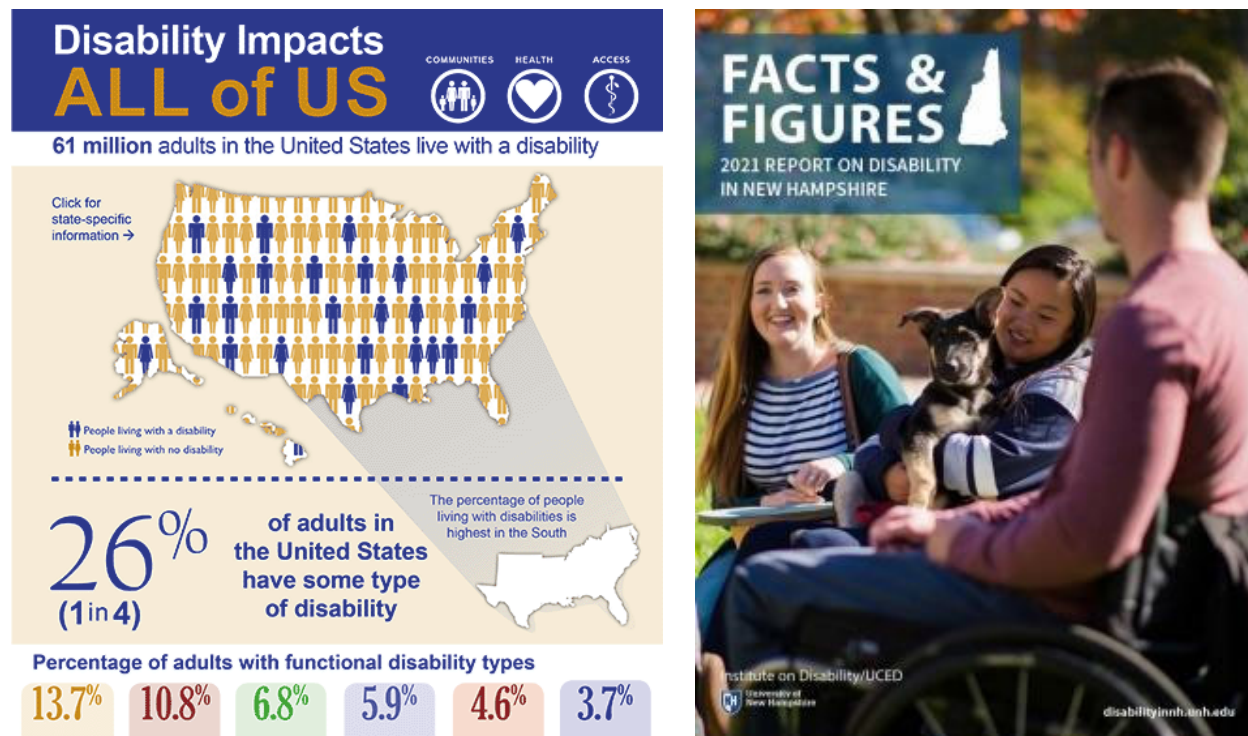
For example, the parking facilities at HBSP are **compliant** with local, state and federal regulatory requirements for provision of the minimum number of accessible spaces. Visitors with walking disability plates and placards (RSA 261:88) are allowed free parking in any city or town, including any state or municipal parking facility where a fee is charged, unless time limited in consultation with the Governor's Commission on Disability. Spaces not designated as accessible do not necessarily meet accessible space dimensional standards or have accessible routes between the parking spaces and other HBSP facilities. Making some of these undesignated parking spaces physically accessible to other HBSP facilities would be a **proactive** improvement. Making all undesignated parking spaces physically accessible to HBSP's adjacent facilities would be an **innovative** improvement, thereby providing universal accessibility.

The highest anticipated achievement levels (compliant, proactive, or innovative) for all recommended improvements are identified in Appendix A – Improvement Options Matrix.

For general accessibility reference:

- The Americans with Disabilities Act (ADA), signed into law in 1990, prohibits discrimination against people with disabilities and mandates removal of barriers to equal participation in public life. A lot of progress has been made over past thirty-four years across the country since, but there is still a long way to go to meet the law's objectives. For example, according to a 2020 study, it is estimated 65% of curb cuts and 48% of sidewalks across the U.S. are inaccessible.
- According to the United States Center for Disease Control and Prevention (U.S. CDC) It is estimated that one in seven adults in the United States have a mobility-related disability, and nearly one in four adults report experiencing a disability at some point in life. This is consistent with one in seven New Hampshire adults reporting having a disability.
- Architectural Barriers Act (ABA) and the Americans with Disabilities Act (ADA) Standards are applicable to several HBSP facilities (parking spaces, access routes to public buildings, etc.).
- There are several HBSP outdoor recreation facilities that have recommended ADA guidelines, but no ABA and/or ADA Standard requirements. These include Outdoor Developed Areas: Trails; Picnic and Camping Facilities; Viewing Areas; and Beach Access Routes.
- Most of the existing facilities meet local, state and federal regulatory compliance levels based on when they were originally developed or last renovated.

Figure ES-3. Examples of Accessibility References



Source: US CDC / UNH Institute on Disability

In addition to accessibility improvements at HBSP, there is vested interest in improving accessibility throughout the State of New Hampshire. This has been demonstrated by participation from a variety of individuals and organizations during this Study (State, municipal and regional agencies and commissions, non-governmental organizations (NGOs) businesses, residents and visitors. It is the intent that the findings and recommendations of this Study can serve as guidance, not only for improved accessibility and user experience at HBSP, but also for the greater State Parks division and other governmental and private facilities throughout the state.

In summary:

- HBSP does not have to do this alone. Many other parties are interested in improving accessibility.
- All HBSP facilities have either met, or are not required to meet regulatory accessibility standards.
- Many of the recommended proactive/innovative improvements are anticipated to be achievable and implemented in the near-term and at low to moderate implementation costs.
- This Study assesses the existing conditions, considers public feedback and provides planning level recommendations for implementation by HBSP (detailed planning, funding, design, permitting and construction as applicable). The Study is an assessment of current accessibility conditions at HBSP facilities. HBSP should continue to monitor compliance standards and consider new proactive and innovative opportunities as may be presented in the future.

1. Project Background

1.1. Introduction

During 2022, the State commissioned a study to examine the feasibility of constructing a new pier on Hampton Beach that provides the public, mobility impaired and elderly visitors to HBSP with access to the water over the beach, as well as passive recreational uses such as viewing and fishing. The study considered options to locate the new pier between Boar’s Head and the Hampton River inlet.

Following the completion of the New Pier Feasibility Study, the State commissioned a Study to look at options to improve accessibility for people with disabilities at all HBSP facilities. An appropriation was made in Chapter 79 of the Laws of 2023 (p.132, lines 11-22) to the NHDNCR to conduct a Study focused on improving accessibility for people with disabilities at HBSP. Improving accessibility was not defined by the legislature, but it is understood to mean, facilities, programs and amenities at HBSP.

This Study includes recommended locations and specific options for improving outdoor accessibility, including, but not limited to, the construction of an accessible walking pier. The Study also includes wildlife and environmental impacts for the recommended locations.

1.1.1. Advisory Committee

This Feasibility Study was assisted with guidance and input from the Advisory Committee. The Advisory Committee was responsible for holding public meetings and providing advice to the NH State Parks department on development of the Feasibility Study. The following is a list of all Advisory Committee members and the interests they represent:

Table 1-1. Advisory Committee Members

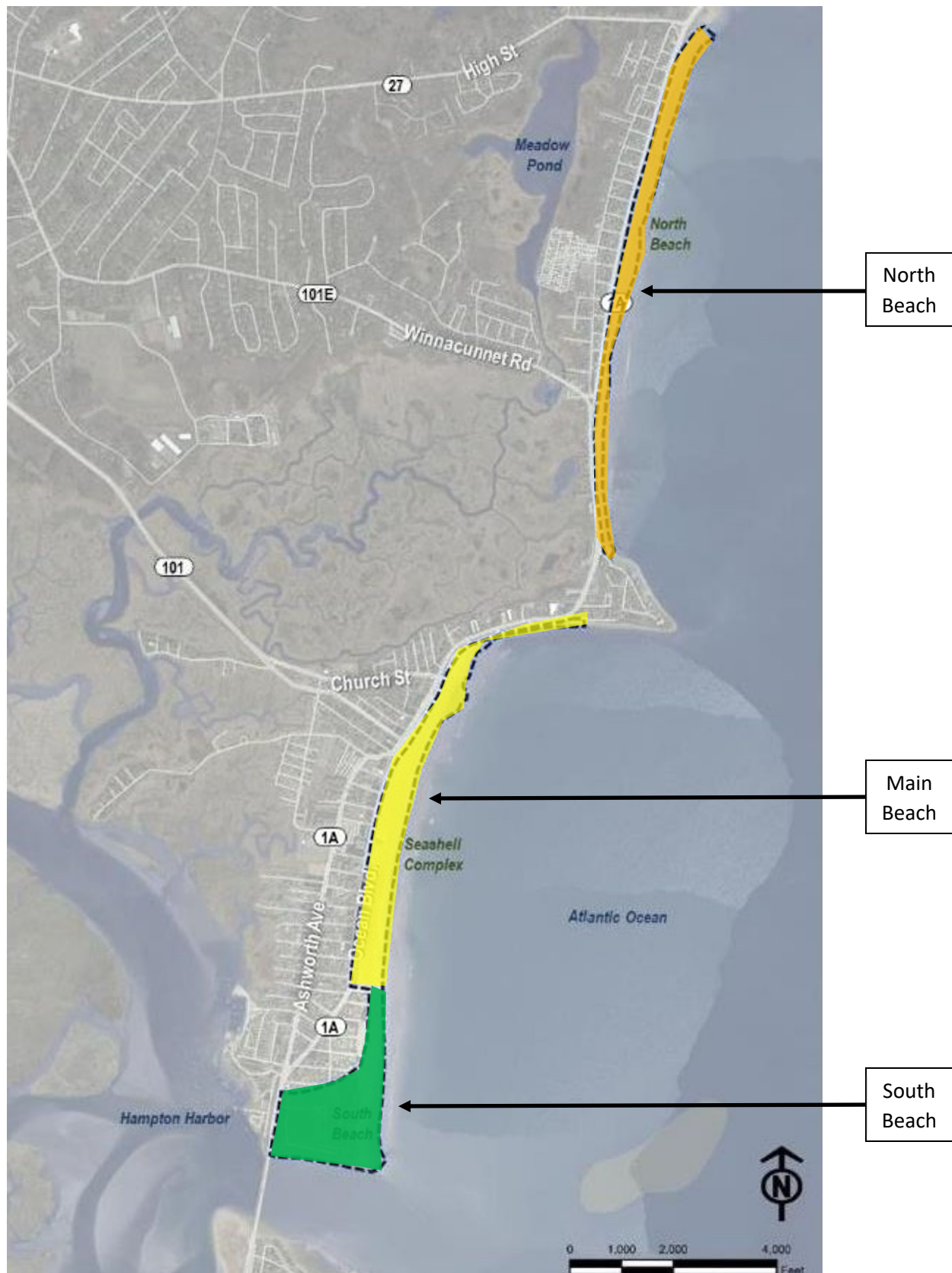
Name	Representing Interests
Thomas Manning	NH Governor’s Commission on Disability
Paul Kelly	NH Governor’s Commission on Disability
Bob Preston	Hampton Beach Area Commission
Pat Bushway	Hampton Beach Area Commission
Julia Callahan	Accessibility Specialist
Jen Kennedy	Environment / Wildlife
Kirstin Howard	Resiliency / Adaptation
Johanna Lyons	NHDNCR – Planning Specialist
Meredith Collins	NHDNCR – Seacoast Regional Supervisor

Source: <https://www.nhstateparks.org/about-nh-parks/park-administration-legislation/commissions-and-committees/hampton-beach-state-park-accessibility-study-advis>

1.1.2. Study Areas

HBSP was delineated into three distinct areas (HBSP management units) for the purpose of this Study. They are generally referred to as North Beach, Main Beach and South Beach.

Figure 1-1. Study Areas Map



Source: GPI

North Beach

This area includes a mostly intertidal beach seasonally monitored by lifeguards. Shore access is provided via several staircase openings and one ramp opening through the seawall, from an adjacent sidewalk, on-street or divided median parking and travel lanes within the Ocean Boulevard ROW. A restroom and parking lot are located at the northern end of North Beach. There is informational signage, waste receptacles and roadway lighting throughout the North Beach area.

Figure 1-2. North Beach Looking South from 6th Street



Source: GEI – May 26, 2022 Drone Imagery

Figure 1-3. North Beach Looking North from 7th Street



Source: GEI - May 26, 2022 Drone Imagery

Main Beach

This area includes a wide barrier beach seasonally monitored by lifeguards. Shore access is provided via several staircase openings and ramp openings with mobility mats, through a seawall adjacent to a sidewalk, on-street or divided median parking, travel lanes and a westerly sidewalk within the Ocean Boulevard right-of-way (ROW). Several shade shelters are located between M Street and the NH Marine Memorial along the boardwalk. Site amenities include: roadway and site lighting; signage; benches and trash receptacles; wash stations; a loading/unloading transit stop; and the Hampton Beach Village District's (HBVD) playground. Three public restrooms with changing and storage lockers are located at, to the north and to the south of the Seashell Complex. An events stage is provided at the Seashell Complex.

Figure 1-4. South End of Main Beach



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-5. Main Beach Looking at the Seashell Complex area



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-6. Main Beach between Seashell Complex and NH Marine Memorial



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-7. Main Beach Looking North of Marine Memorial



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-8. North End of Main Beach Looking West from Boar's Head



Source: GEI – September 21, 2022 Drone Imagery

South Beach

This area includes a barrier beach seasonally monitored by lifeguards, with adjacent sand dunes and a stone jetty/embankment along and seaward of the Hampton River inlet. Shore access is provided via at-grade sand crossings and an at-grade concrete ramp from visitor service buildings, the campground and a parking lot upland of the dune system. The visitor service buildings and site amenities include a pavillion shelter, restrooms, a park store, benches, a wash station immediately behind the dunes, an attendant building along the parking lot access drive, and a storage and mainenance building with office space between the campground and Ocean Boulevard. There are approximately 1,200 parking spaces for general visitor use with the option to reserve spaces in advance. There are 28 camp sites which are available for reservation through a lottery system.

Figure 1-9. South Beach Looking North towards Private Beach Front Properties and Main Beach



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-10. South Beach with Hampton River Inlet and Hampton Harbor Beyond



Source: GEI – September 21, 2022 Drone Imagery

Figure 1-11. South Beach Looking North from Hampton River Inlet



Source: GEI – September 21, 2022 Drone Imagery

1.2. Project Approach

The GEI / GPI team's technical Study approach included the following:

1.2.1. Advisory Committee Meetings

Throughout the Study, a series of project milestone meetings with the NHDNCR, the Advisory Committee and an open invitation to the public were held. The meetings, as well as their primary objectives are listed below:

- Kickoff Meeting:
 - Confirm project scope, schedule and communication.
 - Confirm readily available reference data and reports.
- Site Visit:
 - Review HBSP facilities with the Advisory Committee, HBSP Staff and invited guests with disabilities.
 - Photodocument and take supplemental field measurements of HBSP facilities to compliment readily available reference materials.
- Existing Conditions Assessment Meeting:
 - Present GEI/GPI team existing conditions findings of HBSP facilities based on readily available reference research and observations from the site visit.
- Improvement Options Brainstorming Assessment Session and Site Tour:

- Consider initial improvement options recommended by GEI/GPI team based on findings from the existing conditions assessment and public input received to-date.
- Solicit feedback and collect additional improvement options suggested by the Advisory Committee.
- Tour the site and discuss initial improvement concepts at the relevant HBSP facilities.
- Draft Improvement Options Review Meeting:
 - Present draft improvement options based on GEI/GPI team recommendations and Advisory Committee suggestions for review and confirmation of the preferred recommendations to include in the Accessibility Feasibility Study report.
- Draft Accessibility Feasibility Study Report Review Meeting:
 - Review draft improvement options review comments received from the Advisory Committee and additional public input received to-date.
 - Review the general format and content to be included in the final Accessibility Feasibility Study report and receive feedback.
- Draft Accessibility Feasibility Study Report Presentation:
 - Incorporate Advisory Committee and public input and present a review of the draft Accessibility Feasibility Study for final Committee and public comment.
- Final Accessibility Feasibility Study Report:
 - Review Advisory Committee and public input on the Draft Accessibility Feasibility Study Report with NHDNCR and consider input.
 - Provide a Final Accessibility Feasibility Study report to NHDNCR.

1.2.2. Public Outreach

General public input was gathered throughout the Study. The public was invited to all Advisory Committee meetings. Additionally, a variety of public outreach strategies were initiated after the Existing Conditions Assessment and were concluded by the time of the Draft Accessibility Feasibility Study Report Review meeting. These additional public outreach efforts included:

- Attendance at the HBSP Community Meeting to present a brief overview of the Study.
- Dissemination of public notice about the Study and opportunities to provide input through:
 - Public meetings via online attendance or in person at the Seashell Building.
 - The State's website and social media accounts.
 - On-site signage.
 - Hand-out informational postcards.
 - An online survey.
- Facilitation of in-person and virtual Community Open House meetings for the public focused on the Study and to obtain input on accessibility concerns and opportunities for improvements.

- Facilitation of Focus Group meetings with representation from:
 - The Hampton Beach Area Commission.
 - Adaptive Sports.
 - Disabilities.
 - Transit Providers.
 - Older Adults.
 - Jurisdictions.
- Facilitation of on-site Pop-Up Events at HBSP to obtain input on accessibility concerns and opportunities for improvements from visitors to the park.
- Attendance at the on-site Beachability event hosted by HBSP and the American Civil Liberties Union of New Hampshire (ACLU NH) to obtain input on accessibility concerns and opportunities for improvements from visitors to the park.

In addition to the direct community outreach engagement efforts listed above, an online survey was made available electronically for the public to provide input on accessibility at HBSP. Over 160 survey responses were collected. A full account of the public outreach process is included in Appendix G.

Figure 1-12. Pop-Up Event at North Beach



Source: GEI – July 27, 2024

Figure 1-13. Community Open House



Source: GEI – May 30, 2024

1.2.3. Accessibility Feasibility Study Report

The findings and recommendations for accessibility improvements in this Study are organized under the following themes based on the types of facilities HBSP operates and the common interests of the public:

- **Information Transparency Improvements**
- **Transportation and Parking Access Improvements**
- **Wayfinding Improvements**
- **Beach Facilities and Events Access Improvements**
- **Outdoor Adaptive Equipment Improvements**
- **Policy and Regulation Improvements**

Existing conditions findings and recommended improvement options are provided in consideration of:

- The primary facility type that benefits from the improvement;
- Who is the primary responsible party for control of the facility that benefits from the improvement;
- Where the improvement is located at HBSP;
- What level of accessibility is the improvement meeting;
- Planning level cost estimate to implement the project;
- Implementation schedule;
- Public support;
- The primary environmental impact as applicable;
- The critical path to implement the improvement; and
- Opportunities for each improvement to be coordinated with other improvements as applicable.

These recommendations and improvement options considerations are tabulated for comparison in Appendix A – Improvement Options Matrix. The intent of the matrix is to assist with future prioritization and implementation planning discussions.

Locations of recommended improvements are indicated in Appendix C – Improvements Mapping.

2. Information Transparency Improvements

2.1. Findings

Information Transparency improves accessibility at HBSP in several ways. One benefit of improved information transparency is that visitors can obtain information about what to expect at HBSP prior to their visit. This could be for trip planning purposes or to improve public education and social understanding of accessibility goals and expectations before arrival at HBSP. Another aspect of information transparency is clear communication to visitors at HBSP via wayfinding to guide visitors to on-site accessible facilities and amenities. Communicative signage may also be used to educate, and set expectations for policies and regulations in place at HBSP.

Information transparency is relevant to all facilities at HBSP and should be considered for implementation at all on-site facilities and through all communication outreach channels presented by HBSP outside of the park.

HBSP is the primary entity responsible for communication and public distribution of information regarding their facilities. HBSP can also play a primary role in requesting or requiring information transparency at public events at their facilities which are largely organized by others such as the HBVD and the Hampton Area Chamber of Commerce.

The New Hampshire State Government is committed to making all electronic resources accessible to all users and has an accessibility policy in place requiring all state agencies to provide universally accessible websites that enable persons with disabilities to access them. In addition to the requirements to meet web and mobile accessibility standards, the State offers monitoring and testing programs to assist state agencies in the development and maintenance of accessible websites.

In addition to the State's online accessibility policies, the Department of Justice published recent federal regulations on April 24, 2024 with specific requirements for local and state governments as to how to ensure that web content and mobile applications are accessible to people with disabilities.

HBSP provides information about its facilities primarily through online websites. Online information about this Study is offered through HBSP's webpage dedicated to this project:
<https://www.nhstateparks.org/about-nh-parks/projects-and-improvements/current-projects/hampton-beach-accessibility-study>.

General accessibility information is provided through the NH State Parks Park Accessibility webpage:
<https://www.nhstateparks.org/about-nh-parks/who-we-are/park-accessibility>.

While these websites provide written information about what accessible facilities are offered, how to make reservations, or whom to contact to find out more about the facilities, there are opportunities to improve visual online information, to assist with trip planning and to provide a clearer understanding of the locations of accessible facilities at HBSP. For example, one of the few guidance visuals available on the HBSP website is a file titled "Hampton Beach State Park Map; updated 10-4-2022". This map does

not include all of HBSP (notably North Beach), provides limited, small print notations of HBSP facilities with no symbols and uses the same blue color as the waterbodies to highlight the text and leader lines.

Figure 2-1. Hampton Beach State Park Map; Updated 10-4-2022



Source: www.nhstateparks.org

Public input provided during this Study also suggests that it is challenging to plan for a trip online ahead of arrival, and once at the facilities, readily available information about the facilities and their accessibility is limited.

There is public support for an Accessibility Coordinator position. This staff position would likely be responsible for the continued evaluation of existing accessibility conditions and opportunities for improvements to all HBSP facilities, ensuring minimum compliance requirements are met, and promoting opportunities to create proactive, or innovative improvements. The staff position might also serve the primary role for coordinating HBSP facility accessibility improvements with other accessibility improvements outside of HBSP, which could be of overall benefit to the accessibility experience at HBSP (e.g. coordinating the promotion of public service transit systems). This may likely be a role that best meet the needs of all NH State Parks and/or other State agencies, and if so, HBSP could advocate for this role in a collective effort under NH State Parks as a whole.

Another general communication and outreach consideration is for improved communication to the public about HBSP operations and maintenance responsibilities, capacity and anticipated schedules. HBSP facilities are routinely impacted by the coastal environment in a manner that impedes access, such as deposited debris and sand from coastal storms, which often occur over the winter. For facilities that are primarily maintained by organizations other than HBSP (such as NHDOT or the Town of Hampton for sidewalk and roadway facilities within the Ocean Boulevard ROW, or the HBVD for the playground), HBSP may advocate for opportunities to revisit maintenance responsibilities by others whose facilities have a direct or indirect impact on the accessibility of adjacent HBSP facilities.

2.2. Recommendations

The following recommendations for Information Transparency are focused on communication and outreach regarding HBSP facilities. Other improvement themes such as Recreation and Events Improvements also have recommended options for accessibility improvements that have Information Transparency components which are discussed in their respective improvement sections of the report.

2.2.1. Public Education and Social Guidance Campaigns

Opportunities to provide the public with educational information and social guidance expectations regarding accessibility at HBSP facilities should be communicated online and through informative signage at all HBSP facility locations. HBSP staff should receive awareness training about accessibility information and social guidance expectations at HBSP facilities. Other individuals and organizations with primary responsibility to operate and maintain events, adaptive equipment, and the playground, as well as adjacent facilities supporting HBSP (businesses, residences, NHDOT, and Town roadways and parking), should also be made aware by HBSP directly about accessibility education information and social guidance expectations at the park.

2.2.2. Online Trip Planning

A user-friendly online trip planning system for persons with disabilities that clearly identifies accessible facilities at HBSP, their real-time capacity and opportunities for reservation is essential. Many visitors arrive at HBSP without the need for extensive advanced planning, often spending time navigating the

greater area via vehicle, foot, or bicycle to find parking, food, and other essentials. Individuals with disabilities, however, rely on accessible facilities that are available around their planned time of arrival and stay at HBSP.

2.2.3. Real-Time User Data Monitoring

2.2.3.1. Parking Data

HBSP may consider integrating personal vehicle parking use data collection technologies to monitor turnover, capacity, and enforcement of accessible spaces. This innovative technology can include sensors or cameras that collect real-time data on parking space availability and usage patterns. The data gathered can help park staff better understand peak usage times, how long vehicles occupy accessible spaces, and whether these spaces are being used correctly.

Such a system may also be integrated with smart signs to provide dynamic information to visitors such as displaying which lots are full and where open spaces are available, thereby improving traffic flow and improving the visitor experience. Data-driven monitoring can also aid in making future decisions regarding the allocation and location of accessible parking.

An innovative approach to parking user data monitoring would be to consider parking use for all modes of transportation (buses, bicycles, etc.).

2.2.3.2. Adaptive Equipment Data

Similar to parking data monitoring, it would be beneficial for HBSP to track the use of adaptive support equipment. Having a system to identify interest from potential users who were unable to access the equipment would help better assess demand and inform future decisions regarding the allocation and placement of additional adaptive equipment, whether managed by HBSP or other providers. This should include a formal tracking system at both Main Beach and South Beach, where equipment is currently distributed, along with technological data collection through an online recording system. This would ensure that potential users, who may not ultimately visit HBSP after beginning online trip planning, are also accounted for.

2.2.4. Website Accessibility

As noted above, HBSP provides most of the information about their facilities through websites in written narrative form. The State of New Hampshire has policies in place to make sure this information is accessible to the public. HBSP should include additional data and information as noted in all recommended communication improvement options throughout this Study. Additional visual information should be added with plain language that communicates the same level of accessibility information as provided in written narrative. The National Park Service has a fairly comprehensive Trip Planning Guide page to their website which could provide useful guidance for HBSP and NH State Parks to consider: <https://www.nps.gov/subjects/healthandsafety/trip-planning-guide.htm>

In general, the recommended Information and Transparency Improvements:

- Should benefit all parking and recreation facilities at all three beach locations and can

- Can be coordinated with several other improvement recommendations.
- Are likely to be the primary responsibility of HBSP.
- Should achieve proactive, or innovative accessibility levels.
- Have capital costs for data monitoring that are expected to be moderate. Costs can vary depending on the complexity of the system implemented and life cycle costs for frequency and duration of use.
- Should be considered for fast-track implementation.
- Have moderate to high levels of public support.
- Create no significant environmental impacts.

Figure 2-2. National Park Service Trip Planning Guide



Source: www.nps.gov

3. Transportation & Parking Access Improvements

3.1. Findings

At HBSP, transportation and parking are key factors affecting beach accessibility and the overall visitor experience.

Accessible transportation and parking facilities at HBSP include access drives at South Beach and North Beach for personal vehicles, parking spaces for personal vehicles at South Beach, Main Beach and North Beach, Recreation Vehicle (RV) parking at South Beach, and personal vehicle parking within the median along portions of Ocean Boulevard (NH1A) next to Main Beach and North Beach. General findings regarding transportation and parking facilities in the surrounding Hampton Beach area and points beyond, which influence access to and from HBSP are also offered in this section of the report.

Of particular note, personal vehicle parking, both at HBSP and in the surrounding Hampton Beach Area, is a significant accessibility challenge for all visitors, not just those with disabilities. It impacts how easily people can access the beach and its amenities.

3.1.1. Ocean Boulevard (NH1A)

NHDOT is the primary organization responsible for the NH1A ROW. HBSP and the Town have Joint Operations Plan (JOP) for maintenance of parking and the sidewalks within the ROW, but it may not be current. A formal Memorandums of Understanding with HBSP, NHDOT and the Town has not been adopted.

According to the 2018 Hampton Beach Area Transportation Master Plan Update, traffic volumes on NH1A are particularly high during peak summer months, leading to significant congestion, especially near the Seashell Complex and commercial areas. Speed limits along NH1A range from 30 to 35 mph, but speeds are often slower due to congestion. In congestion-prone areas, particularly during peak summer months, traffic speeds are minimal due to high pedestrian activity, frequent crossings, and vehicles interactions. This congestion significantly increases travel times. However, in less congested areas (north of Boar's Head) speed can exceed posted limits, with some sections experiencing high percentages of vehicles traveling above the posted speed limit. These variations in vehicular speed contribute to safety concerns, especially for pedestrians and cyclists navigating the area.

NH1A serves as the primary access point to HBSP's amenities, beaches, and recreational areas, making it a critical component of the area's transportation network. The cross section of NH1A varies along its length but generally features two lanes in each direction, separated by a center median that often includes parking (Nudd Avenue to 5th Street). Within this segment of NH1A, parking accessibility is challenging for all, regardless of ability. North of 5th Street, NH1A provides one travel lane in each direction and parking (head-in angled parking) situated immediately adjacent to the seawall. South of Nudd Avenue, NH1A is a one-way couplet with Ashworth Avenue where NH1A serves two lanes of northbound traffic and Ashworth Avenue serves two lanes of southbound traffic. Within this segment,

parking is located in a series of on street parallel and head-in spaces as well as off-street lots adjacent to the seawall.

Figure 3-1. Parking South of Nudd Avenue at Couplet with Ashworth Avenue



Source: GEI – September 21, 2022 Drone Imagery

Figure 3-2. Parking South of Nudd Avenue / South of the Seashell Complex



Source: GEI – September 21, 2022 Drone Imagery

Figure 3-3. Parking North of Nudd Avenue / South of Boar's Head



Source: GEI – May 26, 2022 Drone Imagery

Figure 3-4. Parking North of 5th Avenue



Source: GEI – May 26, 2022 Drone Imagery

3.1.1.1. NHDOT Hampton 40797 Ocean Boulevard (NH1A) Project

The NHDOT Hampton 40797 Ocean Boulevard (NH1A) project aims to improve NH1A by building upon the 2018 Transportation Update of the Town's Hampton Beach Area Master Plan. This project will address critical aspects of the transportation network, including the eastern sidewalk and parking areas maintained by NH State Parks. The project is focused on bringing features such as sidewalks, curb ramps, and parking dimensions into compliance with ADA standards, and addressing existing accessibility deficiencies.

Currently in the design phase, with final design expected later in 2024, the project will explore enhancements that prioritize accessibility for all users, including pedestrians, cyclists, and individuals with disabilities. Primary areas of focus include improving bicycle and pedestrian accommodations, addressing the impacts of sea level rise (SLR), and developing strategies to mitigate effects on environmental and historic resources. Additionally, improvements to traffic circulation, wayfinding, parking, and drainage within the study area are planned to create a more inclusive environment for visitors.

Discussions with NHDOT have highlighted opportunities to integrate recommendations from this study, such as adding new access points and related site features like accessible parking spaces, access aisles, and wheelchair ramps. By incorporating these elements, the project not only aims to enhance the overall transportation network but also ensures a safer, more navigable, and universally accessible experience for all visitors to Hampton Beach.

Figure 3-5. NHDOT Hampton 40797 Ocean Boulevard (NH1A) Project Rendering



Source: NHDOT

3.1.2. Pedestrian and Bicycle Infrastructure

Pedestrians are a key component of the Hampton Beach transportation network, highlighted by the numerous crosswalks connecting the beach to commercial areas along NH1A. Several pedestrian crossings do not meet current ADA Standards, exhibiting steep wheelchair ramps that lack detectable warning panels, adequate landings and required widths. In addition, crosswalks are generally problematic due to high vehicle volumes, lack of traffic control devices, and pedestrian visual and/or tactile warning devices. The presence of two lanes of traffic in each direction on NH1A creates sight distance issues, especially during periods of congestion. When one vehicle stops to allow pedestrians to cross, it can obscure the view for drivers in the adjacent lane, increasing the risk of vehicles failing to yield. It should be noted that the crosswalks along NH1A are not within the purview of the state park, which limits the park's ability to directly address these safety issues. However, it's important that this study emphasizes the crucial role of crosswalks along NH1A in enhancing accessibility to HBSP, as they are vital for safely connecting visitors to commercial areas and off-street parking lots.

Sidewalks of varying widths are provided on both sides of NH1A, but many sections, especially on the west side, lack clear separation from vehicle lanes, raising safety concerns. Sidewalks along the western side of NH1A are owned by NHDOT but maintained by the Town of Hampton. Sidewalks and curb ramps on the eastern seawall side of NH1A are owned by NHDOT and maintained by HBSP. NHDOT has conducted a pedestrian infrastructure inventory to identify accessibility shortcomings related to these features, such as cross slopes, widths, and cracks, all of which will be remedied as part of the Hampton 40797 Ocean Boulevard (NH1A) project. That information can be found here:

<https://nh.maps.arcgis.com/apps/instant/sidebar/index.html?appid=66f5805b3bfa437e8e7b0725bf2d6756>.

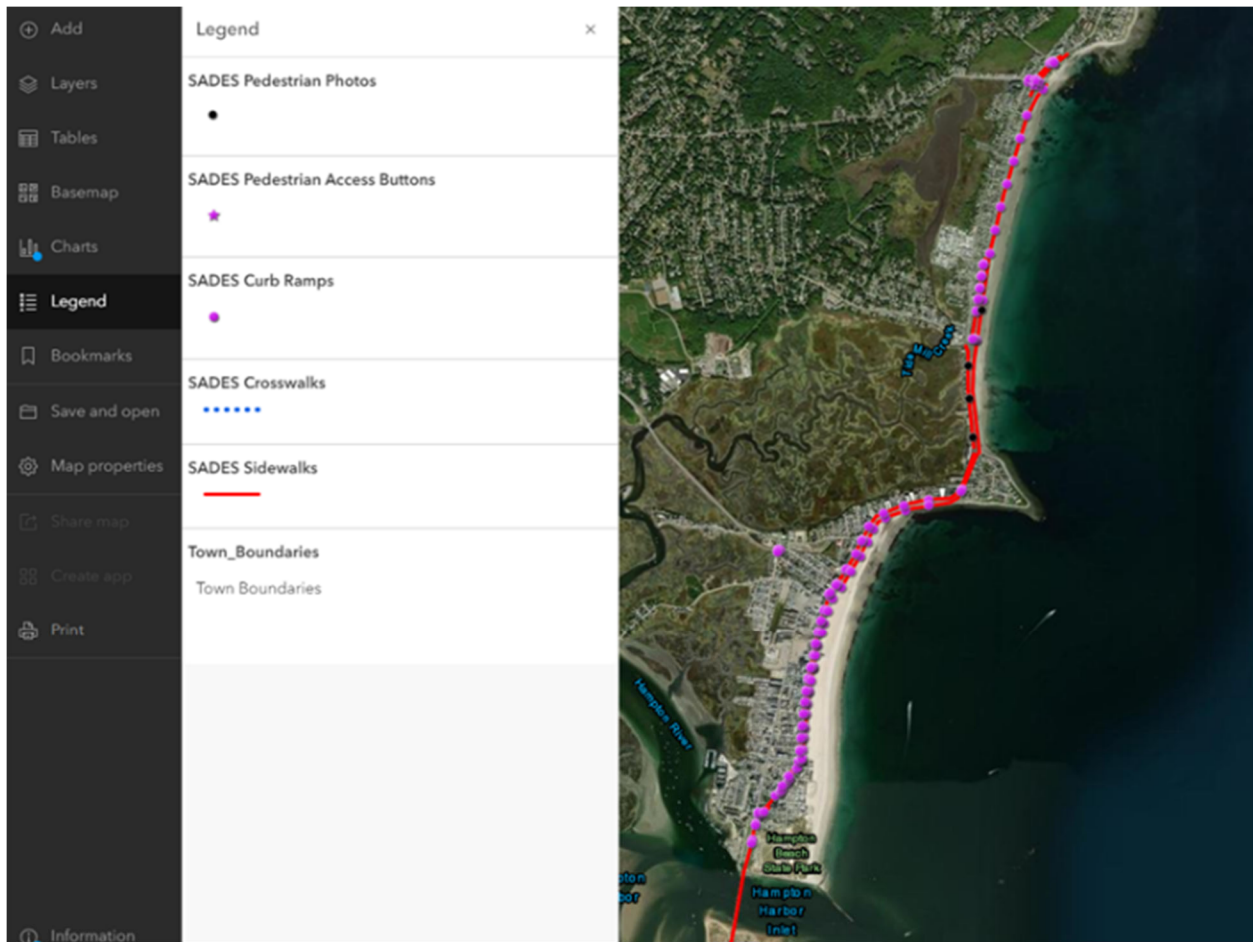
Sidewalks and curb ramps north of the Marine Memorial feature steep slopes, uneven surfaces, and a lack of detectable warning surfaces, leading to accessibility issues.

Figure 3-6. NH1A Eastern Sidewalk Condition



Source: GEI – July 27, 2024

Figure 3-7. NHDOT Pedestrian Infrastructure Viewer Application



Source: NHDOT

Figure 3-8. NH1A Excessive Grade Changes and Lack of Bicycle Accommodations



Source: GEI – July 27, 2024

There are currently no dedicated bicycle accommodations along NH1A within the study extents. As such, cyclists primarily use the road shoulders, however, these areas are often obstructed by parked vehicles or used for vehicular loading, forcing cyclists into travel lanes with high vehicular traffic volumes and/or speeds, especially during peak seasons. The lack of dedicated bike lanes and frequent vehicle interactions pose safety challenges for cyclists. The NHDOT Hampton 40797 Ocean Boulevard (NH1A) project aims to introduce dedicated bicycle facilities to address these safety concerns.

3.1.3. Parking

Public parking for personal vehicles is available along NH1A within the project limits. As mentioned, parking is either immediately adjacent to the seawall (N Street to Nudd Avenue via a series of lots and 5th Street to High Street (head-in angled parking)) or located within a median bisecting directional travel from Nudd Avenue to 5th Street. Parking located within the median is challenging for all users. Within North Beach and Main Beach, there are approximately 1,360 spaces. South Beach also provides a large lot of 1,200 spaces. Of the total 2,360 spaces, 41 are accessible. According to the 2010 ADA Standards for Accessible Design, for parking facilities with over 1,000 spaces, the minimum number of accessible parking spaces required is 20, plus 1 additional space for each 100 spaces, or fraction thereof, beyond 1,000. The parking supply throughout HBSP of 2,360 spaces means a minimum of 34 accessible spaces are required (20 for the first 1,000 and plus 14 for the additional 1,360 spaces). With 41 accessible spaces currently provided, HBSP exceeds the minimum ADA requirement.

As shown in the table below, for a parking facility of over 1,000, 1 out of every 6 spaces must be van accessible. Therefore, for a total supply of 41 accessible spaces, this equates to 7 van accessible spaces. There are a total of 6 spaces signed for van accessibility at Main Beach. While not signed, access aisles at South Beach accommodate vans. No van accessible spaces are signed at North Beach.

Figure 3-9. 2010 ADA Standards for Accessible Design Parking Requirements

Total Parking Spaces	Number of Handicap-Accessible Spaces		
	Standard Accessible	Van-Accessible*	Total (Standard + Van)
1 - 25	0	1	1
26 - 50	1	1	2
51 - 75	2	1	3
76 - 100	3	1	4
101 - 150	4	1	5
151 - 200	5	1	6
201 - 300	5	2	7
301 - 400	6	2	8
401 - 500	7	2	9
500 to 1000	5 out of every 6 Accessible Parking Spaces	1 out of every 6 Accessible Parking Spaces	2% of total parking provided
1001 and over	5 out of every 6 Accessible Parking Spaces	1 out of every 6 Accessible Parking Spaces	20 plus 1 for each 100 over 1000

Source: 2010 ADA Standards for Accessible Design

However, when examining the distribution of these 41 accessible spaces across HBSP (South Beach, Main Beach, and North Beach), it is clear that accessible parking is unevenly allocated. South Beach has 22 accessible spaces, which is more than half of the total accessible spaces. Main Beach and North Beach together only have 19 accessible spaces, with 15 at Main Beach and just 4 at North Beach. This uneven distribution highlights a need for better allocation of accessible parking to ensure more equitable access throughout the park, especially at North Beach.

Table 3-1. Parking Quantities

Area	Total Supply	Existing Accessible Spaces	Required Accessible Spaces	Minimum Met?
Total HBSP	2,360	41	34	Yes
North Beach	602	4	12 (2% of total)	No
Main Beach	758	15	15 (2% of total)	Yes
South Beach	1,200	22	20	Yes

Accessible parking throughout HBSP is currently free of charge and without time restrictions, which has led to reports of inappropriate use occupying these high demand spaces all day by those not visiting HBSP. This behavior restricts access for visitors to HBSP. As a result, individuals with disabilities are often forced to park in non-accessible spaces, which may not actually meet their accessibility needs, thereby increasing the challenges they face when visiting the park. Timing restrictions for select accessible spaces might address this issue.

It is important to note that initial parking projections as part of the NHDOT Hampton 40797 Ocean Boulevard (NH1A) project indicate a loss of approximately 20 parking spaces. This reduction in available parking will lead to a decrease in revenue collected from fee-based parking. As the existing regulations allow accessible spaces to be free and unrestricted, increasing the number of accessible spaces to better meet demographic needs could further exacerbate parking shortages and impacts to revenue. To offset the anticipated loss of income from both the NHDOT project and the potential increase in accessible parking, alternative revenue solutions could be considered.

In addition to the parking supply maintained by HBSP, there are several nearby public off-site lots including the Hampton Beach State Marina, Hampton Beach Casino, Police Lot, Old Fire Station, Sands, Island Path, Bicentennial Park Lot and Town Dirt Lot which collectively add approximately 1,500 additional parking spaces. While these spaces are not maintained by HBSP, they represent opportunities to expand upon the accessible parking supply within the surrounding Hampton Beach area.

3.1.4. Public Transit

Public transit at HBSP is very limited. Currently, HBSP is not directly serviced by scheduled public transit routes from local providers like COAST (Cooperative Alliance for Seacoast Transportation) and Wildcat Transit, or long-distance services such as C&J, East West Express, and the Coach Company. While these services operate in the general region, none have designated stops at HBSP.

However, transit authorities from surrounding areas such as Nashua Transit System (NTS) and Manchester Transit Authority (MTA) provide seasonal service to HBSP. Both agencies have services that

operate on five Saturdays throughout the summer, often coinciding with major events like the Master Sand Sculpting Classic competition and the Seafood Festival. The routes provide convenient access with pick-up and drop-off at the Seashell Complex. As such, South Beach and North Beach are not serviced by these routes. While limited, this seasonal service enhances accessibility to the park, particularly for those coming from the Nashua and Manchester areas who prefer not to drive directly to the beach, or for those who do not have access to a personal vehicle.

Public transit could play a crucial role in providing beach access to individuals who do not have access to a personal vehicle, while also reducing the number of vehicles accessing the beach and, consequently, alleviating congestion issues. However, the Seacoast area faces significant challenges in expanding public transit services due to limited funding and resources. Although transit providers have expressed interest in increasing service to better accommodate beachgoers, current financial constraints hinder their ability to do so. This study opens the door for further exploration of public transit expansion as a means to enhance accessibility for all visitors, potentially leading to more inclusive and sustainable transportation solutions for HBSP.

3.1.5. Public Input

Public and stakeholder outreach indicates that transportation and parking access are major accessibility challenges at HBSP, with parking being a particularly significant barrier. When asked about facilities or amenities visitors have had difficulty using, nearly 50% of online survey respondents referenced parking, making it the second highest reported issue behind beach access. Specific concerns included the following:

- Insufficient number of accessible parking spaces to meet demand.
- Inadequacies in dimensional standards, especially for van-accessible spaces and access aisles, with reports of vans being blocked in by encroaching vehicles.
- Inconvenient location of accessible spaces being too far from amenities.
- Poor distribution of accessible space throughout the park (minimal spaces in North Beach).

In addition, there were comments related to compliance and maintenance issues regarding sidewalks and wheelchair ramps, generally north of the Marine Memorial.

All public and stakeholder outreach can be found in Appendix G.

Input from the public included several general parking improvement recommendations in the surrounding Hampton Beach area which could provide indirect accessible benefit to HBSP's facilities. While these recommended improvements are not within the jurisdiction of HBSP, they are included in the following sections to provide general awareness of opportunities for improvement in the greater Hampton Beach area. HBSP may be able to assist other responsible parties by advocating for the improvements.

3.1.5.1. Off-Site Parking Solutions

Exploring off-site and in-town satellite parking lots as a part of an off-site parking strategy offers a significant opportunity to expand accessibility and reduce congestion at HBSP. These lots would need to be supported by an accessible shuttle service that can transport visitors from parking areas to key locations across North, Main and South Beach. This innovative approach would alleviate on-site parking demand and vehicle congestion along NH1A.

In addition to satellite parking lots, public outreach has indicated interest in the potential construction of a parking garage, which would further expand parking capacity while maintaining accessibility. While these solutions involve high initial implementation costs and are considered long-term projects, they provide sustainable ways to improve access and reduce strain on existing infrastructure. The introduction of a parking garage would require substantial investment, planning and coordination with local authorities and likely private developers, but could offer a significant increase in accessible parking capacity and convenience.

Implementing these off-site parking solutions would require collaboration between NH State Parks, local government entities, and private developers to secure funding and plan the necessary infrastructure. Leveraging funding opportunities, such as NHDOT Federal Transit Administration (FTA) grants, including the 5310 Enhancing Mobility of Seniors and Individuals with Disabilities Capital Program, could support the acquisition of accessible shuttle vehicles.

While this study does not aim to solve traffic issues leading to HBSP, it provides an opportunity to build upon and offer feedback regarding the efforts of the Hampton 40797 Ocean Boulevard (NH1A) project, which aims to introduce multimodal transportation-related improvements, including traffic circulation, pedestrian and bicycle accommodation enhancements, parking improvements, and wayfinding associated with this key corridor.

The Focus Group, mindful of older adults, noted that there used to be a trolley service in the area, but that it was discontinued due to limited funding. A transit service along NH1A was considered but did not go through due to the length and cost of the route. The Focus Group stated that local or private funding may be necessary for a shuttle service, as the availability of Federal Transit Administration funds is limited.

The off-site parking and shuttle system used during the Seafood Festival works well, according to anecdotes. This could be expanded to operate during other events, regular weekends, or every day. The shuttle service used for the Seafood Festival is provided by First Student, a passenger transportation company. The parking for the First Student shuttle service is at local school administrative unit's (SAU) 21 and 90 school parking lots and the Town's municipal lots. Though the shuttle service that operates during the Seafood Festival drops off at Main Beach, an expanded service could also serve South and North Beaches as needed. Expanding the use of shuttle service would improve the Transportation & Parking and Recreation & Events accessibility aspects of visitors' experience at HBSP. This would likely involve coordination with a variety of partners outside of HBSP. This improvement would be considered innovative. The primary costs associated with this improvement would be moderate or high ongoing operations costs. As there is already a precedent for a shuttle service, this improvement could likely be implemented in the near to mid-term. Locations for shuttle drop-offs at the beach should be designated

prior to implementing an expanded shuttle schedule. Opportunities for shuttle drivers to park and take breaks or get food between shuttle runs should also be considered.

Figure 3-10. Seafood Festival Accessible Off-Site Shuttles



Source: Brian Fournier

3.1.5.2. Improved Coordination/Communication with Public Transit Providers/Park Staff

This accessibility feasibility study explores options to enhance transportation accessibility by expanding and improving public transit services and integrating shuttle options. These measures aim to reduce the number of vehicles accessing the beach and provide accessible alternatives for those without access to personal vehicles, including individuals with disabilities, older adults, and families.

To maximize the effectiveness of the designated pick-up and drop-off area, improved coordination and communication between transit providers and park staff are essential. This collaboration will ensure that the area remains clear and organized, allowing for smooth and timely loading and unloading of passengers. Effective communication will also ensure a more welcoming experience for both providers and their customers. Facilitating this communication and partnership between HBSP and transit providers could fall under the responsibility of an Accessibility Coordinator position in the future.

This proactive measure, which primarily involves administrative improvements rather than physical changes, will require a low investment and implementation can begin in the short term, with moderate public support backing this effort to make transit access more organized and reliable.

3.1.5.3. Consider Free or Season Pass for Public Transit Providers

Parking for public transit providers that drive buses is difficult and inconsistent. Many providers offer multiple "runs" a day. For example, a bus may drop off at 9:00 AM and 10:00 AM and embark at 3:00 PM and 4:00 PM. However, to minimize travel between routes and avoid traffic congestion, buses often

stay at the park and will typically park at South Beach. The current process for obtaining parking passes for buses is complex and time-consuming, often requiring multiple steps and the use of different email addresses to ensure all buses are reserved a spot.

Therefore, it is recommended that NH State Parks consider free parking for state funded public transit providers or provide these services with a Season parking pass to alleviate the current burden.

This proactive measure would include low implementation costs, focusing mainly on administrative changes, with short-term implementation feasible. Public support is moderate, as this initiative would streamline operations for transit providers, making it easier from them to offer consistent service to the park.

3.1.5.4. Expand Services – Routes and Stops

Currently, public transit providers face resource limitations, including fleet and staffing constraints, which restrict service primarily to weekends as vehicles are dedicated to in-town service during weekdays. Expanding service to include additional stops and extended routes and times would significantly enhance accessibility to the park, providing more flexible and reliable transportation options for visitors. Transit providers expressed willingness to consider additional stops as part of their current service, especially if accessible amenities were expanded throughout the park, particularly at North Beach and South Beach. However, any expansion plans must carefully consider existing traffic conditions to ensure efficiency and reliability.

Expanding public transit services to HBSP, covering North, Main, and South Beach, would be an innovative approach to significantly reduce vehicular traffic, lower parking demand, and make the beach more accessible to a broader population, including those without personal vehicles.

While the implementation of expanded transit service falls outside the direct purview of the NH State Parks, HBSP can play a crucial advocacy role. By having an Accessibility Coordinator work closely with transit providers, local governments, and community organizations, the park can support efforts to secure funding specifically aimed at enhancing transit access for people with disabilities, older adults, and families. This collaborative approach can help address the resource challenges faced by transit providers and foster a more inclusive transportation network that better serves the needs of all park visitors.

Providing additional transit service would require high initial investment (fleet) and ongoing operational costs, likely necessitating long-term implementation depending on funding and resource availability. Public support for expanded transit service is moderate, reflecting a broad desire for increased accessibility.

3.1.5.5. Implement Shuttle Service to Off-Site Lots

Implementing a shuttle service connecting off-site (Ashworth Avenue) and in-town satellite lots to various parts of HBSP (North, Main and South Beach) would expand accessible parking and transportation options, reduce vehicle traffic on NH1A, and decrease on-site parking demand. This service could be modelled after the shuttle operations used during the Seafood Festival, utilizing

accessible school buses or similar vehicles to ensure inclusivity for individuals with disabilities and older adults. Public backing is moderate.

This innovative approach, primarily under the jurisdiction of NH State Parks, could be spearheaded by an Accessibility Coordinator and leverage partnerships with local organizations and benefactors for financial support. This would require medium to high initial costs for vehicle acquisition and moderate ongoing maintenance and operational costs. Funding opportunities, such as NHDOT Federal Transit Administration (FTA) grants, including the 5310 Enhancing Mobility of Seniors and Individuals with Disabilities Capital Program (Vehicle and Equipment) and Regional Coordinating Council (RCC) Program, could help support the acquisition of vehicles and equipment.

3.2. Recommendations

The following recommendations for Transportation and Parking Improvements are focused on transportation and parking facilities that HBSP is specifically responsible for maintaining and operating. Transportation may be by personal vehicle, bus, foot, or bicycle. Other parking and transportation systems serving the surrounding Hampton Beach Area are acknowledged in the above findings and general recommendation considerations.

Directly related technology and policy-driven recommendations such as parking reservations, and time and fee-based parking are discussed in their respective improvement sections of this Study.

3.2.1. Increase Accessible Parking Spaces

Increasing the number of accessible parking spaces across HBSP is a proactive measure overseen by NH State Parks (with collaboration with NHDOT), targeting all areas of the beach, but especially North Beach and Main Beach. This initiative aims to better reflect demographic needs of the area, and plan to better distribute accessibility throughout the park. The planning-level cost is moderate, involving reconfiguration of existing parking areas, while long-term maintenance costs are low to moderate. The implementation timeline is expected to be short/medium-term. This recommendation has strong public support, as current accessibility provisions are insufficient to meet demand.

3.2.1.1. Adjust Percentage of Accessible Spaces to Meet Demographic Needs

While the minimum requirements are met across the entire park, accessible spaces account for about 2% of the total parking supply. However, data from the University of New Hampshire Institute on Disabilities, indicates that approximately 12.5% of New Hampshire residents report having a disability. Additionally, the state of NH has the second oldest population in the United States, with 18.7% of its residents aged 65 years or older, as reported by the 2020 Census. According to the NH 2024-2027 State Plan on Aging, by 2030, NH's population is expected to age rapidly, with over one-third of residents being 65 or older.

Therefore, NH State Parks may want to consider increasing the number of accessible spaces to better reflect the existing demographic needs but also plan for an increased demand given the significant aging demographic trend.

3.2.1.2. Consider Additional Accessible Spaces at Access Points (Both Existing and Future)

HBSP may also want to consider adding more accessible parking spaces in areas where they do not currently exist (particularly North Beach) and where future accessible access points may be prioritized. For example, there has been significant interest from the general public and local event organizations in adding accessible access points, particularly near Boar's Head, and at 6th Street and 12th Street. Events such as *Hit the Beach* currently uses the 18th Street platform and *Surfing with Smiles* would like a ramp at 12th Street. If additional access points were added, it would help distribute accessibility equitably throughout the entire area, ensuring an accessible space at least every ¼ mile along the beach. While this would be a substantial improvement over the existing layout, HBSP may also consider adding accessible spaces (1 standard and 1 van) at every access point, regardless of whether the access point includes stairs or ramps.

3.2.2. Modify Distribution of Accessible Parking

HBSP currently meets the minimum requirements regarding the number of accessible parking spaces; however, improvements could be made by relocating accessible spaces closer to amenities in certain locations. Accessible spaces should be positioned along the shortest accessible route to the amenities they serve, ensuring ease of access for all visitors. South Beach and North Beach do well in this regard given the existing supply, but Main Beach could benefit from improvements.

At Main Beach accessible spaces are available near the bathhouses at M Street, including two spaces located right at the access ramp, which is beneficial for providing direct access. However, additional accessible spaces are placed at increasing distances to the north: two are about 160 feet away, another two at 475 feet, and another two at 800 feet away, while standard parking spaces are located along shorter paths. This placement does not align with the "shortest path" principle for accessibility and creates challenges for individuals with mobility impairments.

There is another accessible space at the H Street access ramp. Relocating two of the accessible spaces from M Street closer to H Street could help disperse and improve access.

Another area of concern is the Seashell Complex where the closest parking spaces to key amenities are designated for staff and the Hampton Beach Area Chamber of Commerce. While there are two accessible spaces within the Hampton Beach Area Chamber of Commerce lot, signage indicates "authorized personal only" which may deter individuals from utilizing these spaces. The next closest accessible spaces to the Seashell Complex are two located 800 feet north at B Street.

To enhance accessibility, the parks staff may consider relocating staff and chamber parking and designating these lots as accessible parking only.

When relocating accessible parking spaces closer to amenities, park staff will need to consider parking lot reconfiguration, including proper dimensions for accessible and van-accessible spaces, as well as adequate access aisles. Additional ramps and pathway adjustments may be required to create seamless connections between parking areas and amenities. Additionally, designating current staff and Hampton

Beach Area Chamber of Commerce parking for accessibility will necessitate finding alternative parking solutions for these groups while balancing the needs of all users.

This proactive approach falls under the jurisdiction of NH State Parks with coordination with NHDOT Hampton 40797 Ocean Boulevard (NH1A) project. This recommendation involves moderate costs, including potential lot reconfiguration and additional pathway adjustments, with a near/mid-term implementation timeframe and has strong public support.

3.2.3. Van Accessible Parking

Van accessible spaces are critical for individuals who rely on vehicles equipped with ramps or lifts. Designating specific spaces for van use at compliance levels ensures that these larger vehicles have the space they need to deploy ramps without obstruction, thereby enhancing safety and convenience for users. Designated “van accessible” spaces should be clearly marked with signs. These spaces should be located on level ground, near accessible routes, and should adhere to ADA width requirements (either 11 feet wide with a 5-foot access aisle or 8 feet wide with an 8-foot access aisle). According to the 2010 ADA Standards for Accessible Design, for parking facilities with over 1,000 spaces, 1 out of every 6 accessible parking space must be van accessible.

Current guidelines under the Americans with Disabilities Act (ADA) do not specifically mandate exclusive van-only parking and therefore, establishing spaces as van-only would require the development of new policies and collaboration with local authorities to ensure compliance and proper enforcement. However, there is an opportunity to convert existing standard accessible spaces to adhere to van standards and designated with signage to indicate van accessibility.

Ensuring that designated “van accessible” parking space quantity and access aisles meet ADA standards is a compliance-driven initiative managed by NHDOT with coordination with NHDOT across all park areas. With the upcoming NHDOT Hampton 40797 Ocean Boulevard (NH1A) project, NHDOT will be responsible for ensuring ADA compliant van accessible parking spaces and access aisles. In addition, there are areas at South Beach where access aisles east of parking are too narrow, not meeting ADA regulations and where additional designated van accessible spaces could be implemented. The cost to implement is low to moderated, mainly due to the need for reconfiguration of lots and markings of spaces, with low ongoing maintenance costs. Implementation is expected to be possible in the short to medium term, with strong public support as these spaces are vital for accessibility. There have been multiple reports of vans being blocked in due to inadequate access aisle widths and encroachment from other vehicles.

North Beach could also benefit from designated “van accessible” spaces as there are currently none.

Figure 3-11. North Beach Bathhouse Accessible Parking



Source: GEI

3.2.4. Parallel Van Accessible Space Next to Sidewalks

HBSP should advocate to NHDOT Hampton 40797 Ocean Boulevard (NH1A) project include designated van accessible parking spaces with supporting access aisles and ramps immediately adjacent to the east sidewalk along the seawalls at North Beach and Main Beach. With only one drop off area available near the Seashell Complex, which also serves as a transit stop, there are currently no proactive options to provide designated van accessible spaces close to HBSP facilities.

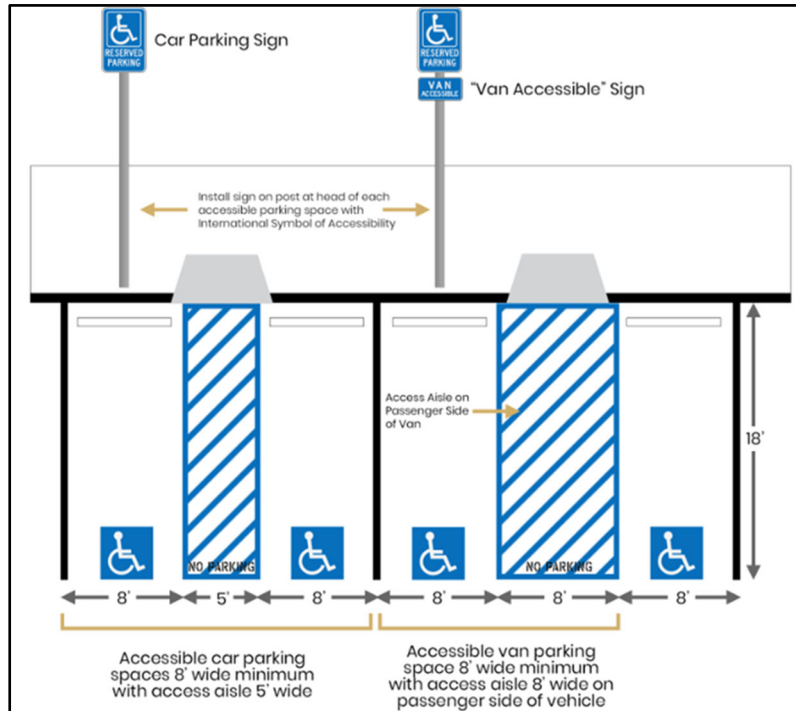
3.2.5. Accessible Parking Dimensions

Ensuring that accessible parking spaces and access aisles meet ADA standards is a compliance-driven initiative managed by NHDOT with coordination with HBSP across all park areas. With the upcoming NHDOT Hampton 40797 Ocean Boulevard (NH1A) project, NHDOT will be responsible for ensuring ADA compliant accessible parking spaces and access aisles. In addition, there are areas at South Beach where access aisles are too narrow, not meeting ADA regulations.

The dimensions of accessible parking spaces and access aisles must meet or exceed ADA standards to accommodate vehicles equipped with lifts or ramps. Properly sized access aisles are essential for users who need extra space to enter and exit their vehicles safely. Standard accessible parking spaces should be at least 8 feet wide, with a 5-foot-wide access aisle. Van-accessible spaces should be either 11 feet wide with a 5-foot access aisle or 8 feet wide with an 8-foot access aisle. The access aisles should be marked with crosshatch lines and include signage indicating "No Parking."

It is important to note that reconfiguring parking spaces to meet dimensional standards may reduce the total number of available parking spots. It's important to balance the need for accessible parking with the overall capacity of the lot. The costs are low to moderate, mainly due to potential lot reconfiguration, with a short to medium-term implementation timeline. Public support is strong.

Figure 3-12. 2010 ADA Parking Dimensional Standards



Source: 2010 ADA Standards for Accessible Design

3.2.6. NH1A Right of Way Cross Section Improvements

3.2.6.1. Implement Roadway/Sidewalk Improvements

Regarding roadways, sidewalks, and curb ramps, most issues will be addressed via the upcoming Ocean Boulevard Reconstruction Project which spans the length of HBSP with responsibility lying with NHDOT. In addition, crosswalks and bike lanes will be enhanced to ensure multimodal mobility and safety. More information regarding the NHDOT Hampton 40797 Ocean Boulevard (NH1A) project can be found here: <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>

This initiative aims to ensure ADA compliance and is strongly supported by the public, who have consistently expressed a need for better pedestrian infrastructure.

3.2.6.2. Designate and Enhance Dedicated Pick-Up/Drop-Off Zone

A designated accessible pick-up/drop-off zone ensures that public transit users, especially those with disabilities, have a safe and convenient location to enter and exit buses. It should be noted that while there is a current pick-up/drop-off area (just north of the Seashell Complex), loading and unloading does not always occur here as the existing loop is often blocked by staff or maintenance vehicles. Therefore, buses are often redirected or not allowed to drop-off passengers at convenient locations, thereby complicating accessibility. However, when service does go as “planned,” this existing loop works very well. Therefore, it is recommended that this area be kept clear of staff and maintenance vehicles during times of loading/unloading to ensure patrons are serviced at the shortest path to key amenities.

The NH State Parks may consider additional bus stop amenities at this location, inclusive of clear signage, shade and seating. Signage should include information about routes, stops, schedules and connections with an emphasis on accessibility features. QR codes can be included for easy access to digital schedules and updates.

These proactive improvements fall under the jurisdiction of the NH State Parks, requiring low to moderate investment for necessary signage and minor infrastructure additions (seating, shade), with short-term implementation possible. Public support is moderate, as visitors have noted the need for clear and accessible transit areas.

3.2.6.3. North Beach & Main Beach

The responsibility for bringing existing sidewalks and wheelchair ramps into compliance with ADA standards at North and Main Beach lies primarily with NHDOT, with NH State Parks providing coordination support. These improvements, part of the NHDOT Hampton 40797 Ocean Boulevard (NH1A) project, will address issues such as uneven surfaces, lack of landings, drainage problems, improper slopes, and inadequate widths to ensure safe and accessible routes for all users. Areas of non-compliance have been identified, particularly north of the Marine Memorial at Main Beach, and are documented in NHDOT's Pedestrian Infrastructure Inventory Viewer. Additionally, the walkways near the entrances of the North Beach bathhouses at High Street exhibit significant slopes that need addressing, which may coincide with future bathhouse upgrades. The planning level cost for these improvements is moderate, with low to moderate long-term maintenance costs for upkeep. Implementation is expected to occur in the medium term, in alignment with the NHDOT Hampton 40797 Ocean Boulevard (NH1A) project timeline. Public support for these enhancements is strong, as there is a clear demand for safer and more accessible pedestrian infrastructure. The physical impact will be significant, involving the reconstruction of sidewalks and ramps, which may lead to temporary disruptions. Coordination with the NHDOT Hampton 40797 Ocean Boulevard (NH1A) project and future bathhouse upgrades will be essential to ensure comprehensive accessibility improvements.

3.2.7. NH1A Parking Adjacent to East Sidewalk

As noted in the findings and other parking improvement recommendations above, options to maintain or relocate median parking within the NH1A ROW along the easterly sidewalks at North Beach and Main Beach is being considered by NHDOT along with variety of transportation and parking safety issues. Relocation of parking immediately adjacent to the east sidewalk would be the most accessible option for direct access to HBSP facilities at Main Beach and North Beach. While overall Ocean Boulevard improvement decisions are ultimately the primary responsibility of NHDOT, HBSP has been advocating for the interests of HBSP facilities during the project development period to-date and should continue to do so for the duration of NHDOT's project, as this improvement opportunity will be part of a significant State project that will likely not be reconfigured for decades after the current project is complete.

Figure 3-13. View of Seawall, East Sidewalk and Median Parking at Main Beach



Source: GEI – July 27, 2024)

Figure 3-14. View of Seawall, East Sidewalk and Median Parking at North Beach



Source: (GEI – July 27, 2024)

4. Wayfinding Improvements

4.1. Findings

Currently, wayfinding at HBSP is limited and primarily geared toward vehicular navigation. Main Beach features large “Sunfish” wayfinding structures that display street names (A Street to M Street), which serves as prominent visual cues for visitors arriving by car. However, beyond these markers, there is a notable lack of comprehensive wayfinding support throughout the park, particularly at North Beach, where signage is minimal and does not adequately guide visitors to key amenities or accessible features.

Pedestrian-scale signage is mostly concentrated at Main Beach, with only a few maps and limited signage. The existing pedestrian signage tends to be text-heavy, printed at a small scale, and lacks sufficient color contrast, making it difficult for visitors to read and understand, especially for those with visual impairments. During the site visit, it was observed that many visitors had questions about the locations of various features, highlighting the inadequacy of the current wayfinding system.

In addition to improvements to HBSP’s physical wayfinding facilities, a general recommendation for improvements by other parties that HBSP should consider supporting includes partnering with accessibility forward organizations and accessibility focused mobile applications.

To further enhance accessibility at HBSP, a recommended approach is to partner with accessibility driven programs that offer mobile applications and information regarding accessible amenities in the area. Collaborating with platforms that specialize in accessibility can provide valuable resources to park visitors, including locations of accessible parking, restrooms, ramps, and other key features within the park. These applications often include features that cater specifically to individuals with disabilities, offering audio descriptions, text-to-speech options, and high-contrast visual guides.

Additionally, developing a dedicated app or integrating with existing third-party platforms to provide location-based assistance can significantly benefit blind or visually impaired visitors. For instance, a feature that helps orient individuals after they exit the water, guiding them back to their beach location, would address a common challenge faced by beachgoers with vision impairments. This functionality could use global positioning system (GPS), beacons, or voice guidance to direct users accurately, enhancing their sense of independence and safety while enjoying the beach.

By leveraging technology and partnerships with accessibility-focused services, HBSP can provide a comprehensive, user-friendly wayfinding experience that extends beyond traditional signage, creating an inclusive environment that supports all visitors in navigating the park with confidence and ease.

While this responsibility lies with HBSP to initiate, collaboration with third party organizations will be necessary to implement. This would be a great role for an Accessibility Coordinator and would be a relatively low-cost, short-term implementation effort.

4.2. Recommendations

4.2.1. Water Safety Flags/Charts and Warnings

To enhance water safety at HBSP, it is essential to make safety flags, charts, and warnings universally accessible. This can be achieved by using safety flags and signage that feature clear, bold text, universally recognized symbols, tactile markers, and braille, ensuring easy understanding for individuals with visual or cognitive impairments. Digital resources should mirror this information, with screen reader compatibility, audio descriptions, and a mobile-friendly platform for checking real-time safety conditions. Audible alert systems and vibrating notifications paired with smartphones can help communicate flag changes and emergencies, especially for those who are deaf or hard of hearing. Additionally, well-trained staff should be available to provide clear, accessible communication and personalized assistance.

4.2.2. Braille Signage and 3D Signage

To improve wayfinding at HBSP, incorporating braille and 3D signage can make navigation more accessible for individuals with visual impairments. This approach involves installing tactile maps, braille text, and raised symbols at key locations such as entrances, restrooms, parking areas, and access points to the beach. These elements should be designed with clear, easy-to-read layouts and placed at accessible heights to ensure usability. Additionally, 3D models or tactile pathways can help visitors identify important landmarks and navigate the beach safely.

4.2.3. Tactile Paving

HBSP may want to consider the installation of tactile paving at key decision points to help individuals with low vision better navigate the park. According to ADA Standards for Accessible Design (2010), tactile paving, often in the form of detectable warnings with a truncated dome pattern, should be used at curb ramps, pedestrian crossings, and hazardous areas like drop-offs (top of stairs, end of access ramps, etc.). These warnings must cover at least 24 inches in the direction of travel and span the full width of the hazard area, providing a distinct surface that can be felt underfoot or with a cane. To ensure high visibility for individuals with low vision, tactile paving should also have a strong color contrast – typically at least 70% - compared to the surrounding surface, as recommended by the Public ROW Accessibility Guidelines (PROWAG). Implementing tactile paving is a low-cost, short-term improvement.

Figure 4-1. Tactile Paving Installation at Ramps



Source: Images from Internet



4.2.4. Universally Accessible Signage

4.2.4.1. Implementing a Wayfinding Sign Family

Implementing a cohesive sign family at HBSP is essential for enhancing wayfinding and accessibility across the entire park. This sign family would consist of multiple types of signage tailored to different scales and user needs, including vehicular, bicycle, pedestrian and beach-specific guidance.

4.2.4.2. Vehicular Scale Signage

Vehicular scale signage could provide visual cues to guide drivers to key areas such as parking lots, drop-off zones, and accessible parking spaces.

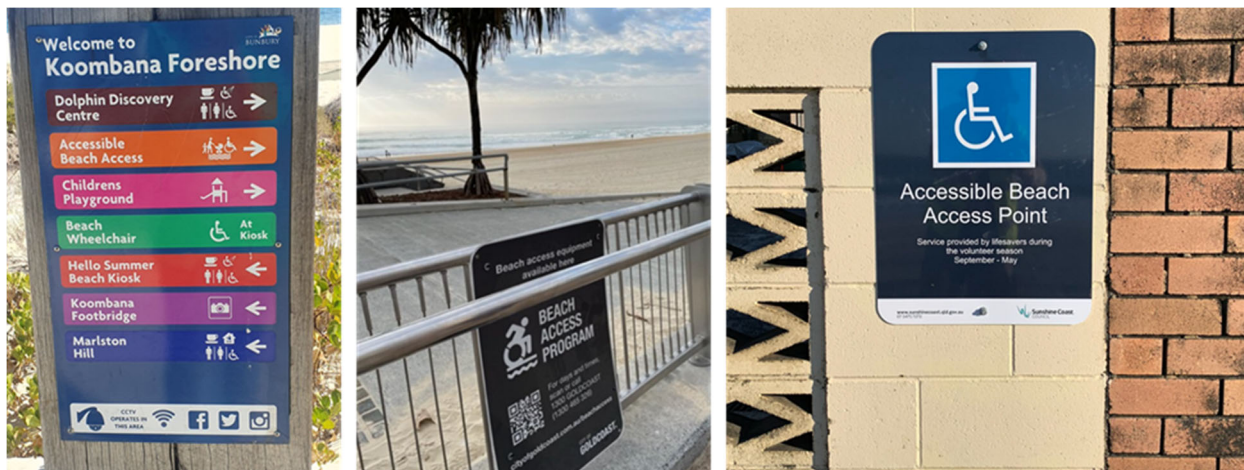
4.2.4.3. Pedestrian Scale Signage

Pedestrian scale signage could focus on navigating visitors to accessible access points, accessible equipment, restrooms, and other amenities. This signage should include universally accessible features, such as plain language, high color contrast, and multilingual options. Integrating tactile elements such as braille and 3D mapping components, as well as interpretive signage installations with QR codes for auditory guidance, will further support individuals with visual impairments, enhancing their ability to navigate the park independently.

4.2.4.4. Beach Scale Signage

Beach-specific signage may be installed on seawalls, lifeguard posts, and other strategic locations such as access points to help beach goers orient themselves along the shoreline. These signs would indicate key points of interest, access routes and safety information, providing clear wayfinding across the beach areas. This level of signage would assist visitors in understanding where they are on the beach relative to amenities and access points, improving their overall experience and sense of safety.

Figure 4-2. Wayfinding Examples



Source: Various Online Sources

4.2.4.5. Accessory Pavement Markings

Implementing accessory pavement markings with high color contrast from accessible parking areas to accessible amenities is a low-cost, short-term improvement that HBSP can implement. These markings may provide clear visual guidance along the shortest accessible routes, ensuring that individuals with mobility challenges can easily navigate from parking areas to key amenities, such as restrooms, ramps, and beach equipment. High contrast colors, such as bright yellow or white against darker pavement, are particularly effective in enhancing visibility for those with visual impairments. These markings can also include symbols or directional arrows, which further assist visitors in identifying accessible routes quickly and efficiently.

Figure 4-3. Painted Crosswalk in Bethlehem, NH



Source: (Google Maps)

Figure 4-4. Painted Crosswalk in Long Beach, CA



Source: (downtownlongbeach.org)

5. Beach Facilities and Events Improvements

5.1. Findings

5.1.1. Sidewalks, Walkways, and Ramps

Sidewalks along NH1A provide crucial connections between the beach, commercial areas, and other park amenities. Many existing ramps and pathways, particularly north of the Marine Memorial, do not fully comply with ADA standards, with slopes and surface conditions that can make navigation difficult for individuals with disabilities. Some ramps connecting to sidewalks are steep, have inadequate handrails and / or lack detectable warning surfaces, which are essential for visually impaired visitors. Sidewalks along the western side of NH1A, although outside the scope of this study are crucial to the overall accessibility of the area and should be further explored by the Town and NHDOT to enhance these features. Areas of non-compliance have been identified and can be viewed via NHDOT's Pedestrian Infrastructure Inventory Viewer.

There were also walkways associated with entrances of the North Beach bathhouses at High Street which exhibited significant slopes that do not meet current ADA Standards. The accessible route winds around the parking spaces while more direct routes from NH1A and the parking lot are too steep.

Figure 5-1. Multiple North Beach Walkways to Bathhouse



Source: (GEI – April 22, 2024)

5.1.2. Beach Access Points/Viewing Areas

HBSP offers several designated access points to the beach, but many are not fully accessible. In total, there are 38 access points to the beaches, 6 of which are accessible.

North Beach

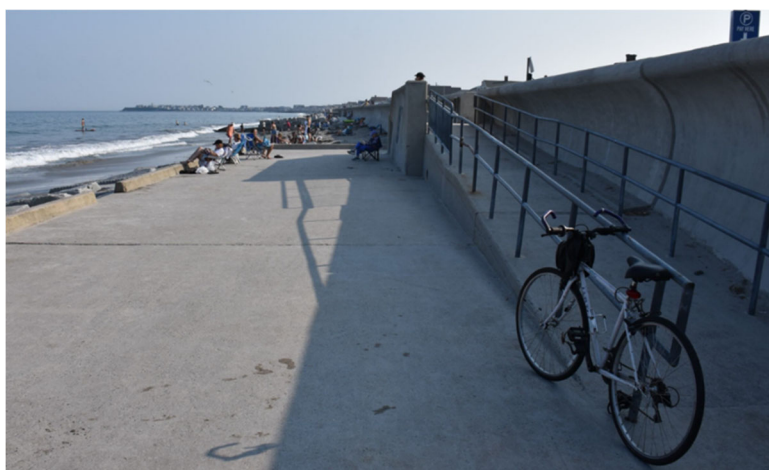
There are 13 access points along North Beach. One is accessible via the 18th Street viewing platform. The remaining access points are serviced via stairs and therefore are inaccessible for those with mobility devices. Stairs in this area are generally very steep and challenging for all. Many of the railings accommodating these stairwells are eroded, posing safety concerns for visitors utilizing these amenities.

Figure 5-2. North Beach Stairwell



Source: GPI

18th Street Viewing Platform and Ramp



GEI – July 27, 2024

While the 18th Street viewing platform is popular with visitors for its scenic access, the ramp leading down to the platform is slightly too steep to fully meet ADA regulations.

Main Beach

There are 24 access points along Main Beach, 18 of which are stairwells and therefore inaccessible to visitors with mobility devices. There are accessible ramps provided at the M St. bathhouse, H St., and the Nudd Avenue bathhouse, two at the Seashell Complex and one just north of the Marine Memorial. The ramp just north of the Marine Memorial provides beach access for emergency services, and beach operations and maintenance vehicles, but it is frequently used by pedestrians and would be considered too steep and lacking handrails to meet current ADA Standards for pedestrians.

Figure 5-3. Main Beach Ramp north of Marine Memorial



Source: GPI

South Beach

There is one formal access point to the beach at South Beach which is an accessible concrete path through the dune. However, the drop off at the end of the path is steep and introduces accessibility issues. In addition, there are several informal, unplanned access points formed by walking through the dunes overtime (none of which are accessible).

Figure 5-4. Informal Dune Crossing at South Beach



Source: (GEI – April 22, 2024)

5.1.3. Accessible Beach Pathways

Accessible beach pathways are primarily provided through mobility mats at several Main Beach entrances (M Street, H Street, Nudd Avenue, and the Seashell Complex). These blue mats offer a stable surface over the sand, facilitating beach access for wheelchairs, strollers, and individuals with mobility impairments. Mobility mats are not provided at North Beach (due to rocky shoreline) or South Beach.

Figure 5-5. Blue Mobility Mat Installation at Main Beach



Source: GEI – July 27, 2024

5.1.4. Events & Activities

5.1.4.1. Events by Special Use Permit

The HBVD, the Hampton Beach Area Chamber of Commerce and other groups organize many public events at HBSP. Most events occur at or near the Seashell Complex. There are two morning yoga classes held on the beach in front of the HBVD playground each week, for a total of approximately 20 classes throughout the summer from the end of June to the beginning of September. Movies are shown on a large screen next to the playground at dusk on Mondays in July and August. Visitors sit on the beach facing Ocean Boulevard and bring their own chairs, blankets, and food. Fireworks displays occur at the Main Beach every Wednesday and for special events such as the Sand Sculpting Competition and the 4th of July. There are typically two free concerts each night, for a total of approximately 80 concerts at the Seashell Oceanfront Pavilion stage per season. Other shows that take place on the Seashell Oceanfront Pavilion stage include a talent show (for vocalists only), the Miss Hampton Beach pageant, circus performers, and a fire show. Other events throughout the year include a sand sculpting competition, Irish Festival, Polish Festival, Children's Festival, Country Music Fest, Seafood Festival, a sand artist demonstration and lessons, a half marathon and 5k road race.

The Seafood Festival takes place on Ocean Boulevard for three days at the end of the summer. Visitors enter the festival via admission gates during festival hours. The festival features local restaurants serving seafood and non-seafood menus, craft booths, a pop-up art show, a beach bar, two stages for live entertainment, a cornhole tournament, a lobster roll eating contest, Seafood Fest 5k, cooking demonstrations, and a fireworks display. Directions to the Seafood Festival on the HBVD's website instruct visitors to follow signs to the free off-site parking lots, where they can then take free wheelchair-accessible shuttles to the festival. A portion of Ocean Boulevard south of the Seashell Complex is temporarily closed to vehicles during the event.

The Children's Festival took place from Monday through Friday of the second full week in August this year. It included mini golf, free ice cream, dancing, storytelling, a children's musical artist performance, balloons, a kids' bumper sticker contest, and a costume parade.

The Annual Fire Show is put on by the Boston Circus Guild. It includes a performance on the Seashell stage followed by a performance on the sand in front of the playground.

5.1.4.2. Existing Accessible Events at North Beach

Surfing with Smiles is an organization that offers free surf lessons for people with special needs. They hosted three events in the 2024 season. The surf lessons were held at the 12th Street access point at North Beach. This location is used due to its central location on North Beach.

Hit the Beach! is an event that provides surfing lessons to veterans and their families. This event operates from the 18th Street ramp. A representative from the Wounded Warrior Project, which is one of the organizations involved in putting on the event, noted that the 18th Street ramp was an effective place for people to watch from and to stage and store equipment when not in use. The representative noted that a wider ramp would be beneficial, as well as the ramp and platform being cleared of beach wrack debris prior to the event.

5.1.4.3. Events and Activities Public Input

General feedback received during this project regarding accessibility of events at Hampton Beach indicated that it is difficult to navigate crowded events, there is a lack of viewing areas, there is no clear accessibility plan, and shade is limited. Events like the Master Sand Sculpting Classic competition and Seafood Festival attract large crowds, making it difficult for individuals with mobility challenges to fully participate. The crowds along the railings at the Master Sand Sculpting Classic competition often block the view for shorter individuals or those in wheelchairs. Similar issues are reported at the Seafood Festival, which is popular among assisted living communities.

5.1.5. Public Outreach

Public and stakeholder outreach indicates that beach access is a major accessibility challenge at HBSP. When asked about facilities or amenities visitors have had difficulty using, nearly 50% of online survey respondents referenced beach access, making it the highest reported issues.

Key themes regarding access points are listed below:

- Many existing access points, especially those with stairs, are not fully accessible, creating significant barriers for individuals with disabilities, older adults, and families with strollers.
- There is strong support for converting stairs to ramps and creating additional accessible access points, particularly at North Beach (12th Street), the Boar's Head area and South Beach.

Key public comments surrounding mobility mats are as follows:

- The existing mobility mats do not extend far enough toward the high tide line, limiting their effectiveness for full beach access.

- Current mats often end abruptly, leading to congestion and making it challenging for users to turn around without obstructing others on the pathway.
- There were strong suggestions to extend the mats further and to add offshoots or widened areas at the ends, such as viewing platforms or gathering spaces, to enhance usability.
- Public feedback emphasized the need for additional mobility mats in other areas, such as South Beach and at high-traffic stairwells at Main Beach.

All public and stakeholder outreach can be found in Appendix C.

There were many comments from the public about accessible playgrounds and sensory friendly playgrounds. The current playground at Main Beach is the primary responsibility of the HBVD. It is generally recommended that HBSP continue to advocate for accessible playground improvements at this facility that could include sensory playground elements.

Another general operations and maintenance need for accessible compliance for beach access is to replace the railings on existing stair access points, particularly at North Beach. Site visits and multiple public comments have revealed that the current railings are significantly eroded and have become dislodged from the walls, making them unusable and potentially dangerous for visitors. These deteriorated railings pose a safety hazard and do not provide the necessary support for individuals needing assistance when using the stairs.

Railings should be replaced with durable, corrosion-resistant materials and installed securely into walks with robust marine-grade anchoring systems to ensure long-term stability in coastal environment. Additionally, it's important that the new railings meet ADA guidelines, which recommend handrails be mounted at an appropriate height (between 34 and 38 inches) and run continuously, free of obstructions.

5.2. Recommendations

5.2.1. Accessible Plans for Events

In addition to improving the accessibility of all events, additional events specifically focused on allowing participation by individuals with disabilities could be hosted at Hampton Beach. Existing events include Surfing with Smiles and Hit the Beach, which offer surfing lessons to people with special needs and veterans, respectively. These partnerships coordinate adaptive sports events for people with disabilities. Partnerships such as these could be implemented at Hampton Beach to provide additional accessible events.

This improvement would need to be coordinated with the third-party organizations that specialize in hosting such events. Including events like this would be considered innovative, could have low to moderate implementation costs depending on the non-profit status of the third-party organizations, would improve visitors' experience of events and recreation at Hampton Beach, could be implemented at South, Main, or North Beach, and could be implemented in the near term. Other improvements do not require this improvement to happen first. This improvement received moderate public support during this feasibility study.

An option to improve accessibility of events at Hampton Beach is to require event organizers to provide and implement accessibility plans. The specifics of the requirements of such plans would need to be further defined, but could include many of the improvements discussed above, such as accessible parking and shuttle services, sign language interpreters, closed captions, accessible seating and viewing platforms, and shaded areas. To address the issues of the views of shorter individuals and individuals in wheelchairs being blocked during events, more accessible pathways through crowded areas could be created to ensure that everyone can enjoy events.

5.2.2. Visual and Audio Event Improvements

Improvements to visual and audio accessibility during events at Hampton Beach include American Sign Language (ASL) interpreters, closed captions, and large screens. These improvements would need to be coordinated with the HBVD, would be considered innovative, would have a moderate ongoing cost of implementation and maintenance, would improve visitors' experience of events at Hampton Beach, would likely mainly be used at Main Beach, and could be implemented in the near term. Other improvements do not require these improvements to happen first.

5.2.3. Enhance and Expand Mobility Mats

Enhancing and expanding mobility mats, a popular feature that benefits all visitors to HBSP, regardless of ability, is a proactive measure managed by NH State Parks. Blue mobility mats are currently located at several Main Beach entrances (M St., H St., Seashell Pavilion (2)). However, feedback indicates that the existing mats often do not extend far enough and crowding makes it difficult to turn around on the mats. Additionally, many users report feeling stuck or like they are blocking the path when they reach the end of the mats.

To address these concerns, it is recommended to extend mats to the highest observed tide mark and create offshoots at the ends, such as a V-shape, perpendicular legs, or dock-like slips. These extensions could function as viewing platforms or designated areas where families and groups can enjoy the beach together without obstructing the main pathway. These configurations would also provide more space for maneuvering and reduce congestion, enhancing the overall experience of all users.

Furthermore, adding side ropes or railings along the mats could offer additional stability, providing support for individuals who need assistance with balance while using the mats. To further improve accessibility, parks staff should evaluate the potential for adding more mobility mats at additional locations, such as at South Beach to facilitate dune crossings, or at high-traffic stairwells at Main Beach as a short-term low, cost solution. Side ropes/railings and dune crossing options are discussed further in the following section.

Implementing more mats across a greater distance may require state parks staff to adjust their maintenance routines, particularly regarding sand raking and ensuring the mats remain clear and functional.

Overall, expanding the mobility mats and enhancing their design will significantly improve accessibility, comfort, and safety for all visitors, making Hampton Beach a more inclusive and enjoyable destination.

Figure 5-6. Mobility Mat Enhancement Examples



Source: Various Online Sources

5.2.4. Dune Crossings

Currently, there is one formal concrete, accessible path through the dunes at South Beach. Sand encroachment of this facility is common. In addition, there are other footpaths through the dunes in several other locations at South Beach, none of which are accessible.

Improving dune crossings at South Beach is crucial for enhancing accessibility while protecting the sensitive dune environment and endangered species such as the piping plovers. Two primary approaches may be considered: using mobility mats with protective ropes or railing and dune protection materials, or constructing elevated dune crossing structures, each with distinct benefits and challenges related to coastal resilience and environmental considerations. While this lies under NH State Parks responsibility, it is recommended that NH State Parks collaborate with coastal resiliency and environmental experts to ensure long term sustainability and protection of endangered species.

5.2.4.1. Mobility Mats with Ropes and Dune Protection Equipment

This approach involves deploying durable mobility mats that provide a stable and accessible path over the dunes for individuals with mobility devices, strollers, or those with limited mobility. To ensure accessibility, it is crucial that these mats are installed with appropriate slopes and widths that meet ADA standards. The mats could be equipped with side ropes or railing to offer additional support, while also serving as a boundary to confine foot traffic to designated paths, thus protecting the dunes from erosion and human impact. Additional protective measures, such as temporary fencing or signage, would further direct visitors away from sensitive dune areas.

Implementing mobility mats and formalizing existing foot paths is a short-term, cost-effective solution that can be adjusted seasonally by the NH State Parks. As there is strong desire for additional accessible paths to the beach at South Beach, this initiative has strong public support.

Figure 5-7. Mobility Mat Dune Crossing Example



Source: GEI - Scarborough Beach, Maine

5.2.4.2. Elevated Structure Dune Crossings

Elevated dune crossing structures provide a more robust solution by allowing visitors to cross over the dunes without direct contact, thus minimizing erosion and habitat disturbance. These structures, typically constructed from wood or composite materials, are designed to span over the dunes and provide continuous accessible paths. While elevated crossings offer excellent protection for the dunes, their construction is complicated by the dynamic nature of dune environments, where erosion and shifting sands can significantly alter the landscape over time. This variability poses challenges for the placement and stability of elevated structures, necessitating substantial initial investment and potentially high ongoing maintenance costs.

Figure 5-8. Elevated Dune Crossing



Source: Bethany Beach, DE

Figure 5-9. Elevated Dune Crossing - Post Storm Dune Erosion



Source: Bethany Beach, DE

5.2.5. Convert Beach Access Stairs to Ramps

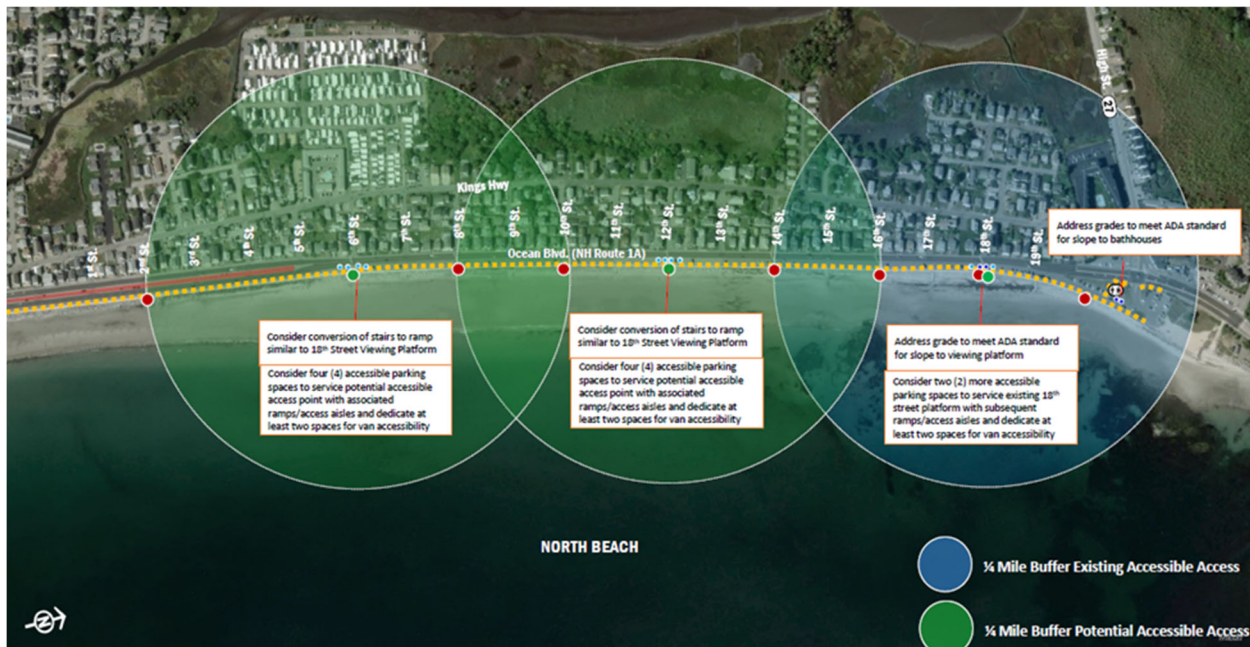
Public outreach has indicated a strong desire to convert existing stairs to ramps, as this transformation would help move HBSP towards being universally accessible. The existing steep stairs at North Beach lead to a rocky shoreline and are often inundated by high tides, making them challenging for all visitors. Similarly, the stairs at Main Beach can sometimes be covered by sand, especially at the beginning of the season, which not only makes them difficult to use but also creates additional maintenance challenges.

Converting stair access points to accessible ramps would greatly enhance accessibility and equitably distribute access throughout the state park. However, this innovative approach comes with significant considerations including the following:

- **Cost** – The financial implications of converting stairs to ramps, including design, materials, and construction, need to be thoroughly evaluated.
- **Adherence to ADA Standards** – Ramps must meet ADA guidelines regarding slope requirements, which could result in longer traverses and necessitate additional space and structural support.
- **Coastal Resilience** – The existing seawalls at Hampton Beach, particularly North Beach, are crucial in protecting the roadway and surrounding areas from intense flooding. Therefore, careful consideration must be given to minimize impacts on the seawalls during ramp construction. Any alterations or additions should be designed to maintain the structural integrity and effectiveness of the seawalls in mitigating high tides and storm surges.
- **Environmental Concerns** – It is crucial to ensure that ramp construction and ultimate placement does not negatively impact protected and endangered species such as piping plovers.
- **Preservation of Natural Beauty** – Ramps should be integrated into the beach environment in a way that maintains the natural aesthetics and minimizes visual impact.
- **Subsequent Amenities** – Accessible ramps should be constructed with accessible parking spaces and accessible pathways.

Given that the conversion of 31 stairwells to ramps at HBSP would be a daunting task both fiscally and in terms of time, it is recommended that the parks staff focus on a few key locations based on current distribution of accessible access points and desires from the public and local event organizations. As such, it is recommended that stairwells be converted to ramps at 6th Street and 12th Street at North Beach where parking is available at the seawall. Design could mimic that of the 18th Street viewing platform which seems to work well for the general public. As funding becomes available, NH State Parks can conduct additional public outreach to identify other locations for consideration.

Figure 5-10. North Beach Accessible Access Point Prioritized Locations



Source: GPI

5.2.6. Accessible Paths from Campsites to All South Beach Facilities

There is a significant opportunity at South Beach to transform it into a truly accessible area with enhanced connectivity to all amenities. NH State Parks is responsible for this proactive improvement, which focuses on creating dedicated, accessible pathways to connect key areas such as parking, the campground, the pavilion, restrooms, and the beach.

South Beach already features several accessible amenities, including a substantial amount of reservable accessible parking, a campground, shaded areas, restrooms, and an accessible pathway through the dunes. However, existing surfaces, such as gravel and hard-packed dirt, present challenges for individuals using mobility devices or with limited mobility. Additionally, the area lacks well-defined, direct walkways that connect these amenities, making navigation difficult. For example, access to the store from the parking area is quite circuitous, as is access from the campground to the pavilion area. Access aisles from the accessible parking to the pavilion area are narrow due to encroaching sand and vegetation, which creates a challenge for individuals with disabilities who require clear and accessible pathways.

To address these issues, creating dedicated, accessible pathways with supplementary wayfinding that link all key areas would significantly enhance the usability of South Beach for all visitors. Parks staff may want to consider formalizing the access aisle to the east of the accessible parking by converting it into a dedicated sidewalk with a curb reveal to prevent vehicle encroachment. This sidewalk could also be reinforced with timber backing along the eastern side to deter vegetation and sand encroachment. Frequent wheelchair ramps would be necessary along this route to maintain accessibility, but this approach would provide a clear, protected, and well-defined accessible route for all visitors. This

improved pathway could seamlessly connect to the campground area, creating continuous, accessible walkway between key amenities such as parking, the pavilion, restrooms, and the beach.

Figure 5-11. South Beach Formalized Walkway Rendering



Source: GPI

The planning level cost for these improvements is moderate, with moderate long-term maintenance costs. Implementation is expected to be medium-term, with moderate public support backing these efforts. The physical impact will include installing new pathways and ramps, potentially altering current landscaping, and will require coordination with other park enhancements for seamless integration.

At South Beach near the campground, plans already exist to build a walkway under the Neil R. Underwood Bridge that carries NH1A over the Hampton River at the inlet to Hampton Harbor as part of: <https://www.dot.nh.gov/projects-plans-and-programs/project-center/seabrook-hampton-15904>

The project proposes a pedestrian walkway in front of the abutment beneath the north span of the bridge which will connect HBSP to the Hampton State Pier property. An elevated boardwalk along the rocky seawall would integrate with this development, providing a continuous, accessible route that connects various amenities. The boardwalk could include an accessible fishing area, offering an inclusive experience for all visitors. However, construction of an elevated boardwalk in this location could obstruct views for guests staying at adjacent campsites, potentially affecting their experience, especially for those who pay a premium for ocean views.

Figure 5-12. Potential South Beach Boardwalk Rendering



Source: GPI

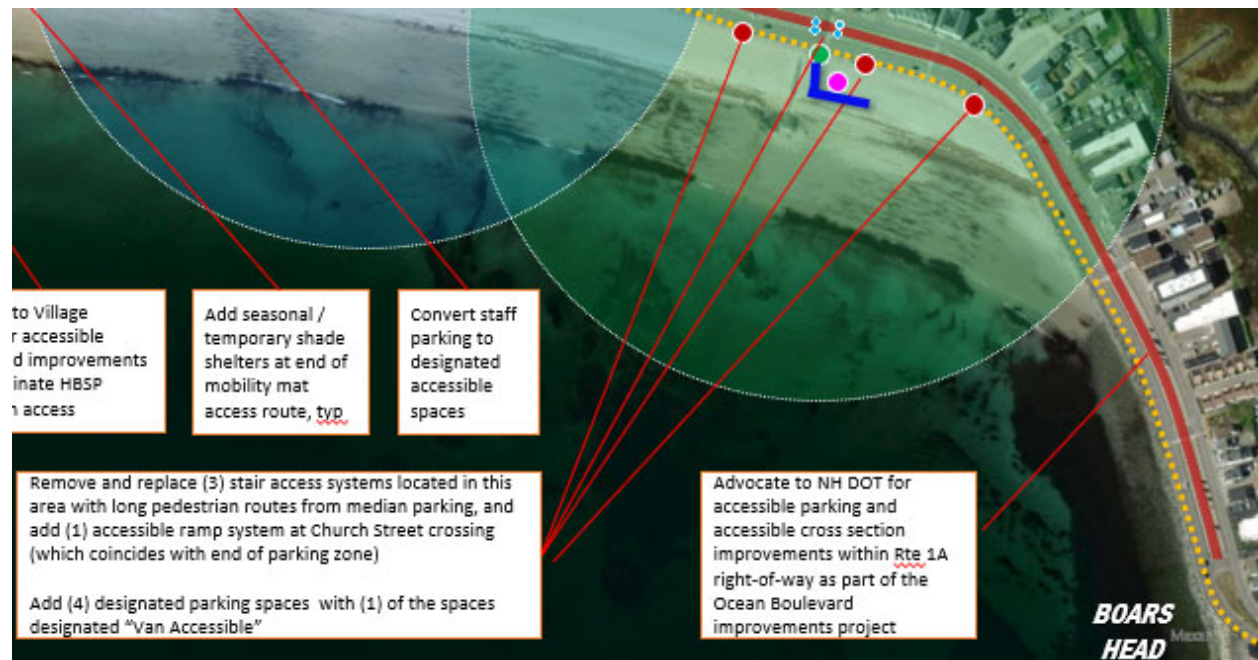
5.2.7. Consolidation / Reduction of Access Points to Shoreline

An innovative approach for NH State Parks to consider is the consolidation of access points, particularly at North Beach and Main Beach (north of the Marine Memorial) as a strategic measure aimed at improving safety, reducing maintenance challenges, and enhancing overall accessibility. The existing multiple access points at North Beach often lead to the rocky shoreline, which poses significant safety risks, especially during high tides when these stairwells can become inundated, slippery, and difficult to navigate. Frequent inundation not only compromises the safety of beachgoers but also increases the maintenance burden.

By consolidating and reducing the number of access points, the park can focus resources on maintaining fewer, more resilient, and safer entrances. Prioritizing key locations for improvement, such as converting select stairs to ramps or enhancing existing ramps, will provide clearer, safer routes that are easier to maintain and better suited for all visitors, including those with mobility impairments. Additionally, concentrating access to more stable sections of the beach helps mitigate the risks associated with the rocky and tidal nature of the shoreline, thereby enhancing overall safety and accessibility of North Beach.

At Main Beach, north of the Marine Memorial, the existing access points (all stairwells) are located near parking areas situated in the center median, requiring visitors to cross the road to reach the beach. This configuration not only complicates access for individuals with mobility challenges but also poses safety concerns due to the need to cross busy traffic lanes. Consolidating access points in this area would reduce the number of crossings required and allow for the development of safer, more direct paths that align with existing crosswalks and end-of-parking zones, minimizing the distance associated with accessing the beach. Streamlining these entrances may help improve safety and reduce pedestrian-vehicle conflict. Converting these consolidated entrances from stairwells to ramps would enhance the overall accessibility of Main Beach.

Figure 5-13. Example of Consolidated Access Points at Main Beach



Source: GPI

5.2.8. Jitney Service

As mentioned, some visitors with disabilities are forced to park in non-accessible spaces (if accessible spaces are taken). Therefore, the routes to key amenities and accessible features can be long and present additional accessibility barriers. To address this issue, it is recommended that HBSP consider implementing a jitney service, such as an accessible golf cart or similar vehicle. This service would likely service Main Beach and could provide transportation through parking areas directly to key amenities, ensuring that all visitors, including those with mobility impairments, can easily access the park's features.

Initial costs are moderate, focused on the purchase of accessible vehicles, with moderate ongoing maintenance and staff resources to operate the service. Implementation could proceed in the medium term, supported by moderate public backing. This innovative service would align well with broader multimodal transportation improvements, including off-site shuttles, to create a more cohesive and inclusive access network.

Figure 5-14. Electric Accessible Transit Vehicle



Source: Moto Electric Vehicles

5.2.8.1. On-Beach Jitney Service

To enhance accessibility at HBSP, the implementation of an innovative on-beach jitney service could be modeled after the Beach Caterpillar at Noordwyk Beach in the Netherlands. Managed and operated by a third-party foundation, the Beach caterpillar provides transport across the sand for individuals with mobility impairments, making the entire beach more accessible. Notably, it also includes a toilet on board, further enhancing inclusivity and convenience. Adopting a similar approach at HBSP would allow visitors with mobility challenges to experience more areas of the beach in a comfortable and dignified manner.

This initiative falls under the jurisdiction of NH State Parks but may involve third-party operation. The planning level cost is moderate with moderate ongoing costs for vehicle upkeep and staffing. Implementation may be in the mid-term, with low public support.

Figure 5-15. On-Beach Jitney Service Example - Noordwijk Beach, Netherlands



Source: Noordwijk Beach, Netherlands

5.2.9. Event Accessible Seating / Viewing Platforms

To enhance the events and performance experience for visitors using wheelchairs at HBSP, designated accessible seating areas or raised platforms may be introduced. These spaces would ensure that individuals with mobility impairments have an unobstructed view of the stage, preventing their line of sight from being blocked by people standing in front of them. Raised platforms could be strategically placed to offer optimal sightlines, while accessible pathways and ramps would allow easy access to these areas.

Clear signage and reserved seating policies can ensure these spaces are prioritized for those who need them, and additional seating for companions can be provided to make the experience more inclusive. Implementing these features would greatly improve accessibility, allowing all visitors to enjoy concerts and events comfortably and without barriers.

5.2.10. Boardwalk / Viewing Platform on Sea Walls

A more innovative approach may involve the construction of accessible boardwalks or viewing platforms on existing seawalls. These structures would provide elevated pathways and observation points that offer scenic views while accommodating individuals with mobility impairments. Implementing such features would be a costly and time-extensive endeavor, requiring extensive engineering to ensure safety as well as their ability to sustainably withstand coastal conditions, including tidal changes. Therefore, if

parks staff decide to move forward with implementation, it is recommended that locations be prioritized to best serve the needs of the public.

Two locations recommended for prioritization include South Beach, just south of the campground, and North Beach at Boar's Head, northeast of Dumas Avenue. There is strong public desire for some form of access at Boar's Head, and a viewing platform could work well here given the nearby parallel parking and existing seating that's provided. This area would require grading and accessible structural engineering to integrate effectively into the rocky environment.

5.2.11. Pier Access Across the Beach and Over the Ocean

The feasibility of constructing a new pier on Hampton Beach for general public, ADA, persons with disabilities and elderly access to the water over the beach, and to provide for passive recreational uses (fishing, viewing, etc.) was studied in 2022. The full report is available on the HBAC website:

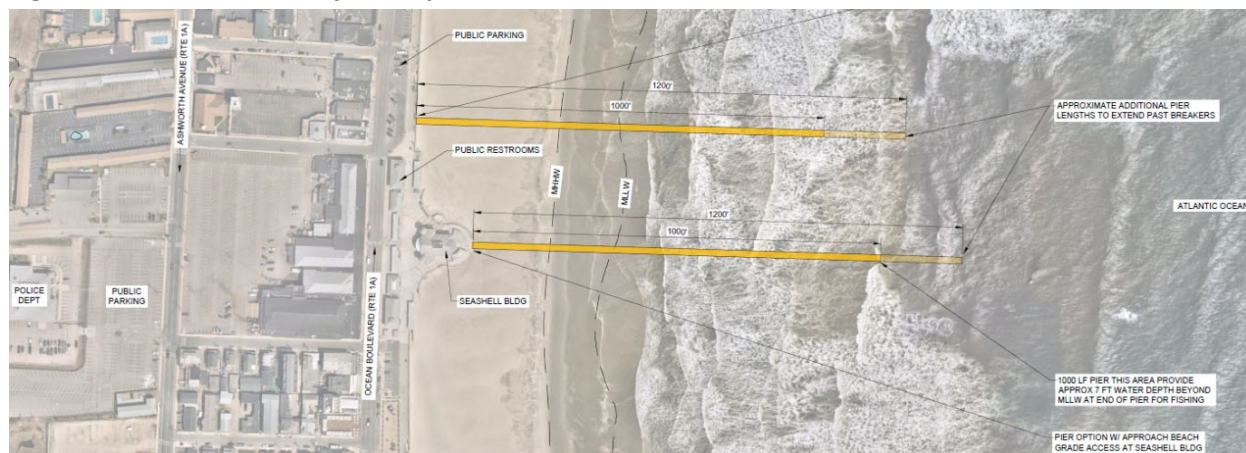
<https://hamptonbac.com/hbac-function/>

The proposed locations for the pier considered three primary areas along Main Beach and South Beach (North Beach was not considered for this Study).

- Area 1 - The north end of Main Beach, from the area just south of Boar's Head to the NH Marine Memorial, where Ocean Boulevard (NH1A) transitions from two-way travel to one-way routes including Ashworth Avenue (southbound) in addition to Ocean Boulevard (northbound).
- Area 2 - The middle of Main Beach, from the NH Marine Memorial south to Haverhill Avenue.
- Area 3 - South Beach, in front of the dunes, and north of the stone jetty and the Hampton River.

Implementation of a new pier at Hampton Beach will require further discussion regarding ownership/partnership interests and responsibilities to move the project forward through planning, funding, design development and permitting, construction and long operations/maintenance. This process is anticipated to take several years and involve various levels of participation from the State Legislature, State Agencies (NHDNCR, NH State Parks, Port Authority, NHDOT, NHDES), the HBAC, the HBVD, Rockingham County, the Town of Hampton and other individual/group stakeholder interests.

Figure 5-16. New Pier Study Concept Planat Main Beach



Source: (GEI)

A new pier is a high cost/high environmental impact improvement that would be a long-term, innovative accessibility improvement at HBSP.

5.2.12. Temporary Beach Ramps

NH State Parks may consider the innovative approach of implementing temporary beach ramps as a versatile and cost-effective solution to enhance beach accessibility. These temporary ramps may be implemented as a near-term solution to permanent construction of ramp structures, particularly at North Beach and Main Beach.

These ramps can be constructed from various lightweight, durable materials such as aluminum, plastic composites, or marine-grade woods, each designed to withstand the harsh beach environment while providing a stable path for individuals using mobility devices, strollers, or those with limited mobility.

An alternative solution, specific to Main Beach, involves shaping sand into natural ramps and overlaying them with mobility mats. However, regular maintenance would be required to ensure that sand ramps maintain their integrity and meet ADA slope requirements.

Overall, this is an initial low-cost solution but may require regular maintenance. Temporary beach ramps could be implemented in the short term and are strongly supported by the public as they offer immediate, additional accessible access points that have modular flexibility as program needs change over time.

Figure 5-17. Beach Access Stairs at Main Beach Filled with Sand Due to Winter Storms



Source: (GEI – April 22, 2024)

6. Outdoor Adaptive Equipment Improvements

6.1. Findings

HBSP offers beach wheelchairs at South and Main Beaches on a first-come, first-served basis. Lifeguards assist users in transferring from their personal wheelchairs to the beach wheelchairs. Survey responses collected during this study indicate that not all visitors are aware of the availability of these beach wheelchairs. Park staff also reported that they often get more requests for the beach wheelchairs once one or more are already in use, and visitors realize they are provided by the park, further suggesting visitors' lack of prior knowledge to the availability of the beach wheelchairs. Additionally, Focus Group participants reported difficulty navigating across the sand and into the water using the beach wheelchairs currently provided by HBSP.

6.2. Recommendations

6.2.1. Partnerships with Others Who Will Maintain Equipment

To improve visitors' experience of recreation and beach access at Hampton Beach, the State Park could partner with a third-party organization to provide adaptive beach equipment to visitors. This could be paired with a reservation system for the equipment. The ability to plan ahead for outings to places like HBSP is especially important for people with disabilities. Having a reservation system for adaptive equipment available to visitors would help people with disabilities plan a successful trip to the park. An organization that could bring equipment in a mobile trailer would be beneficial, as storage is limited at the park. This improvement would benefit from having a designated staff member to coordinate the partnership with a third-party organization. Publicizing the availability of the adaptive equipment and the reservation system would also be critical to the success of the system.

Third party organizations that specialize in accessibility could also provide disability awareness training for park staff members to ensure appropriate language and interactions. One such organization, Move United Sport, has a guide titled "Inclusive Sport Fundamentals," which covers disability knowledge, adaptive sports, and staff training. Another group, Northeast Passage, has a successful partnership with Cannon Mountain. This partnership brings accessibility training, resources, and equipment to the park. Funds raised through events are used to improve accessibility through the Cannon Infrastructure Fund.

Partnerships with third-party organizations to operate and maintain accessible equipment is an improvement that would be relevant at South, Main, and North Beaches, would be considered proactive, would have low costs, and could be implemented in the near-term. This improvement option received moderate public support during this feasibility study.

6.2.1.1. New Adaptive Equipment

Procuring new beach and in-water accessible equipment is an option for the State Park. This should be considered in conjunction with the option of partnering with a third-party organization that operates and maintains adaptive equipment, as well as the storage capacity at the park. New beach and in-water

accessible equipment would improve the areas of life safety and recreation at Hampton Beach. Four types of beach wheelchairs were highlighted during the Focus Group meeting with representatives from adaptive sports organizations conducted during this study. The wheelchairs and their features are listed below.

- **Debug Chair:**
 - Design: Features four large balloon tires for better stability and maneuverability on soft sand.
 - Seating: More upright seating position, which is suitable for users who prefer or require a seated posture that offers good visibility and comfort.
 - Headrests: Typically includes headrests and additional support options to enhance user comfort, especially for those with limited upper body strength.
- **Sand Rider Chair:**
 - Design: Three balloon tires (two in the back and one in the front), making it easier to maneuver over uneven surfaces.
 - Seating: Offers a more reclined seating position compared to the Debug Chair, which may be beneficial for users who need to distribute their weight more evenly.
 - Headrests: May include headrests and adjustable seating angles to accommodate different user needs and preferences.
- **Hippocampe Chair:**
 - Design: Known for its all-terrain capabilities, including large balloon tires that can be equipped for use in both sand and shallow water.
 - Seating: Typically features a more flexible seating design that can be adjusted for different angles and positions.
 - Headrests and Accessories: Includes options for headrests, harnesses, and additional support features, making it versatile for users with varying mobility needs. The chair is designed to prevent buoyancy issues, ensuring safety in the water.
- **Terrain Hopper:**
 - Design: Features four large wheels and a motorized system, allowing it to traverse rough and sandy terrain.
 - Seating: equipped with hand controls or a joystick for independent operation, providing a high degree of mobility and freedom.
 - Headrests and Support: Offers customizable seating with headrests and harnesses, tailored to users who require significant support and stability.

Other adaptive equipment such as walkers should be considered to cater to diverse visitor needs. New beach and in-water accessible equipment would likely be implemented at the South or Main Beaches, would be considered proactive or innovative, would have low to moderate costs, could be implemented

in the mid-term, and received moderate public support during this study. Other improvements do not rely on this improvement to occur first.

6.2.2. Personal Wheelchair-to-Beach Wheelchair Transfer Equipment

Under existing conditions, visitors to the beach either transfer from their personal wheelchairs to beach wheelchairs themselves or with the help of lifeguards. Equipment to facilitate this transfer would improve visitors' comfort and reduce risks of injury. A representative from Northeast Passage suggested portable transfer equipment such as motorized tracks or Hoyer lifts.

This improvement would be considered proactive, could be implemented at South or Main Beaches, would have moderate costs, could be implemented in the near term, and received moderate public support during this study. Other improvements do not depend on this improvement occurring first.

This improvement should be considered in conjunction with the procurement of new adaptive equipment and with the possibility of a third-party organization specializing in adaptive equipment providing and operating transfer equipment.

7. Policy and Regulation Improvements

7.1. Findings

HBSP has policies and regulations in place that allow them to effectively operate and maintain all of their facilities. These policies and regulations comply with local, state and federal accessibility minimum requirements.

7.2. Recommendations

7.2.1. Parking Solutions for Seniors Without Walking Disability Placards

To better accommodate seniors visiting HBSP who may not have disability plates or placards but may still benefit from more convenient parking, designating specific "Senior Priority" parking spaces closer to key amenities, such as restrooms, beach access points, and food concessions, would provide easier access for older adults. These spaces could be limited to seniors aged 65 and over, marked with clear signage, and subject to time restrictions to ensure turnover and availability throughout the day. However, it is important to note that enforcement of age-based priority parking may be challenging without clear and manageable protocols.

7.2.2. Designated "Van Only" Accessible Spaces

This recommendation is also described in Section 3 Transportation and Parking Improvements in relation to physical accessibility improvements associated with designated van spaces. It is also described in this section of the report as it has significant policy and regulatory related implications as well.

To further improve accessibility for visitors who rely on wheelchair-accessible vans, designated van-only accessible parking spaces could be introduced. These spaces would provide extra room for deploying ramps and lifts, ensuring a safer and more convenient experience. However, implementing van-only spaces may face legal and regulatory challenges, as current guidelines under the Americans with Disabilities Act (ADA) do not specifically mandate exclusive van-only parking. Establishing these spaces would likely require the development of new policies and collaboration with local authorities to ensure compliance and proper enforcement. Additionally, clear signage would be essential to indicate the availability of van-only spaces, along with regular monitoring to ensure they are used as intended.

7.2.3. Accessible Parking Space Management

Implementing improvements such as providing free or seasonal passes for government-plated public transit providers, increasing accessible parking to better reflect demographic needs (including the aging population), designating van-only accessible spaces, and introducing a timed, fee-structured parking system will necessitate policy and regulatory modifications at HBSP. These changes will require a comprehensive review and potential updates to existing parking and access policies prior to implementation. Implementing these changes will fall under the responsibility of NH State Parks to initiate, but will likely involve coordination with local government agencies, stakeholders, and possible

legislative action to modify existing regulations and secure the necessary funding and resources. Overall, these policy modifications will play a critical role in enhancing accessibility and can be initiated in the near-term.

7.2.3.1. Parking Enforcement

Effective parking enforcement is crucial for ensuring that accessible spaces are used appropriately and are available for those who need them. This compliance-driven recommendation falls to the responsibility of NH State Parks and applies to all parking areas. This includes monitoring for unauthorized use of accessible spaces and ensuring that access aisles remain clear. Enforcement can be achieved through regular patrols by park staff, automated license plate recognition systems, or a combination of both. Fines and penalties should be clearly communicated and enforced consistently to deter misuse. Enforcement officers should be trained in ADA requirements and the specific potential needs of individuals with disabilities.

The planning level cost is low, with ongoing expenses related to enforcement personnel. Enforcement may be resource-intensive, especially during busy periods. This can be implemented in the short term, with strong public support, as proper enforcement is a critical component of maintain accessibility, especially for vans who are routinely blocked by vehicle encroachment.

7.2.3.2. Parking Reservations

A reservation system for accessible parking can significantly improve the predictability and convenience for visitors with disabilities. By allowing visitors to reserve a space in advance, the system reduces the stress of finding parking upon arrival, especially during peak times. The reservation system can be integrated into the park's existing parking reservation system used for reserving parking at South Beach.

Implementing a reservation system may require upgrading the park's digital infrastructure and training staff to manage the system. The reservation system should be available online and via a mobile app, with options to reserve spaces for specific time slots or entire days. The system should allow users to input their accessibility needs (e.g., standard or van-accessible space) and provide real-time availability updates. Additionally, the system must ensure fairness and prevent misuse, such as non-disabled individuals reserving accessible spaces.

Cost to implement is low/moderate, involving digital infrastructure upgrades and staff training to manage the system, with low ongoing operational costs. This short-term, innovative approach would require extensive public communication.

7.2.3.3. Time and Fee-Based Parking Solutions

Implementing time and fee-based parking solutions for accessible spaces at HBSP is a proactive/innovative strategy designed to improve turnover, enhance accessibility, and ensure that these high-demand spaces are accessible to those who need them most. Currently, accessible parking spaces are free and parking in general is free for those with accessible vehicle credentials. In addition, there are no time restrictions, which has led to extended use by some visitors, reducing availability for others. Introducing a time restriction limit and a fee structure would require changes to existing park policies,

which currently allow unlimited free parking in accessible spaces. Implementing such a policy would require extensive communication to the public to avoid confusion and ensure compliance.

The proposed system could offer free parking for the first 2-4 hours, after which a fee would be applied, similar to the fee structures used in parking garages. This approach would encourage shorter stays and increase the turnover of accessible spaces, making them more available throughout the day. The fee could be tiered, starting at a nominal rate after the free period and gradually increasing for longer stays, thus discouraging extended use while generating revenue to offset the reduction in standard parking spaces and support ongoing accessibility efforts.

Payment could be managed through the park's existing parking payment systems, including mobile apps or kiosks, with accessible user interfaces designed to accommodate individuals with disabilities.

This NH State Parks led initiative would require moderate initial costs for the installation of payment systems adjacent to accessible parking spaces, with a medium-term implementation timeline. Public support is moderate as this approach may lead to greater turnover for these high demand spaces. Successful implementation may be strengthened by coordinating this strategy with other parking management improvements, such as reservation systems and enhancement enforcement.

Appendix A Improvement Options Matrix

The **Improvement Options Matrix** includes six (6) types of recommended direct accessibility improvements to HBSP facilities as presented in greater detail in the above report.

The six (6) types of improvements include:

- **Information Transparency Improvements**
- **Transportation and Parking Access Improvements**
- **Wayfinding Improvements**
- **Beach Facilities and Events Improvements**
- **Outdoor Adaptive Equipment Improvements**
- **Policy and Regulation Improvements**

This matrix is intended to serve as a tool to assist in prioritization of the next phase(s) of implementation of the recommended improvements.

Categories to assist with value based ranking comparison between the improvement options are presented as columns after each improvement.

Recommended differentiators are noted under each category for further consideration.

Descriptions of some of the terms used in the matrix, along with ranking and differentiator details for reference when reviewing the matrix are as follows:

Primary Facility Focus

The four types of HBSP facilities identified during the assessment with input from HBSP and the public include:

- **Communications and Outreach** (abbreviated as Comm. & Outreach)
- **Transportation and Parking** (abbreviated as Trans. & Parking)
- **Pedestrian Access** (abbreviated as Ped. Access)
- **Recreation and Public Events** (abbreviated as Rec. & Events)

To assist implementation decision makers, each recommended improvement is presented in terms of the most relevant primary facility focus area.

Control

Control is considered in terms of the party primarily responsible for implementing, operating and maintaining each recommended improvement. The primary party is either represented as “HBSP” and / or “Other.” “Other” is identified in the matrix by number as follows:

- **(1) Hampton Beach Village District** – Historically the primary organizer of events at HBSP.
- **(2) Other Events Organizers** – HBSP issues special use permits to a variety of interest groups.
- **(3) New Hampshire Department of Transportation**
- **(4) Town of Hampton**
- **(5) Private Businesses / Non-Profit Organizations** – Open opportunity to interested parties.
- **(6) Public Transit Providers** – Public or private interested parties.
- **(7) State of New Hampshire** – State agencies, boards and commissions.

Facility Area

HBSP is delineated into three physical facility locations including:

- **North Beach** (abbreviated as No. Beach; N)
- **Main Beach** (abbreviated as M)
- **South Beach** (abbreviated as So. Beach; S)

Accessibility Goal

As stated in the Executive Summary, there are three levels of accessibility offered for consideration in this assessment. They include:

- **Compliant** – Meeting local, state and federal regulatory requirements.
- **Proactive** – Meeting current needs / interests of HBSP, its partners and visitors beyond regulatory compliance requirements.
- **Innovative** – Meeting universally accessible objectives to accommodate the needs and interests of HBSP, its partners and visitors in as inclusive of an approach as practical.

Cost

Planning level capital implementation costs, exclusive of ongoing operations and maintenance / life cycle costs. Improvement implementation costs are considered further in terms of approximate cost ranges between:

- **Low** – \$10,000 to \$100,000 (abbreviated as \$10k - \$100k)
- **Moderate** - \$250,000 to 1,000,000 (abbreviated as \$250k - \$1m)
- **High** – 1,000,000 plus (abbreviated as \$1m+)

Implementation Schedule

The anticipated time duration that it will take to implement each of the recommended improvements (Enact policy decisions and regulations, put in place information transparency systems and design, permit and construction physical facilities). Implementation Schedule durations are considered in terms of approximate implementation ranges as follows:

- **Near-Term** – 1 to 5 years (abbreviated as 1-5 yrs)
- **Mid-Term** – 5 to 10 years (abbreviated as 5-10 yrs)
- **Long-Term** – 10 years plus (abbreviated as 10 yrs+)

Public Support

During the assessment, public input has been obtained from the project Committee, HBSP staff, the general public and a variety of focus groups with supporting interest in accessibility initiatives. Public input is summarized in greater detail under Appendix C. Public support levels delineated during compilation of all public input received is presented in the matrix as follows:

- **Low** – 0-2 Mentions
- **Moderate** – 3-9 Mentions
- **High** – 10 or more mentions

Environmental Impact (Abbreviated as Envr Impact)

There are three environmental impact factors considered for each improvement including:

- **Physical**
- **Ecological**
- **Visual**

Each recommendation having one or more of these three impact factors is designated by GEI/GPI in the matrix as the primary impact resulting from each improvement. It is recognized that there may be more than one type of environmental impact factor resulting from an improvement (for example, site lighting improvements can have both visual and ecological impacts) and prioritization of improvements in the matrix based on Environmental Impact may have varying levels of priority to different decision maker interests.

For improvements which are likely to have little to no environmental impact (e.g. Parking Use Data Collection) “**None**” is noted in the matrix.

Critical Path

The critical path improvement category assists in identifying sequential completion of one or more improvement options in a logical, efficient process as may be applicable. Critical path options are further defined as:

- **Fast Track** – These improvements are recommended as initial phase options.
- **Secondary** – These improvements are recommended as later phase options following the recommended initial phase improvements in succession.
- **Free Floating** – These improvements are ones that could be implemented during a potentially long-range planning horizon. They could be implemented as standalone improvements that are prioritized when future funding support becomes available, or when environmental site conditions change such as from potential SLR risks, for example.

Connection with other Improvements (abbreviated as Connect with Other Improvements)

Each recommended improvement may be implemented in coordination with other recommended improvement(s). The matrix presents the potential for an improvement to coordinate with other recommended improvements as follows:

- **Low** - Standalone improvements or those associated with one other improvement.
- **Moderate** – Improvements connected two to three other improvements.
- **High** – Improvements connected to four or more other improvements.

Each recommended improvement can be implemented on its own merits and is not dependent on the implementation of other recommended improvements to be viable. The matrix identifies the potential for each recommended improvement to be coordination with other recommended improvements which may be valuable to implementation decision makers in terms of potential cost savings, however the potential complexity and / or scale of coordinating multiple recommended improvements may not be valuable to implementation decision makers.

IMPROVEMENT OPTIONS MATRIX										
IMPROVEMENT DESCRIPTION	PRIMARY FACILITY FOCUS	CTRL	FACILITY AREA	ACCESSIBILITY GOAL	COST	IMPLEMENTATION SCHEDULE	PUBLIC SUPPORT	ENVR IMPACT	CRITICAL PATH	CONNECT WITH OTHER IMPRVMENTS
	Comm. & Outreach Trans. & Parking Ped. Access Rec. & Events	HBSP OTHER (1-7)	No. Beach (N) Main Beach (M) So. Beach (S)	Compliance Proactive Innovative	Low (\$10k-\$100k) Moderate (\$250k-\$1m) High (\$1m+)	Near-Term (1-5 yrs) Mid-Term (5-10 yrs) Long-Term (10 yrs+)	Low Moderate High	Physical Ecological Visual	Fast Track Secondary Free Floating	Low (0 - 1) Moderate (2-3) High (4+)
Information Transparency Improvements										
Accessibility Plans for Events	Rec. & Events	(1) (2)	N / M / S	Proactive Innovative	Low	Near-Term	Moderate	None	Fast Track	Low
Visual / Audio Event Improvements	Rec. & Events	(1) (2)	M	Proactive	Low	Near-Term	Moderate	Visual / Physical	Fast Track	Low
Public Education / Social Guidance Campaigns	Comm. & Outreach	HBSP	N / M / S	Proactive Innovative	Low	Near-Term	Low	None	Fast Track	High
Online Trip Planning	Comm. & Outreach	HBSP	N / M / S	Proactive Innovative	Low	Near-Term	Moderate	None	Fast Track	High
Real-Time User Data Monitoring	Comm. & Outreach	HBSP	N / M / S	Proactive	Low	Near-Term	High	None	Free Floating	High
Reservation System for Beach Equipment	Ped. Access	HBSP (5)	N / M / S	Proactive	Low	Near-Term	High	None	Secondary	Low
Parking Reservations	Trans. & Parking	HBSP	N / M / S	Proactive	Low	Near-Term	High	None	Fast Track	Low
Website Accessibility	Comm. & Outreach	HBSP	N / M / S	Compliance	Low	Near-Term	High	None	Fast Track	High

IMPROVEMENT OPTIONS MATRIX										
IMPROVEMENT DESCRIPTION	PRIMARY FACILITY FOCUS	CTRL	FACILITY AREA	ACCESSIBILITY GOAL	COST	IMPLEMENTATION SCHEDULE	PUBLIC SUPPORT	ENVR IMPACT	CRITICAL PATH	CONNECT WITH OTHER IMPRVMENTS
	Comm. & Outreach Trans. & Parking Ped. Access Rec. & Events	HBSP OTHER (1-7)	No. Beach (N) Main Beach (M) So. Beach (S)	Compliance Proactive Innovative	Low (\$10k-\$100k) Moderate (\$250k-\$1m) High (\$1m+)	Near-Term (1-5 yrs) Mid-Term (5-10 yrs) Long-Term (10 yrs+)	Low Moderate High	Physical Ecological Visual	Fast Track Secondary Free Floating	Low (0 - 1) Moderate (2-3) High (4+)
Transportation & Parking Improvements										
Increase Accessible Parking Spaces	Trans. & Parking	HBSP (3)	N / M / S	Proactive	Low / Moderate	Near-Term	High	None	Fast Track	Low
Modify Distribution of Accessible Parking	Trans. & Parking	HBSP (3)	N / M	Proactive	Low / Moderate	Near-Term	High	None	Fast Track	Low
Van Accessible Parking	Trans. & Parking	HBSP (3)	N / M / S	Compliance	Low	Near-Term	High	None	Secondary	Low
Parallel Van Accessible Space Next to Sidewalks	Trans. & Parking	HBSP (3)	N / M / S	Proactive	Low	Near-Term	High	None	Fast Track	Low
Accessible Parking Dimensions	Trans. & Parking	HBSP (3)	N / M / S	Compliance	Low	Near-Term	High	None	Fast Track	Low
Replace Administrative Staff Parking with Accessible Parking	Trans. & Parking	HBSP	M	Proactive	Low	Near-Term	High	None	Fast Track	Low
Rte 1A Right of Way Cross Section Improvements	Ped. Access	(3)	N / M	Compliance	High	Mid-Term	Low	None	Secondary	Low
Rte 1A Parking Adjacent to East Sidewalk	Ped. Access	(3)	N / M	Proactive	Moderate High	Near-Term	High	None	Secondary	Low
Wayfinding Improvements										
Water Safety Flags / Charts & Warnings	Comm. & Outreach	HBSP	N / M / S	Proactive	Low	Near-Term	Moderate	Visual	Secondary	Low
Braille Signage & 3D Signage	Comm. & Outreach	HBSP	N / M / S	Proactive Innovative	Low	Mid-Term	Moderate	None	Secondary	High
Tactile Paving	Ped. Access	HBSP (3)	N / M / S	Proactive	Low Moderate	Mid-Term	Moderate	None	Secondary	Low
Universally Accessible Signage	Comm. & Outreach	HBSP	N / M / S	Proactive Innovative	Moderate	Near-Term	Moderate	None	Secondary	High

IMPROVEMENT OPTIONS MATRIX										
IMPROVEMENT DESCRIPTION	PRIMARY FACILITY FOCUS	CTRL	FACILITY AREA	ACCESSIBILITY GOAL	COST	IMPLEMENTATION SCHEDULE	PUBLIC SUPPORT	ENVR IMPACT	CRITICAL PATH	CONNECT WITH OTHER IMPRVMENTS
	Comm. & Outreach Trans. & Parking Ped. Access Rec. & Events	HBSP OTHER (1-7)	No. Beach (N) Main Beach (M) So. Beach (S)	Compliance Proactive Innovative	Low (\$10k-\$100k) Moderate (\$250k-\$1m) High (\$1m+)	Near-Term (1-5 yrs) Mid-Term (5-10 yrs) Long-Term (10 yrs+)	Low Moderate High	Physical Ecological Visual	Fast Track Secondary Free Floating	Low (0 - 1) Moderate (2-3) High (4+)
Beach Facilities & Events Improvements										
Mats Extended Across Beach to Waters Edge	Ped. Access	HBSP	M / S	Proactive	Low	Near-Term	High	Physical	Fast Track	Low
Widen Mats to Suit Multiple Users	Ped. Access	HBSP	M / S	Proactive	Low	Near-Term	High	Physical	Fast Track	Low
Gathering / Viewing / Turning Areas	Rec. & Events	HBSP	M / S	Proactive	Low	Near-Term	Moderate	Physical	Fast Track	Low
Mat Dune Crossings	Ped. Access	HBSP	S	Proactive Innovative	Moderate	Near-Term	High	Ecological	Fast Track	Low
Elevated Structure Dune Crossing	Ped. Access	HBSP	S	Proactive Innovative	Moderate	Long-Term	Moderate	Ecological	Free Floating	Low
Convert Beach Access Stairs to Ramps	Ped. Access	HBSP	M	Proactive Innovative	Moderate	Mid-Term	High	Physical	Secondary	Moderate
Accessible Paths from Campsites to All South Beach Facilities	Ped. Access	HBSP	S	Compliance Proactive	Moderate	Mid-Term	Moderate	Physical	Fast Track	Low
Consolidation / Reduction of Access Points to Shoreline	Ped. Access	HBSP	N	Innovative	Moderate	Long-Term	Low	Physical	Free Floating	Moderate
Beach Access Route Delineation	All Facilities	HBSP	M / S	Proactive	Low	Near-Term	High	None	Fast Track	Moderate
Jitney Service (Beach, Boardwalk & Campground)	Ped. Access	HBSP (5) (7)	M / S	Proactive Innovative	Moderate / High	Intermediate	High	Physical	Secondary	Low
Event Accessible Seating / Viewing Platforms	Rec. & Events	HBSP	N / M / S	Compliance Proactive	Low	Near-Term	Moderate	Physical	Fast Track	Low
Boardwalk / Viewing Platforms On Sea Walls	Ped. Access	HBSP (3)	N / M	Proactive Innovative	High	Long-Term	Low	Visual	Free Floating	Low
Pier Access Across Beach and Over the Ocean	Ped. Access	HBSP	M / S	Proactive Innovative	High	Long-Term	Moderate	Physical	Free Floating	Moderate

IMPROVEMENT OPTIONS MATRIX										
IMPROVEMENT DESCRIPTION	PRIMARY FACILITY FOCUS	CTRL	FACILITY AREA	ACCESSIBILITY GOAL	COST	IMPLEMENTATION SCHEDULE	PUBLIC SUPPORT	ENVR IMPACT	CRITICAL PATH	CONNECT WITH OTHER IMPRVMENTS
	Comm. & Outreach Trans. & Parking Ped. Access Rec. & Events	HBSP OTHER (1-7)	No. Beach (N) Main Beach (M) So. Beach (S)	Compliance Proactive Innovative	Low (\$10k-\$100k) Moderate (\$250k-\$1m) High (\$1m+)	Near-Term (1-5 yrs) Mid-Term (5-10 yrs) Long-Term (10 yrs+)	Low Moderate High	Physical Ecological Visual	Fast Track Secondary Free Floating	Low (0 - 1) Moderate (2-3) High (4+)
Temporary Beach Ramps	Ped. Access	HBSP	N / M	Innovative	Low	Near-Term	Moderate	Physical	Fast Track	Moderate
Accessibility Events (i.e. Wheelchair Dancing)	Rec. & Events	(1) (2)	N / M / S	Proactive	Low	Near-Term	Moderate	Physical	Fast Track	Low
Benches Along all Outdoor Access Routes and at Beach Access Points	Rec. & Events	HBSP	N / M / S	Proactive	Low	Mid-Term	Low	Physical	Secondary	Low
Accessible Playground	Rec. & Events	(1)	M	Compliance	Moderate	Mid-Term	Moderate	Physical	Secondary	Low
Sensory Friendly Playgrounds	Rec. & Events	(1)	N / M / S	Proactive Innovative	Low Moderate	Mid-Term	Moderate	Physical	Secondary	Low
Accessible Fishing Platforms	Rec. & Events	HBSP	N / M / S	Innovative	Moderate	Mid-Term	Low	Physical	Secondary	Low
Shore / Bank Fishing Designated Area	Rec. & Events	HBSP	M / S	Proactive	Low	Near-Term	Low	Ecological	Secondary	Low
Shade Shelters	Rec. & Events	HBSP	N / M / S	Proactive Innovative	Moderate	Mid-Term	Low	Physical	Secondary	Moderate
Refuge Areas with Water, Cooling & Medical Care	Rec. & Events	HBSP	N / M / S	Proactive Innovative	Moderate	Mid-Term	Low	Physical	Secondary	Moderate
Site Lighting Improvements	Ped. Access	HBSP	N / M / S	Compliance	Moderate	Mid-Term	Low	Visual	Secondary	Moderate

IMPROVEMENT OPTIONS MATRIX										
IMPROVEMENT DESCRIPTION	PRIMARY FACILITY FOCUS	CTRL	FACILITY AREA	ACCESSIBILITY GOAL	COST	IMPLEMENTATION SCHEDULE	PUBLIC SUPPORT	ENVR IMPACT	CRITICAL PATH	CONNECT WITH OTHER IMPRVMENTS
	Comm. & Outreach Trans. & Parking Ped. Access Rec. & Events	HBSP OTHER (1-7)	No. Beach (N) Main Beach (M) So. Beach (S)	Compliance Proactive Innovative	Low (\$10k-\$100k) Moderate (\$250k-\$1m) High (\$1m+)	Near-Term (1-5 yrs) Mid-Term (5-10 yrs) Long-Term (10 yrs+)	Low Moderate High	Physical Ecological Visual	Fast Track Secondary Free Floating	Low (0 - 1) Moderate (2-3) High (4+)
Outdoor Adaptive Equipment Improvements										
Partner w/ Others Who Will Operate & Maintain Equipment	Ped. Access	HBSP	N / M / S	Proactive	Low	Near-Term	Moderate	None	Fast Track	Low
Personal Wheelchair to Beach Wheelchair Transfer Equipment	Ped. Access	HBSP	M / S	Proactive	Moderate	Near-Term	Moderate	None	Secondary	Low
Increase On-Site Storage Space for Accessibility Equipment	Ped. Access	HBSP	M / S	Proactive	Low	Mid-Term	High	Physical	Secondary	Low
All Camp Sites Accessible Equipment & Utility Services	Rec. & Events	HBSP	S	Proactive	Moderate	Mid-Term	Moderate	None	Secondary	Low
In-Water Accessible Equipment	Rec. & Events	HBSP (5)	M / S	Proactive Innovative	Low Moderate	Mid-Term	Moderate	Ecological	Free Floating	Low
Policy & Regulation Improvements										
Parking Solutions for Seniors without Placard	Trans. & Parking	HBSP	N / M / S	Proactive	Low	Near-Term	High	None	Fast Track	Low
Designated Van Only Accessible Spaces	Trans. & Parking	(7)	N / M / S	Innovative	Low	Near-Term	High	None	Secondary	Low
Accessible Parking Space Management (Timed, Fee or Free)	Trans. & Parking	HBSP (7)	N / M / S	Proactive	Low	Near-Term	High	None	Free Floating	Low
Public Transit Service Stop Improvements	Trans. & Parking	HBSP (6)	N / M / S	Proactive Innovative	Moderate / High	Mid-Term	Low	None	Secondary	Moderate
Year-Round Accessibility Equipment Access	Ped. Access	HBSP	N / M / S	Proactive	Low	Mid-Term	Moderate	None	Secondary	Low
Beach Transport Assistance for Personal Belongings	Ped. Access	HBSP	N / M / S	Proactive	Low	Near-Term	Moderate	None	Secondary	Low

Appendix B Partnership

As noted in the Executive Summary, there are a lot of interested accessibility stakeholders that HBSP could consider as partners, both in support of direct accessibility improvements at HBSP facilities, and in association with accessibility initiatives in the general Hampton Beach Area that could indirectly support HBSP facilities.

These partnerships will provide a comprehensive approach to enhancing accessibility at HBSP, leveraging a broad range of expertise and resources to create a more inclusive and accessible environment for all visitors.

These partnerships may include support from volunteers, civic groups, the Town of Hampton, regional and state organizations, the business community and other non-profits with particular interest in accessibility.

Based on the accessibility initiatives discussed for HBSP, NH State Parks should consider collaborating with the following organizations and partners to successfully implement these improvements:

- **New Hampshire Department of Transportation (NHDOT):** For infrastructure-related projects such as roadway, sidewalk, and crosswalk improvements, as well as parking policy changes within the NH1A ROW.
- **New Hampshire Department of Natural and Cultural Resources (NHDNCR):** HBSP is a facility within the NHDNCR Division of Parks and Recreation, and it will be important to continue to advocate for accessibility support in terms of state funding and / or staffing to make many of the improvements at HBSP facilities
- **Town of Hampton:** The local municipality is a key partner, especially for projects involving town-maintained sidewalks, local zoning regulations, and community outreach. Collaborating with the Town of Hampton may help integrate coastal resiliency, parking, public transit, public works and emergency management services throughout the Hampton Beach area.
- **Hampton Beach Area Commission:** As the representative agency between the Town and State to advocate for the implementation of the Hampton Beach Area Master Plan, which is focused on all community assets within Hampton Beach, the HBAC can serve as an advocate for accessibility improvements both at HBSP facilities, and at surrounding Hampton Beach Area facilities.
- **Hampton Beach Village District (HBVD):** To introduce accessibility plans to events, broaden inclusive events, and upgrade the playground area.
- **Regional Planning Commissions (e.g., Rockingham Planning Commission):** For data collection, analysis, and support in developing long-term strategies for accessibility, parking, and transit improvements that align with regional goals.

- **Public Transit Providers:** To expand and improve transit access to the park, including dedicated accessible pick-up/drop-off zones and coordination of routes and schedules that serve HBSP, especially during peak and event periods.

These may include:

- Nashua Transit System
- Manchester Transit Authority
- **Access Navigators and Other Accessibility Programs:** Partnering with organizations that provide mobile applications and digital resources for accessibility can enhance the park's wayfinding and overall visitor experience. These partners can offer expertise in developing mobile apps or integrating with existing platforms to provide real-time navigation assistance, including features that cater to those with visual or mobility impairments.
- **Disability Advocacy Groups:** Engaging with these groups will provide valuable insights into the needs of individuals with disabilities, ensuring that the park's initiatives are aligned with best practices and community expectations.

Advocacy groups may include:

- University of New Hampshire Institute on Disability
- Granite State Independent Living
- American Civil Liberties Union of New Hampshire
- Future In Sight
- New Hampshire Council on Developmental Disabilities
- American Association of Retired Persons – New Hampshire
- United Spinal Association
- Team Activities for Special Kids
- ABLE New Hampshire
- Granite State Independent Living
- National Council on Aging
- NH Governor's Commission on Disability
- **Local Event Organizations and Stakeholders:** Involving groups that frequently use the park, such as local surf and community event organizations, will ensure that accessibility enhancements meet the needs of those who host and participate in events at Hampton Beach.
- **Third-Party Foundations and Non-Profits (e.g., for Jitney Services, Beach Equipment, etc.):** Partnering with non-profit organizations or foundations to operate and manage services like on-beach jitneys can provide innovative solutions without overburdening the park's resources. Northeast Passage and other groups may be available to provide, operate and manage accessible beach equipment

- **Community Engagement and Public Input Groups:** Ongoing collaboration with the public through community meetings, focus groups, and feedback sessions will help tailor accessibility improvements to the specific needs and desires of park visitors.
- **Hampton Beach Business Community:** HBSP should continue to coordinate with local area businesses in support of activities and events at HBSP and for support promoting accessibility initiatives and outreach communications.
- **Hampton Beach Residential Community:** HBSP should continue to communicate with the Hampton Beach Area residents to promote accessibility initiatives and potentially receive local volunteer support.
- **Environmental and Coastal Resilience Organizations:** Collaborating with groups focused on environmental protection and coastal resilience, can help balance accessibility improvements with the need to protect sensitive dune ecosystems and endangered species like the piping plovers.

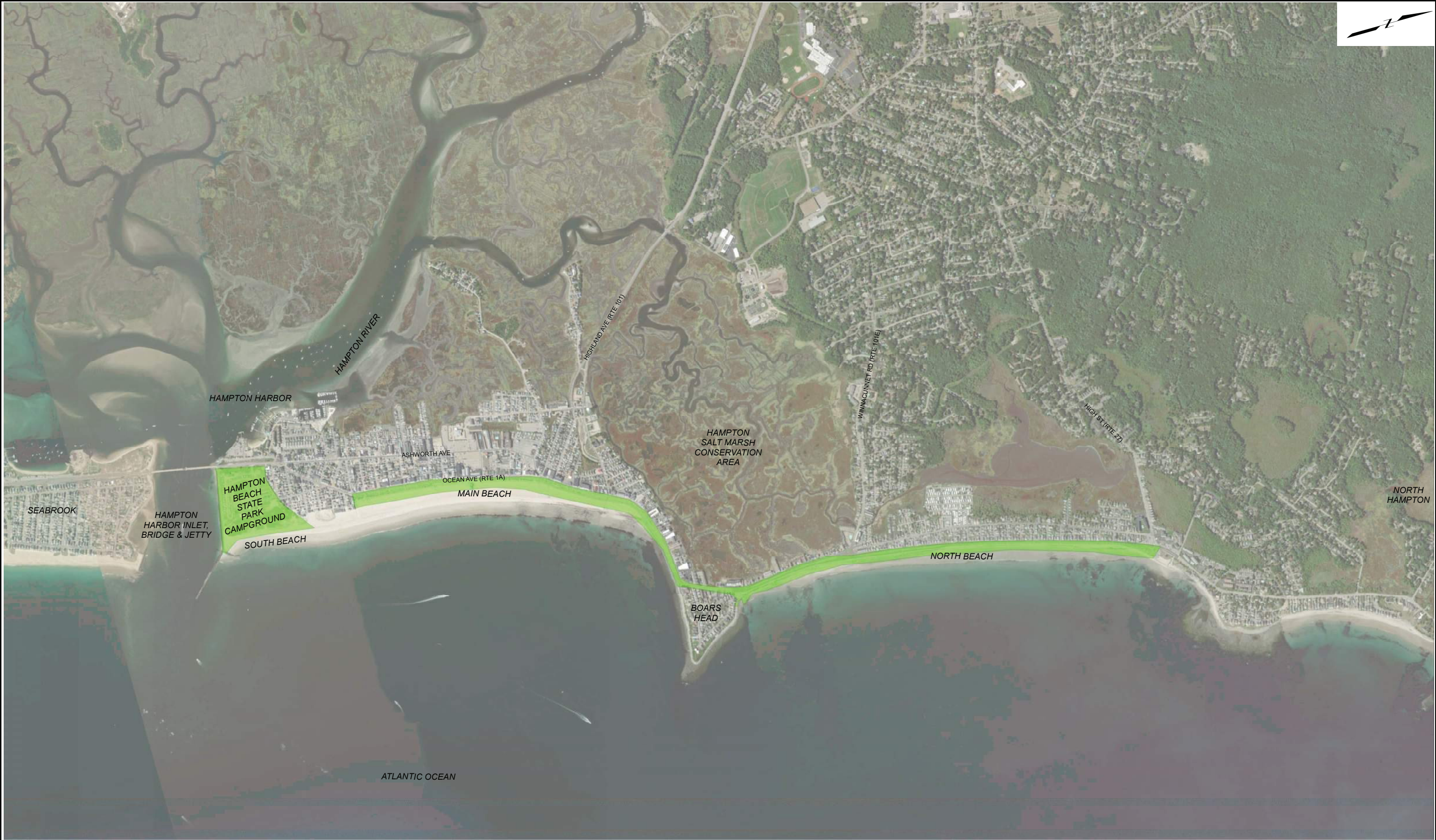
Environment and Coastal Resilience Organizations may include:

- NHDES Coastal Program
- Seabrook-Hampton Estuary Alliance
- Piscataqua Region Estuaries Partnership
- Birdability
- Blue Ocean Society for Marine Conservation

Appendix C Improvements Mapping

The following maps are provided with this study to assist with depiction of existing HBSP facility locations and areas of recommended improvements:

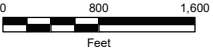
- **Overview Map**
- **Facility Area Maps**
 - Existing Conditions - North Beach (part 1)
 - Existing Conditions - North Beach (part 2)
 - Existing Conditions - Main Beach
 - Existing Conditions - South Beach
 - Proposed Conditions - North Beach (part 1)
 - Proposed Conditions - North Beach (part 2)
 - Proposed Conditions - Main Beach
 - Proposed Conditions - South Beach



LEGEND:
HAMPTON BEACH STATE PARK

SOURCE:
1. AERIAL IMAGERY (ESRI, 2022).

DRAFT



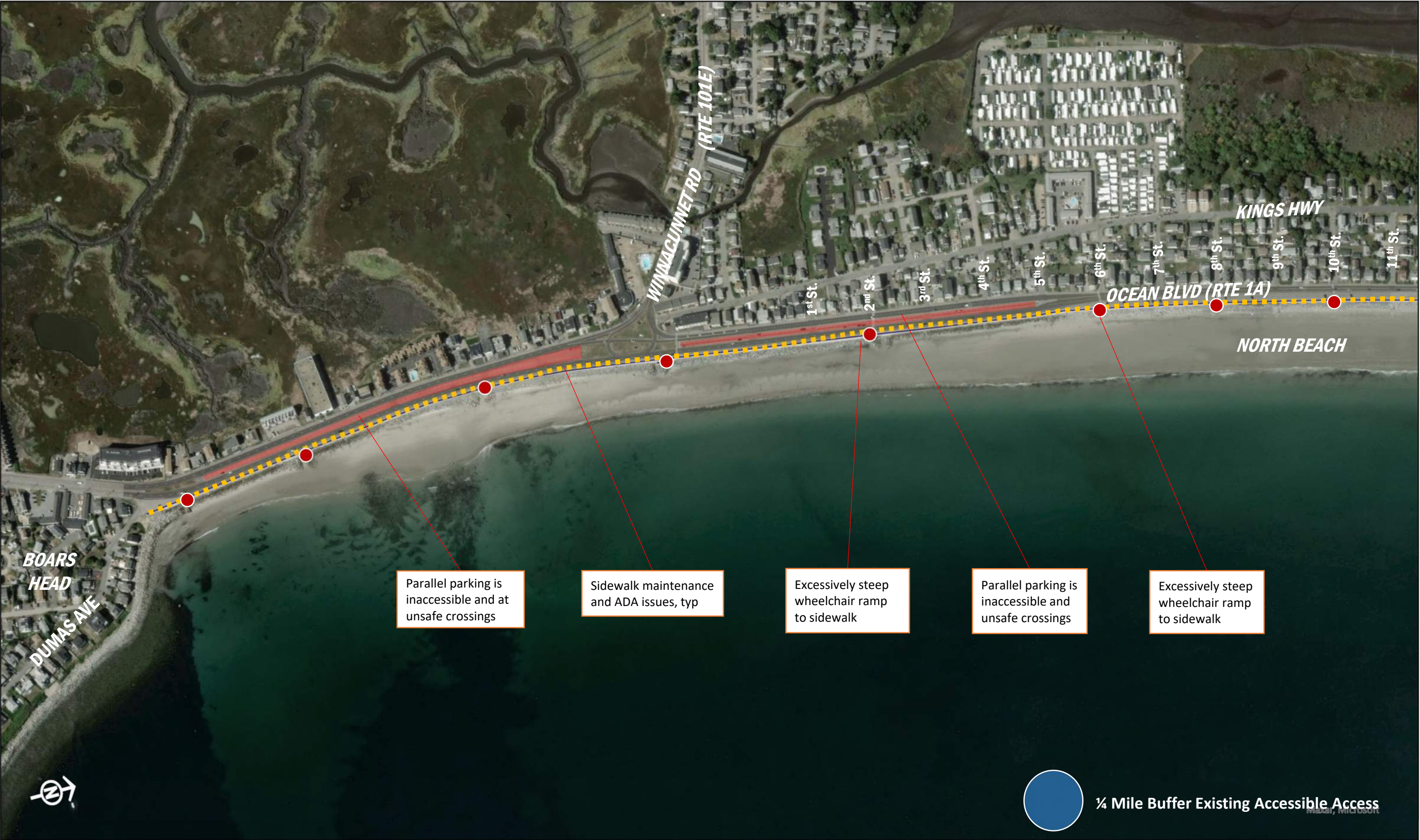
Hampton Beach Accessibility Feasibility Study
Hampton, New Hampshire
NH Department of Natural and Cultural Resources;
Division of Parks and Recreation



HAMPTON BEACH
STATE PARK
OVERVIEW

Project 2403202 April 2024

Fig. 1



HAMPTON BEACH STATE PARK
EXISTING CONDITIONS - NORTH BEACH

- Inaccessible Beach Access
- Inaccessible Median Parking Areas
- ■ ■ Primary Pedestrian Route



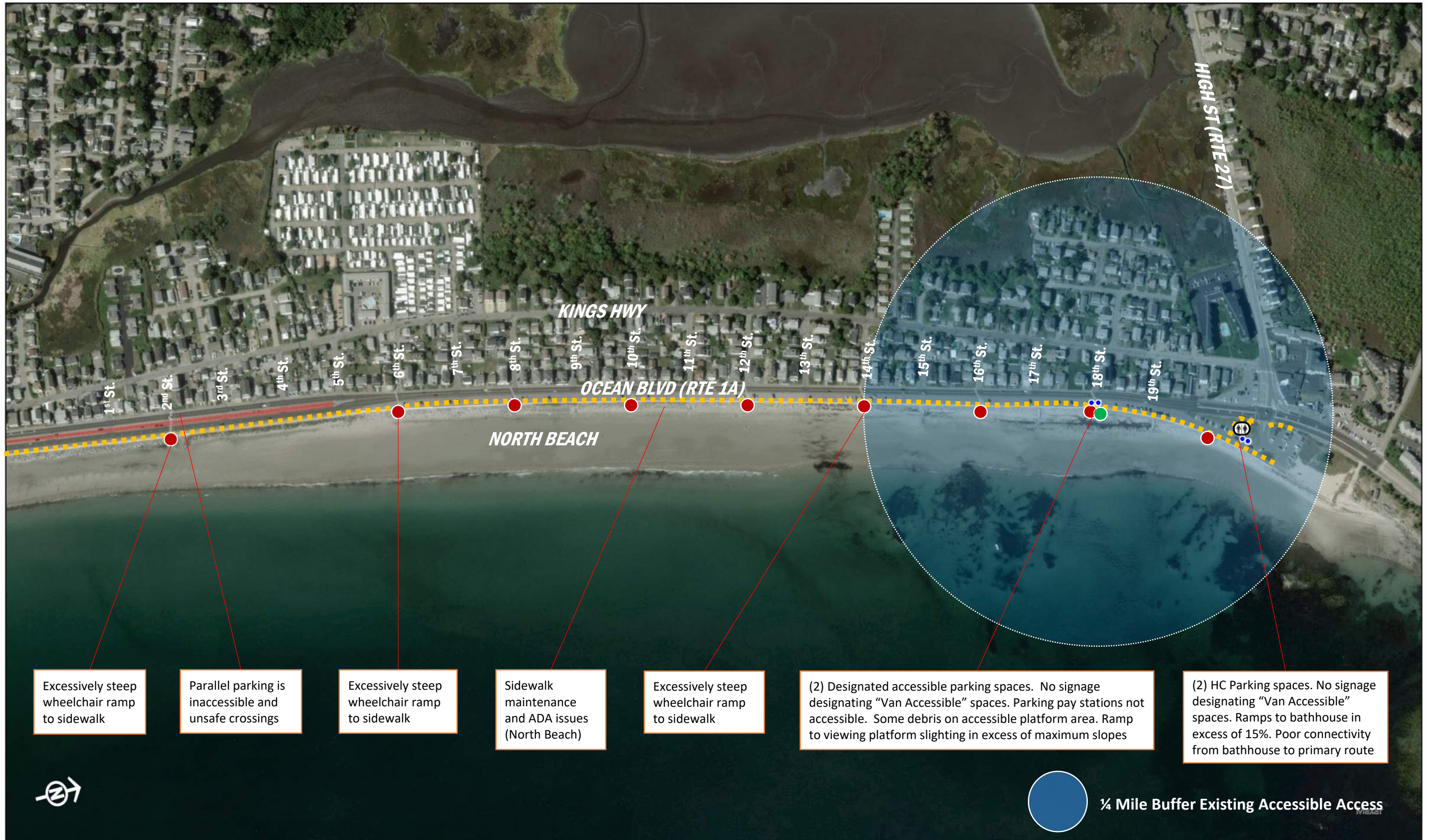
1/4 Mile Buffer Existing Accessible Access



0 250 500 1,000 Feet



GEI Consultants GPI



HAMPTON BEACH STATE PARK

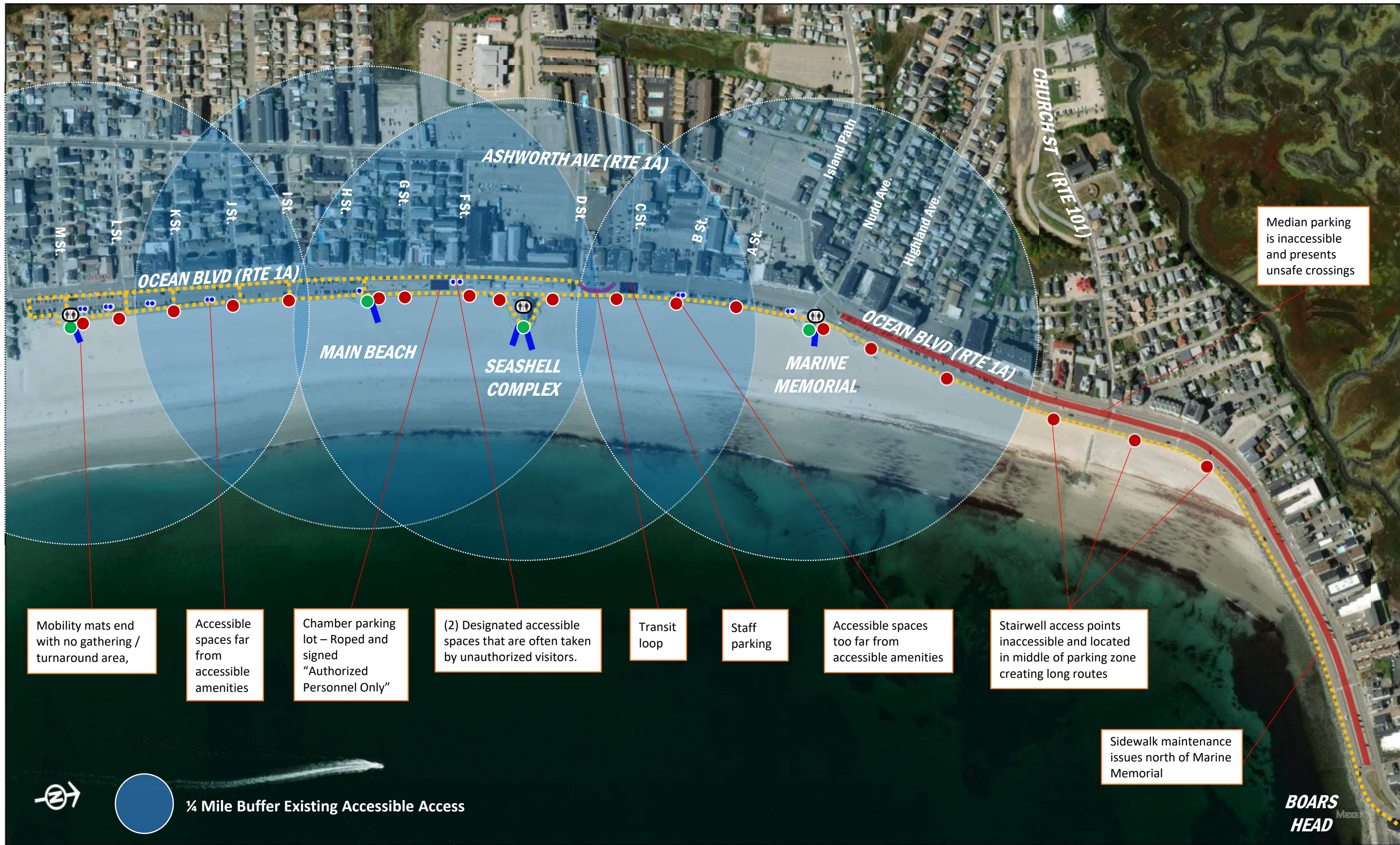
EXISTING CONDITIONS - NORTH BEACH

- Inaccessible Beach Access
- Accessible Beach Access

- Accessible Parking Space
- Restrooms
- Inaccessible Median Parking Areas

- Primary Pedestrian Route





HAMPTON BEACH STATE PARK EXISTING CONDITIONS - MAIN BEACH





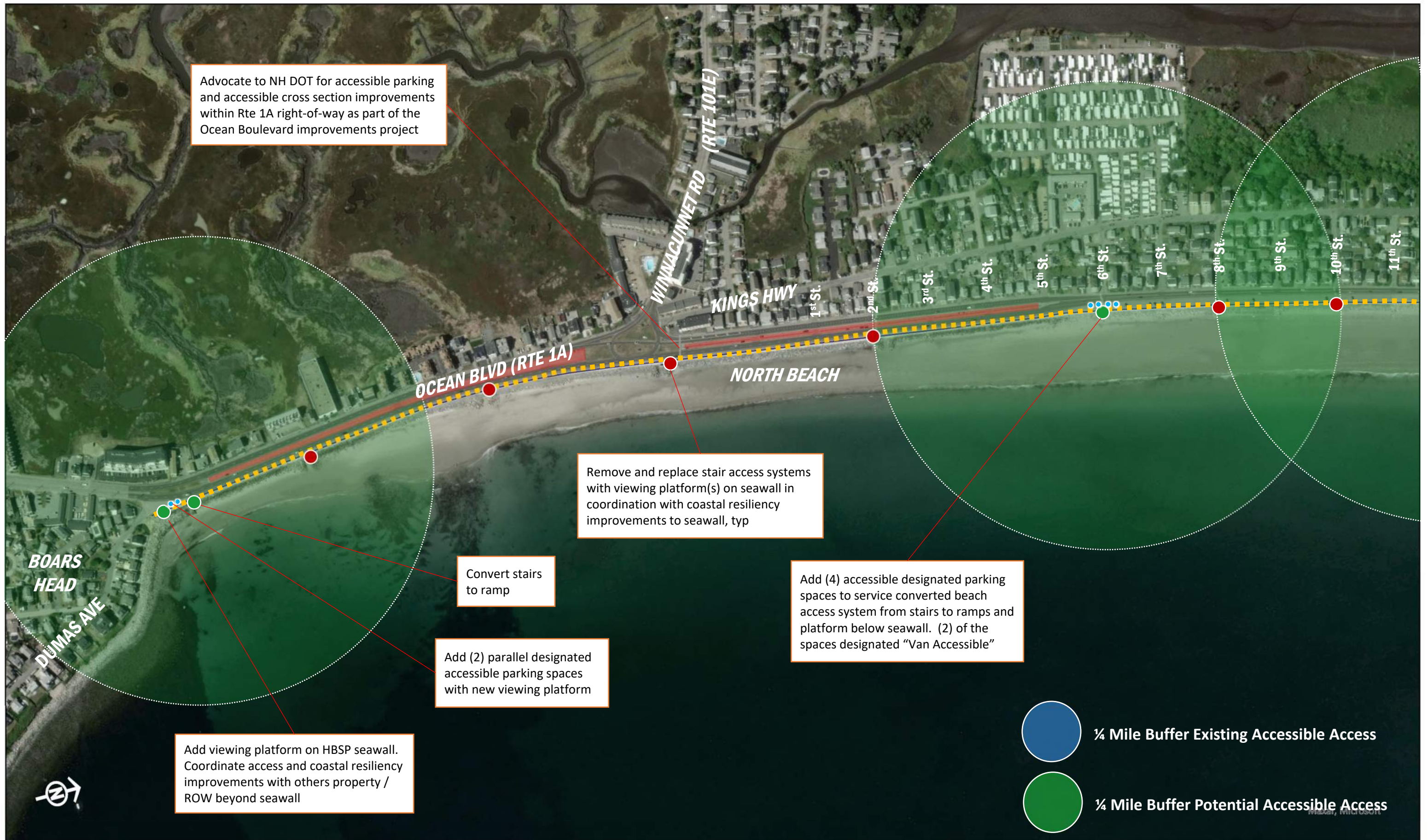
HAMPTON BEACH STATE PARK **EXISTING CONDITIONS - SOUTH BEACH**

● Inaccessible Beach Access
 ● Accessible Beach Access

● Accessible Parking Space
 Ⓜ Restrooms

■ Primary Pedestrian Route
 ■ Secondary Pedestrian Route





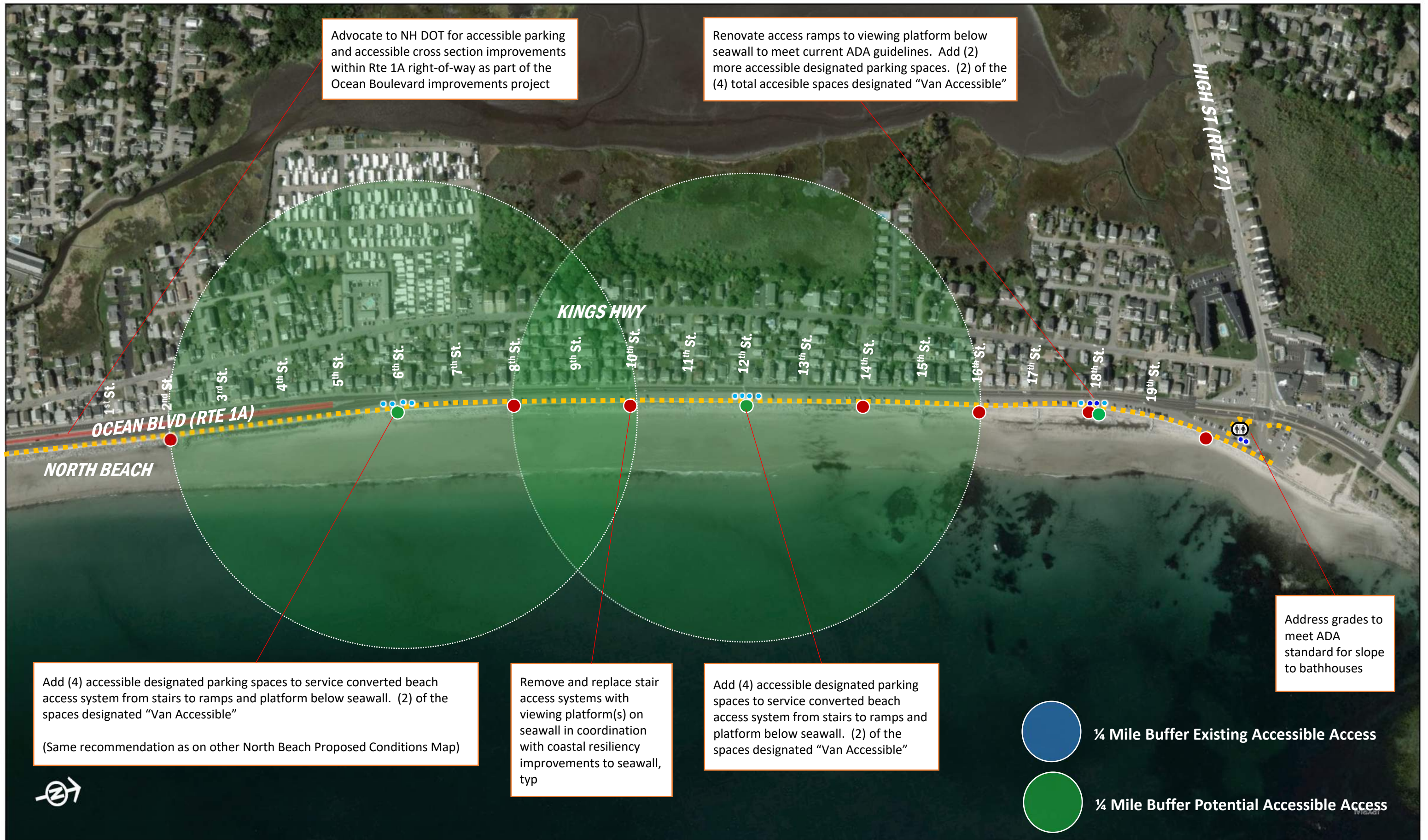
HAMPTON BEACH STATE PARK **PROPOSED CONDITIONS - NORTH BEACH**

● Inaccessible Beach Access
● Accessible Beach Access

● Proposed Accessible Parking Space
■ Inaccessible Median Parking Areas

■ Primary Pedestrian Route

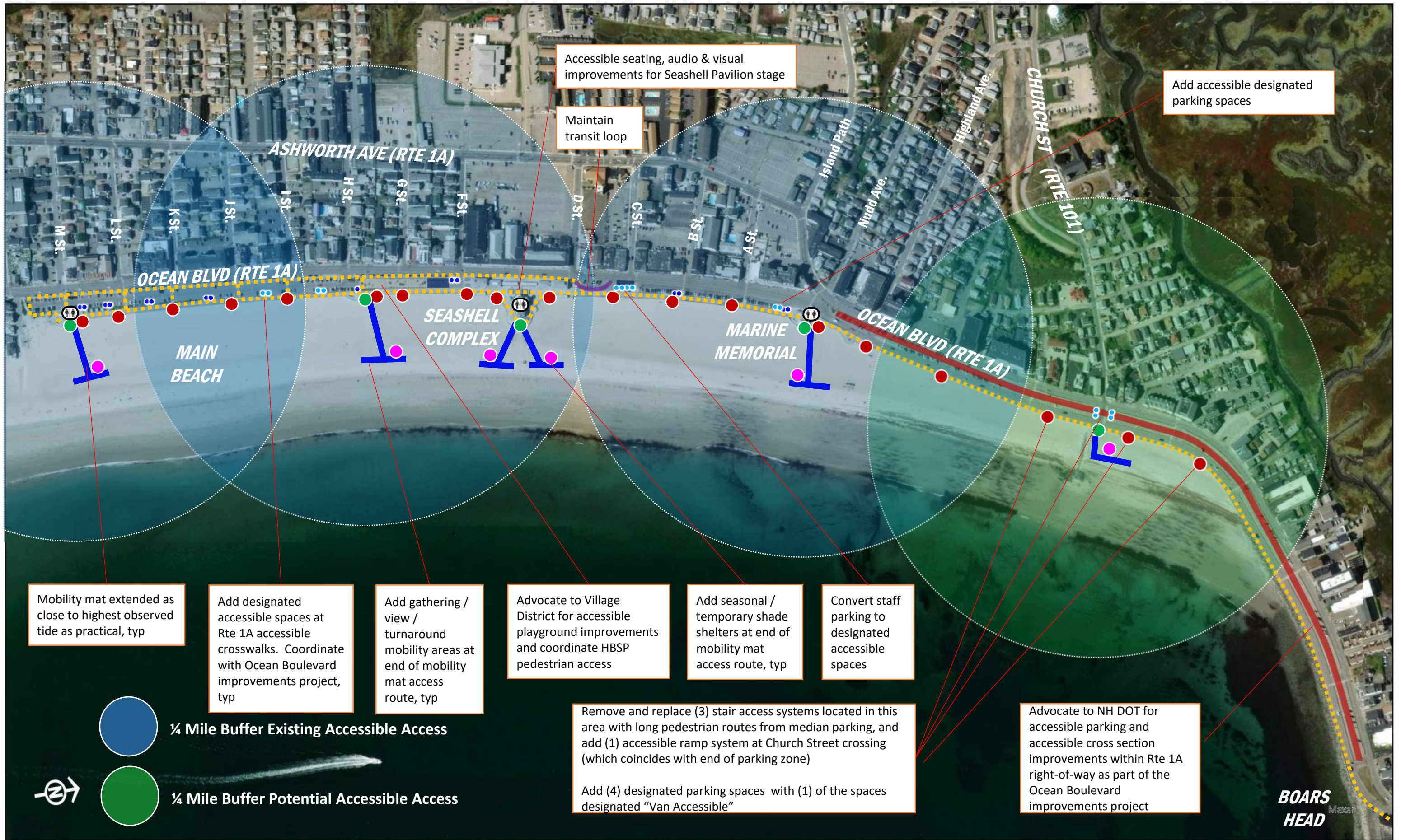




HAMPTON BEACH STATE PARK PROPOSED CONDITIONS - NORTH BEACH

- Inaccessible Beach Access
- Accessible Beach Access
- Accessible Parking Space
- Restrooms
- Inaccessible Median Parking Areas
- ■ ■ Primary Pedestrian Route





HAMPTON BEACH STATE PARK PROPOSED CONDITIONS - MAIN BEACH

- Red dot: Inaccessible Beach Access
- Green dot: Accessible Beach Access
- Pink dot: Proposed Shade Shelter
- Blue dot: Accessible Parking Space
- Light blue dot: Proposed Accessible Parking Space
- Pink rectangle: Inaccessible Median Parking Areas
- Yellow dashed line: Primary Pedestrian Route
- Blue line: Mobility Mat
- Restroom icon: Restrooms



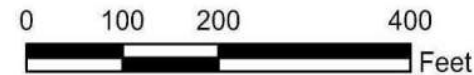


HAMPTON BEACH STATE PARK **PROPOSED CONDITIONS- SOUTH BEACH**

- Inaccessible Beach Access
- Accessible Beach Access
- Boardwalk

- Accessible Parking Space
- Restrooms
- Proposed Shade Shelter
- Improved Primary Pedestrian Route

- Primary Pedestrian Route
- - - Secondary Pedestrian Route
- Mobility Mat



Appendix D Coastal Environment Risks & Resiliency

HBSP exists in a dynamic coastal environment with potential risks from exposed ocean conditions along the outer coastline, a transitional harbor inlet, and protected harbor and estuary.

There is a significant wealth of recent, readily available environmental data, studies and assessments that have varying applicability to the facilities at HBSP. This Study considers the readily available environmental information in association with each recommended accessibility improvement as applicable.

The Hampton Beach Area Commission completed a Coastal Resilience and Environmental Update to the Hampton Beach Master Plan, along with the Hampton Beach New Pier Feasibility Study. Each report provides further detailed analysis of the expected coastal environment risk factors at Hampton Beach of relevance to the HBSP facilities.

As a brief summary, there are several coastal environment risk factors that are constantly influencing HBSP. Each of these is important to consider, both in terms of historic trends and predicted future changes as the State considers next steps toward implementation of accessibility improvements.

D.1. Sea Level Rise

Advances in predictive scientific modeling of climate change in combination with over a century of historic data indicate that SLR is occurring and is likely to continue to occur and accelerate over the next century. Absolute or global changes in SLR are associated with melting ice and warming areas. Relative sea level rise (RSLR) is influenced by absolute change factors plus regional physical processes such as vertical land movement.

D.2. Flooding

Most of the readily available inundation mapping of the area shows some potential risk of current year levels of predicted FEMA 100-Year Base Flood Elevations (BFEs) throughout much of HBSP. As SLR increases, daily tidal inundation above Mean Higher High Water (MHHW) may also become a more frequent flood risk in the future.

D.3. Coastal Storms

The nearshore wind and wave analysis indicated that storm surge conditions would closely match the predicted 100-Year FEMA BFEs. While most of the outer coastline is protected to current FEMA 100-Year BFE's, the seawalls immediately south of Boar's Head and along the north beach area experience storm conditions where waves splash over the walls, and the dunes at South Beach experience periodic coastal erosion from storms. This past winter for example, the dunes at South Beach experienced significant scarping of the front dunes.

D.4. Coastal Erosion

The potential risks of coastal erosion are expected to increase in the future due to SLR, as well as from more frequent and higher intensity coastal storms. According to the FEMA Region I Coastal Erosion Hazard Study, coastal erosion control mapping, significant areas of HBSP are estimated to be impacted by coastal erosion by 2030, 2050, and 2100.

South Beach

At South Beach the frontal dunes are expected to continue to erode through 2030 and beyond. By 2050 most of the frontal dunes and portions of the back dunes will be impacted by coastal erosion. By 2100 the remainder of the back dunes and portions of the upland facilities between the parking lot and the back dune will be impacted.

Main Beach

At Main Beach, portions of the barrier beach are expected to continue to erode through 2030 and beyond. By 2050, portions of the barrier beach will continue to be impacted by coastal erosion and portions of the upland immediately behind the seawall between Ashworth Avenue and Tilton Street will be impacted. By 2100, the remainder of the barrier beach will be impacted by coastal erosion dunes and portions of the upland immediately, behind the seawall and across Ocean Boulevard between Ashworth Avenue and Tilton Street will be impacted.

North Beach

At North Beach, portions of upland area immediately behind the seawall will be impacted through 2030 and beyond. By 2050, portions of the upland immediately behind the seawall and across Ocean Boulevard will be impacted. By 2100, portions of the upland immediately behind the seawall, across Ocean Boulevard and into the immediate properties to the west of Ocean Boulevard will be impacted.

Detailed mapping of these areas can be found on FEMA's website:

<https://fema.maps.arcgis.com/home/item.html?id=a4aa86031a3a40be9d453d781ff210b3>.

D.5. Resiliency

The Coastal Resilience and Environmental Update to the Hampton Beach Master Plan, along with the Hampton Beach New Pier Feasibility Study make several recommendations for resiliency strategies to protect facilities at HBSP and the surrounding Hampton Beach Area. These resiliency strategies should be considered when prioritizing and implementing recommended accessibility improvements.

Appendix E Local, State, and Federal Regulations

With the wide variety of accessibility improvement recommendations at HBSP facilities come a variety of local, state and federal regulatory considerations.

The 2004 (Amended 2013) ABA Standards and Accessibility Guidelines are applicable for several types of recreational facilities constructed or altered by Federal Agencies, or by non-federal entities on federal land. The 2010 ADA Standards for parking spaces, access routes to public buildings and facilities within public rights of way applicable for federal, state and / or private entities.

ADA Guidelines are suggested for Outdoor Developed Areas including: Trails; Picnic and Camping Facilities; Viewing Areas; and Beach Access Routes. Accessible routes to these Outdoor Developed Areas typically are required to meet 2010 ADA Standards and it is recommended to check with the U.S. Department of Justice when uncertainty arises.

Most of the existing facilities are meeting local, state and federal regulatory compliance levels based on when they were developed and will only be required to be brought up to current regulatory compliance when they are renovated or replaced.

Many of the policy and information transparency improvement recommendations will need to meet local, state and / or federal regulation requirements.

Some of the regulation improvements will set policies in place that may not have any local, state and / or federal regulation requirements such as parking solutions for seniors without a state issued Walking Disability Placard. A solution like this may need to be vetted for conflicts with existing regulations and may ultimately benefit from, or be required to enact new regulations to implement.

Some recommended improvements such as parking user data collection and monitoring are likely to have no regulatory requirements.

Most of the physical recommended improvements, from parking space layout to dune crossings, will also be required to meet local, state and federal regulatory requirements. Physical infrastructure improvements within and immediately adjacent to the coastline will need to address a variety of environmental regulations in addition to accessibility compliance standards.

A new pier is an example of a recommended accessibility improvement that is anticipated to be regulated under federal ADA requirements, state structural / building code requirements and environmental impact requirements.

Additional details regarding environmental permitting of physical infrastructure projects are described in the “Hampton Beach New Pier Feasibility Study” and the “Coastal Resilience and Environment Update to the Hampton Beach Area Master Plan.”

Appendix F References

Eisenberg, Y., Heider, A., Gould, R. and Jones, R., (2020). "Are communities in the United States planning for pedestrians with disabilities? Findings from a systematic evaluation of local government barrier removal plans." *Cities*, 102, 102720.

HDR (2020). "Hampton 40797; Ocean Boulevard (NH1A); Hampton New Hampshire," prepared for New Hampshire DOT, ongoing.

<https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>.

Department of Information Technology; User Experience Division (2024). "Information Technology Accessibility Policy" prepared for State of New Hampshire, latest revision.

Department of Information Technology (2012). "Web and Mobile Application Accessibility Standards" prepared for State of New Hampshire, May 29.

U.S. Access Board (2010). "Guide to the Architectural Barrier Act Accessibility Standards" prepared for U.S. Department of Defense, U.S. General Services Administration and the United States Postal Service, latest revision.

U.S. Access Board (2010). "Americans with Disabilities Act and Architectural Barrier Act Guidelines for the Public Right-of-Way" prepared for U.S. Department of Defense, U.S. General Services Administration and the United States Postal Service, latest revision.

GEI Consultants, Inc. (2022). "Feasibility Study; Hampton Beach New Pier, Hampton New Hampshire," prepared for Hampton Beach Area Commission, October 28.

GEI Consultants, Inc. (2023). "Coastal Resilience and Environment Update to the Hampton Beach Area Master Plan, Hampton New Hampshire," prepared for Hampton Beach Area Commission, June 29.

Technical Mapping Advisory Council (2021). "Coastal Erosion Hazard Study with NOAA 2012, NOAA 2017, and NOAA 2022 Sea Level Rise Scenario Categories," prepared for FEMA Region I, May 20, updated May 29, 2024.

Hampton Beach Area Chamber of Commerce <https://www.hamptonchamber.com/>.

Hampton Beach Area Commission <https://hamptonbac.com/>.

Hampton Beach Village District <https://hamptonbeach.org/event-organizer/hampton-beach-village-district/>.

NH Governor's Commission on Disability <https://www.disability.nh.gov/>.

NH State Parks; HBSP <https://www.nhstateparks.org/find-parks-trails/hampton-beach-state-park>.

NH State Parks; HBSP Accessibility Study Advisory Committee.

<https://www.nhstateparks.org/about-nh-parks/park-administration-legislation/commissions-and-committees/hampton-beach-state-park-accessibility-study-advis.>

Appendix G Public Input

Public input was received from three primary sources during the study period. This input was provided by the project Committee at public meeting discussions and by review of project materials through the projects lead staff contact, Johanna Lyons, NHDNCR Division of Parks and Recreation State Park Planning and Development Specialist. A series of Focus Group meetings were also facilitated to gather accessibility information around particular areas of experience and expertise. General public input was solicited throughout the study as well via an input survey and during on-site representation at the Beachability event and a pop-up event hosted by HBSP and GEI/GPI.

G.1. Committee Input

- Kickoff Meeting – March 27, 2024 with online video conference, and in-person attendance at the Seashell building conference room.
- Site Visit – April 22, 2024, in-person attendance on-site at South Beach, Main Beach and North Beach.
- Existing Conditions Review Meeting – June 5, 2024 with online video conference and in-person attendance at the Seashell building conference room.
- Improvement Options Brainstorming Meeting – June 27, 2024 with online video conference and in-person attendance at the Seashell building conference room.
- Draft Improvement Options Review Meeting – August 20, 2024 with online video conference and in-person attendance at the Seashell building conference room.
- Draft Report Review Meeting – September 17, 2024 with online video conference and in-person attendance at the Seashell building conference room.
- Final Report Review Meeting – October 15, 2024 with online video conference and in-person attendance at the Seashell building conference room.

G.2. Focus Group Input

- Hampton Beach Area Commission Meeting – June 27, 2024 with online video conference and in-person attendance at the Hampton Town Office.

A brief introduction of the project was given to HBAC and a few questions were raised about the consideration of charging fees for accessible parking spaces. No formal meeting minutes were recorded by GEI / GPI. The meeting is available for review online here: <https://reflect-hamptonnh.cablecast.tv/CablecastPublicSite/show/1667?site=1>.

- Adaptive Sports Meeting – July 10, 2024 with online video conference attendance.
- Disabilities Meeting – July 15, 2024 with online video conference attendance.
- Transit Providers Meeting – July 16, 2024 with online video conference attendance.
- Older Adults Meeting – July 23, 2024 with online video conference attendance.

- Jurisdictions Meeting – August 13, 2024 with online video conference attendance.

G.3. General Public Input

- HBSP Community Meeting – May 22, 2024, informal project introduction at end of HBSP’s annual public meeting with in-person attendance at the Seashell building conference room.
- Open House – May 29, 2024, formal project introduction with in-person attendance at the Seashell building conference room.
- Open House – May 30, 2024, formal project introduction with online video conference attendance.
- Public Outreach Survey.
- Beachability Event – July 25, 2024 on-site and in-person with HBSP / GPI staff at South Beach.
- Pop-Up Event – July 27, 2024 on-site and in-person with HBSP / GEI / GPI staff at South Beach, Main Beach and North Beach.

Introductions to the project were provided at each general public event and the public outreach survey was offered for input. A compilation of the public input survey is included in Appendix C.

G.4. Key Feedback Themes

From our general public outreach efforts, including in-person interactions, online surveys, advisory group meetings, and focus group discussions, several key themes emerged as accessibility barriers at HBSP:

Parking

- **Not enough to meet demand:** While HBSP meets minimum parking requirement, there is not enough accessible parking spaces to meet the current and future demographic needs of the area, making it challenging for visitors with disabilities to find convenient spots during peak times.
- **Van accessible:** There is a need for more van-accessible parking spaces specifically designed to accommodate larger vehicles equipped with ramps or lifts.
- **Location to Amenities and Current Distribution:** Accessible parking should be closer to key amenities to reduce the distance that individuals with mobility challenges need to travel. In addition, accessible parking should be better distributed throughout the state park.

Access Points

- **Ramps preferred over stairs:** Many respondents expressed a preference for ramps over stairs, as ramps provide easier and more inclusive access for individuals with mobility impairments.

- **Accessible points more evenly distributed:** There is a strong desire for accessible access points to be equally distributed throughout the park, ensuring that all visitors can easily reach key amenities and beach areas.
- **Desire for additional accessible access points at South Beach and North Beach:** Participants highlighted the need for more accessible entry points, particularly at South Beach and North Beach, to improve overall access.
- **Current railings corroded:** Existing railings at access points were noted to be corroded, posing safety hazards and reducing their effectiveness in providing support.

Sidewalks/Ramps

- **Compliance issues north of Marine Memorial:** Sidewalks and ramps in areas north of the Marine Memorial were frequently noted for not meeting ADA compliance, making navigation difficult for individuals with mobility challenges.

Facilities/Amenities

- **Desire for more accessible features:** There is a demand for additional accessible amenities such as seating, shaded areas, accessible bathrooms, and changing rooms to better accommodate all visitors.

Beach/Water Access

- **Mobi mats do not extend far enough:** Many participants indicated that the existing mobility mats do not extend far enough toward the water, limiting access for those using wheelchairs or other mobility aids.
- **Equipment outdated and insufficient:** Beach accessibility equipment, such as beach wheelchairs, is often outdated and insufficient in quantity, leading to difficulties for those who rely on such aids.

Events

- **Hard to navigate crowded events:** Crowded events are difficult to navigate for individuals with mobility impairments due to limited space and inadequate planning for accessibility.
- **No viewing areas:** There is a lack of designated accessible viewing areas for events, which limits participation for those with disabilities.
- **No accessibility plan:** Events often lack a comprehensive accessibility plan, which can result in barriers for individuals with disabilities who wish to attend.

Playground

- **Inaccessible Playground:** The playground is inaccessible in its current state.

Accessible Community

- **Accessibility is a community responsibility:** Feedback emphasized that accessibility should be viewed as a collective responsibility, involving the entire community in supporting inclusivity.
- **Need for social awareness:** There is a call for greater social awareness around accessibility issues to foster a more inclusive environment for all.

Signage

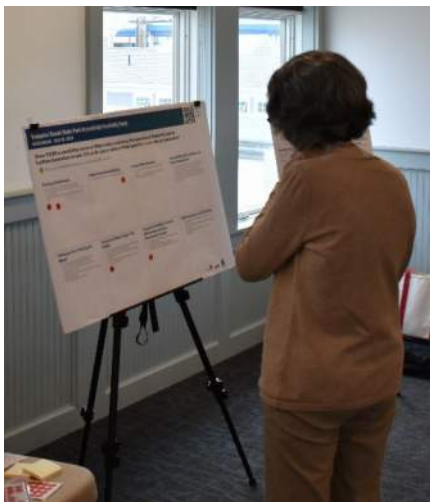
- **Need for wayfinding to accessible features/services:** There is a clear need for improved wayfinding signage that directs visitors to accessible features and services throughout the park.
- **Universally accessible signage throughout HBSP:** Participants expressed the desire for universally accessible signage that includes features such as braille, high contrast, and simple language to cater to all visitors.

Information

- **Need for transparent information regarding accessible features/services:** Clear and accessible information about the park's accessible features and services is lacking, and visitors want more transparency and availability of this information to better plan their visits.

These insights provide a comprehensive understanding of the key barriers and areas of improvement needed to make HBSP a more accessible and inclusive environment for all visitors.

Photos G-1. Public Open House Event & Pop-Up Events



Source: GEI

Summaries of the public input received through each of these engagement efforts are provided below via meeting minutes as well as the raw public feedback from the online survey.

MINUTES

Subject: Kickoff Meeting
Hampton Beach State Park Accessibility Feasibility Study
GEI Project No. 2403202

Date/Time: Wednesday, March 27, 2024; 2:30PM

Location: Microsoft Teams (GEI/GPI) / Seashell (Committee)

Attendees Travis Pryor, PLA / LEED-AP – GEI Consultants, Inc., Project Manager
Alison Brady, EI – GEI Consultants, Inc.
Carolyn Radisch, AICP – Greenman-Pedersen, Inc.
Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect

Johanna Lyons – NH DNCR, State Park Planning & Development Specialist
Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor
Brian Wilson – NH DNCR, State Parks Director
Paul Kelley – NH Governor's Commission on Disability
Pat Bushway – Hampton Beach Area Commission
Julia Callahan – NE Passage, Accessibility Specialist
Jen Kennedy – Blue Ocean Society, Executive Director
Chuck Saia – NH Governor's Commission on Disability, Executive Director

** Italicized text denotes minutes recorded*

Contact information and communication protocols:

- Travis Pryor – GEI/GPI Team / tpryor@geiconsultants.com / (207) 797-8901
- Johanna Lyons –NH DNCR Div. of Parks & Rec. / johanna.lyons@dn-cr.nh.gov / (603) 271-3935

Scope of Work:

The follow is a brief summary of scope of work tasks and associated schedule timeframes.

Project Management (Ongoing for duration of project)

This task will occur for the duration of the project.

- Travis Pryor will be the project manager for the GEI/GPI team.
- GEI will be responsible for all project deliverables.
- GEI will retain the services of Greenman-Pedersen, Inc.

Committee Meetings (Throughout project as noted below)

GEI will facilitate all committee meetings (MTG) and NH DNCR will provide meeting facilities.

Kickoff Meeting

GPI will be leading the public outreach campaign and will record meeting minutes and provide summaries to NH DNCR.

GEI / GPI will be attending meetings indicated as “Virtual” by video call. NH DNCR will provide in-person meeting space for the Committee / Public.

Kickoff Meeting (MTG 1 - Virtual – March 27th)

- Confirm readily available data and reports:
 - a. Prior GEI / GPI / State Parks projects
 - b. Readily available local, state and federal resources (Town zoning ordinance, FEMA Flood Maps, NH DOT Route 1A improvement plans, prior NH DNCR Hampton Beach State improvements project plans, etc.)
- Additional plans / reports identified by NH DNCR / Committee?
 - a. *NH 2024-2028 Statewide Comprehensive Outdoor Recreation Management Plan (SCORP)* <https://blog.nhstateparks.org/new-hampshires-2024-2028-statewide-comprehensive-outdoor-recreation-management-plan-scorp/>
 - i. *There are goals and objectives regarding accessibility for all and resiliency planning.*
 - ii. *Demographics data.*
 - b. *NH Sea Grant Beach Profiling data* <https://seagrant.unh.edu/volunteer/coastal-research-volunteers/current-projects/beach-profiling/beach-profiling-data>
 - c. *Town of Hampton Master Plan* <https://www.hamptonnh.gov/516/Town-of-Hampton-Master-Plan>
 - d. *NH DOT Route 1A Improvements* <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>
 - i. *HBSP / NH DNCR staff have been attending.*
 - ii. *People are generally happy with the design.*
 - iii. *Lorreta is NH DOT's lead engineer.*
 - iv. *Prioritization to do something to get improvements implemented is being considered based on available funding.*
 - v. *Concerns regarding the 18th street ramp have been noted by the public.*
 - vi. *Vehicular speeding and safe public access along Route 1A is a concern.*
 - vii. *There are anticipated changes to traffic, parking and pedestrian areas.*

Kickoff Meeting

- viii. *There has been discussion regarding public safety concerns associated with speeding by vehicles.*
- e. *Reserve American data for HBSB campground use may be available. HBSP will check.*
- f. *Handicap license plate data collected? HBSP will check / monitor going forward.*
- g. *Governor's Commission on Aging – Architecture Barrier Free Design subcommittee.*
- h. *Special use permits by groups like Wounded Warriors, others? HBSP will check / monitor going forward.*

Public outreach campaign (Ongoing Throughout Project)

We are looking for public input as follows:

- (1) At the outset of the study process to identify concerns and ideas that people have to improve accessibility at HBSP.*
- (2) To provide input on proposed concepts to improve accessibility.*
- Relevant public input collected by NH DNCR / Town of Hampton / HBAC / Village District / Others?
 - a. *SCORP included UNH public input survey data.*
 - b. *HBSP staff observed the need for audio interpretation for events hosted at the Seashell pavilion. (Visual accessibility)*
 - c. *Council on Aging has given input regarding benches along the boardwalk and social gathering places that could improve accessibility for seniors and aging in place demographics.*
 - d. *State Parks accessibility webpage.*
- What public outreach practices have been most effective during prior recent and concurrent planning initiatives by NH DNCR / Others?
 - a. *In person meetings.*
 - b. *HBSP hosts an annual public meeting in coordination with the Hampton Beach Area Commission. This year it is tentatively planned for May 15th. Prior recent public comments (6 out of 10) at these meets have noted concerns related to accessibility. They have a community email list from prior events.*

GEI/GPI will plan to attend this meeting as part of the Open House project introduction scope of work.
 - c. *The Village District has done a lot of social outreach effectively.*

Kickoff Meeting

- d. *Public notices using QR codes and website links (banners, business cards, post cards, signs, etc.) have been a good way to get the public to information.*
- e. *Email blasts and online surveys.*
- f. *Social media including accounts by:*
 - i. *NH State Parks*
 - ii. *Hampton Village District*
 - iii. *Hampton Beach Area Commission*
 - iv. *Hampton Chamber of Commerce*
 - v. *NH Commission on Aging*
 - vi. *Governor's Commission on Disabilities*
 - vii. *AARP NH*
 - viii. *Special Olympics*
 - ix. *Wounded Warriors*

HBSP does not have an official social media program.

- Who are the key community stakeholders and interest groups that we should focus on for general public input survey responses, and for focused interview input?
 - a. *Aging in place population is expanding.*
 - b. *Transient population. This has been challenging to engage with in the past.*
 - c. *HBSP is embedded in the community with established lines of communication locally. HBSP is of state-wide interest and attention beyond the local community should be considered.*
 - d. *Consider wildlife and environmental stakeholders as well (NH Inland Fisheries and Wildlife, etc.)*
 - e. *Hampton Beach Area Commission, Hampton Beach Chamber of Commerce, Hampton Beach Village District, Northeast Passage, local businesses, etc. GPI to coordinate a final list with the State.*
 - f. *Area operations and maintenance accessibility needs (i.e. police, fire and EMS, NH DOT, Hampton Public Works Department etc.).*

Site Visit (In-Person - April)

- Full day site visit by GEI / GPI staff.

Kickoff Meeting

- a. Preferred week of April? *Monday April 22nd with Tuesday April 23rd as a backup date. GEI/GPI will perform site observations in the morning, then plan to meet with the committee at the Seashell midday and conduct site visits with the committee during the afternoon.*
- b. Back up week? *TBD pending weather conditions on the 22nd or 23rd.*
- Start at Seashell Building followed by walks at North Beach, Main Beach, South Beach / Hampton Beach State Park campground.

GEI / GPI will have multiple staff present to conduct concurrent visits at each of these areas and record public input as needed.

HBSP has mobility equipment for review at the meeting / site walks.

- GEI would like assistance from NH DNCR / Committee to invite mobility impaired - access/visual/hear spectrum person(s) - to the site walks.

State / Committee will invite a few individuals to attend the site walks.

- GEI will also be documenting site conditions observed on the ground by photograph and limited field measurements to supplement readily available data and prior GEI 2022 drone imagery.

Community Open House (In-Person and Virtual - April)

- a. Preferred week of April? *This is tentatively schedule to be held as part of the HBSP and HBAC annual public input meeting at the Seashell on May 15th.*

Existing Conditions Assessment (March – May)

- Readily available data review.
- Summary list of relevant resources.
- Base mapping.
- In person GEI / GPI staff observations of facilities.
- Collection of input from organizers of events at Hampton Beach, and Hampton Beach Park Staff.
- Existing Conditions Assessment Review (MTG 2 - Virtual – May 2024)

- a. Preferred week of May? *TBD*

Draft Recommendations (June – September)

- Improvement options brainstorming session and site tour (MTG 3 – In-Person – June 2024)

Kickoff Meeting

- a. Preferred week of June? *TBD*
 - b. Back up week? *TBD*
 - c. Initial concepts will be presented by GEI / GPI to NH DNCR / Committee for prioritization during the brainstorming and site tour meeting.
- Draft improvement options review (MTG 4 – Virtual – July)
 - a. Preferred week of July? *TBD*

GEI / GPI will develop initial concept plans, elevations and illustrative renderings of the proposed improvements based on the NH DNCR / Committee prioritized selections.
- Improvement Options Pop-Up (In-Person and Virtual – July 2024)
 - a. Preferred week of July? *TBD*
 - d. Back up week? *TBD*
- GEI / GPI will include public outreach input and develop:
 - a. Refined concept plans, elevations and illustrative renderings of the proposed improvements.
 - b. Written narrative describing the need for the improvements, site constraints, opportunities and anticipated implementation steps.
 - c. Planning level construction cost estimates.
- Draft report review (MTG 5 – Virtual – August)
 - a. Preferred week of August? *TBD*

Final Feasibility Study Report (October 31st)

- GEI / GPI will refine the draft report materials based on NH DNCR / Committee input.
- GEI / GPI will present the final report for public input.
 - a. Preferred week of October? *TBD*
 - b. Public input on the final report will be included in an appendix to the final report.
- The final report will include:
 - a. Written narrative report describing the project approach, findings and recommendations.

Kickoff Meeting

- b. Conceptual design materials.
- c. Planning level implementation costs.
- d. Summary of relevant data and information resources.
- e. A decision matrix with action items for consideration towards implementation of the accessibility improvements.
- f. A list of potential funding resources.

Other discussion / questions?

- *Questions to the public need to be reframed for those who may not perceive accessibility concerns currently / or see themselves having concerns in the future. Ask general questions, while not necessarily noting “accessibility”, such as “What would make your visit more comfortable?”. Identify values instead of highlighting deficits.*
- *Should consider state-wide outreach. Governor’s Commission on Disability may be a good support resource. UNH may be able to reach populations state-wide as well.*
- *Audio interpretation for events that occur at the Seashell Pavilion on stage are needed. Maybe signage that displays captions.*
- *The summertime is very busy and virtual meeting attendance by the public should remain an option for consideration.*
- *Assisted Living facilities are looking for presenters and may be willing to host a public input meeting.*
- *Hampton Chamber of Commerce hosts a Senior Citizen’s Day at the beach in June typically.*
- *Lots of visitors to the boardwalk for the sandcastle competition.*
- *Consideration of wildlife impacts, particularly at the south end of the Hampton Beach.*
- *Restoration work at the Hampton River jetty is anticipated soon.*
- *GEI / GPI public outreach information can be utilized by HBSP staff throughout the study period to solicit additional public input beyond the direct meeting involvement by GEI / GPI.*
- *Are there future anticipated improvement plans at HBSP that we should consider? Bathroom improvements at South Beach. ACOE jetty restoration. Others?*
- *Next Steps / Action Items*
 - a. *Project Website: Carolyn will meet with Johanna on 3/29 to discussion additions to the State’s project webpage.*

Kickoff Meeting

- b. *Stakeholder Meetings: Carolyn will work with Johanna to identify a list of stakeholder groups for meetings.*
- c. *Site Visit: Tentatively planned for Monday April 22nd with Tuesday April 23rd as a backup date.*
 - i. *State to confirm availability of the Seashell Building for the start of the meeting.*
 - ii. *GEI to send out meeting agenda 1-2 weeks in advance.*
 - iii. *State to invite a few individuals who can join the site walk(s) and provide personal insights on their lived experience with accessibility needs / accommodations.*
 - iv. *Community Open House: State will provide a final decision to GEI / GPI regarding a brief presentation of the project to the public at the State's annual public input meeting tentatively scheduled for May 15th at the Seashell building.*

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB

MINUTES

Subject	Site Visit Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Monday, April 22, 2024; 8:30am to 5pm
Location:	Hampton Beach State Park: Morning site visits (South Beach & North Beach) - GEI/GPI & State Parks Staff Mid-morning South Beach / State Park Campground Site Tours – GEI/GPI, Committee & Guests Midday Project Status Update by GEI/GPI, Committee & Guests Afternoon Main Beach Site Tour - GEI/GPI, Committee & Guests Afternoon Site Visit Recap - GEI/GPI, Committee & Guests
Attendees	Travis Pryor, PLA– GEI Consultants, Inc., Project Manager Alison Brady, EI – GEI Consultants, Inc.
Consultant Team	John Gareau, EI – GEI Consultants, Inc. Carolyn Radisch, AICP – Greenman-Pedersen, Inc. Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect
Committee	Johanna Lyons – NH DNCR, State Park Planning & Development Specialist Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor Paul Kelley – NH Governor’s Commission on Disability, Commissioner Thomas Manning – NH Governor’s Commission on Disability, Commissioner Pat Bushway – Hampton Beach Area Commission Bob Preston – Hampton Beach Area Commission Julia Callahan – NE Passage, Accessibility Specialist Jen Kennedy – Blue Ocean Society, Executive Director
HBSP Staff	Lucille Marino – Hampton Beach State Park Campground, Supervisor John Howe – Main Beach Facilities Maintenance
Others	Melinda Simms – United Spinal Association – NH Chapter, Advocacy Coordinator accessibleadvocate.nh@gmail.com Katie Ladlie – NE Passage, Recreational Therapist



Site Visit

** Italicized text denotes minutes recorded*

General Discussion

The following general HBSP overarching accessibility discussion was recorded throughout the day:

- *One (1) in four (4) people in the general population have disabilities.*
- *There are an estimated 198,000 handicap people in New Hampshire.*
- *Operations and maintenance needs at Main Beach and South Beach in particular are challenged by regulatory restrictions during piping plover nesting periods.*
- *There is at least a perception of minimal educational and directional signage at all three beaches.*
- *More color coding / site markings denoting accessible routes would be beneficial.*
 - a. *There are opportunities for directional improvements through color schemes (on walkways, site features such as light pole bases, etc.)*
 - b. *Signage improvements could consider improvements to symbols, color coding, additional languages beside English, and technology improvements such as QR codes.*
- *Recommend that Hampton Beach Area Commission mention this project at their upcoming public commissioner's meeting(s).*
- *Northeast Passage can recommend stakeholder interest groups / individuals for soliciting additional accessibility input.*
- *HBSP can be a leader in accessibility accommodations for the rest of the state to learn from.*
- *Consider using innovative accessibility techniques (from other US communities / other countries) above and beyond the American's With Disabilities Act Guidelines to further improve universal access at Hampton Beach.*
- *NH DOT owns the Route 1A right-of-way to the seawall. HBSP owns the seawall, buildings, beaches and campground and has a 4F agreement to maintain the easterly sidewalk/boardwalk and parking spaces within the right-of-way. The Town of Hampton owns the sidewalk on the west side of Route 1A.*
- *Provide loading zones? (It was noted that there are some which led to further discussion about signage / markings for better wayfinding). Loading zones are not an accessible solution that works for everyone. For example, dropping off a person in a wheelchair at a loading zone is challenging if the person dropping them off then has to go find parking at a potentially prohibitive distance / time from the loading zone.*
- *Disabled / mobility challenged people have a lot more planning to do for a visit to Hampton Beach in consideration of accessibility to bathrooms, parking, meals, etc. It is not just a simple issue of focusing on finding an accessible parking space.*

Site Visit

- *Consider having accessible planning information readily available to the public. Through the State's Accessibility webpage?*
- *Parking is very challenging.*
 - a. *There is a general lack of parking at Hampton Beach. Minimum designated ADA requirements are met and free parking for individuals with HC license plates are open at any state-owned spaces.*
 - b. *Satellite parking opportunities?*
 - c. *Consider timed parking limits?*
 - d. *HBSP should coordinate with Town's parking system.*
 - e. *Reserved parking spaces are available at the South Beach Campground. Can it be considered at the Main Beach and North Beach areas?*
 - f. *Should all accessible spaces be van accessible spaces? Reduces overall parking space area for marked access aisles. There are designated spaces at North Beach and Main Beach, however, none between the Marine Memorial and 18th Street.*
 - g. *Does the "Park Mobile" app notes accessible spaces?*
 - h. *Do all parking meters meet ADA accessibility clearance guidelines?*
- *There is a colored flag system at lifeguard chairs to communicate safe swimming access. Consideration to add symbols for the color blind?*
- *Wider walkways are better in general for universal accessibility for recreation, operations and maintenance uses.*
- *Include detectable warning surfaces at the tops of the beach access points?*
- *Public facilities at Main Beach / Seashell building are at least ten (10) years old. The rest of the facilities at North Beach and South Beach are much older. None may not meet the latest accessibility standards / improvements to facilities and equipment.*
 - a. *Push buttons for doors would be beneficial.*
 - b. *Motorized equipment to transfer people from their personal wheelchairs to the HBSP beach wheelchairs would be beneficial.*
 - c. *Accessible waste disposal improvements would be beneficial (Trash / Recycling receptacles?).*
 - d. *Provision of a centralized areas at each beach with water / shade / sitting focused on medical needs specifically would be beneficial.*

Site Visit

South Beach Campground

A brief summary of observations and discussions particular to the South Beach Campground area is as follows:

- *The South Beach Campground is open May 18th through Labor Day full-time and is open for some special events and on limited weekends outside of the full-time period.*
- *There is a storage building on the property near Route 1A that also includes an office space providing limited staff access by campsite users. HBSP staff would like a better office space.*
- *There are twenty-eight (28) full hookup (electric, water & sewer) camp sites which are available through a lottery system.*
- *Three to four (3-4) of the campsites have accessible fire rings and picnic tables.*
- *HBSP is looking to make all of the campsites accessible. They will be considering site access, as well as site features (utility services, fire pits, walkways, etc.)*
- *The campsites and parking areas have an approximate 1% average site grade in all directions. Most of the developed site is gravel.*
- *Gravel is generally challenging as an accessible surface, especially around campsites. Paved pedestrian routes and concrete pads at each site would be beneficial.*
- *Consider subtle curbing at edges of paved pedestrian routes for better guidance. Once a wheelchair or ankle encounters a hard edge next to soft sand conditions for example, it can become challenging / hazardous to navigate.*
- *Accessible points from the campsite to the parking lot / beach could be improved by adding more points through the shrub / guardrail barrier and by adding paved walkways.*
- *There are no designated pedestrian routes from Route 1A to the South Beach Campground area. Most people drive or bike to the site.*
- *There are no designated pedestrian routes around the campsites.*
- *There are three designated pedestrian routes through or around the coastal dunes to South Beach. One route is accessible with a concrete surface, although it is routinely covered with sand. HBSP would like a second accessible route to the beach. People would like easier surfaces to walk on in general across dunes.*
- *The end of the concrete paved path through the dune has been scoured by coastal storms in the past and segments have broken off.*
- *Pedestrian routes to the beach across / over the dunes could be improved. Look at examples from other beach and dune cross access systems. UNH has done some conceptual design work on dune walkovers.*

Site Visit

- *Public has requested temporary mats across south beach, but they would need to be removed and reset between each tide cycle.*
- *NH Fish and Game state regulated piping plover nesting periods limits HBSP operations and maintenance work at the beach.*
- *A walkway under the new Hampton River Bridge is anticipated.*
- *There are approximately 1,200 individual parking spaces and they are typically at full capacity on weekends during the peak summer season. Parking is less expensive here than it is at Main Beach and North Beach. (\$20 to \$60 elsewhere)*
- *There is a loading / drop-off zone and several designated accessible parking spaces close to the beach and outbuildings / picnic pavilion. The access path adjacent to these spaces needs routine clearing of sand sediments. The cross slope of these routes appeared to exceed ADAAG slopes.*
- *Bathroom openings are narrow (35-1/4" – 36" including door trim. More direct route from parking lot to bathrooms would be beneficial.*
- *The bathhouses are expected to be renovated during the fall of 2024.*
- *They have one (1) beach wheelchair available which is estimated to be used ten to twelve (10-12) times a month. Often when it is in use, another person requests one so demand could support additional beach wheelchair equipment.*
- *Access to the beach between HBSP South Beach and Main Beach areas (between Concord Avenue and Haverhill Avenue) is owned by the Town of Hampton or private properties.*
- *Consideration for fishing platform(s) along the Hampton River?*
- *A walkway is not designated between the Hampton River and the campsites.*
- *There is no designated walking route along the Hampton River / Jetty. There are safety concerns for the public from HBSP, the Town of Hampton and U.S. Army Corps of Engineers. Pedestrian use of this area, including fishing, is discouraged. HBSP makes several rescues each year in this area.*
- *Memorial benches stored under pavilion structures in offseason then moved to Main Beach boardwalk during peak summer season.*

Site Visit



Site Visit



Site Visit



Site Visit

**Main Beach**

A brief summary of observations and discussions particular to the Main Beach area is as follows:

- *HBSP has four to five (4-5?) beach wheelchair available which are estimated to be used two-hundred and fifty plus (250+) times a month.*
 - a. *HBSP had a request during the winter months to use one.*

Site Visit

- b. Availability of equipment outside of peak season when lifeguard staff is readily available is more challenging.*
 - c. They are constantly in use during peak season.*
 - d. Beach wheelchairs are heavy. Lifeguards assist users of beach wheelchairs with crossing of upper beach area, and over the berm at the edge of the intertidal beach area.*
- *More storage for accessibility equipment would be beneficial.*
- *Consider converting staircase access points to ramps. Especially since most of them get routinely covered by sand.*
- *On Wednesday's during the summer the Village District's fireworks display events close the beach between the Seashell building and the Marine Memorial starting around 3pm to 4pm – approximately 4 hours before the fireworks are launched. Many people head north of the Seashell building to watch them. Accessing the beach in this area becomes challenging as the accessible ramps to Main Beach in this area are closed and no ramps are available further to the north.*
- *More shade structures would be beneficial.*
- *More ramps to the beach would be beneficial.*
- *More ADA parking spaces would be beneficial.*
- *Parking on the east side of Route 1A would be better than current parking in the middle between north and south bound traffic. This is something that is being considered currently as part of NH DOT's Ocean Boulevard improvements project.*
- *Loading / unloading zone is signed as "Fire / Official Use". Could be considered for use by wheelchair lifts as well.*
- *Another bathhouse closer to Boars Head would be beneficial.*
- *Expansion of the bathhouse near the Marine Memorial would be beneficial.*
- *The more decentralized the site amenities and access points from the Seashell building area the better.*
- *The Village District operates the public events at HBSP's Main Beach area.*
- *The Village District operates and maintains the playground to the south of the Seashell building. The playground did not appear to be accessible.*
- *The side pavilion area to the north of the Seashell building is rarely used.*
- *Trash cans chained to the fence/railing systems along the boardwalk are challenging in some areas to navigate around.*
- *Boardwalk area south of the Seashell building was generally in good accessibility conditions.*

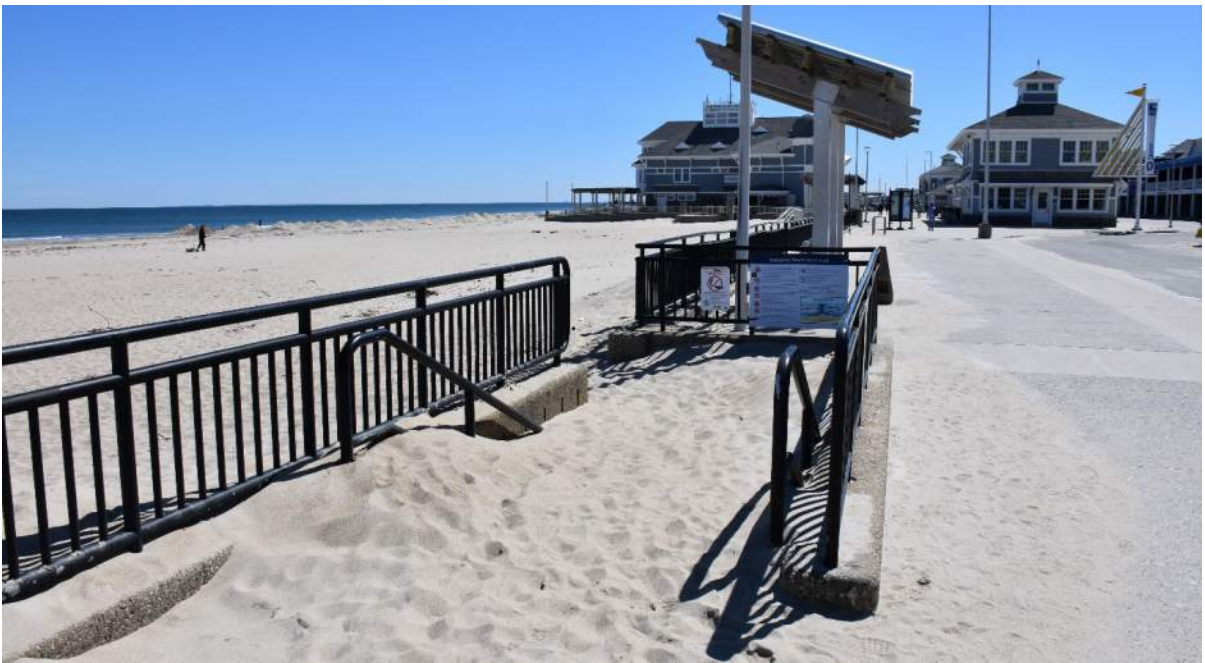
Site Visit

- *Lockers at buildings were accessible.*
- *The main Seashell pavilion stage should consider more interpretive services, especially for/during events at the stage.*
- *There is no designated accessible seating at the main Seashell pavilion. There is open space on the boardwalk that can be temporarily marked to reserve for accessibility needs during stage events.*
- *Wide ramps around the Seashell building are nice but they often get congested by visitors using the space to store their beach gear and setup/sit on their chairs.*
- *The area averages and estimated one-hundred thousand 100k visitors on a busy weekend during the summer and up to two-hundred thousand 200k on the busiest days. The VHB transportation study has data on traffic / visitor counts.*
- *Two temporary ramps provide access from the Seashell building across the beach throughout the peak summer season, starting with timber mats fastened to the concrete ramps, followed by rolled out fabric mats.*
- *There is often congestion at the end of these mats. Adding a “T” at the ends would be beneficial. Turning sidewalks on the mats is challenging as wheelchair wheels can get stuck in the mat ribbing. Especially motorized or personal wheelchairs with narrower wheels than the HBSP beach wheelchairs.*
- *Most of the Main Beach accessibility features are provided at and immediately around the Seashell building.*
- *About half (1/2) of the Main Beach access points are not accessible (ADA? Universally?).*
- *There are no benches on the north end of the Main Beach boardwalk (north of the last beach staircase access point).*
- *Site benches don’t have handrails/arm rests and are too low.*
- *Consider removing a picnic table under the shade pavilion to the south of the Seashell building*



Site Visit





Site Visit

**North Beach**

A brief summary of observations and discussions particular to the North Beach area is as follows:

- *Public interest in ADA access to the shore at Dumas Avenue / Boars Head. This area is comprised of rocky shore and has large riprap placed at the end of the State's concrete seawall for flood protection. Some public interest prioritizes flood protection at this area.*
- *HBSP owns to the end of the concrete seawall at Boars Head.*
- *Approximate 12% grade in sidewalk ramp at 6th Street.*
- *Access stairs through the seawall to the shoreline are often covered on stone at the bottom of the staircases. Could consider replacements in the future with less steep stairs.*
- *The access stairs through the seawall to the shoreline at 6th street have been more recently constructed (reconstructed?) than other access points and are in better condition.*
- *Access stairs through the seawall to the shoreline south of 6th Street are in similar condition as the Dumas Avenue stairs.*
- *There are significant changes in cross slope / grades of the travel lanes and sidewalks from Dumas Avenue to 6th Street and then they are closer in elevation and cross slopes north of 6th Street.*
- *There are no benches along the sidewalk and seawall at North Beach.*
- *The access point from Route 1A through the seawall to the shore at 18th Street is the only ramp system in the North Beach area. This access point is challenging to navigate, operate and maintain. This access point is often crowded with users. It is a long way from the south end of North Beach (Boars Head neighborhood).*
- *The public has commented that they would like increased access to the North Beach shoreline. What will that look like if it is often underwater during high tide periods.*

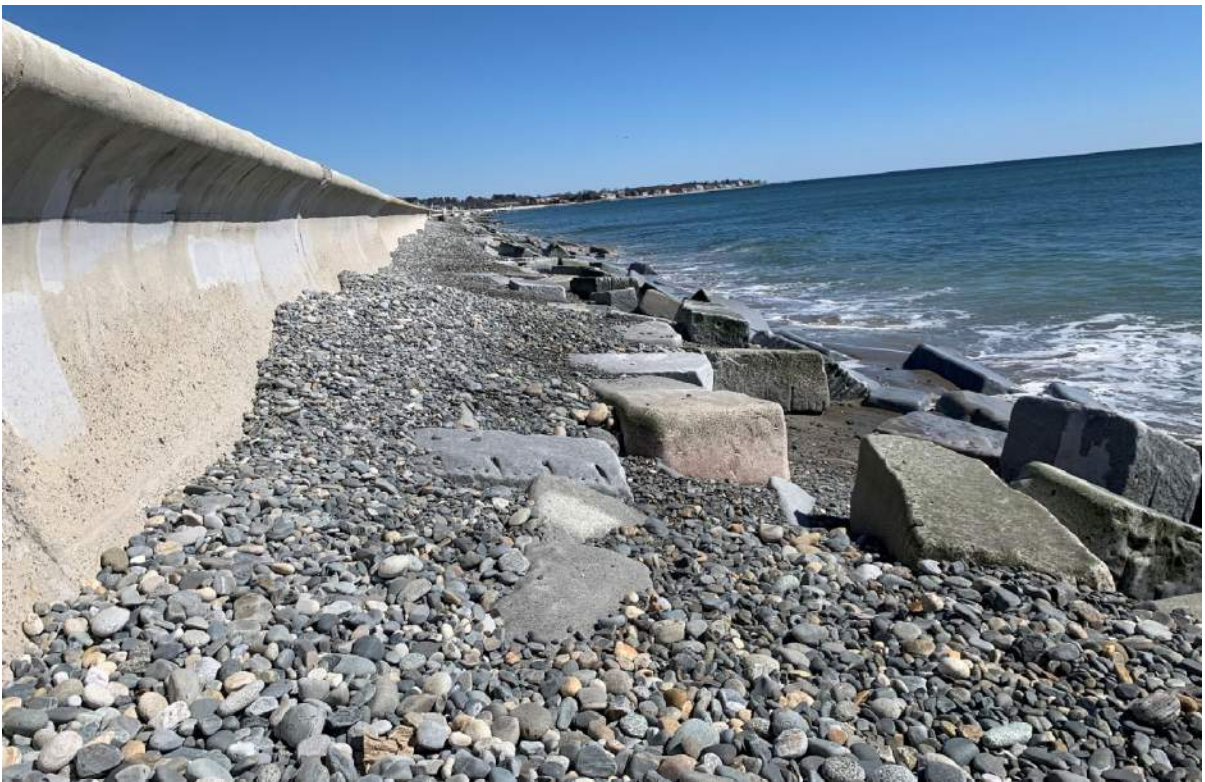
Site Visit

- *Would opportunities to elevate pedestrian access to the top of the seawall for visible access to the ocean be of interest to the public?*
- *North Beach is reportedly losing sand. (See UNH / Seagrass Beach Profiling reports)*
- *Very little beach area is accessible below the sea wall. Most is rocky and/or only accessible during intermediate to low tide periods.*
- *There is no equipment access to North Beach on HBSP property. They currently access the 18th Street ramp area along the shoreline from the Town's Bicentennial Park, traveling south during low tide periods over the sand / rock beach. They often have to build a temporary ramp with sand to access the platform and ramp at the shoreline from the beach. Maintenance needs are less during the summer.*
- *Parking meters are new this year and there may need to be increases in clear width between the meter and bollards (5-feet) for accessibility.*
- *The 18th Street access point was constructed in 1994/1995 and has been required routine maintenance (mostly sand removal) since.*
- *It has 10% +/- running grades on the ramp and is 5-feet wide when clear of sand.*
- *ADA parking spaces are provided at each access point through the seawall along North Beach.*
- *The concrete seawall was constructed around 1986.*
- *The North Beach bathhouse at the northern most end of North Beach has challenging pedestrian access from Ocean Boulevard and the adjacent parking area. Gaps in pavement and steep grades.*
- *The question of accessibility from the sidewalk to the North Beach shoreline might be considered by HBSP in terms of universal access goals rather than ADA Accessibility Guidelines. HBSP may not be required under federal regulations to create accessibility into a natural area such as a volatile the shoreline condition of the rocky shores of the beach.*





Site Visit





Site Visit

Field Measurements

Field measurements by smart level reading were taken throughout the project area and the findings are generally described at each beach area below:

South Beach

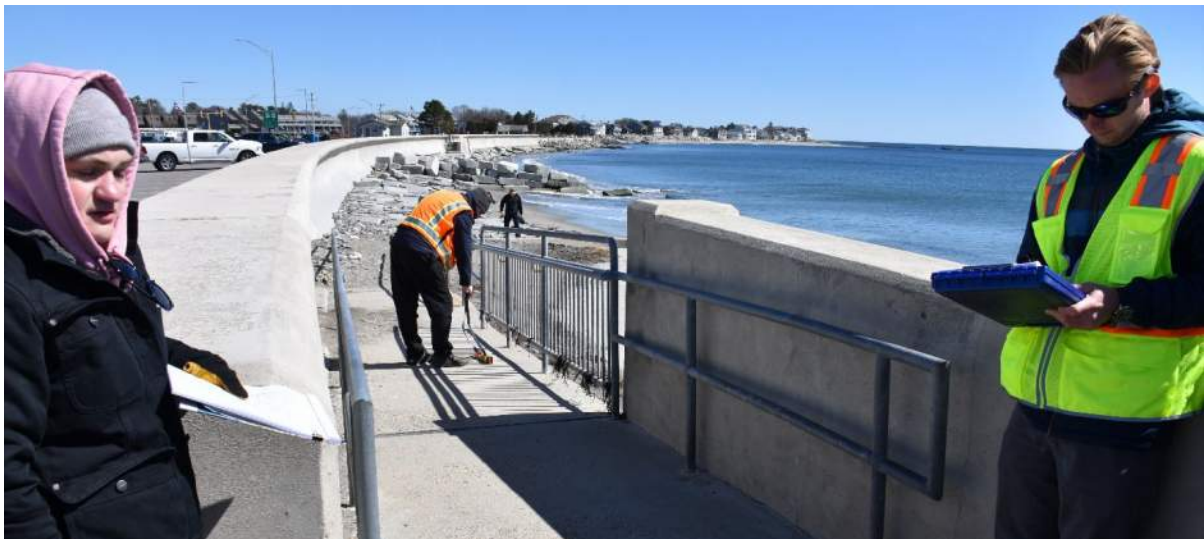
- *Parking areas, driveways and walkways into the area all appeared to be within approximate ADAAG grade limits for either running or cross slope grades given that the area as a whole is minimally sloped.*
- *The accessible route from parking areas to the pavilion and service buildings did not meet ADAAG dimensional standards for passage width in some areas.*

Main Beach

- *The prior recent 2012 facility improvements appeared to meet ADAAG standards for all accessible routes in linear and cross sloped conditions.*
- *In particular, the bathhouse nearest the Seashell building in the other bulb out area handicap ramps were all 5% or less in grade and felt comfortable to use at that grade transition.*
- *The Marine Memorial also appeared to meet ADAAG standards.*

North Beach

- *Both in the approach areas along the seawall and then at the North Beach bathhouse there appeared to be several non-compliant areas with ADAAG standards for excessively steep ramps and cross slopes on the sidewalks. The NH DOT Ocean Boulevard improvement project through this entire area will be challenged to address those slopes to meet ADAAG standards.*
- *The area around the North Beach bathhouse had non-compliant ADAAG standard grades although there were defined accessible routes within ADAAG standard grade acceptable limits from the handicap parking spaces on the curved walkway up to the bathrooms. This was not the apparent route to access the bathhouse and the other non-compliant transition slopes from the accessible entrances to the doorways of the bathrooms down to the parking area immediately at the bathhouse were in excess of 15%. Those routes might be improved by stairs with handrails.*



Site Visit

Next Steps / Action Items

Online Survey is active. Park Staff and Committee members are encouraged to take it and distribute it to beach visitors and other local / state agencies and interest groups.

May 22nd there is an HBSP Community Meeting at the Seashell Building from 5:00 to 6:30pm/ A representative from GPI will be there to introduce the Accessibility Feasibility Study to the public

On May 29th from 5:30 to 7:00pm a virtual Open House for Public Information about the Accessibility Feasibility Study and solicitation of public input will be hosted online by HBSP and facilitated by GPI staff with assistance from GEI staff.

On May 30th from 5:30 to 7:00pm an in-person Open House for Public Information about the Accessibility Feasibility Study and solicitation of public input will be held at the Seashell Building and facilitated by GPI staff with assistance from GEI staff.

On June 5th from 1:00 to 3:00 pm a virtual presentation to the Committee on the project existing conditions assessment findings will be hosted online by HBSP and facilitated by GEI staff and assisted by GPI staff.

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB/JAG

MINUTES

Subject:	Existing Conditions Review Meeting Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Wednesday, June 5, 2024; 1:00pm to 3:00pm
Location:	Microsoft Teams Videoconference – GEI / GPI: HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA– GEI Consultants, Inc., Project Manager</i>
<i>Consultant</i>	<i>Alison Brady, EI – GEI Consultants, Inc.</i>
<i>Team</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i> <i>Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR, State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor</i> <i>Brian Wilson – NH DNCR State Parks Director</i> <i>Paul Kelley – NH Governor’s Commission on Disability, Commissioner</i> <i>Thomas Manning – NH Governor’s Commission on Disability, Commissioner</i> <i>Chuck Saia – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i> <i>Bob Preston – Hampton Beach Area Commission</i> <i>Julia Callahan – NE Passage, Accessibility Specialist</i> <i>Jen Kennedy – Blue Ocean Society, Executive Director</i> <i>Kirsten Howard – NH DES Coastal Program Resilience Program Coordinator</i> <i>Laura Morrissey – NH DNCR State Park Administrative Staff</i>
<i>Public</i>	<i>Katherine Harake – ACLU-NH</i> <i>Rebecca Geekie – Birdability</i> <i>Chase Eagleson – NH Council on Development Disabilities</i>

** Italicized text denotes minutes recorded*

Presentation

GEI and GPI gave a presentation report of the existing conditions assessment findings from:

- *The April 22nd site visit*
- *Public input received to-date*
- *Relevant reference research data and documents reviewed to-date, with key findings from those materials as they pertain to the Accessibility Assessment.*

General Discussion

Following the report presentation, the following general discussion items were noted:

- *Pay attention to using terms like “accessible” and try and stay away from using “handicapped” and “disabled” terms. Understanding that there are legal definitions for parking spaces but we want to make sure it is understood that this study’s goal is to consider universal accessibility for a variety of user needs.*
- *Try and use person first language. For example instead of saying “Julia is autistic” you could say “Julia has autism”.*
- *Compliant, creative and proactive discussions about parking. There are minimal accessible parking spaces available.*
- *A creative approach might be for HBSP to consider time limits and/or fees for accessible parking spaces to support services.*
- *A proactive approach to timed accessible parking and fares looks at associated accessibility revenue needs, which could be generated from fee based accessible parking spaces in a break even approach that supports general public education and outreach on accessibility.*
- *General discussion about fee-based parking, time limits and revenue that serves HBSP needs.*
- *The fact that people with “Handicap” placards are allowed to park anywhere for free does not mean that there is an accessible route from all parking spaces to HBSP facilities. More dispersal of designated accessible parking spaces at all three beaches would be beneficial.*
- *State law requires one hour of free parking for accessible parking spaces and then HBSP can charge a fee for additional time. Legal requirements need to be confirmed in association with this type of improvement option.*
- *Time limits could vary depending on level of demand. For example high use areas could have shorter time limits than other areas with less demand.*
- *Parking passes for accessible spaces could be reserved (on-line) which could be particularly beneficial for pre-visit planning by visitors to the area with accessibility needs. Some senior citizens who would be eligible for free parking as available when they arrive at the South Beach Campground area are interested in paying for reserved spaces to make planning for their visit easier.*
- *Governor’s Commission on Disabilities is happy to discuss parking policy ideas further.*
- *The building improvements at the South Beach campground planned for the fall of 2024 only include repairs to the restrooms.*
- *Parking per the latest NH DOT concept plans is staying in the middle of the Ocean Boulevard right-of-way between north and south bound lanes at Main Beach near Boars Head.*
- *Universal signage is important to consider throughout all HBSP facilities.*

Existing Conditions Review Meeting

- *Are “Van Accessible” spaces required to be used by vans only? No. NH State law allows any “Handicap” license plate vehicle to use these spaces. Educational / signage improvements opportunity?*
- *HBSP is considering additional temporary mats at Main Beach that extend further seaward, as well as adding new ones at locations other than the Seashell Building. May also be considered at South Beach. Not feasible at North Beach. Can’t place them below the high tide line.*
- *Some ramp and stair access points at North Beach have large boulders at the shoreline and most are underwater every 12 hours between tide cycles. These issues may come down to a need for improved communication to inform the public about what to expect ahead of their visit to the HBSP facilities.*
- *How can accessibility by wheelchairs to the water be improved? Most people with accessibility needs are interested in access to the beach and water, and not just viewing access. HBSP staff hear this often. Should consider equipment improvements to make physical access improvements to the beach and water. Temporary or permanent access routes across the beach to the intertidal zone are challenging.*
- *Might consider other alternatives like a pier or elevated boardwalks on piles that can be removed and re-installed seasonally.*
- *Improved equipment like heavier beach wheelchairs with flotation on the arm rests so people can roll into the water. Current beach wheelchairs at HBSP have air filled tires which float.*
- *Consider examples from beaches elsewhere like in Rhode Island, which have enhanced accessibility and fishing amenities.*
- *A new study has begun looking at dune crossings in Seabrook.*
- *UNH has done a dune walkover study and developed some conceptual designs.*
- *Locals are interested in volunteering during the assessment to help with public outreach.*
- *NH Disabilities and NH Business Review are holding a presentation on hiring people with accessibility needs this fall.*
- *The NH Business Review would be interested in covering the HBSP Accessibility Feasibility Study.*
- *The Chamber of Commerce is distributing the Accessibility Assessment public outreach info to the Hampton Beach business community. The public input survey may be posted currently in the Chamber of Commerce window?*
- *HBSP is posting the project on their Facebook page.*
- *Ask the Village District to post on their Facebook page.*
- *Consider posting public outreach info on the Town of Hampton’s cable channel 22.*
- *Many Canadians are interested in Hampton Beach and information in French would be beneficial.*

- *The Northeast Independent Living Group has been sent the public input survey.*

Next Steps / Action Items

- HBSP staff and public input surveys (*End of August*)
- *Focus Group meetings (July)*
- Improvement Options Brainstorming and Site Tour Committee Meeting (*June 27th*)
- Beach Area Pop-Up public input event to present draft improvement options. (*July 27-28*)
- Draft Improvement Options Committee Review Meeting (*First week of August?*)
- Draft Report Committee Review Meeting (*Last week of August?*)
- Final Report Presentation Committee Meeting (*First week of October?*)
- Final Report submission (October 31, 2024)

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers (GPI)

Minutes

Subject:	Improvement Options Brainstorming Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Wednesday, June 27, 2024; 3:00PM – 5:00PM
Location:	Hampton Beach State Park; Seashell Building Conference Room
Attendees:	Travis Pryor, PLA– GEI Consultants, Inc., Project Manager Alison Brady, EI – GEI Consultants, Inc. Nicole Rogers, P.E. – Greenman-Pedersen, Inc. Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect
Committee / HBSP Staff	Johanna Lyons – NH DNCR, State Park Planning & Development Specialist Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor Thomas Manning – NH Governor’s Commission on Disability, Commissioner Pat Bushway – Hampton Beach Area Commission Julia Callahan – NE Passage, Accessibility Specialist Jen Kennedy – Blue Ocean Society, Executive Director
Public	Katherine Harake – ACLU-NH Barry – Local resident and beachgoer with wheelchair disabilities

** Italicized text denotes minutes recorded*

Public Input Update

GEI/GPI report on:

- Public input received to-date
 - *(60) Surveys received to-date.*
 - *Beach access and parking are the two most important accessibility issues identified by the public thus far.*
 - *Other general public input themes are emerging.*
- Focus Groups outreach
- July 27 – 28 Pop-Ups

Improvement Options Brainstorming Discussion

Following the Public Input Update report, initial improvement options were offered by GEI / GPI along with an Improvement Options format for organizing the various option in consideration of a variety of facility focus areas and prioritization categories. The following brainstorming discussion items were noted:

- *Johanna has done informal placard surveys. Findings include:*
 - *(24) placards were located in general parking with (1) designated space vacant south of the Seashell complex.*
 - *(2) of (3) designated spaces were occupied and (6) placards out of (67) spaces north of the Seashell complete.*
 - *Parking further north in the median area north to “G” bay had (7) placards out of (285) spaces.*
 - *About half of the overall license plates were from NH and the other from MA. (1) was from GA.*
- *Recommended to continue to document parking use to gauge policy changes for potential fees and timing.*
- *Improvements should consider how HBSP interfaces with abutters and the Village District.*
- *The improvements should be inclusive in considering public input in the report.*
- *The matrix should identify who the primary entity in control of implementing the improvements is (HBSP or “Others”).*
- *Improved distribution pattern of accessible spaces.*
- *Timing / fee system for accessible parking.*
 - *Idea to offer free parking for a designated amount of time, then a fee applied beyond that time.*
 - *Idea for revenue generated to be put back into accessible investments.*
- *Concern of loss of revenue from changing spaces to accessible spaces brought up again.*
- *Question from Julia Callahan about the matrix. Does “compliance” indicate that that category is currently in compliance, or that is a goal? GEI response that most facilities were compliant at the time they were built.*
- *For van accessible parking specifically, sand has encroached on clear aisles. So that would need to be addressed to be in compliance again.*
- *Suggestion to improve pedestrian access ramps to bring them into compliance again with latest ADA / ABA standards.*
- *Question of legality of designating parking spaces as “van only.”*
- *Create list of things to look into legislative changes? Talk to people at the Governor’s Commission.*

Improvement Options Brainstorming

- *Improved wayfinding and outdoor accessible routes. So that someone knows how to get from point A to point B. So you make an informed decision about where to park.*
- *Some focus areas are not in the state park jurisdiction. Like crosswalks, for example. Maybe just have an asterisk on those items. Part of community connection.*
- *Question about whether the Village District is involved / have they shown interest in this project? It would be a shame to do all this work/effort and have some pieces missing from the whole picture. Answer: HBSP doing some targeted outreach.*
- *Combined session with Chamber of Commerce and Village District?*
- *“Playground should be ADA compliant. It should have been compliant 15 years ago.”*
- *Would be better to engage the Village District in a “neighborly way” rather than just pointing out that they’re not in compliance in our report.*
- *Recommendation matrix should have a category called “community engagement” to designate whether it is fully under State Parks jurisdiction or whether it will require some community engagement.*
- *Add wheelchair symbols to mobility mats on beach.*
- *What are the regulatory standards for mobility mats on beaches?*
- *What are best management practices for mobility mats?*
- *Emphasize location of mobility mats on wayfinding maps.*
- *HBSP has tried a variety of mobility mat products. Motorized wheelchairs can get stuck in them.*
- *Barry indicated that Mobi-Mats are the best product he has experienced. Adding an “end treatment” on the mats for gathering, viewing and turning around would make a world of difference, including less social conflict as most people with or without disabilities use the mats to cross the sand beach.*
- *Barry indicated that there is typically no Van Accessible parking available at HBSP and he has to park at the Town’s public lot near the Police Station. Van Accessible designated parking spaces parallel to the sidewalk along the HBSP seawall would be helpful.*
- *Barry asked about accessible restroom facilities, noting that the doors currently open in the wrong direction and have no button activated automated opening devices for the doors. GEI indicated that this input was helpful and noted by HBSP. This current study is focused on outdoor facility accessibility and not HBSP buildings.*
- *Barry indicated that Seista Key beach in FL has a good mobility mat system. They have “T” layouts at the end of the mats.*
- *Mobility mats and ramps require daily staff maintenance.*

Improvement Options Brainstorming

- *Mobility mats at the Seashell Complex are extended as far as practical before they experience increased maintenance from tides. They could be added / extended at other HBSP facility locations.*
- *The current mobility mat configuration with a single, straight path and not variation in width can get congested.*
- *Mobi-Mats and ramps are easier to maintain on a daily / monthly basis versus wooden ramps and mats. Mobi-Mats are particularly easier to maintain in consideration of tidal conditions. Tides are typically lower during the peak summer HBSP visitor season.*
- *HBSP cannot rake the beach in the intertidal zone and placing a mobility mat system below the highest observed tide for removal and resetting twice a day between tide cycles is not practical.*
- *What are the ABA standards for mobility mats?*
- *Can a key location be provided for water access?*
- *If would be nice if motorized equipment could be put in place at the end of the mobility mats to provide accessibility assistance into and out of the water.*
- *There are safety hazards with floating adaptive equipment.*
- *Julia indicated that NE Passage has some effective floating adaptive equipment. Need to have liability forms for user consent and provide current equipment that has improved significantly.*
- *HBSP asked for adaptive equipment beach wheelchair recommendations. NE Passage can compile a list of equipment they would recommend for the beach and / or for in-water use. There is a balance between wheelchairs that work well on land vs those that work well in the water.*
- *HBSP should consider in-water adaptive equipment use policies to protect against use in adverse water conditions (when currents are too strong, etc.)*
- *Consider partnering with adaptive sports organizations to provide adaptive equipment opportunities at HBSP.*
- *Maybe it could be trailered in each day? Mobile equipment could be through a reservation system. Renting equipment has liability issues.*
- *Kennebunkport, ME had a day for accessible surfing, where an outside company came in and brought equipment.*
- *HBSP is challenged to provide adaptive equipment on their own. There are no opportunities to provide additional adaptive equipment storage space at the Seashell complex.*
- *Public input suggests there are few days where a person with disabilities can go to the ocean.*

Improvement Options Brainstorming

- *What are the coastal environment resiliency issues for each recommended improvement (list pros and cons?)*
- *HBSP needs to be out in front of state legislator in terms of accessibility improvements in consideration of climate change risk.*
- *Fishing is not allowed on the beach during lifeguard hours. A pier for fishing would be helpful.*
- *South Beach and the campground area are a relatively flat, open canvas for addressing accessibility needs. Most people are focused on accessibility around the Seashell complex and then look further outward from it for additional improvement opportunities. South Beach is relatively more cost effective to implement accessibility improvements vs developed Main Beach and physically limited North Beach area.*
- *Reach out to Access Navigators out of Portsmouth, NH.*
- *HBSP has tried service building at South Beach in the past. May consider food trucks in the future.*
- *Consider setting relocating curb stops further into parking spaces to keep access aisles clearer at South Beach.*
- *Consider changing stair access systems to ramps in general.*
- *Consider permanent structures along with mobility mats for dune crossings.*
- *Consider an accessibility coordinator staff position to organize all facility, user and stakeholder needs and interests.*

After the brainstorming discussions, GEI / GPI conducted a brief site tour from the Seashell complex and then presented an overview of the HBSP Accessibility Feasibility Study at the Hampton Beach Area Commission's regularly scheduled meeting at 7:00pm at the Town Office Selectmen's Meeting Room.

Next Steps

- HBSP staff and public input surveys (On-going. End of August)
- Focus Group meetings (Scheduled throughout July)
- *Beachability event hosted by HBSP and ACLU NH on July 25th*
- Beach Area Pop-Up public input event to present draft improvement options. (July 27- 28)

Waterproof banners will be provided to be displayed throughout HBSP. Send banner artwork digitally to Johanna

- Draft Improvement Options Committee Review Meeting (First week of August?)

- Draft Improvements Feedback Online Public Survey (July – End of August)
- Draft Report Committee Review Meeting (Last week of August?)
- Final Report Presentation Committee Meeting (First week of October?)
- Final Report submission (October 31, 2024)

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers/Robert White (GPI)

Minutes

Subject:	Draft Improvement Options Presentation Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Tuesday, August 20, 2024; 1:00PM – 3:00PM
Location:	Microsoft Teams (Click) Join the meeting now HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA – Project Manager, GEI Consultants</i>
<i>Consultant</i>	<i>Alison Brady, EI – GEI Consultants</i>
<i>Team</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR State Park Seacoast Regional Supervisor</i> <i>Brian Wilson – NH DNCR State Parks Director</i> <i>Thomas Manning – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i> <i>Julia Callahan – NE Passage Accessibility Specialist</i> <i>Jen Kennedy – Blue Ocean Society Executive Director</i>
<i>Public</i>	<i>Elizabeth McKenna – Senator Shaheen’s Office</i> <i>Janelle DiLuccia</i> <i>Nick (last name not known)</i>

** Italicized text denotes minutes recorded*

Public Input Update

GEI/GPI report on:

- Public input received to-date
- Focus Group outreach
- July 27 Pop-Up

Draft Improvement Options

The primary focus of this meeting is review a presentation of the draft improvement options considered for inclusion in the Assessment report. The draft improvement options have been refined based on the June 27th Committee Meeting feedback, as well as from public input received at the pop-up event, ongoing focus group outreach and public input survey responses.

After the presentation, general discussion items focused on prioritization consensus around the list of draft options as follows:

Draft Improvement Options Presentation

- *Is there another column needed for environmental impact in the options matrix? The legislation specifically includes wildlife and environmental impacts for recommended locations. I think it is just low-moderate-high evaluation or No Affect (programmatic/O&M/Comm&Outreach).*
- *If there was a column noting Lead vs. Supporting items, it would be easier to sort by the main category (parking, etc.) and not mess up those lead/supporting sections.*
- *More text will be included in the report to support understanding of the matrix.*
- *What are “Cross Section Improvements”? Response from GEI / GPI is that it is the upland cross section within the Route 1A right-of-way (Seawall to westerly town sidewalk).*
- *How is public input recognized in the matrix? Response from GEI is that the report will clarify the details behind the improvement “ranking” terms like “Low”, “Moderate” and “High”.*
- *Should the improvement options be organized by general improvement themes (i.e. parking, events, etc.)?*
- *The pier improvement option is only noted once in the matrix. How is it valued in this study? Response from GEI is that there was a lot of focus around that particular option in the prior study and the report will reference that. It is still being considered in this study and it is recognized that it should not be lost in the long list of improvement options.*
- *Who is “Other” under the Control column. GEI will define details on this in the report narrative.*
- *Life Cycle Costs vs Implementation Costs? GEI response is that the assessment will focus on implementation costs in the matrix and will note if significant life cycle costs are expected for a particular improvement option to be considered as part of the written report narrative.*
- *Why is lifeguard accessibility training listed? Is this an operations and maintenance item that HBSP is already doing as needed?*
- *What is the background information that drove this study?*
- *HBSP should be budgeting for implementation of the improvements at their facilities.*
- *The State Legislature will consider this study, along with the prior pier study when discussing next steps for implementation of accessibility improvements at HBSP.*
- *HBSP parking facilities are self-funded. The State appropriates capital expenses for HBSP facilities, operations and maintenance.*
- *Focus themes should include “Wayfinding” and “Outreach and Coordination”.*
- *Should a numeric ranking be used to define prioritization values? Committee to discuss further.*

- *Add a “Public Input and Values” column.*
- *Define implementation with “Near”, “Intermediate” and “Long-Term” schedules.*
- *For Critical Path consideration, should one particular recommended improvement be done prior to another one? Should they be interconnected? GEI / GPI will expand on this in the matrix and written report.*
- *General public priorities? GPI indicated:*
 - *Parking and Beach Access were “High”*
 - *Playground and Events were “Medium”*
 - *All others were “Low”*

Next Steps

- HBSP staff and public input surveys (On-going. End of August)
- Draft Report Committee Review Meeting (September 17th at 1:00pm)
- Final Report Presentation Committee Meeting (October 15th at 1:00pm)
- Final Report submission (October 31, 2024)

Other Discussion Items?

The foregoing reflects the writer’s understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers (GPI)

Minutes

Subject:	Draft Accessibility Feasibility Study Presentation Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Tuesday, September 17, 2024; 1:00PM – 3:00PM
Location:	Microsoft Teams (Click) Join the meeting now HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA – Project Manager, GEI Consultants</i>
<i>Consultant</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i>
<i>Team</i>	<i>Robert White, Senior Landscape Architect – Greenman-Pedersen, Inc.</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR State Park Seacoast Regional Supervisor</i> <i>Kirsten Howard – NH DES Coastal Program Resilience Program Coordinator</i> <i>Paul Kelley – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i>
<i>Public</i>	<i>Katherine Harake – ACLU-NH</i> <i>Chase Eagleson – NH Council on Development Disabilities</i>

** Italicized text denotes minutes recorded*

Draft Accessibility Feasibility Study Presentation

The primary focus of this meeting is a presentation of the draft Accessibility Feasibility Study organized as follows:

- Summary of Committee Feedback on Improvement Options
- Overview of Accessibility Feasibility Study Report Format:
 - Executive Summary
 - Project Background
 - Findings and Recommendations
 - Improvement Options Matrix
 - Partnership
 - Public Input
 - Improvements Mapping
 - Coastal Climate Risks and Resiliency

- Local, State and Federal Regulations
- References

General Discussion

The following items regarding the Draft Accessibility Feasibility Study Presentation, report formatting and draft Improvement Options Committee Feedback were discussed as follows:

- *Assign numbers to “Others” in the Improvement Options Matrix for this likely to be the primary controlling party.*
- *Temporary / seasonal ramps as initial step for replacement of beach access stairs. Could be filled with sand and then have mobility mats placed over them.*
- *Consider using interlocking mobility paths as were recently used at the Seafood Festival. Meredith has photos and will share.*
- *Adaptive equipment provided free or for a fee? Provided by other operators outside HBSP. A local business in the Hampton Beach Area off Ashworth Avenue is currently doing this.*
- *Include “T” configurations at ends of mobility mat extensions across the beach.*
- *Clarify “Coordination of Projects” in the Improvement Options Matrix.*
- *Suggest noting primary environmental impact in the Improvement Options Matrix as “Physical”, “Ecological” or “Visual”.*
- *Consider resilience / coastal hazard impacts as well as resiliency improvements associated with each recommended accessibility improvement option in the Matrix? This was discussed and will be noted in the report vs the Improvement Options Matrix as it is not as directly applicable to several of the non-physical improvement recommendations.*
- *The existing conditions assessment of the report is a high-level overview of the accessibility conditions and not a detailed review of physical, environmental, economic, social, etc. existing conditions at HBSP.*
- *Remove all “general” recommendations in the matrix and from the report which are not directly associated with HBSP facilities, as well as most of the recommendations associated with life safety, operations and maintenance. The latter are items HBSP is already doing at varying levels as part of their overall operations and the improvement recommendations would be better noted under communication and outreach to the public about what HBSP is responsible for and how they are maintaining their facilities. For example, the 18th Street beach access ramp and platform may not always be accessible during season storm events where sand, rock and other ocean debris is deposited at the site requiring scheduled maintenance and cleanup as HBSP budget and staffing allows.*
- *HBSP issues special use permits for their facilities to a variety of organizations and interest groups beyond the Village District.*
- *Include a description of potential Coastal Erosion risks along with other noted Coastal Environment risks.*

- *Report should state reasoning as to why a recommended improvement is located at one particular HBSP facility over another for public benefit / reference as they may not all have been involved with the meetings and public outreach / input initiatives in this study.*

Next Steps

- *Accessibility Feasibility Study Committee Review.*
(Response Request end of day October 23rd)
- *Final Accessibility Feasibility Study Presentation Committee Meeting*
(October 15th at 1:00pm)
- *Final Accessibility Feasibility Study Review of Committee comments*
(October 24th)
- *Final Accessibility Feasibility Study Submission*
(October 31, 2024)

After the report is complete it will be sent to the State Legislature for further discussion.

Other Discussion Items?

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP (GEI)

Nicole Rogers/Robert White (GPI)

MINUTES OF MEETING OF July 10, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Adaptive Equipment / Events

DATE PREPARED: July 15, 2024

LOCATION: Virtual

ATTENDEES:	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Daniel Santos	NE Passage Accessibility Specialist
	Kelly Walsh	Adaptive Sports Partners
	Cayla Hammaker	Move United Sport
	Ralph Fatello	Wounded Warriors- Hit the Beach
	Nicole Rogers	GPI

PURPOSE: Focus Group – Adaptive Equipment / Events

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Kelly Walsh:**
 - Emphasized the importance of accessible website information and clear signage.
 - Suggested creating an "Accessibility" tab on the website with comprehensive details on accessible features and locations.
 - Mentioned a State Park near Plymouth, NH, that is popular due to its beach wheelchair accessibility, highlighting the need for such features.
- **Cayla Hammaker:**
 - Stressed the need for public awareness through social media, press releases, and collaborations with organizations like Northeast Passage.
 - Highlighted that awareness efforts should include clear information on accessibility improvements to draw more visitors.
- **Daniel Santos:**
 - Discussed the availability of beach wheelchair rentals (from third party organizations) to reduce reliance on a first-come, first-serve basis. However, need to better broadcast that option/
 - Noted the importance of adaptive equipment for the aging population and individuals with disabilities.
 - Mentioned various types of beach wheelchairs (e.g., Debug, Sand Rider, Hippocampe) and their suitability for different needs. (See last page for additional information)

2. Transfer Equipment and Staff Training:

- **Daniel Santos:**

- Suggested portable transfer equipment, like motorized tracks or Hoyer lifts, to facilitate safe transfers from everyday chairs to beach wheelchairs.
- **Kelly Walsh:**
 - Recommended disability awareness training for staff to ensure appropriate language and interactions.
 - Stressed the importance of creating welcoming environments for individuals with disabilities.
- **Cayla Hammaker:**
 - Introduced "Inclusive Sport Fundamentals," a guide developed by Move United, covering disability knowledge, adaptive sports, and staff training.

3. Event Accessibility and Logistics:

- **Daniel Santos:**
 - Highlighted successful partnerships with other state parks (Bear Brook – archery, Odiorne – kayak/paddling) and local organizations (local retirement homes or aging facilities – adaptive cycling, etc.) for adaptive sports event
 - Emphasized the importance of inclusive event planning and accessibility considerations.
- **Kelly Walsh:**
 - Shared the successful partnership model with Cannon Mountain, involving accessibility training, resources, and equipment.
 - Explained how funds raised through specific events are used to improve accessibility, benefiting both the general public and adaptive athletes through the Cannon Infrastructure Fund

4. Innovative Solutions and Best Practices:

- **Daniel Santos:**
 - Mentioned advanced adaptive equipment like the Terrain Hopper and Hippocampe chairs for all-terrain use.
 - Suggested evaluating the suitability of various adaptive devices for different users.
- **Nicole Rogers:**
 - Proposed creating an accessibility facilitator or coordinator role to manage resources, partnerships, and communication.
- **Kelly Walsh:**
 - Emphasized the importance of universal design for accessibility, making all areas accessible for everyone, not just those with disabilities.
- **Cayla Hammaker:**
 - Emphasized the importance of using adaptive sports networks to spread the word

5. North Beach Events:

- **Ralph Fatello:**
 - Highlighted the importance of maintaining clear access points and the challenges posed by seaweed accumulation.
 - Suggested that “granite stairs” be reconstructed
 - Suggested implementing more accessible ramps at North Beach, specifically at the 12th St access point. This would be incredibly beneficial for Surfing with Smiles Event which operates from this access point due to its central location on North Beach. Additional accessible spaces would be beneficial here as well.
 - Noted the effectiveness of the 18th St ramp for the Wounded Warriors event. Use viewing platform for staging / equipment holding. Ramp could be widened.
 - Discussed the feasibility of clearing seaweed before events to ensure accessible pathways.

Recommendations Summarized:

- **Additional Accessible Ramps:**
 - Consider implementing accessible ramps at North Beach, particularly at the 12th St access point, similar to the effective 18th St ramp.
 - Acknowledge potential environmental and engineering challenges, such as storm surge and seawall integrity, in planning and construction.
 - **Website and Public Awareness:**
 - Enhance the website with a dedicated "Accessibility" tab containing detailed information on accessible features and locations. Include Sites, Facilities, and "what to know before you go"
 - Use social media and press releases to increase public awareness of accessibility improvements and available resources.
 - Partner with Adaptive Sports Organizations and similar agencies to help spread the word
 - **Partnerships and Training:**
 - Explore partnerships with adaptive sports organizations for equipment provision, staff training, and program development.
 - Utilize existing resources like the "Inclusive Sport Fundamentals" guide to train staff on disability awareness and adaptive sports.
 - **Adaptive Equipment and Reservation System:**
 - Evaluate the feasibility of a reservation system for adaptive equipment to ensure availability and reduce the reliance on a first-come, first-serve basis.
 - Investigate funding opportunities for acquiring advanced adaptive equipment suitable for various users, including children and older adults.
 - **Operations and Maintenance:**
 - Implement proactive maintenance strategies to address issues like seaweed accumulation before major events.
 - Coordinate with event organizers to ensure accessibility requirements are met, including clear pathways and equipment availability.
 - **Action Items:**
-

- Nicole to follow up with meeting notes and additional questions for participants who were unable to attend.
- Participants encouraged to share the survey within their networks for broader feedback.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

Beach Wheelchairs: Types and Features

1. Debug Chair:

- **Design:** Features four large balloon tires for better stability and maneuverability on soft sand.
- **Seating:** More upright seating position, which is suitable for users who prefer or require a seated posture that offers good visibility and comfort.
- **Headrests:** Typically includes headrests and additional support options to enhance user comfort, especially for those with limited upper body strength.

2. Sand Rider Chair:

- **Design:** Three balloon tires (two in the back and one in the front), making it easier to maneuver over uneven surfaces.
- **Seating:** Offers a more reclined seating position compared to the Debug Chair, which may be beneficial for users who need to distribute their weight more evenly.
- **Headrests:** May include headrests and adjustable seating angles to accommodate different user needs and preferences.

3. Hippocampe Chair:

- **Design:** Known for its all-terrain capabilities, including large balloon tires that can be equipped for use in both sand and shallow water.
- **Seating:** Typically features a more flexible seating design that can be adjusted for different angles and positions.
- **Headrests and Accessories:** Includes options for headrests, harnesses, and additional support features, making it versatile for users with varying mobility needs. The chair is designed to prevent buoyancy issues, ensuring safety in the water.

4. Terrain Hopper:

- **Design:** Features four large wheels and a motorized system, allowing it to traverse rough and sandy terrain.
- **Seating:** Equipped with hand controls or a joystick for independent operation, providing a high degree of mobility and freedom.
- **Headrests and Support:** Offers customizable seating with headrests and harnesses, tailored to users who require significant support and stability.

Considerations for Selecting a Beach Wheelchair:

- **User Needs:** The choice of beach wheelchair should be based on the specific needs of the user, including their mobility level, the need for upper body support, and personal preferences for seating position.
- **Terrain Compatibility:** Different chairs offer varying degrees of compatibility with sand and water. For instance, the Hippocampe and Terrain Hopper are better suited for all-terrain use, while the Debug and Sand Rider are ideal for beach-specific use.
- **Independence vs. Assistance:** Some chairs, like the Terrain Hopper, are designed for independent use, allowing users to control the chair themselves. Others may require assistance from another person, particularly in navigating more challenging terrain.
- **Comfort and Support:** Features like headrests, harnesses, and adjustable seating angles are crucial for ensuring user comfort and safety, especially during prolonged use.

MINUTES OF MEETING OF July 15, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Disabilities

DATE PREPARED: July 16, 2024

LOCATION: Virtual

ATTENDEES:	Jennifer Crowell	Granite State Independent Living
	Stephanie Hurd	Future In Sight
	Melissa LaRocque	Future In Sight
	Katharine Harake	ACLU
	Chase Eagleson	NH Council on Developmental Disabilities
	Travis Pryor	GEI
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting - Disabilities

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Jennifer Crowell:**
 - Major barriers: Beach chairs and parking.
 - Frustration with the US's lag in beach accessibility compared to other countries.
 - Importance of proper platforms and rollout mats to protect and improve accessibility.
- **Stephanie Hurd:**
 - Need for tactile maps at key locations.
 - Suggested audible beeps or markers in water for orientation for the blind.

2. Parking Solutions:

- Discussed the need for more accessible parking, especially at North Beach and 12th and 18th St access points.
- Proposal for paid accessible parking after a free period to encourage turnover.
- Suggestions for shuttle services from off-site parking to the beach.
 - Would provide greater accessibility to entire area
- Jennifer noted issues with access aisles being too narrow and on the wrong side for van accessibility.

3. Access Points and Pathways:

- **Stephanie Hurd:**
 - Emphasized the importance of signage and wayfinding.
- **Chase:**
 - Recommended mobility mats at South Beach to extend accessibility.

4. Event Accessibility:

- Need for viewing platforms and ASL interpreters at events.
- Suggestions for making accessibility plans mandatory for event organizers.

5. Adaptive Equipment and Staff Training:

- Interest in beach wheelchairs that can be used independently.
- Importance of transfer equipment for moving from regular wheelchairs to beach wheelchairs.
- **Jennifer Crowell:**
 - Highlighted the need for staff to understand and manage conditions like autonomic dysreflexia for individuals with spinal cord injuries.
- **Chase:**
 - Suggested cooling areas or shade structures.

6. Communication and Information Transparency:

- Noted the lack of accessible information about services at Hampton Beach.
- Suggestions for creating a dedicated website and improving signage with plain language, larger fonts, and better contrast.
- **Stephanie Hurd:**
 - Proposed tactile maps with shapes and Braille for orientation.(Camp Exciting Adventures- New Durham)
- **Melissa LaRocque**
 - Proposed color contrast and appropriate font size
- **Chase Eagleson**
 - Emphasized the importance of plain language

7. Future Partnerships and Outreach:

- Proposal for partnering with third parties to manage accessibility programs and bridge gaps between various stakeholders.
- Need for active social media engagement to disseminate information widely.

Upcoming Events:

- **Beachability Event:** July 25th
- **Beach Pop-up Event:** July 27th (with tables at Main Beach, South Beach, and North Beach)

Recommendations Summarized:

- **Parking**
 - Add more accessible parking (12th street and 18th street)
 - Ensure access aisles have adequate widths and are correctly positioned for van accessibility (usually out of passenger side, some have ramps out the back)
- **Transportation**
 - Introduce shuttle service from off-site parking to the beach to ease access
- **Access Points / Pathways**
 - Extend mobility aids to more areas, particularly at South Beach
- **Event Accessibility**
 - Install designated viewing platforms
 - Ensure availability of ASL interpreters

- Require event organizers to implement comprehensive accessibility plans
- **Adaptive Equipment / Training**
 - Provide a variety of beach wheelchairs that cater to different needs, including models that allow for indepeent use
 - Make transfer equipment available to assist individuals in moving from regular wheelchairs to beach wheelchairs
 - Train staff on managing conditions like autonomic dysreflexia and other disability-specific needs
 - Implement disability awareness training
 - Establish cooling areas or shade structures to help prevent heat-related conditions
- **Communication and Information**
 - Create a dedicated accessibility tab on the website with comprehensive information about available services and features
 - Use plan language, larger fonts, and better contrast on all signage to improve readability
 - Consider tactile maps with shapes and Braille to aid navigation for individuals who are blind or have low vision
 - Research opportunities for wayfinding devices for water use
- **Future Partnerships and Outreach**
 - Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
 - Actively use social media to disseminate information about accessibility improvements and available resources
 - Collaborate with local organizations to promote events and gather broader community feedback

Action Items:

- Nicole to follow up with email containing the meeting transcript and notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF July 16, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Transit Providers

DATE PREPARED: July 17, 2024

LOCATION: Virtual

ATTENDEES:	Camille Correa	Nashua Transit System (NTS)
	Lori Lorman	Nashua Transit System (NTS)
	Mike Whitten	Manchester Transit Authority (MTA)
	Cheryl Worsman	Manchester Transit Authority (MTA)
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting – Transit Providers

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Existing Service

○ MTA

- Uses 45-foot motor coaches for beach transit services
- Ridership around 75 on rainy days and up to 220 passengers on peak sunny days
- One Saturday per month (June (Sandcastles), July, August, September (Seafood Festival))
- Fare is \$5
- Operates multiple trips per day, with buses departing Manchester at 8:00 AM and 10:30 AM, and returning at 2:00 PM and 4:30 PM (providing some buffer for traffic)
- Utilizes park-and-ride locations for bus parking due to lack of designated bus parking at beach

○ NTS

- Uses 35 -footer for beach transit services
- Ridership of all ages (4 – 84), bikers, walkers, wheelchairs, etc.
- One Saturday per month (June (Sandcastles), July, August, September (Seafood Festival))
- Fare is \$10 (raised from \$5 last year – no complaints – people want to go!)
- Busses depart Nashua Transit Center at 9:00 AM and 10:00 AM and depart Hampton at 3:30 PM
- Typically will park across from Playland and load/unload there because circle is not always available

2. Current Barriers

○ Bus Stop Location

- Feedback from Survey “ Sometimes it can be very difficult to use the bus. Some days they can pull up to the sidewalk and it works great, but other days they get rushed

out and yelled at. There should be a regular spot where buses can drop off and pick up that has access to the sidewalk for people in wheelchairs.”

1. MTA reported that parks staff often rush the bus drop off process and sometimes buses are not allowed to pull up to the curb, complicating accessibility.
 2. NTS shared similar experiences, where buses are redirected or not allowed to drop-off passengers at convenient locations.
- Inconsistent drop-off procedures and limited space (tight angles) have resulted in scraped transit vehicles
 - Inconsistent drop-off/pick-up results in accessible amenities being further than desired (seating, shade, bathrooms, etc.)
- **Communication**
 - Lack of effective communication and coordination with frontline state park staff, leading to challenges in bus operations
 - Inconsistent information and support from state park staff regarding bus parking and drop-off
 - Transit providers are often met as an inconvenience especially during high peak times – have been asked to provide service on a weekday morning rather than peak Saturday but that’s when people want to go to beach when there are events etc. Limited fleet does not allow for weekday service as both providers are providing in-town service at those times.
 - **Parking**
 - Parking at beach for is difficult and inconsistent for busses.
 - The current process for obtaining parking passes for buses is complex and time-consuming, often requiring multiple steps and the use of different email addresses.
 - The online system for parking passes is cumbersome and prone to errors.
 - If able to park at beach, drivers can also enjoy (use bathroom, get food, etc.) however, if not, it’s a very uncomfortable and long day

3. Thoughts on Expanded Service

- Both would love to provide expanded service, but funding and resources (fleet and drivers) are extremely limited
- Currently provides weekend service only to Hampton because fleet is providing in-town service on weekdays
- Both open to additional stops if accessibility amenities were expanded throughout the park (i.e. North Beach and South Beach)
- Must consider traffic

4. Bus Stop Amenities

- Designated bus stop with clear signage, shade, and seating is lacking

5. Thoughts of Local Shuttle Service

- Both providers stated they think that would be beneficial in terms of providing greater access throughout the area (greatly expands accessible parking options)
- Referenced Seafood Festival as good example that provides free service from in-town municipal lots and utilizes school buses (this shuttle service is sponsored by FIRST Student)
- Look into NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individual with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individual with Disabilities (<https://www.dot.nh.gov/projects-plans-and-programs/programs/fta-grants-related-information>)

6. Outreach of Services & Partnerships

- Both use website and social media to inform and engage the community about transit options and updates
- NTS markets their services at senior apartment complexes via flyers and newsletters
 - Important to note that cell phone use/social media not available or used by everyone. Many folks rely on bulletin board postings, etc. for information.
- MTA markets through MPOs and RCCs as well
- Word of mouth recommendations have significantly contributed to awareness and ridership increase

Recommendations Summarized:

• Designated Accessible Drop-Off/Pick-Up Points

- Identify and establish clearly marked, accessible bus drop-off and pick-up point to ensure direct access to accessible sidewalks and necessary amenities (bathrooms, shade, seating)
- Aim for reduction in incidents where passengers are rushed off buses or dropped off at inaccessible locations

• Improved Coordination/Training with State Parks Staff

- Enhance communication between transit providers and state park staff to ensure a welcoming and supportive environment for accessible transit
- Implement regular coordination meetings and establish clear protocols for bus drop-off/pick-up and parking
- Designate a dedicated liaison role within parks staff to facilitate communication and coordination with transit providers

• Streamlined Parking Pass System

- Simplify the process for obtaining parking passes for buses, possibly through a more user friendly online system that is intuitive and consistent in terms to fare pricing
- Consider public transit vehicles with government plates to be exempt from a state parking fee

• Additional Service + Funding

- Explore possibility of additional stops with Hampton Beach State Park if accessible services were expanded upon (South Beach, North Beach)
- Explore possibility of additional service (weekdays, more weekends) which would require funding and resources (fleet, drivers, etc.)
- Identify and apply for additional funding opportunities to support expanded transit services, such as NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individuals with Disabilities
- Implement a local shuttle bus service to connect off-site parking areas with key beach access points
 - Explore purchasing used school buses and adapting them for accessible shuttle use to reduce costs and increase availability
 - Seek partnerships with local organizations and benefactors to secure financial support for accessibility improvements
 - Multiple benefits: expanded accessibility and reduced parking congestion at beach. Improved mobility for visitors with disabilities, making it easier to visit HBSP

• Increased Accessible Amenities+ Signage

- Use clear and informative signage at bus stop locations to indicate destinations/routes and encourage public transit
 - Provide bus stop/route signage (similar to airport), i.e. route to Nashua, route to Manchester, etc.
 - Enhance bus stop to include accessible seating and shade structure
-
- **Future Partnerships and Outreach**
 - Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
 - Actively use social media to disseminate information about accessibility improvements and available resources
 - Collaborate with local organizations (MPOs, RCCs, Local senior apartment complexes, etc.) to promote accessibility and gather broader community feedback

Action Items:

- Nicole to follow up with email containing the meeting notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF July 23, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Older Adults

DATE PREPARED: July 23, 2024

LOCATION: Virtual

ATTENDEES:	Scott Bogle	Rockingham Planning Commission
	Cassandra Mason	NH Council on the Arts
	Kristina Ickes	NH Department of Health and Human Services
	Jennifer Rabalais	UNH Center on Aging and Community Living
	Maureen O'Leary	Portsmouth Senior Activity Center & National Council on Aging
	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Travis Pryor	GEI
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting – Older Adults

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Cassie Mason**
 - Raised concerns about older adults on fixed incomes lacking disability placards for free parking
 - NH Council on the Arts required to fill out accessibility workbook every three years for federal funding- talk about universal design concepts
 - Emphasized water access as a critical opportunity for improvement at HBSP
- **Maureen O'Leary:**
 - Inquired about the accessibility of the Seashell performance space for wheelchair users to which Johanna confirmed it is.
- **Jennifer Rabalais**
 - Emphasized the need to consider the entire beach experience for older adults and individuals with disabilities, rather than isolating specific barriers.

2. Transportation & Parking

Discussion on the impact of transportation options, with historical efforts and challenges in implementing shuttle services at Hampton Beach.

- **Scott Bogle**
 - Mentioned past efforts and the feasibility challenges, including funding issues
 - 20 years ago private trolley but lost funding
 - Transit service along Route 1 – was looked at but a long and costly route
 - FTA funding hit hard due to census urbanized areas

- Shuttle service between downtown and beach (improving access to labor pool and freeing up parking at beach)
- Seafood shuttle is a good model

3. Wayfinding:

- **Jennifer Rabalais**
 - Emphasized the importance of having an accessibility map so folks know where the accessible features and access point are.
 - Accessible Maps – using a pictorial base for non-English speaking individuals
- **Nicole Rogers**
 - Recommended reaching out to accessibility applications to add user content regarding accessible features at park

4. Maintenance/Jurisdictions

- **Scott Bogle**
 - DOT will build sidewalk/bike infrastructure but Towns are often left to maintain.
 - Recommendation to revisit sidewalk maintenance agreements / relationship

5. Adaptive Equipment and Staff Training:

- Adaptive beach walkers desired
- Reservation system for equipment is supported
- Recommendation to partner with adaptive equipment outfitter to provide additional equipment and transport via mobile railer due to lack of storage at park
- **Potential Partnership: NE Passage**
- **Maureen O'Leary**
 - Emphasized the importance of fighting against ageism
 - **Resources:**
 1. Reframing Aging Resource
 2. NCOA Connects – free webinars for award winning programming for older adults

6. Communication and Information Transparency:

- Noted the lack of accessible information about services at Hampton Beach.
- Suggestions for creating a dedicated website and improving signage with plain language, larger fonts, and better contrast.
- **Jennifer Rabalais:**
 - Recommended information distribution at Town Libraries and Senior Centers
- **Maureen O'Leary**
 - Recommended using City itself for information distribution – newsletter
 - Recommended having a communications director to distribute information to groups
- **Scott Bogle**
 - Key finding from aging communities' study was that older adults were often not getting information because many towns have shifted to digital information sharing and there is a real need to get paper information out there
 - Recommended reaching out to TASC Volunteer Driving Program

7. Future Partnerships and Outreach:

- **Scott Bogle**
 - Noted the low survey response rate and suggested additional outreach to groups like Grant State Independent Living, ABLE New Hampshire (Advocates Building Lasting Equity), SALT (Self Advocacy Leadership Team), Hampton Parks & Recreation (Rene Boudreau)
 - Hampton Walking Group (referenced as part of Hampton Aging Communities study)
 - Access Navigators (Anne Weidman + Todd Hanson)

- TASC (Transportation Assistance for Seacoast Citizens) Volunteer Driving Program
- **Maureen O’Leary**
 - Recommended collaboration with Access Navigators (Anne Weidman +Todd Hanson)
- **Jennifer Rabalais:**
 - Recommended AARP New Hampshire
- **Kristina Ickes**
 - Recommended a local contact
- **Maureen O’Leary**
 - Recommended the following resources in regard to fighting ageism and providing award winning programming
 1. Reframing Aging Resource
 2. NCOA Connects – free webinars for award winning programming for older adults

Upcoming Events:

- **Beachability Event:** July 25th
[https://www.nhstateparks.org/NHStateParks/media/NHStateParks/PDFs/Committees/Hampton%20Access%20Study%20Committee/BeachAbility-Event-\(002\).pdf](https://www.nhstateparks.org/NHStateParks/media/NHStateParks/PDFs/Committees/Hampton%20Access%20Study%20Committee/BeachAbility-Event-(002).pdf)
- **Beach Pop-up Event:** July 27th (with tables at Main Beach, South Beach, and North Beach)
<https://www.nhstateparks.org/about-nh-parks/projects-and-improvements/current-projects/hampton-beach-accessibility-study>

Recommendations Summarized:

- **Parking**
 - Consider parking solutions for older adults who are on a fixed income and may not have a placard
- **Transportation**
 - Introduce shuttle service from off-site parking to the beach to ease access – look to Seafood Festival as model – would require local / private funding as FTA funds are extremely limited
 - Revisit maintenance agreement for sidewalk maintenance
- **Wayfinding**
 - Install accessibility maps with pictorial base
 - Reach out to accessibility applications to provide user content to accessible features at HBSP
- **Adaptive Equipment**
 - Provide a variety of beach wheelchairs that cater to different needs, including beach walkers
 - Implement reservation system
 - Partner with third party for equipment rentals and transport
- **Training**
 - Recommend staff take reframing aging workshops
 - Integrate programming for older adults

- **Communication and Information**

- Distribute information in paper form to town libraries, town newsletters, senior centers, housing complexes, etc.

- **Future Partnerships and Outreach**

- The following resources were identified for NH State Parks staff to collaborate with in future:
 - AARP NH
 - NCOA Connect
 - Access Navigators
 - TASK Volunteer Driving
 - GSIL
 - Able NH
 - SALT
 - Hampton Parks & Recreation

Action Items:

- Nicole to follow up with email containing the meeting notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF August 13, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Jurisdictions

DATE PREPARED: August 13, 2024

LOCATION: Virtual

ATTENDEES:	Sara Ramsay	NH DNCR Program Assistant - Permits
	Bill Watson	NHDOT / Hampton Beach Area Commission
	John Nyhan*	Hampton Chamber of Commerce
	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Nicole Rogers	GPI

* (via Virtual Meeting Assistant)

PURPOSE: Focus Group Meeting – Jurisdictions

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Key Barriers + Preliminary Recommendations

Nicole Rogers provided an overview of the key barriers and preliminary recommendations regarding accessibility at Hampton Beach State Park (HBSP). Rogers voiced that accessibility is a community responsibility and therefore, some recommendations fall to the responsibility of stakeholders outside of the NH State Parks. This focus group is a way to communicate some of these preliminary recommendations to the various stakeholder groups. In general, the recommendations are grouped into five main categories:

1. Transportation & Parking:

- **Accessible Parking Spaces:** Recommendations include meeting dimensional standards for access aisles and van-designated spaces, dispersing accessible parking spaces more evenly, and potentially increasing the number of accessible spaces. There was also a suggestion to implement a timing and fee structure to encourage turnover in high-demand areas.
 - *Responsibility: NH State Parks + DOT*
- **Coordination with Route 1A DOT Project:** Improvements to sidewalks, ramps, and crosswalks along the seawall are critical. The focus is on ensuring safer crosswalks, bike lanes, and more accessible access points, which may involve relocating or adding wheelchair ramps.
 - *Responsibility: NH State Parks + DOT + Town of Hampton*
- **Public Transit Options:** As the community ages, there's a growing need for additional public transportation options to ensure access to and from the park for older adults and individuals with disabilities.
 - *Responsibility: Public Transit Providers + NH State Parks + Private + Local*

2. **Pedestrian Access:**

- **Conversion of Stairs to Ramps:** The preference for ramps over stairs was noted, leading to recommendations for converting stairs to ramps where possible and repairing existing railings.
 - *Responsibility: NH State Parks*
- **Enhanced Mobility Mats:** Extending and adding more mobility mats, including pull-off areas, to benefit individuals with disabilities, older adults, and families.
 - *Responsibility: NH State Parks + DOT*

3. **Recreation & Events:**

- **Visual and Audio Accessibility:** Recommendations include providing ASL interpreters, closed captioning, large screens, and sensory equipment to enhance accessibility during events. This also involves requiring events on state park land to have accessibility plans, including viewing platforms and shaded areas.
 - *Responsibility: Hampton Beach Village District + NH State Parks*
- **Adaptive Equipment:** There is a desire for more options for adaptive beach equipment, such as manually operated beach chairs and adaptive walkers, to cater to diverse visitor needs.
 - *Responsibility: NH State Parks*
- **Accessible Playgrounds:** Enhancing playgrounds to be accessible for children with disabilities.
 - *Responsibility: Hampton Beach Village District*

4. **Operations & Maintenance:**

- **Accessibility Coordinator:** A recommendation to designate a dedicated accessibility coordinator to oversee accessibility standards and coordinate with various interest groups.
 - *Responsibility: NH State Parks + Third Party Group*
- **Information and Wayfinding:** Addressing barriers related to information dissemination by improving wayfinding, language accessibility, and reservation systems for accessible amenities. This includes efforts to distribute information through senior housing complexes, independent living facilities, and other community hubs to reach those who may not have access to digital platforms.
 - *Responsibility: NH State Parks*

5. **Life Safety:**

- **Shade Structures and Emergency Facilities:** Recommendations include adding more shade structures with water stations and emergency medical care facilities.
 - *Responsibility: NH State Parks*
- **Maintenance for Safe Access:** Ensuring that ramps, stairs, sidewalks, and other access points are well-maintained and clear of obstructions to promote safe access for all visitors.
 - *Responsibility: NH State Parks + DOT + Town of Hampton*

These recommendations emphasize the importance of collaboration between state parks staff and external stakeholders, including the Department of Transportation (DOT) and local transit providers, to ensure that accessibility improvements are comprehensive and effective in meeting the needs of all visitors.

Discussion Topics:

1. Accessibility of Beach Wheelchairs and Access to Water:

- **Sara Ramsay** shared a personal experience while working with a client at her previous job at 1 Sky, an organization focused on assisting individuals with daily living. She recounted an incident where it was difficult to navigate a beach wheelchair provided by Hampton across the sand and into the water. This highlighted the broader issue of accessibility for those who want to experience the water but face significant physical barriers.
- **Nicole Rogers** responded by acknowledging that these challenges are well-known and under consideration. One solution being explored is the extension of blue mobility mats, which currently help individuals traverse the sand, to reach the high tide mark. However, Nicole noted that the dynamic tide system at Hampton presents insurance and safety challenges. The team is working with adaptive sports specialists to develop tailored recommendations to improve water access for individuals with mobility challenges.

2. Event Accessibility at Hampton Beach State Park:

- Events like the Sandcastle contest and Seafood Festival attract large crowds, making it difficult for individuals, especially those with mobility challenges, to fully participate. **Johanna Lyons** noted that the crowds along the railings at the Sandcastle contest often block the view for shorter individuals and those in wheelchairs. Similar issues were reported at the Seafood Festival, which is popular among assisted living communities.
- Proposed Solutions: Suggestions for improving event accessibility included visual and audio enhancements, designated seating areas, and providing shade under the Seashell Complex. There was also a discussion about creating more accessible pathways through crowded areas to ensure that everyone can enjoy the events.

3. Parking Challenges and Accessibility:

- **Bill Watson Jr.** discussed his personal experience as a parent of a child with mobility challenges, highlighting the difficulties with parking during busy events like the Sandcastle contest. He noted that while his daughter can walk on hard surfaces like pavement and concrete, navigating sand is much more challenging. The conversation underscored the need for better parking solutions and accessible pathways that extend closer to the water.

4. Route 1A Project and Its Impact on Accessibility:

- Project Overview: The Route 1A project is a significant infrastructure initiative aimed at improving the main thoroughfare along the beach. **Bill Watson Jr.** explained that a key focus of the project is ensuring that all crosswalks, sidewalks, and other public spaces comply with the Americans with Disabilities Act (ADA). The project covers a wide area, including the main beach and extending north of Boar's Head, addressing many areas that are currently not ADA compliant.
- Parking: Parking emerged as a critical issue, particularly in the context of the Route 1A project. **Bill Watson Jr.** noted that parking is a complex and often contentious topic in the area. The project aims to balance the needs of various stakeholders, including local businesses, residents, and state agencies. The availability and location of accessible parking spaces are of particular concern, with an emphasis on ensuring that these spaces are conveniently located near key amenities and are compliant with ADA standards.

- **Western Sidewalk:** The discussion highlighted the challenges associated with the Western sidewalk, especially near the casino area. **Johanna Lyons** pointed out that this sidewalk is crucial for accessing local businesses and ensuring that the area is fully accessible. The Route 1A project includes plans to improve the sidewalk's accessibility, but there are ongoing challenges related to jurisdiction, right-of-way issues, and the integration of local ordinances with state regulations.
- **Community Involvement:** The project involves collaboration with various stakeholders, including local businesses, residents, and state agencies. **Nicole Rogers** emphasized the importance of aligning the beach accessibility study's findings with the Route 1A project's goals to maximize the benefits for the community.

5. Barriers and Pedestrian Safety:

- **Safety Measures:** The group discussed the installation of barriers to separate vehicle and pedestrian traffic along Ocean Blvd. While these barriers were primarily introduced for safety reasons, there was concern about their impact on accessibility. **Johanna Lyons** mentioned that the barriers can make it difficult for drivers to see pedestrians, especially near crosswalks, and that not all crosswalks provide an accessible route, particularly near the casino area.
- **Potential Improvements:** The conversation highlighted the need to carefully consider the placement of barriers and ensure that they do not inadvertently create new accessibility challenges.

6. Business and Community Accessibility:

- **Business Accessibility Assessments:** **Johanna Lyons** mentioned upcoming efforts with Access Navigators, an organization that assesses the accessibility of business communities. While some businesses on Route 1 have been assessed, many at the beach have not. The goal is to ensure that businesses are accessible to all, particularly in areas like the Western sidewalk near the casino, which plays a crucial role in accessing local businesses.
- **Coordination Among Stakeholders:** The discussion underscored the importance of collaboration between businesses, state agencies, and community groups to enhance overall accessibility. There was a suggestion to appoint an accessibility coordinator to oversee and integrate these efforts across different stakeholders.

7. Communication and Outreach:

- **Challenges in Public Engagement:** **Nicole Rogers** expressed difficulties in gathering sufficient responses to surveys related to the beach accessibility study. She inquired about the public outreach methods used for the Route 1A project. **Bill Watson Jr.** explained that their consultant has employed targeted marketing efforts to engage both seasonal visitors and year-round residents.
- **Opportunities for Collaboration:** There was a discussion about the importance of continuous public engagement, particularly in capturing diverse perspectives. **Johanna Lyons** noted that early surveys for the Route 1A project focused on bike and pedestrian issues, but there remains a need to gather more input on broader accessibility concerns.

8. Suggestions for Improvement:

- **Accessibility Coordinator:** The idea of appointing an accessibility coordinator was discussed as a way to ensure that all accessibility initiatives are well-coordinated and effectively implemented. This

coordinator could work with various stakeholders to maintain a community-wide focus on accessibility.

- Cost-Effective Changes: **Johanna Lyons** pointed out that many accessibility improvements do not require significant financial investment but rather a shift in perspective and practice. Simple changes, like using duct tape to test new layouts, can be an iterative way to enhance accessibility over time.
- **Sara Ramsay** suggested that information/surveys be shared with organizations requesting special use permits at the beach.

Recommendations Summarized:

- Accessibility Coordinator: The idea of appointing an accessibility coordinator was discussed as a way to ensure that all accessibility initiatives are well-coordinated and effectively implemented. This coordinator could work with various stakeholders to maintain a community-wide focus on accessibility.
- Cost-Effective Changes: Johanna Lyons pointed out that many accessibility improvements do not require significant financial investment but rather a shift in perspective and practice. Simple changes, like using duct tape to test new layouts, can be an iterative way to enhance accessibility over time.
- Carefully consider the placement of barriers and ensure that they do not inadvertently create new accessibility challenges.
- Align the beach accessibility study's findings with the Route 1A project's goals to maximize the benefits for the community.
- Suggestions for improving event accessibility included visual and audio enhancements, designated seating areas, and providing shade under the Seashell Complex. There was also a discussion about creating more accessible pathways through crowded areas to ensure that everyone can enjoy the events.
- Share information with agencies/organizations requesting special use permits for beach activities.

References Shared:

- Route 1A Project Website: <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>
- NHDOT ADA Title II Program: [ADA Title II Program | Department of Transportation \(nh.gov\)](#)
- Access Navigators: [Access Navigators - Taking the mystery out of accessibility](#)

Action Items:

- Nicole to follow up with email containing the meeting transcript and notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

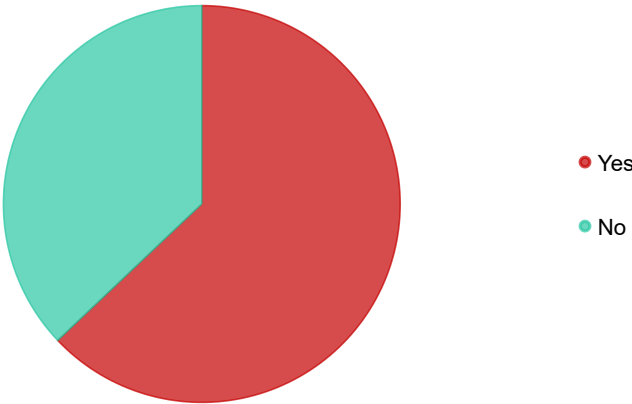
Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

Hampton Beach State Park Accessibility Feasibility Study

Facilities / Amenities

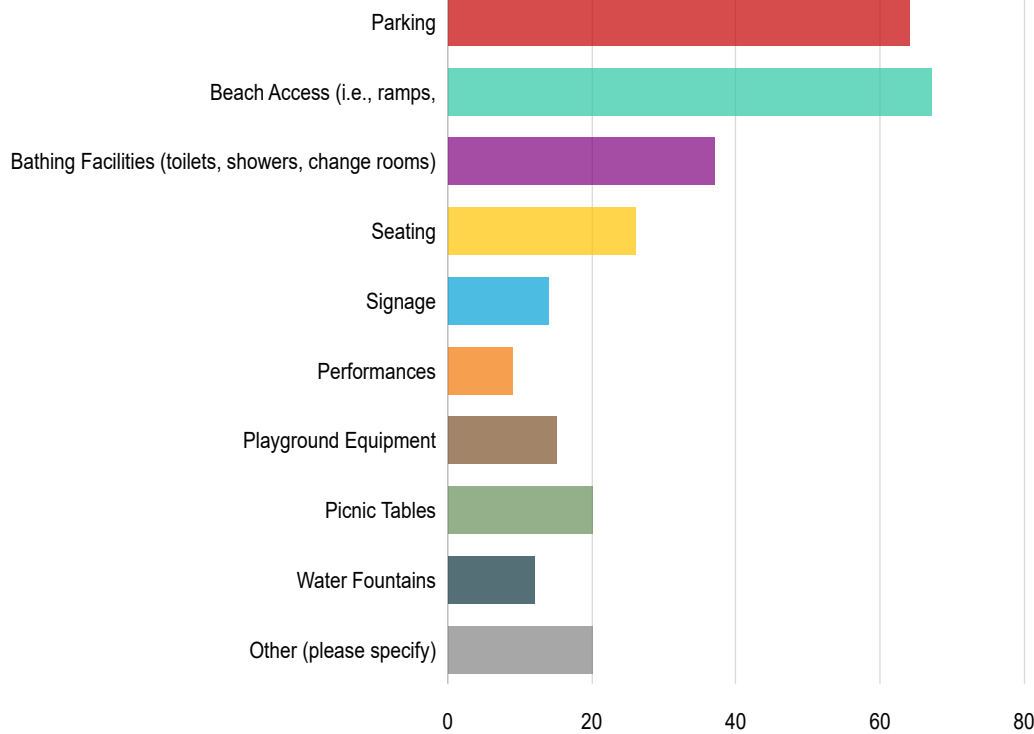
● Are there State Park facilities and/or amenities (i.e., boardwalk, seating areas,...



Answers	Count	Percentage
Yes	90	62.07%
No	53	36.55%

Answered: 143 Skipped: 2

● Please provide information about facilities and/or amenities that you have had difficulty...



Answers	Count	Percentage
Parking	64	44.14%
Beach Access (i.e., ramps, mats)	67	46.21%
Bathing Facilities (toilets, showers, change rooms)	37	25.52%
Seating	26	17.93%
Signage	14	9.66%
Performances	9	6.21%
Playground Equipment	15	10.34%
Picnic Tables	20	13.79%
Water Fountains	12	8.28%
Other (please specify)	20	13.79%

Answered: 117 Skipped: 28

● Nature of the difficulty you experienced:



Response	Count
Not enough	2
Would love to be able to get closer to the water. I do not leave my wheelchair	1
Would like to be able to get to the main part of the beach, we're locals living in Hampton Falls, but the state park is always full and we can never find parking along the strip. We always end up at North Beach, which we enjoy as long as it isn't high tide- but there aren't the same options for coffee, food, refreshments.	1
When I brought my son to Hampton Beach the only place where I could change his diaper was on the floor in the women's bathroom. My son was eight when he passed away, but I was already wondering what I would do when he got a little older - or even when he became an adult. One of the reasons people with severe disabilities are invisible is that there is no way for them to access a bathroom if they venture into a public space.	1
We live in the north end of the beach. I was in a wheelchair for 6 weeks. The boardwalk between the North end of the beach and the bathrooms is barely wheelchair accessible. The large cracks would make it very difficult for someone to navigate I'm a wheelchair by themselves. Luckily I had help, but I was surprised how difficult maneuvering over those cracks was!	1
We have a child family member who is 5 who relies on a wheelchair, and cannot walk due to a genetic disease similar to ALS (but in children). It is difficult to get him onto the sand, playground equipment, etc. Although he cannot walk, there are ways to make playgrounds more accessible to children, with equipment that they can take their wheelchairs on.	1
Walkable locations, any shade, benches that don't have arms and make it harder to stand	1
Very difficult to find adequate seating in the areas that are clearly meant to allow it, as they already have some benches. There are also next to no ramps available to get down from the boardwalk to the sand itself.	1
Unable to access beach due to no mats in zones that previously had mats. Unable to find handicapped parking areas. Unable to safely cross the street at clearly marked crosswalks during daylight and nighttime due to traffic congestion and trucks/parked cars blocking the crosswalks and low/no visibility in the evening.	1
Trouble locating which beaches are accessible by boardwalk	1
To crowded.	1

They just aren't there	1
There's not enough parking, bathroom facilities, or picnic tables	1
There is accessible equipment available but no check out system and no way for individuals to actually utilize. A lot of individuals that utilize wheelchair need support from others that require thought out planning. It takes up a whole day to make a beach day and then there is uncertainty with the beach wheelchair and other accessibility equipment actually having there since right now it's a first come first serve. There is also no where and no equipment available to support individuals transferring from there wheelchair to a beach wheelchair. How do you expect a wheelchair user to get into the beach wheelchair?	1
There aren't any trash barrels	1
The State Park had the ability for a person in a scooter to get closer to the water, but due to the fact that the walkway was not maintained so access was unavailable	1
The railing at the 2nd st opening at north beach has been missing for now 4 years. The remaining railing is totally rusted off at the bottom and is dangerous, however if that is taken away without at least new on replacing it and/ or the other side people cannot get down the steepest stairs at north beach(14) . We have contacted the supervisor of the state park in several occasions however the response has been minimal and without action taken. The residents and visitors , especially those who need to hold on to something are unable to get down to the beach they have. Wen living at for years. Please help.	1
The mats don't go far enough to be able to use regular w/c to have beach access.	1
The lack of enforcement regarding beach goers using illegal drugs.	1
The casino at Hampton. There was no seating were a person in a wheelchair to see. An when asked to move so I could see. I was shrugged off. I felt less than. I guess the hole board walk stores are not wheelchair friendly.	1
The beach access at the South Beach at Hampton State Park can be tricky to navigate. It is hard to pull wagons and strollers through the sand. I imagine it would be challenging for some wheelchair users to navigate the soft sand. There are mats on the northern part of the beach. It would be great to see this happen at south beach.	1
The 2nd street entry at North Beach has been without the right railing for now 4 years. It was reported to Meredith Collins that there was a bolt loose and her workers - instead of fixing the one bolt- removed the other 11 and took the railing away. We have waited for three summers and now into the 4th- ENOUGH... Due to storms there are now boulders blocking the bottom of the stairs which has been reported to her since February, however she claimed in the accessibility 5/13 meeting that she "just found out about them" - wrong. The neighborhood has been calling weekly for months. Her maintenance supervisor claimed the work is slated to be done " this fall sometime" and "powder coating takes a long time". Ms. Collins later said bids went out but no replies- FOR THREE YEARS? Revenue is being lost from parking as people now see a closed sign and will not park - maybe lost revenue will prompt the state to go above her and do something PLEASE	1
Test	1
Sometimes it can be very difficult to use the bus. Some days they can pull up to the sidewalk and it works great but other days they get rushed out and yelled at. There should be a regular spot where buses can drop off and pick up that has access to the sidewalk for people in wheelchairs.	1
Skateboarding riding bikes through boardwalk	1

Signs could have more info printed larger	1
Signage is difficult to read/identify while driving and navigating the road - parking also fills up fast and can be hard to find	1
Sidewalks from South Beach all the way to the main beach are in desperate need of repair. Wheelchair and walker dependent individuals are unsafe maneuvering this area and I find myself needing to wheel my son in the street!	1
Seating	1
Sand only no planks or walkways to water	1
People in wheelchairs or using walkers or crutches have no access to the ocean in Hampton.	1
Parking is tough because you need to find a pay station, pay, get the receipt and then walk all the way back to your car.	1
Parking is too far away.	1
Parking is too expensive and fills up too quickly.	1
Parking is horrible with my van and ramp, handicap bathrooms and always is use by EVERYONE else then the people that truly need it same with family bathrooms, no accessible picnic tables or sitting areas, beach chair????, the only way to get "out on the beach" is by the lifeguards and they put their stuff on the access way which DOESN'T even go down to be able to see the water. Why is there only one access at the main beach/stores/restaurant area??	1
Parking for those who use handicapped vans is extremely difficult not only finding parking but being able to lower lift and exit enter van requires more space than is allowed. Often I have to hold up traffic as my caregiver must back out of space to allow space for lift to be lowered and me to get in. I have no real beach access as my electric chair does not go thru the sand and its impossible for someone to push me through the sand.	1
Parking fees and schedule: It's kind of confusing to say April 1-30 it's \$1 per hour and May 1 through October xx it's \$2. And then from October xx to April 1 it's \$1. Maybe it could it just say, In season May xx-Oct xx \$3 per hour, Off season Oct xx -April 30 \$1 per hour. The fee is also incorrect because it's now \$3 per hour and there's a fee to pay with a card. The family/handicap bathroom was locked with the deadbolt during open hours when I visited a few weeks ago. I think perhaps someone forgot to unlock it when the other bathrooms were unlocked?	1
parking	1
only two handicapped parking spots, both were taken. I had to leave due to no accessible parking. Also, difficult to access water due to sand/mobility, no mat/boardwalk to beach. This was at Jenness Beach.	1
Often when accessing public sites when there is a portable toilet option there is not an accessible option. There is never enough parking for individuals with disabilities at any high traffic areas.	1
Obstructive viewing, when audience stands up. We don't need to be up front. We need to be up on a platform on the side. Club casino the worst. They do try to be accommodating. So thumbs up for that. Half shell not so bad at times.	1
Nowhere to sit along the wall from Boars Head to High Street	1

Not enough parking	1
Not enough handicap parking or beach access or public transportation	1
Not enough accessible parking. Beach mats not accessible to power chairs. Need paved areas off of pedestrian right of way for seating. See York beach.	1
Not Close to beach for seniors	1
Not a lot of close parking	1
None lots of access, not your problem but we ne need DOT to mark crossing lanes.	1
None but I am not disabled	1
None	1
No showers at south beach. Hard for an older person to move with stuff on crowde beach	1
No accessible route from parking to beach. Bathrooms too small or gender specific (not family friendly, no universal changing station).	1
No accessible parking for vans with a ramp. No beach or water access for wheelchairs Very limited wheelchair accessible seating in concert and eating venues. Restrooms are extremely limited. I have not seen any picnic tables.	1
Never enough ! Have to get here by 11 and pay \$20-\$30	1
Need to enforce a handicap time limit and not let folks park in a space all day when it is meant for short term parking	1
Need more sand wheel chairs	1
Need more room for ramps. Renting water chairs would be great. Wheelchair users need spaces to sit alongside tables.	1
Need crowd control- sidewalk skaetboarding Need more options for individuals to operate beac access on their own.	1
My son uses a wheelchair. It is VERY hard for us to get him down to the water. I know there is that one ramp going down it a bit but it doesn't go to the water, is often covered with sand and abled body people are usually in the spots along it.	1
My son is in a power wheelchair and cannot access any NH state beaches.	1
My son has a walking disability and we can never find handicap parking	1
My family has been coming here since my father was a young boy and he's now a young man at 87 years young and loves it just as much. Now that my parents are both needing more assistance (my mother is on 100%oxygen and on a waiting list for a lung transplant) so we are noticing more how hard it is for them to continue to enjoy the beach they love so much. I'm thankful for the ramp and sand walk at the main building but it really limits how far down you can go on the beach and where you can sit. We also just found out about the beach wheelchairs available at the first aide station and will be trying that out while we are here.	1

Mine is the distances from the handicap parking to the actual location as well as the path to and from the Hampton Beach State Park. South Beach was excellent, except they did not have a rollout ramp on the sand which they should at every beach at every location.	1
Mats to get closer to beach access would be appreciated. It's very difficult to use anything with wheels!	1
Limited handicap parking and accessibility of wheelchair friendly mats/paths that go directly to ocean. Also bath houses lack any type adult changing tables.	1
Lengthy travel times thru the beach area	1
Large family getting stuff to the beach	1
Lack of it	1
Just when it is super busy like for the fireworks	1
It's hard to use my upright wheel walker getting to the beach	1
It's difficult to find metered parking close to the beach without having to walk a mile. (I cannot walk long distances.) Also I was not able to get close enough to the water with my walker.	1
It make it hard for me to get to the beach to enjoy it	1
In the summer, handicap parking spots are full. I am aware that ALL spots are full in times of high traffic, but I wonder what formula was/is used to determine the number and locations of accessible parking?	1
If the chair is in use by someone else, there's not one for me	1
I'd love to see a ramp to the water through the sand	1
I use a mobility scooter 100% of the time. If I can get to the wet sand on my heavy duty scooter, then I can ride for a long distance. My favorite time to visit the beach is off-season, not when it's crowded during the summer. Even a few weeks on either end would be great.	1
I really liked the beach ramp/mat! I was so surprised to find it. Just some minor improvements. It could use a small square area on the beach side to allow wheelchairs to pass without having to go all the way back to make room for someone. And an umbrella/table that a wheelchair could fit their footplate under. In case you wondered, we had 2 people with disabilities using that area (in separate parties, unrelated).	1
I haven't found any water fountains	1
I have no disabilities	1
I have found difficulty finding a van accessible space. I cannot drive over sand in my wheelchair so I cannot get close to the water.	1
I have difficulty walking longer distances, parking lot spaces to the benches can be a long walk, access to the water is impossible as the walk on the sand is very long /uneven with no where for breaks. The distance from the last stair to the sand is sometimes very far so if I can get down I can't get back up as it's too high, and the ramps/mats are seasonal or too far away from the whole parts of the beach so not helpful year round.	1
I have a power wheelchair.(PWC) that is 450 pounds which sinks in soft soil or grass. Most areas are inaccessible because of obstacles or things too far from me (example: when reaching the trash can, I cannot reach it because the PWC footplate puts me at too much of a distance.	1

I have a disability with the function of my legs. First, when the beach ramps are filled with sand, I cannot walk to the beach without my legs giving out. Second, during lifeguard hours (9:00 am - 5:30 pm), I am required to fish from the jetty or the beach along the Hampton River. I have a mobility disability that requires use of a cane. I cannot climb safely to fish from the jetty or the beach on the other side of the jetty along the Hampton River. Therefore, I am denied the ability to fish from the shore during lifeguard hours.	1
I have a child with disabilities who requires assistance toileting and the changing tables are no longer adequate. Adult changing tables are needed otherwise we are reduced to using the floor of the restroom.	1
I found that many people are utilizing handicapped parking and potentially using a placard that does not belong to them. I understand there may not be much that can be done about this, however it is frustrating. In regards to playground equipment it would be amazing to see a wheelchair accessible swing, also the sand in the playground makes it near impossible to navigate a wheelchair through. For beach access the ramps are wonderful and in good upkeep but of course can not access much farther than the bottom of the ramp. The beach chair rental process also is cumbersome and I wish we could reduce barriers around them. For example it would be nice if they could be available longer hours than 9-4, I would like to be able to leave my personal wheelchair at the office and know it and the belongings attached to it are safe etc.	1
I brought my friend, who uses a wheelchair, to Hampton Beach last year. We could not find good parking, we were not near the bath house once we parked, and we did not see any way to get her onto the sand. We ended up doing crossword puzzles on the boardwalk.	1
Having to have a reservation.	1
Handicap Parking location in some areas are not convenient... if your in a wheel chair its OK to have to go a distance depending on the circumstance but... If you have a hard time walking its a totally different story. More Handicap Parking around the areas that people frequent-concerts, playground, all the bath houses basically where all the action is!	1
Handicap beach access would be wonderful and appreciated!	1
Getting in and out of my vehicle with my wheelchair due to HP parking not adequate or safe to use. For example, HP parking on the street isn't safe for driver side access. It puts the driver in the line of moving vehicles.	1
During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAA is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.	1
Distance from parking arenas	1
Difficult to locate, bathrooms need constant cleaning, a non-bathroom changing area would probably help keep things clean.	1
Coming over the bridge from Seabrook Beach. There is always traffic in the summer mornings with people turning into the park but that nice huge piece of grass on the east side could be turned into a turning lane or two....for all those people waiting to get into the park so people going to work on the boulevard wouldn't have to sit in bumper-to-bumper traffic. Maybe it'll be wonderful to make a turning lane out of all that grass, just a thought .	1

Can not push friend in beach wheelchair and beach mat does not extend all the way down to the beach.	1
Can not bring a person in a wheelchair to th beach part at all unless they have a special chair	1
Been coming for 10 years now and have not come close to the water.	1
Beach matts are short and don't go far enough to the water to make a truly accessible experience. Rear ent ry handicap vans have minimal parking where the ramp doesn't block the traffic when in use. A few Longer s paces specifically for these vans would be amazing.	1
Beach mats need to be longer. Docks off to the side.	1
Beach access with wheelchair, changing facilities not set up with universal changing station.	1
Availability of accessible places to park.	1
At our age, carrying a beach cart down the stairs is getting more difficult.	1
As an over 70 woman - more seating along the beach sidewalks with benches.I know you haven't put out th e benches on the sidewalks yet due to sand everywhere, but more would be great. Every entrance should h ave a bench so you can clean your feet and the little kids feet. Also seating near the food (JB's and the Casi no food places, etc.) on the beach side would help because people purchase food walk across and have to stand on the sidewalk or walk and eat. For families have picnic tables to sit at with food would be nice. Also each beach entrance should have an address or designation so that if you are on the beach you can tell the Police or help where you are located. From the Beach side looking at the Condo's most of the street numbe rs are hard to see. Please name the entrances, like at North Beach where they write the street on the wall. Parking - The new Kiosks DO NOT have the telephone number to call or what APPS to use to park. Lockers outside bathrooms are useless.	1
As a wheelchair user, it would be nice if there was a motorized option to get down to the beach. I love the ra mps but once we get to the sand my wheelchair sinks. I don't necessarily need a beach wheelchair as I'm c ontent to just view the water from where ever my family is seated but allowing my family to just push my wh eelchair without me in it to our location would be ideal. There is NEVER enough handicap parking.	1
Although I personally have not had difficulty, I would like to see easier wheelchair access points at the beac hes.	1
Absence of sufficient number of ramps. Limited parking. A few areas that have trash on the beach.	1
"Shower" facilities to some off when you leave the sand	1
Hard to finf	1
yes, there is parking for handicap by the chamber of commerce but there's only two spots. yes we know han dicap can park on the main drag, but there are never any spots when we get there at 8:30am. people with p rosthesis and wheelchairs do not have anywhere to get them out of their vehicle. Also, there are blind peopl e that go to the beach they have to park in the way way far back parking lot by the police station and no one gives them a break, crossing the street either even in the crosswalk they almost got hit, so they really need t o look in the parking situation for all these handicap people. If you have to go to the bathroom as your drivin g by looking for a spot to park,it's impossible. did they ever think of a two or three floor parking garage. that may be a good solution.	1

Answered: 110 Skipped: 35

<https://survey123.arcgis.com/surveys/53d7bb5a33a540d3b8e7c8ecc526b84c/analyze?position=0>.are there state park facilities

Take out the stairs from boardwalk to beach and replace with ramps. People have difficulty bringing carts on to the beach over the stairs.	1
Shorter walks for those who can't walk as far (designated areas), more shade for comfort, benches or seating with arms	1
See above.	1
Seating	1
Read above	1
Ramps to beach and at end of beach few chairs or benches Parking should be free for individuals with disabilities	1
Ramps at each stairwell accessing the beach	1
Ramps	1
Ramp all the way in the water and more accessible bathrooms	1
Putting in those things Having float rentals for those who would like to enjoy the water	1
Provide more accessibility	1
possible decking for w/c to access the beach. railing for holding onto to sit in the water.	1
Please see above.	1
Please include an adult changing table in your plans. Allow people with severe disabilities to visit Hampton Beach while maintaining their dignity. No one deserves to lay on the dirty floor of a handicapped stall in a public restroom with their private parts exposed to anyone who glances under the barrier. Adding an adult changing table would be the most meaningful change you could make to the Hampton Beach facilities.	1
Please extend beach mat all the way down to the ocean, my friend can not get down to the ocean.	1
Pay showers, reservation system for beach wheel chair mats down to the water for chairs and along the beach so people have access to areas other than right at the entrances. Mandate safer umbrellas that don't blow away.	1
Paths to the water and along the beach. Wider parking areas for wheelchair ramps. Addition of wheelchair accessible bathrooms and showers with adult size changing tables. More beach wheelchairs available for rent.	1
Noise ordinance music loud	1
No dogs	1
No	1
More space and accessible parking spots and toilets.	1
More ramps. Greater access to parking. Enforce cleanup in all areas.	1
More ramps and less stairs	1
More parking that's affordable and accessible	1

More handicap spots	1
More handicap parking spaces.	1
More Handicap parking in the areas that are busy!	1
More handicap bathrooms, outdoor showers so people don't need to use private ones, wayfind markers on the seawall so when you're on the beach, you can easily find your exit/car.	1
More handicap accessible parking and access to the beach	1
More flashing signals at crosswalks and more street signs indicating that traffic should stop for pedestrians. Often a vehicle will stop, but the second lane vehicle will not stop.	1
More close parking or easier ways to get closer	1
More boardwalk accessibility	1
More beach chairs	1
More bathrooms! And newer sinks.	1
More bathroom facilities further down the beach where finding parking is more likely.	1
More amenities. Seating (and with shade), parking, water fountains, landscaping, picnic tables, etc.	1
More affordable parking and directions to desired destinations.	1
More accessible mars closer to the water. Cluster of mars for family's with wheelchairs	1
More access via surfaces made for power wheelchairs to the shore.	1
Method of transportation to beach from parking arenas	1
Maybe make store owners realize. Not just store owner, but beach goers to be aware. Of disabled beach goers here to. Post signs disabled people are beach goers too. Not sure, but right now as a wheelchair user it's rough.	1
Mats that go all the way to ocean not halfway. More signs directing to accessible areas. More disabled parking. More beach/water wheelchairs.	1
Make a family restroom at every Beach as well as a rollout ramp at every entrance.	1
Longer entrance paths to beach. Clean facilities	1
Lack of handicap parking and minimal ramps and access to help without entering building - no braille or announcements	1
Keep motorize bikes and scooters off the boardwalk.	1
It's all good	1
It would be nice to have benches at the entrances to the beach along the wall perpendicular to the street and up against the wall as you come into the entrance. People could see the beach looking north or south that way without having to climb over the rocks to get down to the beach.	1
It is what it is	1

Is there anyway of putting a mat of some sort for handicap people	1
Install universal changing stations (fit adults), paved paths from parking to beach, inclusive playgrounds (solid surfacing, accessible equipment)	1
Increase the areas where the showers are offered	1
Increase local bus service from uptown parking areas.	1
If there's anyway they could cut down the overgrown vegetation between M-N Street in the parking lot maybe a person that was handicap could pull up and just sit and see the ocean it's crazy that vegetation is planted to block a water view. It's collecting trash and it's just an eyesore of overgrown green. I think the people would pull up and see the ocean not vegetation.	1
If the Handicapped could pay another way?	1
I would like to see a long and wide wheelchair ramp going out into the sand near the bandstand in Hampton Beach.	1
I was thinking even something as simple as rope walkways for someone to hold onto for balance. Maybe ramps at every entrance onto the beach or possibly a service like Beach Uber to bring someone to their location and leave a flag with a number with them and call for a ride back when ready.	1
I periodically come to the South Beach at Hampton Beach State Park with my aunt who has a mobility disability. We generally get there first thing so there is plenty of accessible parking. But I am unsure if there is enough accessible parking at the front where it is paved. It would be fantastic to see more beach mats along the access points. I think there are two or three. I ran into a family with a double stroller last summer while I was walking the boardwalk and they had parked closer to Great Boars Head. This meant they had to walk nearly all the way to the bandstand to get to an accessible beach access point. I recognize many of the access points are stairs but if someone is using a wagon/stroller they might be able to lift it for the couple of stairs. It would be great to see an upgrade to the locking mechanism on the restroom stalls in the South Beach facilities. They are mismatched and often don't work. This might be an opportunity to identify the most accessible option.	1
I love seeing the beach wheelchairs be used. I think that's a lovely thing to have available.	1
I have yet to borrow a wheelchair that I just found out about so we will be trying that but he is a tiny 6 year old so I also don't know how huge these wheelchairs are. Otherwise maybe just a solid (I understand its sand and wind happens) ramp down to the water or another way to get someone who has a walking disability down. Also more handicap parking especially by the path that goes halfway down and actually issue citations for those parked in handicap spots without a handicap plate or window hang thing.	1
I can share my experience as a congenitally blind person.	1
Have one location that NTS, MTA, LRTA, etc can all use that's accessible and set up for bus passengers with access to restrooms, seating, and shade. It can be very difficult to wait, standing in the sun for buses to get through the traffic but you have to stand out there because they aren't allowed to wait.	1
Have a changing area with no water in it and no toilet. People should have a place to sit and get changed and to swim suits without needing to avoid toilets.	1

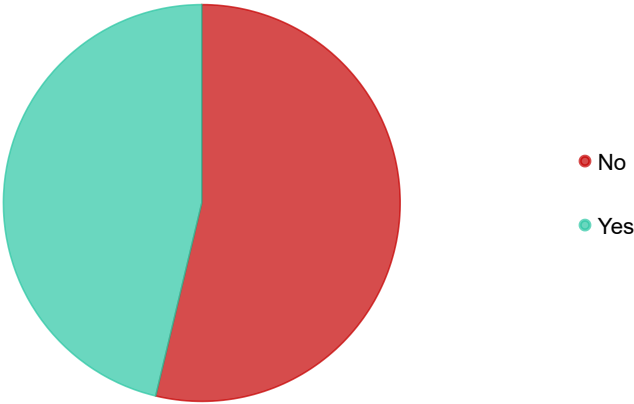
Hard packed surfaces, ramps, accessible bathrooms, outdoor showers, benches that allow an easy transfer and have something to hold onto like a rail or bar, to transfer when standing. Parking should use bright blue and orange paint so it stands out and can be seen (white is difficult to see). There should be a parking space for "Vans with a Side Lift" as a regular side lift space is too small. In busy areas, there should be an enforceable sign that has a 2 or 4 hour parking limit so that several people can enjoy the facilities instead of one. I usually don't go to Hampton Beach in the summer because I have a large conversion van with a side lift and have great difficulty finding adequate parking and I haven't been able to get onto the beach.	1
Handicap, reserved parking near a bathroom, and obvious signage for how to get to the water. Perhaps even a system where you can call and they will be expecting you and meet you at the parking lot.	1
Handicap ramps for beach access and handicap accessible trails.	1
Fix the cracks!	1
Extend the walkways on the sand	1
Extend handicap ramps to the beach. More options, even rental options, for handicap beach access	1
Every beach entrance, or every other one at the very least should have the wheelchair mats that go from the concrete to the beach for access. We need more ramps as well.	1
Enforce the Ocean blvd speed limit. The reckless driving endangers park visitors and private property. Fix and maintain the boardwalk/sidewalks along Ocean blvd. Add signs about not littering on the beach. Take out anything you bring to the beach. On busy weekends the existing trash barrels are not sufficient.	1
Empower law enforcement to arrest drug users to make Hampton Beach family friendly again.	1
Cut outs for power chairs.	1
Curtail the loud music on the beach	1
Create more women's bathroom facilities -- the line is always out the door. It would also be nice to have more tables and places to hang out.	1
Create more	1
Clear all the existing paths of loose sand and extend mats down to the high tide line to minimize the amount of walking on loose sand. The paths should be cleared at least weekly at a minimum.	1
Change the sand aspect of the playground and add some more inclusive playground structure. Extend hours of operation for wheel chair availability and help break barriers by using a person centered approach and putting yourself in the family / individuals shoes.	1
Build a sturdy path leading to near the high tide line that scooters and wheelchairs. Can travel on. At the end, make it wide so that we can turn around. Or park there and enjoy the water.	1
Bike path	1
Better marked Crosswalks as the ones on Ocean Blvd are hard to see due to the flooding and sand. The white color is worn away. Signs in the middle of the crosswalks. The lockers on the Bathrooms are useless. Picnic tables or seating for families to eat when bringing food over from the other side of the road. Ocean Blvd heading to Church St. needs to have arrows and signage to people turning left onto Church St./Route 101 can stay in left lane and people going straight north can keep going that way.	1

Baby changing tables are too small for my child in a wheelchair to use. Please consider a universal changing space (now required on new buildings after 2021 per NH Rev Stat § 155:80 2022). The blue path to the sand is lovely but only goes about halfway to the water- would there be anyway to extend? The merry go round is fun for kids that can transfer out of wheelchairs- could we add an accessible swing?	1
Available park personnel to assist those people to help them access the park.	1
Anyway, to make access to the water available for people in wheelchairs.	1
Another bathroom past Ashworth	1
All of the concerns written above need to be fixed to improve accessibility at Hampton	1
adult sized changing tables.	1
Add universal or adult changing tables. Add wheelchair friendly mats or paths that go down to the ocean. Enforce that people have visible handicap placards or plates when utilizing handicap designated parking spots.	1
Add trash barrels	1
Add public transportation	1
Add more ramps to tge water, expand parking by bathhouse. Make playground fully accessible for WC but also visually impaired kids.	1
Add more handicap parking near the access points on the beach, have benches or seating that can be borrowed from the main building, more ramps and fix the stairs height to the beach(maybe add a stair or two) , consider adding a more permanent walk way to the ocean not just removable mats that need people there to put them in/out which could possibly meat they would be put away before the people who use them are done at the ocean...	1
add additional handicapped parking, add mat/boardwalk to water.	1
Accessible mats that go further on the beach to gain better access to the water, wheelchair access to bathhouses that are for disabled people only.	1
A way to get people with walking disabilities etc to the water easier than now	1
a 'parking full' sign could be helpful to keep traffic flowing	1
Test	1
fjord bar and big stals	1
regular maintenance	1

Answered: 111 Skipped: 34

Recreational Activities, Programs, Events, and Performances

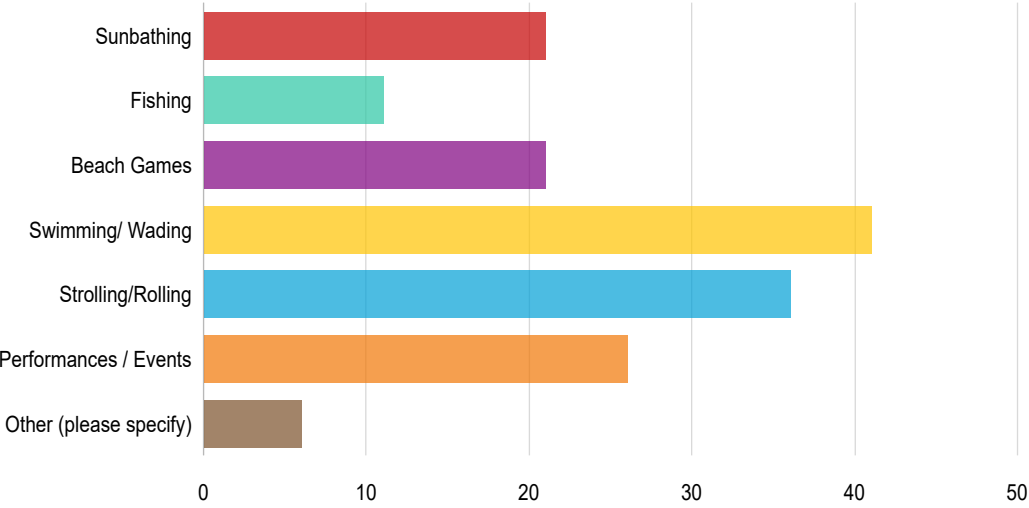
- Have you had difficulty participating in recreational activities or programs (i.e.,...



Answers	Count	Percentage
No	72	49.66%
Yes	62	42.76%

Answered: 134 Skipped: 11

● Please provide information about recreational activities, programs, events, and/or...



Answers	Count	Percentage
Sunbathing	21	14.48%
Fishing	11	7.59%
Beach Games	21	14.48%
Swimming/ Wading	41	28.28%
Strolling/Rolling	36	24.83%

Answered: 71 Skipped: 74

[illegible]17/28

There aren't any accessible kayak docks/ramps in New Hampshire. There are docks available that can accommodate both accessible and able-bodied. Areas for fishing is rare as they don't have access to the water and a ground that can support my power wheelchair. I need a way to help me enter/exit the water. Need hard packed surfaces for my power wheelchair. Performances/events (inside) do not have adequate wheelchair areas for seating and seating next to wheelchair seating area for a caregiver to sit next to them to assist. (Outdoor) the grounds are too soft for power wheelchair and outdoor seating has the same problem as the indoor performance/event.	1
The fireworks were rescheduled due to the piping plovers, however we thought that was a wonderful thing!	1
Strolling is hard because people don't realize how difficult it is to maneuver a wheelchair. Games not reachable.	1
Stairs down to beach were tough to navigate	1
Sometimes finding parking spaces and getting to the meters is also a task.	1
See above.	1
See above	1
Pushing my sons wheelchair is near impossible along the shop side of the boardwalk, none of the pavement is even, we basically have to be in the street or pick him and his chair up to reach the stores on the platform under the ballroom (I think that's what is there)	1
Probably a lot to do with my disability itself, which is a muscle disease. I think if we had a beach wheelchair or a fishing rod mount, that would help. I didn't actually find the fishing area though, so maybe it's already there.	1
Performances accessible ;	1
Nothing during the week	1
Not enough space/ parking to see fireworks	1
Not enough room; too many people	1
No viewing platform to enjoy concerts	1
No difficulty with these events and performances	1
No access to the water. Very narrow sidewalks along the beach wall.	1
Need to help pushing the chairs, not everyone has a companion to push the.	1
Need more accessible ways to access the beach sand	1
near the Seashell stage is usually very crowded and people bring their own chairs blocking lanes for access to emergence services. Better signs and on doors to restrooms with events that are happening. Everyone has to go and they will read signs while standing in line. Also bathrooms stalls in ladies room close and look occupied when the stall is EMPTY, this backs up the use of the ladies room.	1
My children were inundated with marijuana smoke at numerous family events, i.e Monday night movies and Wednesday night fireworks.	1
Moderate	1

Limited room in stores, an game rooms.	1
If you're not paying attention, one could be easily impaled by flying, tumbling, loose umbrella	1
I've been told that the beach chair is not allowed in the water	1
I work as a rec therapist at a nursing facility and many residents have a dream of going to the beach but we struggle to find beaches with boardwalks.	1
I love the sandcastle festival but I wish there was a temporary path that users in wheelchairs could use that would get us down to them to really experience them rather than just being able to look on from up on the sidewalk.	1
I indicated this above, but accessing the beach with a cart has been difficult.	1
I had difficulty navigating my Walker on the sandy beach. Especially carrying my gear. (Chair, small cooler with snacks and water, and a backpack with beach supplies. i.e. towel, lotion and blanket.) I couldn't get near the water for swimming/wading because it was difficult to navigate my walker through the sandy beach.	1
I dont go to Hampton Beach, too busy.	1
I don't go to the beach anymore	1
I am an independent wheelchair user but pushing myself on the sand is impossible. Which means I can't play volleyball or just roll along the beach. I can't go swimming independently either.	1
Handicap Parking	1
Getting down on to and up from being on the ground is hard it would be amazing if there were benches to allow for people to sit/sun bath on the beach . Getting down to the water is a long walk and often times the beach may walkways don't get you all the way to the packed down sand area which means you can't get to the water. I haven't been able to put my feet into the ocean in years due to the difficulty walking on the sand for longer distances. Accessing parking to attend concerts at the ballroom is very difficult, the access is tricky, handicap parking feels limited and event seating was tricky as well.	1
During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAA is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.	1
Crowds too large to stroll/roll. Need better signage and more ramps.	1
Caught in a rip tide	1
Can't really get to the beach without proper access or parking	1
Can't get to the beach	1
Can't get power chair on beach	1
Being able to get a beach chair to get on the beach, an accessible path out onto the beach (many other countries have solved this problem and it's great. Some beaches here in the USA)	1

Answered: 61 Skipped: 84

[illegible]

<https://survey123.arcgis.com/surveys/53d7bb5a33a540d3b8e7c8ecc526b84c/analyze?position=0>.are there state park facilities

There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.	1
There are sun canopies that are arched, weighted down by sand & stakes, and wave in wind. They are much safer than umbrellas.	1
Test	1
shut down the main street and make just one walking area. no cars (except to park)	1
See above.	1
Same as above	1
Replace the railings	1
Really not sure on an idea. All I can say is awareness of our present.	1
Put mats for wheeled devices not just towards the water but also parallel to the water.	1
Put a rollout mat etc at Church Street entrance	1
Public dock	1
Our family had so much fun in the sun and waves- thank you for stewarding this beautiful park!!	1
None, keep up the good work	1
None	1
More ramps, higher chairs and benches, wider walkways, auditory accommodations	1
More inclusive shows and events for all dates and times	1
More Handicap Parking	1
More chairs	1
More activities at the stage, there's lots of seating, some shade, restrooms, but there's not usually a lot happening there.	1
Make sure there is a wide enough path that is not in the street and more ramps to get to the shops that are up high instead of having to walk all the way to the end	1
Make store owners aware of our struggles moving in there stores. We like to spend money to.	1
Make accessible wheelchairs more available and make some of the electric wheelchairs to drive on the beach available as well to rent.	1
make a shuttle bus or pedicab lane during events?	1
I was part of the group that met to review all the barriers at the Hampton Beach State Park, so I gave suggestions at that time.	1

I just thinking parking and traffic is the biggest thing.	1
I have been to the meetings for the new boulevard and I'm strongly against roundabouts because I don't think that they are made for bumper-to-bumper traffic, and that will affect people entering in the state park by the bridge, and I think it will be a nightmare.	1
I feel that handicap parking should be free	1
I enjoy your Events and better advertising on Seashell stage about who is performing on what night would be great. Events that allow Senior Citizens to participate would be great. Wheelchair dancing and beach ball throwing. I walk down and don't feel as safe after dark when many of the bars are open and rowdy drunk people come out.	1
Help with carrying my gear and navigating my Walker through the sandy beach.	1
Help upgrade the Beach Playground.	1
For more wheelchair devices for people in wheelchairs to access the water. Cost is a concern when being in a wheelchair and fixed incomes.	1
Extend beach mats to the high tide waters edge so that all people can access the water. Pushing my 200lb son in a beach wheelchair, i. The sand, on a 90degree day, to the water is very difficult and I often times depend on strangers on the beach for assistance. A mat going to the waters edge would make it so much easier to get my son to the water for relief from the heat.	1
Empower law enforcement to arrest offenders.	1
Crowd control better seating options- a designated space	1
Create longer mobility mats to make it easier to get to the water	1
As stated previously	1
As long as wheelchairs are invited, it's okay for me. Thank you. I really like Hampton Beach. I responded to this survey just in case you were going to make some improvements, but I very much like what you have done so far.	1
All concerns listed need to be addressed to improve accessibility	1
Additional parking spaces, maybe a better event seating/parking over view so people know what's available for accommodations. More beach mats to allow for better access to the ocean.	1
Adding a "fishing pier or piers," perhaps in the south beach area, near the river, would allow myself, and others with "walking disabilities" to fish during the hours that one would usually go to the beach with their families.	1
Add more wheelchair accessible seating Have an ADA Recreational Activity Coordinator and offer wheelchair accessible activities.	1
Add more blue mobility mats and have them go further	1
Accessible pathways near accessible parking Inclusive programming	1
A ramp from the state park to the Blvd. wheel chair accessibility.	1

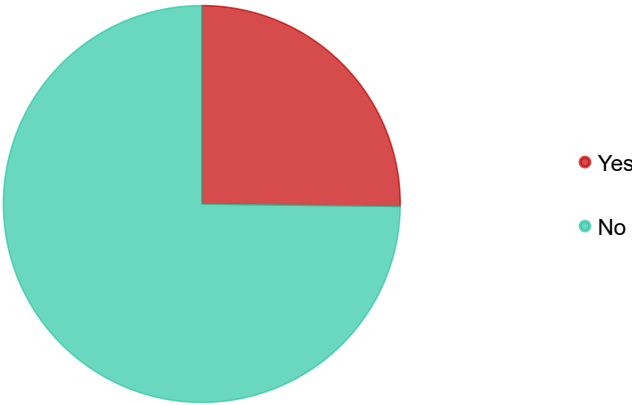
Answered: 55 Skipped: 90

Website could be better on parking options	1
Webpage to check on activities. Reservations for beach chairs. I like adventure & experience new things.	1
We have tried to get information on the cost and terms of renting the second floor room in the hatch shell.	1
Utilizing google and state park website	1
To be honest. I need to be more proactive in finding information cater to my needs. My bad	1
The website sometimes is vague.	1
The website says there are no concerts before July 8, but in fact there were. I could find info an out the movies, just not the live music.	1
The website doesn't provide much about accessibility.	1
The website can be difficult to navigate.	1
The information center is great and helps with all questions we usually go there the first day we arrive.	1
The Hampton Facebook page is fantastic.	1
The beach will be more enjoyable if it has more transportation and parking lot	1
Staff at both the state and main beach have always been helpful and able to provide information for resources for my son	1
Signage is horrible for information around the beach and the lifeguards were very rude the one time I went and asked if the chair was available. I was very embarrassed	1
Reservation system for beach wheel chair.	1
People are not aware about the reservation opportunities for the South Beach lot. The website can be tricky to navigate.	1
Parking locations	1
Online is very helpful, I live in Nashua so I don't receive local papers.	1
Not enough information for handicap access	1
None	1
No walkways too bad you don't go	1
No modern	1
N/A	1
More signage about where things are and concerts	1
More flyers available/posted online through Facebook?	1
It's always been positive and straight forward.	1

It would be great if the rules for borrowing a chair was posted in multiple areas. Maybe a public awareness campaign could help?	1
It was very difficult to find out if the Hampton Beach Ball Room Casino wS wheelchair accessible.	1
I once called for a handicap wheelchair to be used on beach for a friend coming to visit The person had no idea and asked me To call back another time	1
I have trouble getting information because I do not utilize facebook.	1
I have the new 2024 Beach brochure but would like to know which bands are playing and when.	1
I had no idea the beach had wheelchairs for use until someone told me.	1
I don't look	1
I can't find the dates of when beach chairs and mats will no longer available.	1
Have a larger presence with social media and other modern means of communication.	1
Hard to know where the accessible beaches are	1
Hard to find information	1
Finding the information about what is available for accomodations is tricky, it would be nice if there was easier to find list of what's available for accomodations and how to get the items that could help.	1
Could use less digital and more paper copies	1
Could really use some map of the area with facilities marks, and it should be easily findable by a standard Internet search engine	1
All information provided when visiting has been great.	1
	1
	1

Answered: 46 Skipped: 99

● Do you know how to request accommodations to provide access to facilities,...



Answered: 127 Skipped: 18

[illegible]

<https://survey123.arcgis.com/surveys/53d7bb5a33a540d3b8e7c8ecc526b84c/analyze?position=0>.are there state park facilities

The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand	1
The beaches are clean and the water is exceptionally clean, but one thing that you really need to get working on it cleaning up the men's and ladies bathrooms even the family bathrooms. The stink in there is terrible.	1
Thanks for the opportunity to share ideas!	1
Thank you to all the staff who try to make it as easy as possible	1
Thank you for working toward improving access to all of our community.	1
Thank you for making an effort!!!	1
Please keep the dogs and the smokers off the beach.	1
Only attended surfing for smiles event but it wasn't planned well for physical disabilities. Would love to attend other events if focused on inclusion.	1
None	1
No, but I have had a lot of comments from people who come into my gift shop Sand and Santa on Ocean Boulevard and talk about The lottery for the state park and getting their campers in and I said you know what that price is ridiculous. It's so cheap that nobody should complain. You could double your prices in the state park and people would still come. It's waterfront it's amazing. My number is 603770-0006. My family has been here for generations., Preston Real Estate, and I am happy to Promote Hampton Beach as we always have. We are always available and happy to participate in promoting Hampton Beach. Thank you for providing the survey respectfully Maryrae Preston.	1
No thank you.	1
NH State employees at the beach and the Lifeguards are a wonderful group of people. THE trash truck parked near the office and across from JB's is smelly, rusty and terrible looking. Many people commented on that and moving it to behind Casino or in Police Parking lot.	1
Need more signs. Need to show you're truly welcoming disabled kids and adults. Thank you	1
Need a parking garage!!! Build the pier!!!	1
N/A	1
More info would be great! Thanks for all you do!	1
Maybe a SIGN explaining the parking: entrance fee, NH resident Seniors free, number of spaces allotted for beach parking. Also how reservations work and how and when to make them.	1
Making the directions on how to access different components of the website	1
Make Hampton an accessibility community. It's such a special place	1
Make finding the accommodations easier for people to find better signage, better online access to information on those accommodations to allow people to plan ahead for what they need to bring to help themselves too.	1
Love your protection of shore birds	1

Love the beach.	1
Keep doing a great job, Thank you.	1
It would be nice to have a landing or a pad on the beach. Off from the wooden path.	1
Is there a meeting room that is accessible to hold a small event for disabled individuals to enjoy something like a summer party, etc.?	1
Implement a reservation system	1
If you have any questions, this is my email. I will be visiting the beach soon. Hoping for a long summer! :-) d annh1776@gmail.com	1
If the beach/park had an office that employs an accessibility specialist to handle accessibility issues and to assist business owners with solutions to help businesses comply with the ADA	1
I think going as inclusive as possible and making sure wheelchairs can access areas is some thing you see m to be doing well.	1
I hope the beach can become more accessible for families like mine. It is one of their favorite places. Acces sible things at the playground would be nice as well.	1
I had no idea you offered adaptive equipment! That's incredible.	1
I can't think of anything else at the moment.	1
I am familiar with the wheelchair rental at South Beach. I am frequently there on the weekend and rarely se e it used. But I've heard anecdotally that because there is no reservation system (I am not sure if this is true or people aren't aware there is one) that it would be hard to plan to use it. If you need the wheelchair to acc ess the beach and then you get down to the beach and it is in use, it doesn't seem reliable. I really appreciat e that this work is happening. The beaches are a great space for all people to be active, be social, and enjo y the outdoors.	1
Hotels, shopping are great	1
Help the locals as well as visitors.	1
Did not know there were beach wheelchairs. Would be signs	1
Accessing the beaches on Prince Edward Island is well designed, including the boardwalks that go over the dunes for those with and without mobility issues.	1
A general lack of parking, sufficient facilities for disabled individuals, need to clean up certain areas.	1
A beach wheelchair can only be pushed by an able body person. Is there a way a wheelchair user can acce ss the beach without assistance?	1

Answered: 48 Skipped: 97

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Disabilities	Transportation and Parking	Accessible Parking Dimensions				Ensure access aisles have adequate widths and are correctly positioned for van accessibility (usually out of passenger side, some have ramps out the back)
Adaptive Sports FG	Pedestrian Access	Convert Beach Access Stairs to Ramps	Van Accessible Parking			Consider implementing accessible ramps at North Beach, particularly at the 12th St access point, similar to the effective 18th St ramp.
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				If the beach/park had an office that employs an accessibility specialist to handle accessibility issues and to assist business owners with solutions to help businesses comply with the ADA
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Maybe make store owners realize. Not just store owner, but beech goers to be aware. Of disabled beech goers here to. Post signs disable people are beech goers too. Not sure, but right now as a wheelchair user it's rough.
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Make Hampton an accessibility community. It's such a special place
Transit Providers	Improved Coordination/Training with State Parks Staff	Accessibility Coordinator Staff Position				Designate a dedicated liaison role within parks staff to facilitate communication and coordination with transit providers
Transit Providers	Transportation and Parking	Accessibility Coordinator Staff Position	More Public Transit Service Stops & Routes			Seek partnerships with local organizations and benefactors to secure financial support for accessibility improvements
Transit Providers	Future Partnerships and Outreach	Accessibility Coordinator Staff Position	Partner w/ Others that O&M Equipment			Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Make store owners aware of our struggles moving in there stores. We like to spend money to.
Public	Pedestrian Access	Benches at All Beach Access Points				It would be nice to have benches at the entrances to the beach along the wall perpendicular to the street and up against the wall as you come into the entrance. People could see the beach looking north or south that way without having to climb over the rocks to get down to the beach.
Adaptive Sports FG	Pedestrian Access	Resilience to Potential Climate Change Risk				Acknowledge potential environmental and engineering challenges, such as storm surge and seawall integrity, in planning and construction.
Public	Transportation and Parking	More Storage for Accessibility Equipment				Areas to park your wheelchair, walker, bicycle
Disabilities	Event Accessibility	Visual / Audio Event Improvements				Ensure availability of ASL intreters
Disabilities	Event Accessibility	Accessibility Plans for Events				Require event organizers to implement comprehensive accessibility plans
Older Adults	Training	Accessibilitiy Events				Integrate programming for older adults
Public	Recreation and Public Events	Visual / Audio Event Improvements				Open captioned events
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Crowd control at performances
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Enforce no skateboarding/biking through boardwalk
Public	Recreation and Public Events	Visual / Audio Event Improvements				Sign language at events
Public	Recreation and Public Events	Visual / Audio Event Improvements				Larger screen for low vision
Public	Recreation and Public Events	Visual / Audio Event Improvements				audio improvements for events
Public	Recreation and Public Events	Accessibiltiy Events				More events for children, especially 10-14
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Keep motorize bikes and scooters of the boardwalk.
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				No dogs
Public	Recreation and Public Events	Accessibiltiy Events				I enjoy your Events and better advertising on Seashell stage about who is performing on what night would be great. Events that allow Senior Citizens to participate would be great. Wheelchair dancing and beach ball throwing. I walk down and don't feel as safe after dark when many of the bars are open and rowdy drunk people come out.
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms				Obstructive viewing, when audience stands up. We don't need to be up front. We need to be up on a platform on the side. Club casino the worst. They do try to be accommodating. So thumbs up for that. Half shell not so bad at times.
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms	Accessibiltiy Events	Accessibility Coordinator Staff Position		Add more wheelchair accessible seating
Public	Recreation and Public Events	Accessibiltiy Events				Have an ADA Recreational Activity Coordinator and offer wheelchair accessible activities.
Public	Recreation and Public Events	Accessibiltiy Events				More inclusive shows and events for all dates and times
Public	Recreation and Public Events	Accessibiltiy Events				More activities at the stage, there's lots of seating, some shade, restrooms, but there's not usually a lot happening there.
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events	Event Accessible Seating / Viewing Platforms			Crowd control better seating options- a designated space
Public	Recreation and Public Events	Accessibiltiy Events				Only attended surfing for smiles event but it wasn't planned well for physical disabilities.
Public	Operations and Maintenance of Facilities	Accessibiltiy Events				Would love to attend other events if focused on inclusion.
Public	Recreation and Public Events	Pier Access Across Beach				We enjoy all programs that we have been able to attend and access. All staff members running programs have been fantastic, and the community appreciates them!
Public	Recreation and Public Events	Accessible Fishing Platforms				Public dock
Public	Pedestrian Access	Boadwalk / Viewing Platforms on Sea Walls				Adding a "fishing pier or piers," perhaps in the south beach area, near the river, would allow myself, and others with "walking disabilities" to fish during the hours that one would usually go to the beach with their families.
Public	Transportation and Parking	Jitney Service				Cut outs for power chairs.
						Golf cart assistance from parking areas to perfrmances, etc.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Life Safety	Improve Lifeguard Visibility at North Beach				life guards more visible on North Beach
Adaptive Sports FG	Operations and Maintenance of Facilities	Maintain Capacity				Implement proactive maintenance strategies to address issues like seaweed accumulation before major events.
Adaptive Sports FG	Operations and Maintenance of Facilities	Maintain Capacity				Coordinate with event organizers to ensure accessibility requirements are met, including clear pathways and equipment availability.
Older Adults	Transportation and Parking	Maintain Capacity				Revisit maintenance agreement for sidewalk maintenance
Public	Transportation and Parking	Maintain Capacity				Drainage improvements
						If there’s anyway they could cut down the overgrown vegetation between M-N Street in the parking lot maybe a person that was handicap could pull up and just sit and see the ocean it’s crazy that vegetation is planted to block a water view. It’s collecting trash and it’s just an eyesore of overgrown green. I think the people wanna pull up and see the ocean not vegetation.
Public	Pedestrian Access	Maintain Capacity				The solution is simple. A day or two in advance we organize a work party to clean/clear the beachhead. If we are allowed to use the same machines that the main beach uses in the summer to clear out the seaweed that would be ideal.
Public	Operations and Maintenance of Facilities	Maintain Capacity				regular maintenance
Public	Operations and Maintenance of Facilities	Maintain Capacity				During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAH is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.
Public	Operations and Maintenance of Facilities	Maintain Capacity				With this being our 16th year of our popular HIT THE BEACH Event. I want to point out that the state has been great with accommodating us (AMERICAN LEGION Post 35 and volunteers/sponsors re: Cinnamon Rainbows etc) in one of our staple events each summer. To see the faces of these wounded veterans and their families enjoying a wonderful day at the beach surfing with their fellow vets, and their families is what this day is all about. My mantra of "SURFING HEALS ALL WOUNDS" is never more evident than it is at this amazing event. So thank you to all who make this day what it is.
Public	Recreation and Public Events	Maintain Capacity				Past Commander Ralph G. Fatello American Legion POST 35
Disabilities	Access Points / Pathways	Mobility Mat Enhancement				Extend mobility ats to more areas, particularly at South Beach
Public	Pedestrian Access	Mobility Mat Enhancement				A rope on the beach to hold onto from mobility mats
Public	Pedestrian Access	Mobility Mat Enhancement				Mobility mats at every entrance, even if you can walk down the stairs, it's hard to go across the sand
Public	Pedestrian Access	Mobility Mat Enhancement				extend beach mats
Public	Pedestrian Access	Mobility Mat Enhancement				Extend mats with deck or seating at end
Public	Pedestrian Access	Mobility Mat Enhancement				Is there anyway of putting a mat of some sort for handicap people
Public	Pedestrian Access	Mobility Mat Enhancement				Ramp all the way in the water and more accessible bathrooms
Public	Pedestrian Access	Mobility Mat Enhancement				More accessible mars closer to the water. Cluster of mars for family’s with wheelchairs
Public	Pedestrian Access	Mobility Mat Enhancement				Please extend beach mat all the way down to the ocean, my friend can not get down to the ocean.
Public	Pedestrian Access	Mobility Mat Enhancement				Extend the walkways on the sand
Public	Pedestrian Access	Mobility Mat Enhancement				Put a rollout mat etc at Church Street entrance
Public	Pedestrian Access	Mobility Mat Enhancement	Wayfinding	Increase Accessible Parking Spaces	New In-Water Accessible Equipment	Mats that go all the way to ocean not halfway. More signs directing to accessible areas. More disabled parking. More beach/water wheelchairs.
Public	Pedestrian Access	Mobility Mat Enhancement				Accessible mats that go further on the beach to gain better access to the water, wheelchair access to bathhouses that are for disabled people only.
Public	Pedestrian Access	Mobility Mat Enhancement	Accessible Parking Dimensions	Partner w/ Others that O&M Equipment		Paths to the water and along the beach. Wider parking areas for wheelchair ramps. Addition of wheelchair accessible bathrooms and showers with adult size changing tables. More beach wheelchairs available for rent.
Public	Pedestrian Access	Mobility Mat Enhancement	Maintain Capacity			Clear all the existing paths of loose sand and extend mats down to the high tide line to minimize the amount of walking on loose sand. The paths should be cleared at least weekly at a minimum.
Public	Pedestrian Access	Mobility Mat Enhancement				A way to get people with walking disabilities etc to the water easier than now
Public	Pedestrian Access	Mobility Mat Enhancement				More access via surfaces made for power wheelchairs to the shore.
Public	Pedestrian Access	Mobility Mat Enhancement				Wooden mats are harder to navigate.
Public	Pedestrian Access	Mobility Mat Enhancement	New In-Water Accessible Equipment			Anyway, to make access to the water available for people in wheelchairs.
Public	Pedestrian Access	Mobility Mat Enhancement	Jitney Service	Convert Beach Stairs to Ramps		I was thinking even something as simple as rope walkways for someone to hold onto for balance. Maybe ramps at every entrance onto the beach or possibly a service like Beach Uber to bring someone to their location and leave a flag with a number with them and call for a ride back when ready.
Public	Pedestrian Access	Mobility Mat Enhancement	Gathering / Viewing / Turning Areas			Build a sturdy path leading to near the high tide line that scooters and wheelchairs. Can travel on.
Public	Pedestrian Access	Mobility Mat Enhancement	Widen Mats	Shade Shelter		At the end, make it w'id so that we can turn brown. Or park there and enjoy the water.
Public	Pedestrian Access	Mobility Mat Enhancement	Convert Beach Stairs to Ramps			Wider accessibility matts, so that one can set up a shade tent without pushing the chair through the very soft sand.
Public	Pedestrian Access	Mobility Mat Enhancement				Every beach entrance, or every other one at the very least should have the wheelchair mats that go from the concrete to the beach for access. We need more ramps as well.
Public	Pedestrian Access	Mobility Mat Enhancement				Longer entrance paths to beach. Clean facilities

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Pedestrian Access	Mobility Mat Enhancement	Gathering / Viewing / Turning Areas	Shade Shelter		I really liked the beach ramp/mat! I was so surprised to find it. Just some minor improvements. It could use a small square area on the beach side to allow wheelchairs to pass without having to go all the way back to make room for someone. And an umbrella/table that a wheelchair could fit their footplate under.
						In case you wondered, we had 2 people with disabilities using that area (in separate parties, unrelated).
Public	Pedestrian Access	Mobility Mat Enhancement				Extend beach mats to the high tide waters edge so that all people can access the water. Pushing my 200lb son in a beach wheelchair, i. The sand, on a 90degree day, to the water is very difficult and I often times depend on strangers on the beach for assistance. A mat going to the waters edge would make it so much easier to get my son to the water for relief from the heat.
Public	Pedestrian Access	Mobility Mat Enhancement	Widen Mats			Make sure there is a wide enough path that is not in the street and more ramps to get to the shops that are up high instead of having to walk all the way to the end
Public	Pedestrian Access	Mobility Mat Enhancement				Create longer mobility mats to make it easier to get to the water
Public	Pedestrian Access	Mobility Mat Enhancement				Add more blue mobility mats and have them go further
Public	Recreation and Public Events	Mobility Mat Enhancement	Dune Crossing	Beach Transport Assist for Personal Belongings		The same as above.....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Pedestrian Access	Mobility Mat Enhancement				No walkways too bad you don't go
Disabilities	Transportation and Parking	Increase Accessible Parking				Add more accessible parking (12th and 18th street)
Older Adults	Transportation and Parking	Parking Solution for Seniors without Placard				Consider parking solutions for older adults who are on a fixed income and may not have a placard
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking			revisit number and locatin of accessible parking spaces
Public	Transportation and Parking	Increase Accessible Parking	Boardwalk/Viewing Platforms on Sea Walls			add additional handicapped parking, add mat/boardwalk to water.
Public	Transportation and Parking	Increase Accessible Parking				More space and accessible parking spots and toilets.
Public	Operations and Maintenance of Facilities	Mobility Mat Enhancement	Transfer Equipment	Accessible Playground		Baby changing tables are too small for my child in a wheelchair to use. Please consider a universal changing space (now required on new buildings after 2021 per NH Rev Stat § 155:80 2022). The blue path to the sand is lovely but only goes about halfway to the water- would there be anyway to extend? The merry go round is fun for kids that can transfer out of wheelchairs- could we add an accessible swing?
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking			More close parking or easier ways to get closer
Public	Transportation and Parking	Increase Accessible Parking				More parking
Public	Transportation and Parking	Increase Accessible Parking	Convert Beach Stairs to Ramps	Wayfinding		Lack of handicap parking and minimal ramps and access to help without entering building - no braille or announcements
Public	Transportation and Parking	Increase Accessible Parking				I just thinking parking and traffic is the biggest thing.
Public	Transportation and Parking	Increase Accessible Parking	Wayfinding	Parking Solution for Seniors without Placard	Parking Reservation	Maybe a SIGN explaining the parking: entrance fee, NH resident Seniors free, number of spaces allotted for beach parking. Also how reservations work and how and when to make them.
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking	Convert Beach Stairs to Ramps		Add more handicap parking near the access points on the beach, have benches or seating that can be borrowed from the main building, more ramps and fix the stairs height to the beach(maybe add a stair or two) , consider adding a more permanent walk way to the ocean not just removable mats that need people there to put them in/out which could possibly meat they would be put away before the people who use them are done at the ocean...
Public	Transportation and Parking	Increase Accessible Parking				More handicap spots
Public	Transportation and Parking	Increase Accessible Parking				More parking
Public	Pedestrian Access	Boardwalk/Viewing Platforms on Sea Walls				More boardwalk accessibility
Public	Pedestrian Access	Increase Accessible Parking				Provide more accessibility
Public	Transportation and Parking	Increase Accessible Parking				More parking that's affordable and accessible
Public	Transportation and Parking	Increase Accessible Parking	Convert Beach Stairs to Ramps			More handicap accessible parking and access to the beach
Public	Transportation and Parking	Increase Accessible Parking				More handicap parking spaces.
Public	Transportation and Parking	Increase Accessible Parking	Mobility Mat Enhancement	Convert Beach Stairs to Ramps		I periodically come to the South Beach at Hampton Beach State Park with my aunt who has a mobility disability. We generally get there first thing so there is plenty of accessible parking. But I am unsure if there is enough accessible parking at the front where it is paved.
						It would be fantastic to see more beach mats along the access points. I think there are two or three. I ran into a family with a double stroller last summer while I was walking the boardwalk and they had parked closer to Great Boars Head. This meant they had to walk nearly all the way to the bandstand to get to an accessible beach access point. I recognize many of the access points are stairs but if someone is using a wagon/stroller they might be able to lift it for the couple of stairs.
Public	Transportation and Parking	Increase Accessible Parking	Mobility Mat Enhancement	Convert Beach Stairs to Ramps		It would be great to see an upgrade to the locking mechanism on the restroom stalls in the South Beach facilities. They are mismatched and often don't work. This might be an opportunity to identify the most accessible option.
Public	Transportation and Parking	Increase Accessible Parking	Event Accessible Seating / Viewing Platforms	Mobility Mat Enhancement		Additional parking spaces, may e a better event seating/parking over view so people know what's available for accomodations. More beach mats to allow for better access to the ocean.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
						As a wheelchair user, it would be nice if there was a motorized option to get down to the beach. I love the ramps but once we get to the sand my wheelchair sinks. I don't necessarily need a beach wheelchair as I'm content to just view the water from where ever my family is seated but allowing my family to just push my wheelchair without me in it to our location would be ideal. There is NEVER enough handicap parking.
Public	Pedestrian Access	Increase Accessible Parking	New In-Water Accessible Equipment			
Public	Transportation and Parking	Parking Fee Structure				Open to pay for parking
Public	Transportation and Parking	Parking Fee Structure	Replace Staff Parking with Accessible Parking			Make the CPA lot all accessible parking, willing to pay for the access
Public	Transportation and Parking	Parking Fee Structure				If the Handicapped could pay another way?
Public	Transportation and Parking	Parking Use Data Collection	Real-Time User Data Monitoring			a 'parking full' sign could be helpful to keep traffic flowing
Public	Transportation and Parking	Parking Garage	Increase Accessible Parking	Cvan Accessible Parking		Two or three-story parking garage as I stated above would be great. also much more parking for handicap people and some handicap people actually drive and they have a ramp going out of their vehicle to get out. There is no such thing for them.
Public	Transportation and Parking	Parking Garage	Pier Access Across Beach			Need a parking garage!!! Build the pier!!!
Public	Transportation and Parking	Timed Parking				Need to enforce a handicap time limit and not let folks park in a space all day when it is meant for short term parking
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	Public Education / Social Guidance Campaigns			Partner with Adaptive Sports Organizations and similar agencies to help spread the word
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	HBSP Staff Accessibility Needs Training			Explore partnerships with adaptive sports organizations for equipment provision, staff training, and program development.
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	HBSP Staff Accessibility Needs Training			Utilize existing resources like the "Inclusive Sport Fundamentals" guide to train staff on disability awareness and adaptive sports
Adaptive Sports FG	Recreation and Public Events	Partner w/ Others that O&M Equipment				Investigate funding opportunities for acquiring advanced adaptive equipment suitable for various users, including children and older adults.
Disabilities	Adaptive Equipment / Training	Partner w/ Others that O&M Equipment				Provide a variety of beach wheelchairs that cater to different needs, including models that allow for independent use
Disabilities	Future Partnerships and Outreach	Partner w/ Others that O&M Equipment	Accessibility Coordinator Staff Position			Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
Older Adults	Adaptive Equipment	Partner w/ Others that O&M Equipment				Provide a variety of beach wheelchairs that cater to different needs, including beach walkers
Older Adults	Adaptive Equipment	Partner w/ Others that O&M Equipment				Partner with third party for equipment rentals and transport
Older Adults	Future Partnerships and Outreach	Partner w/ Others that O&M Equipment				The following resources were identified for NH State Parks staff to collaborate with in future: AARP NH, NCOA Connect, Access Navigators, TASK Volunteer Driving, GSIL, Able NH, SALT, Hampton Parks & Recreation
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Pediatric sized beach wheelchairs
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Accessible equipment for individual use
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment			Putting in those things Having float rentals for those who would like to enjoy the water
Public		Partner w/ Others that O&M Equipment				I love seeing the beach wheelchairs be used. I think that's a lovely thing to have available.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment	Mobility Mat Enhancement	Increase Accessible Parking	I have yet to borrow a wheelchair that I just found out about so we will be trying that but he is a tiny 6 year old so I also don't know how huge these wheelchairs are. Otherwise maybe just a solid (I understand its sand and wind happens) ramp down to the water or another way to get someone who has a walking disability down. Also more handicap parking especially by the path that goes halfway down and actually issue citations for those parked in handicap spots without a handicap plate or window hang thing.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				More beach chairs
Public	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment				More chairs
Public	Pedestrian Access	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment			For more wheelchair devices for people in wheelchairs to access the water. Cost is a concern when being in a wheelchair and fixed incomes.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Make accessible wheelchairs more available and make some of the electric wheelchairs to drive on the beach available as well to rent.
Public	Pedestrian Access	Partner w/ Others that O&M Equipment	Mobility Mat Enhancement	Dune Crossing	HBSP Staff Accessibility Needs Training	The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				A beach wheelchair can only be pushed by an able body person. Is there a way a wheelchair user can access the beach without assistance?
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	Public Education / Social Guidance Campaigns			I had no idea the beach had wheelchairs for use until someone told me.
Public	Recreation and Public Events	Sensory Friendly Playground				Sensory sandbox for exposure to sand textures, shells, etc.
Public	Recreation and Public Events	Sensory Friendly Playground				Dark, low sensory quiet areas
Public	Recreation and Public Events	Accessible Playground				Inclusive playground
Public	Recreation and Public Events	Accessible Playground				Help upgrade the Beach Playground.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Recreation and Public Events	Accessible Playground				I hope the beach can become more accessible for families like mine. It is one of their favorite places. Accessible things at the playground would be nice as well.
Public	Recreation and Public Events	Accessible Playground	Mobility Mat Enhancement	Convert Beach Stairs to Ramps		the addition of universal changing stations in bathrooms, accessible playground equipment, vision impaired friendly cross walks, more permanent accessible mats for the beach.
Public	Pedestrian Access	Repair Railings / Stairs				Replace the railings
Adaptive Sports FG	Recreation and Public Events	Reservation System for Beach Equipment				Evaluate the feasibility of a reservation system for adaptive equipment to ensure availability and reduce the reliance on a first-come, first-serve basis.
Transit Providers	Transportation and Parking	Free or Season Pass for Public Transit	Parking Reservations			Simplify the process for obtaining parking passes for buses, possibly through a more user friendly online system that is intuitive and consistent in terms to fare pricing
Older Adults	Adaptive Equipment	Reservation System for Beach Equipment	Parking Reservations			Implement reservation system
Public	Recreation and Public Events	Reservation System for Beach Equipment	Parking Reservations			Yes, it is important that registration processes be accessible to those who use screen readers.
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Parking Reservations			Implement a reservation system
						I am familiar with the wheelchair rental at South Beach. I am frequently there on the weekend and rarely see it used. But I've heard anecdotally that because there is no reservation system (I am not sure if this is true or people aren't aware there is one) that it would be hard to plan to use it. If you need the wheelchair to access the beach and then you get down to the beach and it is in use, it doesn't seem reliable.
Public	Recreation and Public Events	Reservation System for Beach Equipment				I really appreciate that this work is happening. The beaches are a great space for all people to be active, be social, and enjoy the outdoors.
Public	Recreation and Public Events	Reservation System for Beach Equipment	HBSP Staff Accessibility Needs Training			I once called for a handicap wheelchair to be used on beach for a friend coming to visit The person had no idea and asked me To call back another time
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Online Trip Planning	Website Accessibility		Webpage to check on activities. Reservations for beach chairs. I like adventure & experience new things.
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Online Trip Planning	Website Accessibility	Parking Reservation	People are not aware about the reservation opportunities for the South Beach lot. The website can be tricky to navigate.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Crosswalk improvements
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Traffic calming measures
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Bike lanes
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Wayfinding	Benches at All Beach Access Points		Better marked Crosswalks as the ones on Ocean Blvd are hard to see due to the flooding and sand. The white color is worn away. Signs in the middle of the crosswalks. The lockers on the Bathrooms are useless. Picnic tables or seating for families to eat when bringing food over from the other side of the road. Ocean Blvd heading to Churchh St. needs to have arrows and signage to people turning left onto Church St./Route 101 can stay in left lane and people going straight north can keep going that way.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Maintain Capacity			Enforce the Ocean blvd speed limit. The reckless driving endangers park visitors and private property. Fix and maintain the boardwalk/sidewalks along Ocean blvd. Add signs about not littering on the beach. Take out anything you bring to the beach. On busy weekends the existing trash barrels are not sufficient.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Bike path
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Maintain Capacity			Yes, pave the sidewalks
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				More flashing signals at crosswalks and more street signs indicating that traffic should stop for pedestrians. Often a vehicle will stop, but the second lane vehicle will not stop.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				shut down the main street and make just one walking area. no cars (except to park)
Public	Recreation and Public Events	Paved Paths	Accessible Playground			Install universal changing stations (fit adults), paved paths from parking to beach, inclusive playgrounds (solid surfacing, accessible equipment)
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms				Cushioned designaged seating areas
Public	Operations and Maintenance of Facilities	Benches at All Beach Access Points				Seating
Disabilities	Adaptive Equipment / Training	Shade Selters w/ Water, Cooling & Medical Care				Establish cooling areas or shade structures to help prevent heat-related conditions
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Cooling tents with misters and shade for temperature sensitivies
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Shade in the Seasheel for day performnnces
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Shade structures
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care	Increase Accessible Parking			More amenities. Seating (and with shade), parking, water fountains, landscaping, picnic tables, etc.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				There are sun canopies that are arched, weighted down by sand & stakes, and wave in wind. They are much safer than umbrellas.
Public	Pedestrian Access	Shade Selters w/ Water, Cooling & Medical Care				Shorter walks for those who can't walk as far (designated areas), more shade for comfort, benches or seating with arms
Disabilities	Transportation and Parking	Shuttler Service to Off-Site Parking				Introduce shuttle service from off-site parking to the beach to ease access
Transit Providers	Transportation and Parking	Shuttler Service to Off-Site Parking				Implement a local shuttle bus service to connect off-site parking areas with key beach access points
Transit Providers	Transportation and Parking	Shuttler Service to Off-Site Parking				Explore purchasing used school buses and adapting them for accessible shuttle use to reduce costs and increase availability
Older Adults	Transportation and Parking	Shuttler Service to Off-Site Parking				Introduce shuttle service from off-site parking to the beach to ease access – look to Seafood Festival as model – would require local / private funding as FTA funds are extremely limited
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Public transportation with accessible trailers (beach equipment)
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Method of transportation to beach from parking arenas
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Increase local bus service from uptown parking areas.
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Trollies for transportation
Public	Transportation and Parking	Public Transit Bus Lane or Pedicab Lane				make a shuttle bus or pedicab lane during events?
Adaptive Sports FG	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Use social media and press releases to increase public awareness of accessibility improvements and available resources.
Disabilities	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Actively use social media to disseminate information about accessibility improvements and available resources
Disabilities	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Collaborate with local organizations to promote events and gather broader community feedback
Transit Providers	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Actively use social media to disseminate information about accessibility improvements and available resources
Transit Providers	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Collaborate with local organizations (MPOs, RCCs, Local senior apartment complexes, etc.) to promote accessibility and gather broader community feedback
Older Adults	Communication and Information	Public Education / Social Guidance Campaigns				Distribute information in paper form to town libraries, town newsletters, senior enters, housing complexes, etc.
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Have a larger presence with social media and other modern means of communication.
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				The Hampton Facebook page is fantastic.
Public	Recreation and Public Events	Public Education / Social Guidance Campaigns	Reservation System for Beach Equipment			It would be great if the rules for borrowing a chair was posted in multiple areas. Maybe a public awareness campaign could help?
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Could use less digital and more paper copies
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				More flyers available/posted online through Facebook?
Disabilities	Adaptive Equipment / Training	HBSP Staff Accessibility Needs Training				Train staff on managing conditions like autonomic dysreflexia and other disability-specific needs
Disabilities	Adaptive Equipment / Training	HBSP Staff Accessibility Needs Training				Implement disability awareness training
Older Adults	Training	HBSP Staff Accessibility Needs Training				Recommend staff take reframing aging workshops
Public	Pedestrian Access	HBSP Staff Accessibility Needs Training	Beach Transport Assist for Personal Belongings			Available park personnel to assist those people to help them access the park.
Public	Pedestrian Access	HBSP Staff Accessibility Needs Training	Beach Transport Assist for Personal Belongings			Help with carrying my gear and navigating my Walker through the sandy beach.
Public	Life Safety	HBSP Staff Accessibility Needs Training	Mobility Mat Enhancement	Dune Crossing	Beach Transport Assist for Personal Belongings	The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			More pathways to/on beach with hard surfaces
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				More ramps
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			Extend handicap ramps to the beach. More options, even rental options, for handicap beach access
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			I would like to see a long and wide wheelchair ramp going out into the sand near the bandstand in Hampton Beach.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				Take out the stairs from boardwalk to beach and replace with ramps. People have difficulty bringing carts onto the beach over the stairs.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				More ramps and less stairs
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Visual/Audio	Wayfinding		More ramps, higher chairs and benches, wider walkways, auidotary accommodations
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				Ramps at each stairwell accessing the beach
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Increase Accessible Parking	Modify Distribution of Accessible Parking		Add more ramps to tge water, expand parking by bathhouse. Make playground fully accessible for WC but also visually impaired kids.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Paved Pathways			Handicap ramps for beach access and handicap accessible trails.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Paved Pathways	Accessible Playground	Accessibility Events	Accessible pathways near accessible parking Inclusive programming
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				To have more access points
Public	Pedestrian Access	Boardwalk/Viewing Platforms on Sea Walls				I work as a rec therapist at a nursing facility and many residents have a dream of going to the beach but we struggle to find beaches with boardwalks.
Public	Life Safety	Water Safety Flags / Charts & Warnings				Tide flags/charts warning of rough waters/riptide
Disabilities	Adaptive Equipment / Training	Transfer Equipment				Make transfer equipment available to assist individuals in moving from regular wheelchairs to beach wheelchairs
Public	Recreation and Public Events	Transfer Equipment				Hoyer lifts to get into adaptve equipment
Public	Recreation and Public Events	Transfer Equipment				Action track chairs
Public	Pedestrian Access	Transfer Equipment	Paved Pathways	Van Accessible Parking	Timed Parking	Hard packed surfaces, ramps, accessible bathrooms, outdoor showers, benches that allow an easy transfer and have something to hold onto like a rail or bar, to transfer when standing. Parking should use bright blue and orange paint so it stands out and can be seen (white is difficult to see). There should be a parking space for “Vans with a Side Lift” as a regular side lift space is too small. In busy areas, there should be an enforceable sign that has a 2 or 4 hour parking limit so that several people can enjoy the facilities instead of one. I usually don't go to Hampton Beach in the summer because I have a large conversion van with a side lift and have great difficulty finding adequate parking and I haven't been able to get onto the beach.
Public	Recreation and Public Events	Transfer Equipment	Reservation System for Beach Equipment			There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.
Public	Recreation and Public Events	Transfer Equipment	Reservation System for Beach Equipment			There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.
Transit Providers	Transportation and Parking	Transit Improvements	Wayfinding			Identify and establish clearly marked, accessible bus drop-off and pick-up point to ensure direct access to accessible sidewalks and necessary amenities (bathrooms, shade, seating)
Transit Providers	Transportation and Parking	Transit Improvements				Aim for reduction in incidents where passengers are rushed off buses or dropped off at inaccessible locations
Transit Providers	Improved Coordination/Training with State Parks Staff	Transit Improvements	Accessibility Coordinator Staff Position			Enhance communication between transit providers and state park staff to ensue a welcoming and supportive environment for accessible transit
Transit Providers	Improved Coordination/Training with State Parks Staff	Transit Improvements	Accessibility Coordinator Staff Position			Implement regular coordination meetings and establish clear protocols for bus drop-off/pick-up and parking
Public	Transportation and Parking	Transit Improvements				Have one location that NTS, MTA, LRTA, etc can all use that's accessible and set up for bus passengers with access to restrooms, seating, and shade. It can be very difficult to wait, standing in the sun for buses to get through the traffic but you have to stand out there because they aren't allowed to wait.
Transit Providers	Increased Accessible Amenities + Signage	Transit Improvements	Shade			Enhance bus stop to include accessible seating and shade structure
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Explore possibility of additional stops with Hampton Beach State Park if accessible services were expanded upon (South Beach, North Beach)
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Explore possibility of additional service (weekdays, more weekends) which would require funding and resources (fleet, drivers, etc.)
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Identify and apply for additional funding opportunities to support expanded transit services, such as NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individual with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individual with Disabilities
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Multiple benefits: expanded accessibility and reduced parking congestion at beach. Improved mobility for visitors with disabilities, making it easier to visit HBSP
Public	Transportation and Parking	More Public Transit Service Stops & Routes				Add public transportation
Transit Providers	Transportation and Parking	Free or Season Pass for Public Transit				Consider public transit vehicles with government plates to be exempt from a state parking fee
Public	Transportation and Parking	Free or Season Pass for Public Transit				Season pass for transit providers
Disabilities	Event Accessibility	Event Accessible Seating / Viewing Platforms	Gathering / Viewing / Turning Areas			Install designated viewing platforms

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms	Gathering / Viewing / Turning Areas			Viewing platform or designated seating area
Public	Pedestrian Access	Gathering / Viewing / Turning Areas				It would be nice to have a landing or a pad on the beach. Off from the wooden path.
Disabilities	Communication and Information	Wayfinding				Use plain language, larger fonts, and better contrast on all signage to improve readability
Disabilities	Communication and Information	Wayfinding				Consider tactile maps with shapes and Braille to aid navigation for individuals who are blind or have low vision
Disabilities	Communication and Information	Wayfinding				Research opportunities for wayfinding devices for water use
Transit Providers	Increased Accessible Amenities + Signage	Wayfinding				Use clear and informative signage at bus stop locations to indicate destinations/routes and encourage public transit
Transit Providers	Increased Accessible Amenities + Signage	Wayfinding				Provide bus stop/route signage (similar to airport), i.e. route to Nashua, roue to Manchester, etc.
Older Adults	Wayfinding	Wayfinding				Install accessibility maps with pictorial base
Older Adults	Wayfinding	Wayfinding	Online Trip Planning			Reach out to accessibility applications to provide user content to accessible features at HBSP
Public	Pedestrian Access	Wayfinding				Multilingual signage
Public	Transportation and Parking	Wayfinding				Wayfinding
Public	Transportation and Parking	Wayfinding				better, more concise signage
Public	Transportation and Parking	Wayfinding	Parking Fee			More affordable parking and directions to desired destinations.
Public	Operations and Maintenance of Facilities	Wayfinding	Online Trip Planning			More signage about where things are and concerts
Public	Recreation and Public Events	Wayfinding	Online Trip Planning			Did not know there were beach wheelchairs. Would be signs
Public	Operations and Maintenance of Facilities	Wayfinding				More handicap bathrooms, outdoor showers so people don't need to use private ones, wayfind markers on the seawall so when you're on the beach, you can easily find your exit/car.
Public	Operations and Maintenance of Facilities	Wayfinding				Need more signs. Need to show you're truly welcoming disabled kids and adults. Thank you
Public	Operations and Maintenance of Facilities	Wayfinding				Signage is horrible for information around the beach and the lifeguards were very rude the one time I went and asked if the chair was available. I was very embarrassed
Adaptive Sports FG	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Enhance the website with a dedicated "Accessibility" tab containing detailed information on accessible features and locations. Include Sites, Facilities, and “what to know before you go”
Disabilities	Communication and Information	Website Accessibility	Online Trip Planning			Create a dedicated accessibility tab on the website with comprehensive information about available services and features
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			One-stop for information about accessible amenities
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Website improvements
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			We have tried to get information on the cost and terms of renting the second floor room in the hatch shell.
Public	Recreation and Public Events	Website Accessibility	Online Trip Planning			I have the new 2024 Beach brochure but would like to know which bands are playing and when.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Not enough information for handicap access
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website sometimes is vague.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website can be difficult to navigate.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website says there are no concerts before July 8, but in fact there were. I could find info an out the movies, just not the live music.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Wayfinding		Make finding the accomodations easier for people to find better signage, better online access to information on those accomodations to allow people to plan ahead for what they need to bring to help themselves too.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Making the directions on how to access different components of the website
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		More info would be great! Thanks for all you do!
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Finding the information about what is available for accomodations is tricky, it would be nice if there was easier to find list of what's available for accomodations and how to get the items that could help.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Utilizing google and state park website
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			It was very difficult to find out if the Hampton Beach Ball Room Casino wS wheelchair accessible.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Online is very helpful, I live in Nashua so I don't receive local papers.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			To be honest. I need to be more proactive in finding information cater to my needs. My bad
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Hard to find information
Public	Pedestrian Access	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Hard to know where the accessible beaches are
Public	Recreation and Public Events	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Where do I find information about events?
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Without talking to someone directly from the New Hampshire state park it was impossible to try and find out Accessibility at each
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns	Parking Reservation	Website could be better on parking options

MINUTES

Subject: Kickoff Meeting
Hampton Beach State Park Accessibility Feasibility Study
GEI Project No. 2403202

Date/Time: Wednesday, March 27, 2024; 2:30PM

Location: Microsoft Teams (GEI/GPI) / Seashell (Committee)

Attendees *Travis Pryor, PLA / LEED-AP – GEI Consultants, Inc., Project Manager*
Alison Brady, EI – GEI Consultants, Inc.
Carolyn Radisch, AICP – Greenman-Pedersen, Inc.
Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect

Johanna Lyons – NH DNCR, State Park Planning & Development Specialist
Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor
Brian Wilson – NH DNCR, State Parks Director
Paul Kelley – NH Governor’s Commission on Disability
Pat Bushway – Hampton Beach Area Commission
Julia Callahan – NE Passage, Accessibility Specialist
Jen Kennedy – Blue Ocean Society, Executive Director
Chuck Saia – NH Governor’s Commission on Disability, Executive Director

** Italicized text denotes minutes recorded*

Contact information and communication protocols:

- Travis Pryor – GEI/GPI Team / tpryor@geiconsultants.com / (207) 797-8901
- Johanna Lyons –NH DNCR Div. of Parks & Rec. / johanna.lyons@dn-cr.nh.gov / (603) 271-3935

Scope of Work:

The follow is a brief summary of scope of work tasks and associated schedule timeframes.

Project Management (Ongoing for duration of project)

This task will occur for the duration of the project.

- Travis Pryor will be the project manager for the GEI/GPI team.
- GEI will be responsible for all project deliverables.
- GEI will retain the services of Greenman-Pedersen, Inc.

Committee Meetings (Throughout project as noted below)

GEI will facilitate all committee meetings (MTG) and NH DNCR will provide meeting facilities.

Kickoff Meeting

GPI will be leading the public outreach campaign and will record meeting minutes and provide summaries to NH DNCR.

GEI / GPI will be attending meetings indicated as “Virtual” by video call. NH DNCR will provide in-person meeting space for the Committee / Public.

Kickoff Meeting (MTG 1 - Virtual – March 27th)

- Confirm readily available data and reports:
 - a. Prior GEI / GPI / State Parks projects
 - b. Readily available local, state and federal resources (Town zoning ordinance, FEMA Flood Maps, NH DOT Route 1A improvement plans, prior NH DNCR Hampton Beach State improvements project plans, etc.)
- Additional plans / reports identified by NH DNCR / Committee?
 - a. *NH 2024-2028 Statewide Comprehensive Outdoor Recreation Management Plan (SCORP)* <https://blog.nhstateparks.org/new-hampshires-2024-2028-statewide-comprehensive-outdoor-recreation-management-plan-scorp/>
 - i. *There are goals and objectives regarding accessibility for all and resiliency planning.*
 - ii. *Demographics data.*
 - b. *NH Sea Grant Beach Profiling data* <https://seagrant.unh.edu/volunteer/coastal-research-volunteers/current-projects/beach-profiling/beach-profiling-data>
 - c. *Town of Hampton Master Plan* <https://www.hamptonnh.gov/516/Town-of-Hampton-Master-Plan>
 - d. *NH DOT Route 1A Improvements* <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>
 - i. *HBSP / NH DNCR staff have been attending.*
 - ii. *People are generally happy with the design.*
 - iii. *Lorreta is NH DOT's lead engineer.*
 - iv. *Prioritization to do something to get improvements implemented is being considered based on available funding.*
 - v. *Concerns regarding the 18th street ramp have been noted by the public.*
 - vi. *Vehicular speeding and safe public access along Route 1A is a concern.*
 - vii. *There are anticipated changes to traffic, parking and pedestrian areas.*

Kickoff Meeting

- viii. *There has been discussion regarding public safety concerns associated with speeding by vehicles.*
- e. *Reserve American data for HBSB campground use may be available. HBSP will check.*
- f. *Handicap license plate data collected? HBSP will check / monitor going forward.*
- g. *Governor's Commission on Aging – Architecture Barrier Free Design subcommittee.*
- h. *Special use permits by groups like Wounded Warriors, others? HBSP will check / monitor going forward.*

Public outreach campaign (Ongoing Throughout Project)

We are looking for public input as follows:

- (1) At the outset of the study process to identify concerns and ideas that people have to improve accessibility at HBSP.*
- (2) To provide input on proposed concepts to improve accessibility.*
- Relevant public input collected by NH DNCR / Town of Hampton / HBAC / Village District / Others?
 - a. *SCORP included UNH public input survey data.*
 - b. *HBSP staff observed the need for audio interpretation for events hosted at the Seashell pavilion. (Visual accessibility)*
 - c. *Council on Aging has given input regarding benches along the boardwalk and social gathering places that could improve accessibility for seniors and aging in place demographics.*
 - d. *State Parks accessibility webpage.*
- What public outreach practices have been most effective during prior recent and concurrent planning initiatives by NH DNCR / Others?
 - a. *In person meetings.*
 - b. *HBSP hosts an annual public meeting in coordination with the Hampton Beach Area Commission. This year it is tentatively planned for May 15th. Prior recent public comments (6 out of 10) at these meets have noted concerns related to accessibility. They have a community email list from prior events.*

GEI/GPI will plan to attend this meeting as part of the Open House project introduction scope of work.
 - c. *The Village District has done a lot of social outreach effectively.*

Kickoff Meeting

- d. *Public notices using QR codes and website links (banners, business cards, post cards, signs, etc.) have been a good way to get the public to information.*
- e. *Email blasts and online surveys.*
- f. *Social media including accounts by:*
 - i. *NH State Parks*
 - ii. *Hampton Village District*
 - iii. *Hampton Beach Area Commission*
 - iv. *Hampton Chamber of Commerce*
 - v. *NH Commission on Aging*
 - vi. *Governor's Commission on Disabilities*
 - vii. *AARP NH*
 - viii. *Special Olympics*
 - ix. *Wounded Warriors*

HBSP does not have an official social media program.

- Who are the key community stakeholders and interest groups that we should focus on for general public input survey responses, and for focused interview input?
 - a. *Aging in place population is expanding.*
 - b. *Transient population. This has been challenging to engage with in the past.*
 - c. *HBSP is embedded in the community with established lines of communication locally. HBSP is of state-wide interest and attention beyond the local community should be considered.*
 - d. *Consider wildlife and environmental stakeholders as well (NH Inland Fisheries and Wildlife, etc.)*
 - e. *Hampton Beach Area Commission, Hampton Beach Chamber of Commerce, Hampton Beach Village District, Northeast Passage, local businesses, etc. GPI to coordinate a final list with the State.*
 - f. *Area operations and maintenance accessibility needs (i.e. police, fire and EMS, NH DOT, Hampton Public Works Department etc.).*

Site Visit (In-Person - April)

- Full day site visit by GEI / GPI staff.

Kickoff Meeting

- a. Preferred week of April? *Monday April 22nd with Tuesday April 23rd as a backup date. GEI/GPI will perform site observations in the morning, then plan to meet with the committee at the Seashell midday and conduct site visits with the committee during the afternoon.*
- b. Back up week? *TBD pending weather conditions on the 22nd or 23rd.*
- Start at Seashell Building followed by walks at North Beach, Main Beach, South Beach / Hampton Beach State Park campground.

GEI / GPI will have multiple staff present to conduct concurrent visits at each of these areas and record public input as needed.

HBSP has mobility equipment for review at the meeting / site walks.

- GEI would like assistance from NH DNCR / Committee to invite mobility impaired - access/visual/hear spectrum person(s) - to the site walks.

State / Committee will invite a few individuals to attend the site walks.

- GEI will also be documenting site conditions observed on the ground by photograph and limited field measurements to supplement readily available data and prior GEI 2022 drone imagery.

Community Open House (In-Person and Virtual - April)

- a. Preferred week of April? *This is tentatively schedule to be held as part of the HBSP and HBAC annual public input meeting at the Seashell on May 15th.*

Existing Conditions Assessment (March – May)

- Readily available data review.
- Summary list of relevant resources.
- Base mapping.
- In person GEI / GPI staff observations of facilities.
- Collection of input from organizers of events at Hampton Beach, and Hampton Beach Park Staff.
- Existing Conditions Assessment Review (MTG 2 - Virtual – May 2024)
 - a. Preferred week of May? *TBD*

Draft Recommendations (June – September)

- Improvement options brainstorming session and site tour (MTG 3 – In-Person – June 2024)

Kickoff Meeting

- a. Preferred week of June? *TBD*
- b. Back up week? *TBD*
- c. Initial concepts will be presented by GEI / GPI to NH DNCR / Committee for prioritization during the brainstorming and site tour meeting.
- Draft improvement options review (MTG 4 – Virtual – July)
 - a. Preferred week of July? *TBD*

GEI / GPI will develop initial concept plans, elevations and illustrative renderings of the proposed improvements based on the NH DNCR / Committee prioritized selections.
- Improvement Options Pop-Up (In-Person and Virtual – July 2024)
 - a. Preferred week of July? *TBD*
 - d. Back up week? *TBD*
- GEI / GPI will include public outreach input and develop:
 - a. Refined concept plans, elevations and illustrative renderings of the proposed improvements.
 - b. Written narrative describing the need for the improvements, site constraints, opportunities and anticipated implementation steps.
 - c. Planning level construction cost estimates.
- Draft report review (MTG 5 – Virtual – August)
 - a. Preferred week of August? *TBD*

Final Feasibility Study Report (October 31st)

- GEI / GPI will refine the draft report materials based on NH DNCR / Committee input.
- GEI / GPI will present the final report for public input.
 - a. Preferred week of October? *TBD*
 - b. Public input on the final report will be included in an appendix to the final report.
- The final report will include:
 - a. Written narrative report describing the project approach, findings and recommendations.

Kickoff Meeting

- b. Conceptual design materials.
- c. Planning level implementation costs.
- d. Summary of relevant data and information resources.
- e. A decision matrix with action items for consideration towards implementation of the accessibility improvements.
- f. A list of potential funding resources.

Other discussion / questions?

- *Questions to the public need to be reframed for those who may not perceive accessibility concerns currently / or see themselves having concerns in the future. Ask general questions, while not necessarily noting “accessibility”, such as “What would make your visit more comfortable?”. Identify values instead of highlighting deficits.*
- *Should consider state-wide outreach. Governor’s Commission on Disability may be a good support resource. UNH may be able to reach populations state-wide as well.*
- *Audio interpretation for events that occur at the Seashell Pavilion on stage are needed. Maybe signage that displays captions.*
- *The summertime is very busy and virtual meeting attendance by the public should remain an option for consideration.*
- *Assisted Living facilities are looking for presenters and may be willing to host a public input meeting.*
- *Hampton Chamber of Commerce hosts a Senior Citizen’s Day at the beach in June typically.*
- *Lots of visitors to the boardwalk for the sandcastle competition.*
- *Consideration of wildlife impacts, particularly at the south end of the Hampton Beach.*
- *Restoration work at the Hampton River jetty is anticipated soon.*
- *GEI / GPI public outreach information can be utilized by HBSP staff throughout the study period to solicit additional public input beyond the direct meeting involvement by GEI / GPI.*
- *Are there future anticipated improvement plans at HBSP that we should consider? Bathroom improvements at South Beach. ACOE jetty restoration. Others?*
- *Next Steps / Action Items*
 - a. *Project Website: Carolyn will meet with Johanna on 3/29 to discussion additions to the State’s project webpage.*

Kickoff Meeting

- b. *Stakeholder Meetings: Carolyn will work with Johanna to identify a list of stakeholder groups for meetings.*
- c. *Site Visit: Tentatively planned for Monday April 22nd with Tuesday April 23rd as a backup date.*
 - i. *State to confirm availability of the Seashell Building for the start of the meeting.*
 - ii. *GEI to send out meeting agenda 1-2 weeks in advance.*
 - iii. *State to invite a few individuals who can join the site walk(s) and provide personal insights on their lived experience with accessibility needs / accommodations.*
 - iv. *Community Open House: State will provide a final decision to GEI / GPI regarding a brief presentation of the project to the public at the State's annual public input meeting tentatively scheduled for May 15th at the Seashell building.*

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB

MINUTES

Subject	Site Visit Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Monday, April 22, 2024; 8:30am to 5pm
Location:	Hampton Beach State Park: Morning site visits (South Beach & North Beach) - GEI/GPI & State Parks Staff Mid-morning South Beach / State Park Campground Site Tours – GEI/GPI, Committee & Guests Midday Project Status Update by GEI/GPI, Committee & Guests Afternoon Main Beach Site Tour - GEI/GPI, Committee & Guests Afternoon Site Visit Recap - GEI/GPI, Committee & Guests
Attendees	Travis Pryor, PLA– GEI Consultants, Inc., Project Manager Alison Brady, EI – GEI Consultants, Inc.
Consultant Team	John Gareau, EI – GEI Consultants, Inc. Carolyn Radisch, AICP – Greenman-Pedersen, Inc. Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect
Committee	Johanna Lyons – NH DNCR, State Park Planning & Development Specialist Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor Paul Kelley – NH Governor’s Commission on Disability, Commissioner Thomas Manning – NH Governor’s Commission on Disability, Commissioner Pat Bushway – Hampton Beach Area Commission Bob Preston – Hampton Beach Area Commission Julia Callahan – NE Passage, Accessibility Specialist Jen Kennedy – Blue Ocean Society, Executive Director
HBSP Staff	Lucille Marino – Hampton Beach State Park Campground, Supervisor John Howe – Main Beach Facilities Maintenance
Others	Melinda Simms – United Spinal Association – NH Chapter, Advocacy Coordinator accessibleadvocate.nh@gmail.com Katie Ladlie – NE Passage, Recreational Therapist



Site Visit

** Italicized text denotes minutes recorded*

General Discussion

The following general HBSP overarching accessibility discussion was recorded throughout the day:

- *One (1) in four (4) people in the general population have disabilities.*
- *There are an estimated 198,000 handicap people in New Hampshire.*
- *Operations and maintenance needs at Main Beach and South Beach in particular are challenged by regulatory restrictions during piping plover nesting periods.*
- *There is at least a perception of minimal educational and directional signage at all three beaches.*
- *More color coding / site markings denoting accessible routes would be beneficial.*
 - a. *There are opportunities for directional improvements through color schemes (on walkways, site features such as light pole bases, etc.)*
 - b. *Signage improvements could consider improvements to symbols, color coding, additional languages beside English, and technology improvements such as QR codes.*
- *Recommend that Hampton Beach Area Commission mention this project at their upcoming public commissioner's meeting(s).*
- *Northeast Passage can recommend stakeholder interest groups / individuals for soliciting additional accessibility input.*
- *HBSP can be a leader in accessibility accommodations for the rest of the state to learn from.*
- *Consider using innovative accessibility techniques (from other US communities / other countries) above and beyond the American's With Disabilities Act Guidelines to further improve universal access at Hampton Beach.*
- *NH DOT owns the Route 1A right-of-way to the seawall. HBSP owns the seawall, buildings, beaches and campground and has a 4F agreement to maintain the easterly sidewalk/boardwalk and parking spaces within the right-of-way. The Town of Hampton owns the sidewalk on the west side of Route 1A.*
- *Provide loading zones? (It was noted that there are some which led to further discussion about signage / markings for better wayfinding). Loading zones are not an accessible solution that works for everyone. For example, dropping off a person in a wheelchair at a loading zone is challenging if the person dropping them off then has to go find parking at a potentially prohibitive distance / time from the loading zone.*
- *Disabled / mobility challenged people have a lot more planning to do for a visit to Hampton Beach in consideration of accessibility to bathrooms, parking, meals, etc. It is not just a simple issue of focusing on finding an accessible parking space.*

Site Visit

- *Consider having accessible planning information readily available to the public. Through the State's Accessibility webpage?*
- *Parking is very challenging.*
 - a. *There is a general lack of parking at Hampton Beach. Minimum designated ADA requirements are met and free parking for individuals with HC license plates are open at any state-owned spaces.*
 - b. *Satellite parking opportunities?*
 - c. *Consider timed parking limits?*
 - d. *HBSP should coordinate with Town's parking system.*
 - e. *Reserved parking spaces are available at the South Beach Campground. Can it be considered at the Main Beach and North Beach areas?*
 - f. *Should all accessible spaces be van accessible spaces? Reduces overall parking space area for marked access aisles. There are designated spaces at North Beach and Main Beach, however, none between the Marine Memorial and 18th Street.*
 - g. *Does the "Park Mobile" app notes accessible spaces?*
 - h. *Do all parking meters meet ADA accessibility clearance guidelines?*
- *There is a colored flag system at lifeguard chairs to communicate safe swimming access. Consideration to add symbols for the color blind?*
- *Wider walkways are better in general for universal accessibility for recreation, operations and maintenance uses.*
- *Include detectable warning surfaces at the tops of the beach access points?*
- *Public facilities at Main Beach / Seashell building are at least ten (10) years old. The rest of the facilities at North Beach and South Beach are much older. None may not meet the latest accessibility standards / improvements to facilities and equipment.*
 - a. *Push buttons for doors would be beneficial.*
 - b. *Motorized equipment to transfer people from their personal wheelchairs to the HBSP beach wheelchairs would be beneficial.*
 - c. *Accessible waste disposal improvements would be beneficial (Trash / Recycling receptacles?).*
 - d. *Provision of a centralized areas at each beach with water / shade / sitting focused on medical needs specifically would be beneficial.*

Site Visit

South Beach Campground

A brief summary of observations and discussions particular to the South Beach Campground area is as follows:

- *The South Beach Campground is open May 18th through Labor Day full-time and is open for some special events and on limited weekends outside of the full-time period.*
- *There is a storage building on the property near Route 1A that also includes an office space providing limited staff access by campsite users. HBSP staff would like a better office space.*
- *There are twenty-eight (28) full hookup (electric, water & sewer) camp sites which are available through a lottery system.*
- *Three to four (3-4) of the campsites have accessible fire rings and picnic tables.*
- *HBSP is looking to make all of the campsites accessible. They will be considering site access, as well as site features (utility services, fire pits, walkways, etc.)*
- *The campsites and parking areas have an approximate 1% average site grade in all directions. Most of the developed site is gravel.*
- *Gravel is generally challenging as an accessible surface, especially around campsites. Paved pedestrian routes and concrete pads at each site would be beneficial.*
- *Consider subtle curbing at edges of paved pedestrian routes for better guidance. Once a wheelchair or ankle encounters a hard edge next to soft sand conditions for example, it can become challenging / hazardous to navigate.*
- *Accessible points from the campsite to the parking lot / beach could be improved by adding more points through the shrub / guardrail barrier and by adding paved walkways.*
- *There are no designated pedestrian routes from Route 1A to the South Beach Campground area. Most people drive or bike to the site.*
- *There are no designated pedestrian routes around the campsites.*
- *There are three designated pedestrian routes through or around the coastal dunes to South Beach. One route is accessible with a concrete surface, although it is routinely covered with sand. HBSP would like a second accessible route to the beach. People would like easier surfaces to walk on in general across dunes.*
- *The end of the concrete paved path through the dune has been scoured by coastal storms in the past and segments have broken off.*
- *Pedestrian routes to the beach across / over the dunes could be improved. Look at examples from other beach and dune cross access systems. UNH has done some conceptual design work on dune walkovers.*

Site Visit

- *Public has requested temporary mats across south beach, but they would need to be removed and reset between each tide cycle.*
- *NH Fish and Game state regulated piping plover nesting periods limits HBSP operations and maintenance work at the beach.*
- *A walkway under the new Hampton River Bridge is anticipated.*
- *There are approximately 1,200 individual parking spaces and they are typically at full capacity on weekends during the peak summer season. Parking is less expensive here than it is at Main Beach and North Beach. (\$20 to \$60 elsewhere)*
- *There is a loading / drop-off zone and several designated accessible parking spaces close to the beach and outbuildings / picnic pavilion. The access path adjacent to these spaces needs routine clearing of sand sediments. The cross slope of these routes appeared to exceed ADAAG slopes.*
- *Bathroom openings are narrow (35-1/4" – 36" including door trim. More direct route from parking lot to bathrooms would be beneficial.*
- *The bathhouses are expected to be renovated during the fall of 2024.*
- *They have one (1) beach wheelchair available which is estimated to be used ten to twelve (10-12) times a month. Often when it is in use, another person requests one so demand could support additional beach wheelchair equipment.*
- *Access to the beach between HBSP South Beach and Main Beach areas (between Concord Avenue and Haverhill Avenue) is owned by the Town of Hampton or private properties.*
- *Consideration for fishing platform(s) along the Hampton River?*
- *A walkway is not designated between the Hampton River and the campsites.*
- *There is no designated walking route along the Hampton River / Jetty. There are safety concerns for the public from HBSP, the Town of Hampton and U.S. Army Corps of Engineers. Pedestrian use of this area, including fishing, is discouraged. HBSP makes several rescues each year in this area.*
- *Memorial benches stored under pavilion structures in offseason then moved to Main Beach boardwalk during peak summer season.*

Site Visit



Site Visit



Site Visit



Site Visit

**Main Beach**

A brief summary of observations and discussions particular to the Main Beach area is as follows:

- *HBSP has four to five (4-5?) beach wheelchair available which are estimated to be used two-hundred and fifty plus (250+) times a month.*
 - a. *HBSP had a request during the winter months to use one.*

Site Visit

- b. Availability of equipment outside of peak season when lifeguard staff is readily available is more challenging.*
 - c. They are constantly in use during peak season.*
 - d. Beach wheelchairs are heavy. Lifeguards assist users of beach wheelchairs with crossing of upper beach area, and over the berm at the edge of the intertidal beach area.*
- *More storage for accessibility equipment would be beneficial.*
- *Consider converting staircase access points to ramps. Especially since most of them get routinely covered by sand.*
- *On Wednesday's during the summer the Village District's fireworks display events close the beach between the Seashell building and the Marine Memorial starting around 3pm to 4pm – approximately 4 hours before the fireworks are launched. Many people head north of the Seashell building to watch them. Accessing the beach in this area becomes challenging as the accessible ramps to Main Beach in this area are closed and no ramps are available further to the north.*
- *More shade structures would be beneficial.*
- *More ramps to the beach would be beneficial.*
- *More ADA parking spaces would be beneficial.*
- *Parking on the east side of Route 1A would be better than current parking in the middle between north and south bound traffic. This is something that is being considered currently as part of NH DOT's Ocean Boulevard improvements project.*
- *Loading / unloading zone is signed as "Fire / Official Use". Could be considered for use by wheelchair lifts as well.*
- *Another bathhouse closer to Boars Head would be beneficial.*
- *Expansion of the bathhouse near the Marine Memorial would be beneficial.*
- *The more decentralized the site amenities and access points from the Seashell building area the better.*
- *The Village District operates the public events at HBSP's Main Beach area.*
- *The Village District operates and maintains the playground to the south of the Seashell building. The playground did not appear to be accessible.*
- *The side pavilion area to the north of the Seashell building is rarely used.*
- *Trash cans chained to the fence/railing systems along the boardwalk are challenging in some areas to navigate around.*
- *Boardwalk area south of the Seashell building was generally in good accessibility conditions.*

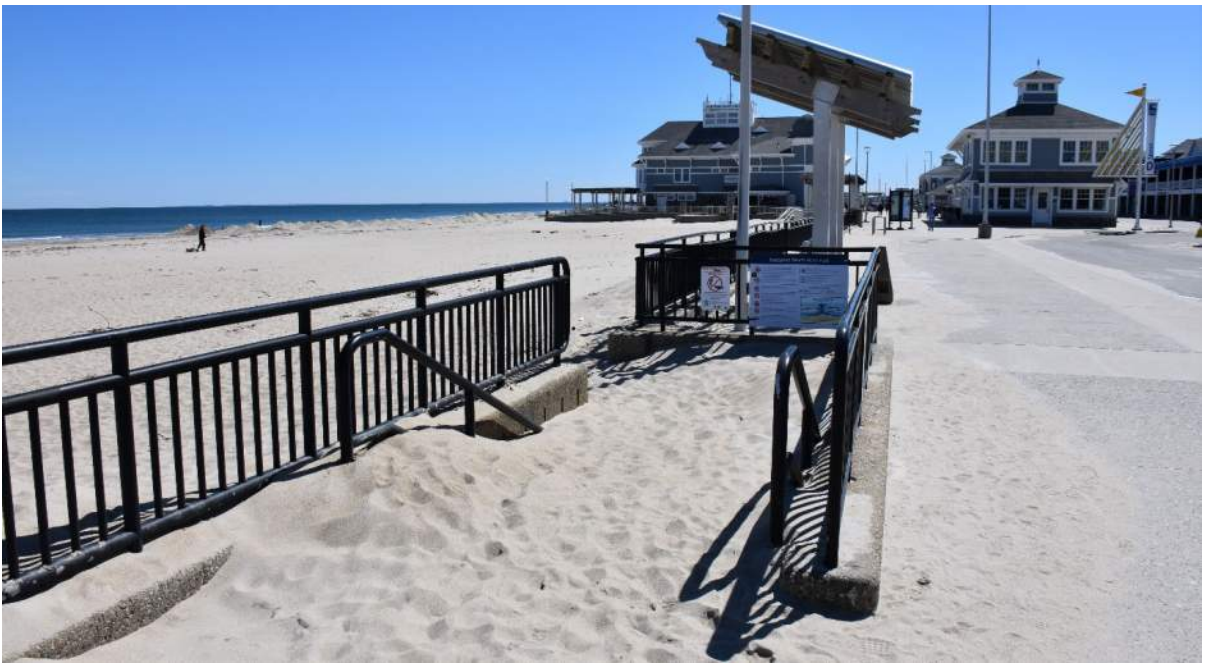
Site Visit

- *Lockers at buildings were accessible.*
- *The main Seashell pavilion stage should consider more interpretive services, especially for/during events at the stage.*
- *There is no designated accessible seating at the main Seashell pavilion. There is open space on the boardwalk that can be temporarily marked to reserve for accessibility needs during stage events.*
- *Wide ramps around the Seashell building are nice but they often get congested by visitors using the space to store their beach gear and setup/sit on their chairs.*
- *The area averages and estimated one-hundred thousand 100k visitors on a busy weekend during the summer and up to two-hundred thousand 200k on the busiest days. The VHB transportation study has data on traffic / visitor counts.*
- *Two temporary ramps provide access from the Seashell building across the beach throughout the peak summer season, starting with timber mats fastened to the concrete ramps, followed be rolled out fabric mats.*
- *There is often congestion at the end of these mats. Adding a “T” at the ends would be beneficial. Turning sidewalks on the mats is challenging as wheelchair wheels can get stuck in the mat ribbing. Especially motorized or personal wheelchairs with narrower wheels than the HBSP beach wheelchairs.*
- *Most of the Main Beach accessibility features are provided at and immediately around the Seashell building.*
- *About half (1/2) of the Main Beach access points are not accessible (ADA? Universally?).*
- *There are no benches on the north end of the Main Beach boardwalk (north of the last beach staircase access point).*
- *Site benches don’t have handrails/arm rests and are too low.*
- *Consider removing a picnic table under the shade pavilion to the south of the Seashell building*



Site Visit





Site Visit

**North Beach**

A brief summary of observations and discussions particular to the North Beach area is as follows:

- *Public interest in ADA access to the shore at Dumas Avenue / Boars Head. This area is comprised of rocky shore and has large riprap placed at the end of the State's concrete seawall for flood protection. Some public interest prioritizes flood protection at this area.*
- *HBSP owns to the end of the concrete seawall at Boars Head.*
- *Approximate 12% grade in sidewalk ramp at 6th Street.*
- *Access stairs through the seawall to the shoreline are often covered on stone at the bottom of the staircases. Could consider replacements in the future with less steep stairs.*
- *The access stairs through the seawall to the shoreline at 6th street have been more recently constructed (reconstructed?) than other access points and are in better condition.*
- *Access stairs through the seawall to the shoreline south of 6th Street are in similar condition as the Dumas Avenue stairs.*
- *There are significant changes in cross slope / grades of the travel lanes and sidewalks from Dumas Avenue to 6th Street and then they are closer in elevation and cross slopes north of 6th Street.*
- *There are no benches along the sidewalk and seawall at North Beach.*
- *The access point from Route 1A through the seawall to the shore at 18th Street is the only ramp system in the North Beach area. This access point is challenging to navigate, operate and maintain. This access point is often crowded with users. It is a long way from the south end of North Beach (Boars Head neighborhood).*
- *The public has commented that they would like increased access to the North Beach shoreline. What will that look like if it is often underwater during high tide periods.*

Site Visit

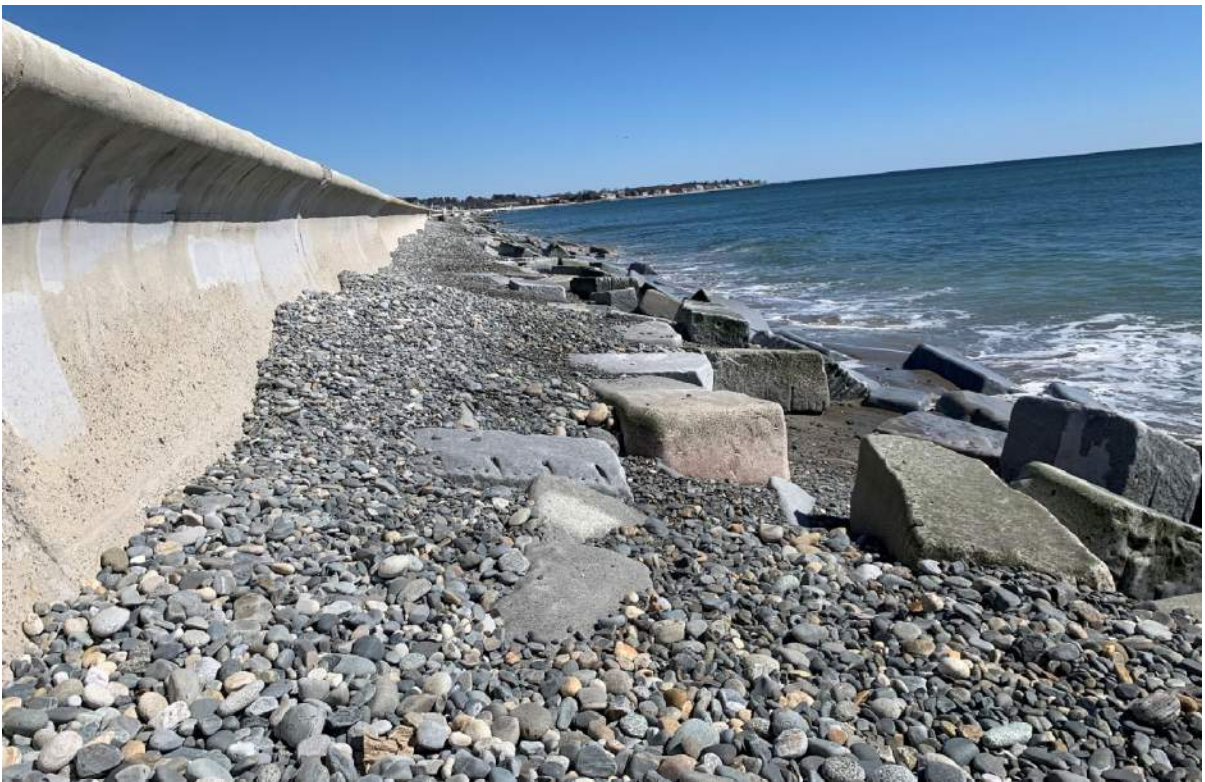
- *Would opportunities to elevate pedestrian access to the top of the seawall for visible access to the ocean be of interest to the public?*
- *North Beach is reportedly losing sand. (See UNH / Seagrass Beach Profiling reports)*
- *Very little beach area is accessible below the sea wall. Most is rocky and/or only accessible during intermediate to low tide periods.*
- *There is no equipment access to North Beach on HBSP property. They currently access the 18th Street ramp area along the shoreline from the Town's Bicentennial Park, traveling south during low tide periods over the sand / rock beach. They often have to build a temporary ramp with sand to access the platform and ramp at the shoreline from the beach. Maintenance needs are less during the summer.*
- *Parking meters are new this year and there may need to be increases in clear width between the meter and bollards (5-feet) for accessibility.*
- *The 18th Street access point was constructed in 1994/1995 and has been required routine maintenance (mostly sand removal) since.*
- *It has 10% +/- running grades on the ramp and is 5-feet wide when clear of sand.*
- *ADA parking spaces are provided at each access point through the seawall along North Beach.*
- *The concrete seawall was constructed around 1986.*
- *The North Beach bathhouse at the northern most end of North Beach has challenging pedestrian access from Ocean Boulevard and the adjacent parking area. Gaps in pavement and steep grades.*
- *The question of accessibility from the sidewalk to the North Beach shoreline might be considered by HBSP in terms of universal access goals rather than ADA Accessibility Guidelines. HBSP may not be required under federal regulations to create accessibility into a natural area such as a volatile the shoreline condition of the rocky shores of the beach.*



Site Visit



Site Visit





Site Visit

Field Measurements

Field measurements by smart level reading were taken throughout the project area and the findings are generally described at each beach area below:

South Beach

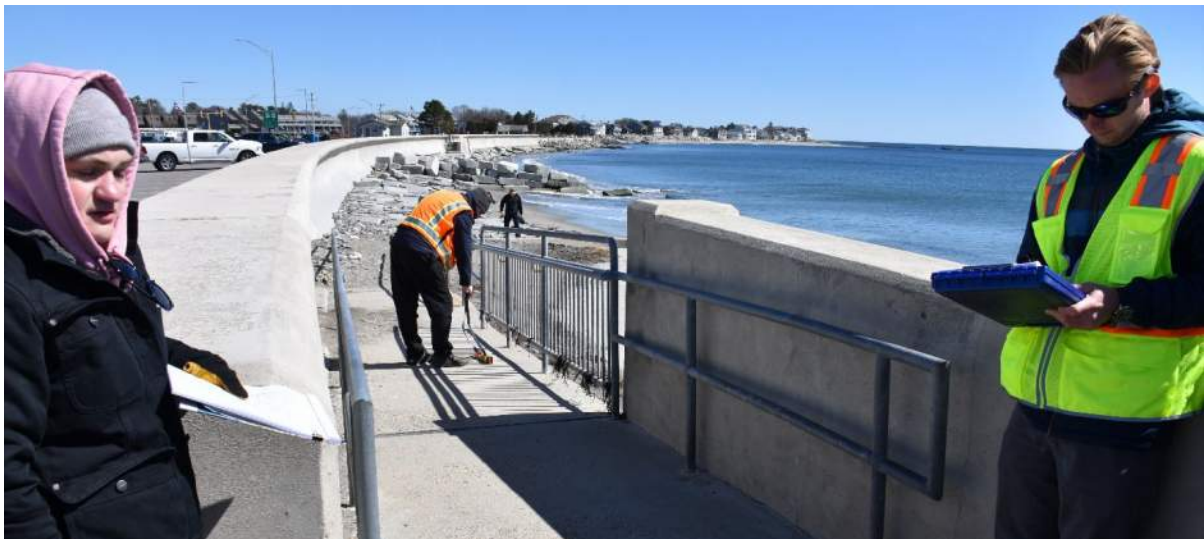
- *Parking areas, driveways and walkways into the area all appeared to be within approximate ADAAG grade limits for either running or cross slope grades given that the area as a whole is minimally sloped.*
- *The accessible route from parking areas to the pavilion and service buildings did not meet ADAAG dimensional standards for passage width in some areas.*

Main Beach

- *The prior recent 2012 facility improvements appeared to meet ADAAG standards for all accessible routes in linear and cross sloped conditions.*
- *In particular, the bathhouse nearest the Seashell building in the other bulb out area handicap ramps were all 5% or less in grade and felt comfortable to use at that grade transition.*
- *The Marine Memorial also appeared to meet ADAAG standards.*

North Beach

- *Both in the approach areas along the seawall and then at the North Beach bathhouse there appeared to be several non-compliant areas with ADAAG standards for excessively steep ramps and cross slopes on the sidewalks. The NH DOT Ocean Boulevard improvement project through this entire area will be challenged to address those slopes to meet ADAAG standards.*
- *The area around the North Beach bathhouse had non-compliant ADAAG standard grades although there were defined accessible routes within ADAAG standard grade acceptable limits from the handicap parking spaces on the curved walkway up to the bathrooms. This was not the apparent route to access the bathhouse and the other non-compliant transition slopes from the accessible entrances to the doorways of the bathrooms down to the parking area immediately at the bathhouse were in excess of 15%. Those routes might be improved by stairs with handrails.*



Site Visit

Next Steps / Action Items

Online Survey is active. Park Staff and Committee members are encouraged to take it and distribute it to beach visitors and other local / state agencies and interest groups.

May 22nd there is an HBSP Community Meeting at the Seashell Building from 5:00 to 6:30pm/ A representative from GPI will be there to introduce the Accessibility Feasibility Study to the public

On May 29th from 5:30 to 7:00pm a virtual Open House for Public Information about the Accessibility Feasibility Study and solicitation of public input will be hosted online by HBSP and facilitated by GPI staff with assistance from GEI staff.

On May 30th from 5:30 to 7:00pm an in-person Open House for Public Information about the Accessibility Feasibility Study and solicitation of public input will be held at the Seashell Building and facilitated by GPI staff with assistance from GEI staff.

On June 5th from 1:00 to 3:00 pm a virtual presentation to the Committee on the project existing conditions assessment findings will be hosted online by HBSP and facilitated by GEI staff and assisted by GPI staff.

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB/JAG

MINUTES

Subject:	Existing Conditions Review Meeting Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Wednesday, June 5, 2024; 1:00pm to 3:00pm
Location:	Microsoft Teams Videoconference – GEI / GPI: HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA– GEI Consultants, Inc., Project Manager</i>
<i>Consultant</i>	<i>Alison Brady, EI – GEI Consultants, Inc.</i>
<i>Team</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i> <i>Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR, State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor</i> <i>Brian Wilson – NH DNCR State Parks Director</i> <i>Paul Kelley – NH Governor’s Commission on Disability, Commissioner</i> <i>Thomas Manning – NH Governor’s Commission on Disability, Commissioner</i> <i>Chuck Saia – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i> <i>Bob Preston – Hampton Beach Area Commission</i> <i>Julia Callahan – NE Passage, Accessibility Specialist</i> <i>Jen Kennedy – Blue Ocean Society, Executive Director</i> <i>Kirsten Howard – NH DES Coastal Program Resilience Program Coordinator</i> <i>Laura Morrissey – NH DNCR State Park Administrative Staff</i>
<i>Public</i>	<i>Katherine Harake – ACLU-NH</i> <i>Rebecca Geekie – Birdability</i> <i>Chase Eagleson – NH Council on Development Disabilities</i>

** Italicized text denotes minutes recorded*

Presentation

GEI and GPI gave a presentation report of the existing conditions assessment findings from:

- *The April 22nd site visit*
- *Public input received to-date*
- *Relevant reference research data and documents reviewed to-date, with key findings from those materials as they pertain to the Accessibility Assessment.*

General Discussion

Following the report presentation, the following general discussion items were noted:

- *Pay attention to using terms like “accessible” and try and stay away from using “handicapped” and “disabled” terms. Understanding that there are legal definitions for parking spaces but we want to make sure it is understood that this study’s goal is to consider universal accessibility for a variety of user needs.*
- *Try and use person first language. For example instead of saying “Julia is autistic” you could say “Julia has autism”.*
- *Compliant, creative and proactive discussions about parking. There are minimal accessible parking spaces available.*
- *A creative approach might be for HBSP to consider time limits and/or fees for accessible parking spaces to support services.*
- *A proactive approach to timed accessible parking and fares looks at associated accessibility revenue needs, which could be generated from fee based accessible parking spaces in a break even approach that supports general public education and outreach on accessibility.*
- *General discussion about fee-based parking, time limits and revenue that serves HBSP needs.*
- *The fact that people with “Handicap” placards are allowed to park anywhere for free does not mean that there is an accessible route from all parking spaces to HBSP facilities. More dispersal of designated accessible parking spaces at all three beaches would be beneficial.*
- *State law requires one hour of free parking for accessible parking spaces and then HBSP can charge a fee for additional time. Legal requirements need to be confirmed in association with this type of improvement option.*
- *Time limits could vary depending on level of demand. For example high use areas could have shorter time limits than other areas with less demand.*
- *Parking passes for accessible spaces could be reserved (on-line) which could be particularly beneficial for pre-visit planning by visitors to the area with accessibility needs. Some senior citizens who would be eligible for free parking as available when they arrive at the South Beach Campground area are interested in paying for reserved spaces to make planning for their visit easier.*
- *Governor’s Commission on Disabilities is happy to discuss parking policy ideas further.*
- *The building improvements at the South Beach campground planned for the fall of 2024 only include repairs to the restrooms.*
- *Parking per the latest NH DOT concept plans is staying in the middle of the Ocean Boulevard right-of-way between north and south bound lanes at Main Beach near Boars Head.*
- *Universal signage is important to consider throughout all HBSP facilities.*

Existing Conditions Review Meeting

- *Are “Van Accessible” spaces required to be used by vans only? No. NH State law allows any “Handicap” license plate vehicle to use these spaces. Educational / signage improvements opportunity?*
- *HBSP is considering additional temporary mats at Main Beach that extend further seaward, as well as adding new ones at locations other than the Seashell Building. May also be considered at South Beach. Not feasible at North Beach. Can’t place them below the high tide line.*
- *Some ramp and stair access points at North Beach have large boulders at the shoreline and most are underwater every 12 hours between tide cycles. These issues may come down to a need for improved communication to inform the public about what to expect ahead of their visit to the HBSP facilities.*
- *How can accessibility by wheelchairs to the water be improved? Most people with accessibility needs are interested in access to the beach and water, and not just viewing access. HBSP staff hear this often. Should consider equipment improvements to make physical access improvements to the beach and water. Temporary or permanent access routes across the beach to the intertidal zone are challenging.*
- *Might consider other alternatives like a pier or elevated boardwalks on piles that can be removed and re-installed seasonally.*
- *Improved equipment like heavier beach wheelchairs with flotation on the arm rests so people can roll into the water. Current beach wheelchairs at HBSP have air filled tires which float.*
- *Consider examples from beaches elsewhere like in Rhode Island, which have enhanced accessibility and fishing amenities.*
- *A new study has begun looking at dune crossings in Seabrook.*
- *UNH has done a dune walkover study and developed some conceptual designs.*
- *Locals are interested in volunteering during the assessment to help with public outreach.*
- *NH Disabilities and NH Business Review are holding a presentation on hiring people with accessibility needs this fall.*
- *The NH Business Review would be interested in covering the HBSP Accessibility Feasibility Study.*
- *The Chamber of Commerce is distributing the Accessibility Assessment public outreach info to the Hampton Beach business community. The public input survey may be posted currently in the Chamber of Commerce window?*
- *HBSP is posting the project on their Facebook page.*
- *Ask the Village District to post on their Facebook page.*
- *Consider posting public outreach info on the Town of Hampton’s cable channel 22.*
- *Many Canadians are interested in Hampton Beach and information in French would be beneficial.*

- *The Northeast Independent Living Group has been sent the public input survey.*

Next Steps / Action Items

- HBSP staff and public input surveys (*End of August*)
- *Focus Group meetings (July)*
- Improvement Options Brainstorming and Site Tour Committee Meeting (*June 27th*)
- Beach Area Pop-Up public input event to present draft improvement options. (*July 27-28*)
- Draft Improvement Options Committee Review Meeting (*First week of August?*)
- Draft Report Committee Review Meeting (*Last week of August?*)
- Final Report Presentation Committee Meeting (*First week of October?*)
- Final Report submission (October 31, 2024)

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers (GPI)

Minutes

Subject:	Improvement Options Brainstorming Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Wednesday, June 27, 2024; 3:00PM – 5:00PM
Location:	Hampton Beach State Park; Seashell Building Conference Room
Attendees:	Travis Pryor, PLA– GEI Consultants, Inc., Project Manager Alison Brady, EI – GEI Consultants, Inc. Nicole Rogers, P.E. – Greenman-Pedersen, Inc. Robert White, R.L.A. – Greenman-Pedersen, Inc., Senior Landscape Architect
Committee / HBSP Staff	Johanna Lyons – NH DNCR, State Park Planning & Development Specialist Meredith Collins – NH DNCR, State Park Seacoast Regional Supervisor Thomas Manning – NH Governor’s Commission on Disability, Commissioner Pat Bushway – Hampton Beach Area Commission Julia Callahan – NE Passage, Accessibility Specialist Jen Kennedy – Blue Ocean Society, Executive Director
Public	Katherine Harake – ACLU-NH Barry – Local resident and beachgoer with wheelchair disabilities

** Italicized text denotes minutes recorded*

Public Input Update

GEI/GPI report on:

- Public input received to-date
 - *(60) Surveys received to-date.*
 - *Beach access and parking are the two most important accessibility issues identified by the public thus far.*
 - *Other general public input themes are emerging.*
- Focus Groups outreach
- July 27 – 28 Pop-Ups

Improvement Options Brainstorming Discussion

Following the Public Input Update report, initial improvement options were offered by GEI / GPI along with an Improvement Options format for organizing the various options in consideration of a variety of facility focus areas and prioritization categories. The following brainstorming discussion items were noted:

- *Johanna has done informal placard surveys. Findings include:*
 - *(24) placards were located in general parking with (1) designated space vacant south of the Seashell complex.*
 - *(2) of (3) designated spaces were occupied and (6) placards out of (67) spaces north of the Seashell complete.*
 - *Parking further north in the median area north to “G” bay had (7) placards out of (285) spaces.*
 - *About half of the overall license plates were from NH and the other from MA. (1) was from GA.*
- *Recommended to continue to document parking use to gauge policy changes for potential fees and timing.*
- *Improvements should consider how HBSP interfaces with abutters and the Village District.*
- *The improvements should be inclusive in considering public input in the report.*
- *The matrix should identify who the primary entity in control of implementing the improvements is (HBSP or “Others”).*
- *Improved distribution pattern of accessible spaces.*
- *Timing / fee system for accessible parking.*
 - *Idea to offer free parking for a designated amount of time, then a fee applied beyond that time.*
 - *Idea for revenue generated to be put back into accessible investments.*
- *Concern of loss of revenue from changing spaces to accessible spaces brought up again.*
- *Question from Julia Callahan about the matrix. Does “compliance” indicate that that category is currently in compliance, or that is a goal? GEI response that most facilities were compliant at the time they were built.*
- *For van accessible parking specifically, sand has encroached on clear aisles. So that would need to be addressed to be in compliance again.*
- *Suggestion to improve pedestrian access ramps to bring them into compliance again with latest ADA / ABA standards.*
- *Question of legality of designating parking spaces as “van only.”*
- *Create list of things to look into legislative changes? Talk to people at the Governor’s Commission.*

Improvement Options Brainstorming

- *Improved wayfinding and outdoor accessible routes. So that someone knows how to get from point A to point B. So you make an informed decision about where to park.*
- *Some focus areas are not in the state park jurisdiction. Like crosswalks, for example. Maybe just have an asterisk on those items. Part of community connection.*
- *Question about whether the Village District is involved / have they shown interest in this project? It would be a shame to do all this work/effort and have some pieces missing from the whole picture. Answer: HBSP doing some targeted outreach.*
- *Combined session with Chamber of Commerce and Village District?*
- *“Playground should be ADA compliant. It should have been compliant 15 years ago.”*
- *Would be better to engage the Village District in a “neighborly way” rather than just pointing out that they’re not in compliance in our report.*
- *Recommendation matrix should have a category called “community engagement” to designate whether it is fully under State Parks jurisdiction or whether it will require some community engagement.*
- *Add wheelchair symbols to mobility mats on beach.*
- *What are the regulatory standards for mobility mats on beaches?*
- *What are best management practices for mobility mats?*
- *Emphasize location of mobility mats on wayfinding maps.*
- *HBSP has tried a variety of mobility mat products. Motorized wheelchairs can get stuck in them.*
- *Barry indicated that Mobi-Mats are the best product he has experienced. Adding an “end treatment” on the mats for gathering, viewing and turning around would make a world of difference, including less social conflict as most people with or without disabilities use the mats to cross the sand beach.*
- *Barry indicated that there is typically no Van Accessible parking available at HBSP and he has to park at the Town’s public lot near the Police Station. Van Accessible designated parking spaces parallel to the sidewalk along the HBSP seawall would be helpful.*
- *Barry asked about accessible restroom facilities, noting that the doors currently open in the wrong direction and have no button activated automated opening devices for the doors. GEI indicated that this input was helpful and noted by HBSP. This current study is focused on outdoor facility accessibility and not HBSP buildings.*
- *Barry indicated that Seista Key beach in FL has a good mobility mat system. They have “T” layouts at the end of the mats.*
- *Mobility mats and ramps require daily staff maintenance.*

Improvement Options Brainstorming

- *Mobility mats at the Seashell Complex are extended as far as practical before they experience increased maintenance from tides. They could be added / extended at other HBSP facility locations.*
- *The current mobility mat configuration with a single, straight path and not variation in width can get congested.*
- *Mobi-Mats and ramps are easier to maintain on a daily / monthly basis versus wooden ramps and mats. Mobi-Mats are particularly easier to maintain in consideration of tidal conditions. Tides are typically lower during the peak summer HBSP visitor season.*
- *HBSP cannot rake the beach in the intertidal zone and placing a mobility mat system below the highest observed tide for removal and resetting twice a day between tide cycles is not practical.*
- *What are the ABA standards for mobility mats?*
- *Can a key location be provided for water access?*
- *If would be nice if motorized equipment could be put in place at the end of the mobility mats to provide accessibility assistance into and out of the water.*
- *There are safety hazards with floating adaptive equipment.*
- *Julia indicated that NE Passage has some effective floating adaptive equipment. Need to have liability forms for user consent and provide current equipment that has improved significantly.*
- *HBSP asked for adaptive equipment beach wheelchair recommendations. NE Passage can compile a list of equipment they would recommend for the beach and / or for in-water use. There is a balance between wheelchairs that work well on land vs those that work well in the water.*
- *HBSP should consider in-water adaptive equipment use policies to protect against use in adverse water conditions (when currents are too strong, etc.)*
- *Consider partnering with adaptive sports organizations to provide adaptive equipment opportunities at HBSP.*
- *Maybe it could be trailered in each day? Mobile equipment could be through a reservation system. Renting equipment has liability issues.*
- *Kennebunkport, ME had a day for accessible surfing, where an outside company came in and brought equipment.*
- *HBSP is challenged to provide adaptive equipment on their own. There are no opportunities to provide additional adaptive equipment storage space at the Seashell complex.*
- *Public input suggests there are few days where a person with disabilities can go to the ocean.*

Improvement Options Brainstorming

- *What are the coastal environment resiliency issues for each recommended improvement (list pros and cons?)*
- *HBSP needs to be out in front of state legislator in terms of accessibility improvements in consideration of climate change risk.*
- *Fishing is not allowed on the beach during lifeguard hours. A pier for fishing would be helpful.*
- *South Beach and the campground area are a relatively flat, open canvas for addressing accessibility needs. Most people are focused on accessibility around the Seashell complex and then look further outward from it for additional improvement opportunities. South Beach is relatively more cost effective to implement accessibility improvements vs developed Main Beach and physically limited North Beach area.*
- *Reach out to Access Navigators out of Portsmouth, NH.*
- *HBSP has tried service building at South Beach in the past. May consider food trucks in the future.*
- *Consider setting relocating curb stops further into parking spaces to keep access aisles clearer at South Beach.*
- *Consider changing stair access systems to ramps in general.*
- *Consider permanent structures along with mobility mats for dune crossings.*
- *Consider an accessibility coordinator staff position to organize all facility, user and stakeholder needs and interests.*

After the brainstorming discussions, GEI / GPI conducted a brief site tour from the Seashell complex and then presented an overview of the HBSP Accessibility Feasibility Study at the Hampton Beach Area Commission's regularly scheduled meeting at 7:00pm at the Town Office Selectmen's Meeting Room.

Next Steps

- HBSP staff and public input surveys (On-going. End of August)
- Focus Group meetings (Scheduled throughout July)
- *Beachability event hosted by HBSP and ACLU NH on July 25th*
- Beach Area Pop-Up public input event to present draft improvement options. (July 27- 28)

Waterproof banners will be provided to be displayed throughout HBSP. Send banner artwork digitally to Johanna

- Draft Improvement Options Committee Review Meeting (First week of August?)

- Draft Improvements Feedback Online Public Survey (July – End of August)
- Draft Report Committee Review Meeting (Last week of August?)
- Final Report Presentation Committee Meeting (First week of October?)
- Final Report submission (October 31, 2024)

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers/Robert White (GPI)

Minutes

Subject:	Draft Improvement Options Presentation Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Tuesday, August 20, 2024; 1:00PM – 3:00PM
Location:	Microsoft Teams (Click) Join the meeting now HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA – Project Manager, GEI Consultants</i>
<i>Consultant</i>	<i>Alison Brady, EI – GEI Consultants</i>
<i>Team</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR State Park Seacoast Regional Supervisor</i> <i>Brian Wilson – NH DNCR State Parks Director</i> <i>Thomas Manning – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i> <i>Julia Callahan – NE Passage Accessibility Specialist</i> <i>Jen Kennedy – Blue Ocean Society Executive Director</i>
<i>Public</i>	<i>Elizabeth McKenna – Senator Shaheen’s Office</i> <i>Janelle DiLuccia</i> <i>Nick (last name not known)</i>

** Italicized text denotes minutes recorded*

Public Input Update

GEI/GPI report on:

- Public input received to-date
- Focus Group outreach
- July 27 Pop-Up

Draft Improvement Options

The primary focus of this meeting is review a presentation of the draft improvement options considered for inclusion in the Assessment report. The draft improvement options have been refined based on the June 27th Committee Meeting feedback, as well as from public input received at the pop-up event, ongoing focus group outreach and public input survey responses.

After the presentation, general discussion items focused on prioritization consensus around the list of draft options as follows:

Draft Improvement Options Presentation

- *Is there another column needed for environmental impact in the options matrix? The legislation specifically includes wildlife and environmental impacts for recommended locations. I think it is just low-moderate-high evaluation or No Affect (programmatic/O&M/Comm&Outreach).*
- *If there was a column noting Lead vs. Supporting items, it would be easier to sort by the main category (parking, etc.) and not mess up those lead/supporting sections.*
- *More text will be included in the report to support understanding of the matrix.*
- *What are “Cross Section Improvements”? Response from GEI / GPI is that it is the upland cross section within the Route 1A right-of-way (Seawall to westerly town sidewalk).*
- *How is public input recognized in the matrix? Response from GEI is that the report will clarify the details behind the improvement “ranking” terms like “Low”, “Moderate” and “High”.*
- *Should the improvement options be organized by general improvement themes (i.e. parking, events, etc.)?*
- *The pier improvement option is only noted once in the matrix. How is it valued in this study? Response from GEI is that there was a lot of focus around that particular option in the prior study and the report will reference that. It is still being considered in this study and it is recognized that it should not be lost in the long list of improvement options.*
- *Who is “Other” under the Control column. GEI will define details on this in the report narrative.*
- *Life Cycle Costs vs Implementation Costs? GEI response is that the assessment will focus on implementation costs in the matrix and will note if significant life cycle costs are expected for a particular improvement option to be considered as part of the written report narrative.*
- *Why is lifeguard accessibility training listed? Is this an operations and maintenance item that HBSP is already doing as needed?*
- *What is the background information that drove this study?*
- *HBSP should be budgeting for implementation of the improvements at their facilities.*
- *The State Legislature will consider this study, along with the prior pier study when discussing next steps for implementation of accessibility improvements at HBSP.*
- *HBSP parking facilities are self-funded. The State appropriates capital expenses for HBSP facilities, operations and maintenance.*
- *Focus themes should include “Wayfinding” and “Outreach and Coordination”.*
- *Should a numeric ranking be used to define prioritization values? Committee to discuss further.*

- *Add a “Public Input and Values” column.*
- *Define implementation with “Near”, “Intermediate” and “Long-Term” schedules.*
- *For Critical Path consideration, should one particular recommended improvement be done prior to another one? Should they be interconnected? GEI / GPI will expand on this in the matrix and written report.*
- *General public priorities? GPI indicated:*
 - *Parking and Beach Access were “High”*
 - *Playground and Events were “Medium”*
 - *All others were “Low”*

Next Steps

- HBSP staff and public input surveys (On-going. End of August)
- Draft Report Committee Review Meeting (September 17th at 1:00pm)
- Final Report Presentation Committee Meeting (October 15th at 1:00pm)
- Final Report submission (October 31, 2024)

Other Discussion Items?

The foregoing reflects the writer’s understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP/ACB (GEI)

Nicole Rogers (GPI)

Minutes

Subject:	Draft Accessibility Feasibility Study Presentation Hampton Beach State Park Accessibility Feasibility Study GEI Project No. 2403202
Date/Time:	Tuesday, September 17, 2024; 1:00PM – 3:00PM
Location:	Microsoft Teams (Click) Join the meeting now HBSP Seashell Building Conference Room – Committee / HBSP Staff / Public
Attendees:	<i>Travis Pryor, PLA – Project Manager, GEI Consultants</i>
<i>Consultant</i>	<i>Nicole Rogers, P.E. – Greenman-Pedersen, Inc.</i>
<i>Team</i>	<i>Robert White, Senior Landscape Architect – Greenman-Pedersen, Inc.</i>
<i>Committee / HBSP Staff</i>	<i>Johanna Lyons – NH DNCR State Park Planning & Development Specialist</i> <i>Meredith Collins – NH DNCR State Park Seacoast Regional Supervisor</i> <i>Kirsten Howard – NH DES Coastal Program Resilience Program Coordinator</i> <i>Paul Kelley – NH Governor’s Commission on Disability</i> <i>Pat Bushway – Hampton Beach Area Commission</i>
<i>Public</i>	<i>Katherine Harake – ACLU-NH</i> <i>Chase Eagleson – NH Council on Development Disabilities</i>

** Italicized text denotes minutes recorded*

Draft Accessibility Feasibility Study Presentation

The primary focus of this meeting is a presentation of the draft Accessibility Feasibility Study organized as follows:

- Summary of Committee Feedback on Improvement Options
- Overview of Accessibility Feasibility Study Report Format:
 - Executive Summary
 - Project Background
 - Findings and Recommendations
 - Improvement Options Matrix
 - Partnership
 - Public Input
 - Improvements Mapping
 - Coastal Climate Risks and Resiliency

- Local, State and Federal Regulations
- References

General Discussion

The following items regarding the Draft Accessibility Feasibility Study Presentation, report formatting and draft Improvement Options Committee Feedback were discussed as follows:

- *Assign numbers to “Others” in the Improvement Options Matrix for this likely to be the primary controlling party.*
- *Temporary / seasonal ramps as initial step for replacement of beach access stairs. Could be filled with sand and then have mobility mats placed over them.*
- *Consider using interlocking mobility paths as were recently used at the Seafood Festival. Meredith has photos and will share.*
- *Adaptive equipment provided free or for a fee? Provided by other operators outside HBSP. A local business in the Hampton Beach Area off Ashworth Avenue is currently doing this.*
- *Include “T” configurations at ends of mobility mat extensions across the beach.*
- *Clarify “Coordination of Projects” in the Improvement Options Matrix.*
- *Suggest noting primary environmental impact in the Improvement Options Matrix as “Physical”, “Ecological” or “Visual”.*
- *Consider resilience / coastal hazard impacts as well as resiliency improvements associated with each recommended accessibility improvement option in the Matrix? This was discussed and will be noted in the report vs the Improvement Options Matrix as it is not as directly applicable to several of the non-physical improvement recommendations.*
- *The existing conditions assessment of the report is a high-level overview of the accessibility conditions and not a detailed review of physical, environmental, economic, social, etc. existing conditions at HBSP.*
- *Remove all “general” recommendations in the matrix and from the report which are not directly associated with HBSP facilities, as well as most of the recommendations associated with life safety, operations and maintenance. The latter are items HBSP is already doing at varying levels as part of their overall operations and the improvement recommendations would be better noted under communication and outreach to the public about what HBSP is responsible for and how they are maintaining their facilities. For example, the 18th Street beach access ramp and platform may not always be accessible during season storm events where sand, rock and other ocean debris is deposited at the site requiring scheduled maintenance and cleanup as HBSP budget and staffing allows.*
- *HBSP issues special use permits for their facilities to a variety of organizations and interest groups beyond the Village District.*
- *Include a description of potential Coastal Erosion risks along with other noted Coastal Environment risks.*

- *Report should state reasoning as to why a recommended improvement is located at one particular HBSP facility over another for public benefit / reference as they may not all have been involved with the meetings and public outreach / input initiatives in this study.*

Next Steps

- *Accessibility Feasibility Study Committee Review.*
(Response Request end of day October 23rd)
- *Final Accessibility Feasibility Study Presentation Committee Meeting*
(October 15th at 1:00pm)
- *Final Accessibility Feasibility Study Review of Committee comments*
(October 24th)
- *Final Accessibility Feasibility Study Submission*
(October 31, 2024)

After the report is complete it will be sent to the State Legislature for further discussion.

Other Discussion Items?

The foregoing reflects the writer's understanding of items discussed and conclusions reached. Any discrepancies or misunderstandings should be brought to the attention of the writer immediately. Please forward any comments, errors, or omissions to these meeting notes to Travis Pryor at tpryor@geiconsultants.com.

TJP (GEI)

Nicole Rogers/Robert White (GPI)

MINUTES OF MEETING OF July 10, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Adaptive Equipment / Events

DATE PREPARED: July 15, 2024

LOCATION: Virtual

ATTENDEES:	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Daniel Santos	NE Passage Accessibility Specialist
	Kelly Walsh	Adaptive Sports Partners
	Cayla Hammaker	Move United Sport
	Ralph Fatello	Wounded Warriors- Hit the Beach
	Nicole Rogers	GPI

PURPOSE: Focus Group – Adaptive Equipment / Events

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Kelly Walsh:**
 - Emphasized the importance of accessible website information and clear signage.
 - Suggested creating an "Accessibility" tab on the website with comprehensive details on accessible features and locations.
 - Mentioned a State Park near Plymouth, NH, that is popular due to its beach wheelchair accessibility, highlighting the need for such features.
- **Cayla Hammaker:**
 - Stressed the need for public awareness through social media, press releases, and collaborations with organizations like Northeast Passage.
 - Highlighted that awareness efforts should include clear information on accessibility improvements to draw more visitors.
- **Daniel Santos:**
 - Discussed the availability of beach wheelchair rentals (from third party organizations) to reduce reliance on a first-come, first-serve basis. However, need to better broadcast that option/
 - Noted the importance of adaptive equipment for the aging population and individuals with disabilities.
 - Mentioned various types of beach wheelchairs (e.g., Debug, Sand Rider, Hippocampe) and their suitability for different needs. (See last page for additional information)

2. Transfer Equipment and Staff Training:

- **Daniel Santos:**

- Suggested portable transfer equipment, like motorized tracks or Hoyer lifts, to facilitate safe transfers from everyday chairs to beach wheelchairs.
- **Kelly Walsh:**
 - Recommended disability awareness training for staff to ensure appropriate language and interactions.
 - Stressed the importance of creating welcoming environments for individuals with disabilities.
- **Cayla Hammaker:**
 - Introduced "Inclusive Sport Fundamentals," a guide developed by Move United, covering disability knowledge, adaptive sports, and staff training.

3. Event Accessibility and Logistics:

- **Daniel Santos:**
 - Highlighted successful partnerships with other state parks (Bear Brook – archery, Odiorne – kayak/paddling) and local organizations (local retirement homes or aging facilities – adaptive cycling, etc.) for adaptive sports event
 - Emphasized the importance of inclusive event planning and accessibility considerations.
- **Kelly Walsh:**
 - Shared the successful partnership model with Cannon Mountain, involving accessibility training, resources, and equipment.
 - Explained how funds raised through specific events are used to improve accessibility, benefiting both the general public and adaptive athletes through the Cannon Infrastructure Fund

4. Innovative Solutions and Best Practices:

- **Daniel Santos:**
 - Mentioned advanced adaptive equipment like the Terrain Hopper and Hippocampe chairs for all-terrain use.
 - Suggested evaluating the suitability of various adaptive devices for different users.
- **Nicole Rogers:**
 - Proposed creating an accessibility facilitator or coordinator role to manage resources, partnerships, and communication.
- **Kelly Walsh:**
 - Emphasized the importance of universal design for accessibility, making all areas accessible for everyone, not just those with disabilities.
- **Cayla Hammaker:**
 - Emphasized the importance of using adaptive sports networks to spread the word

5. North Beach Events:

- **Ralph Fatello:**
 - Highlighted the importance of maintaining clear access points and the challenges posed by seaweed accumulation.
 - Suggested that “granite stairs” be reconstructed
 - Suggested implementing more accessible ramps at North Beach, specifically at the 12th St access point. This would be incredibly beneficial for Surfing with Smiles Event which operates from this access point due to its central location on North Beach. Additional accessible spaces would be beneficial here as well.
 - Noted the effectiveness of the 18th St ramp for the Wounded Warriors event. Use viewing platform for staging / equipment holding. Ramp could be widened.
 - Discussed the feasibility of clearing seaweed before events to ensure accessible pathways.

Recommendations Summarized:

- **Additional Accessible Ramps:**
 - Consider implementing accessible ramps at North Beach, particularly at the 12th St access point, similar to the effective 18th St ramp.
 - Acknowledge potential environmental and engineering challenges, such as storm surge and seawall integrity, in planning and construction.
 - **Website and Public Awareness:**
 - Enhance the website with a dedicated "Accessibility" tab containing detailed information on accessible features and locations. Include Sites, Facilities, and "what to know before you go"
 - Use social media and press releases to increase public awareness of accessibility improvements and available resources.
 - Partner with Adaptive Sports Organizations and similar agencies to help spread the word
 - **Partnerships and Training:**
 - Explore partnerships with adaptive sports organizations for equipment provision, staff training, and program development.
 - Utilize existing resources like the "Inclusive Sport Fundamentals" guide to train staff on disability awareness and adaptive sports.
 - **Adaptive Equipment and Reservation System:**
 - Evaluate the feasibility of a reservation system for adaptive equipment to ensure availability and reduce the reliance on a first-come, first-serve basis.
 - Investigate funding opportunities for acquiring advanced adaptive equipment suitable for various users, including children and older adults.
 - **Operations and Maintenance:**
 - Implement proactive maintenance strategies to address issues like seaweed accumulation before major events.
 - Coordinate with event organizers to ensure accessibility requirements are met, including clear pathways and equipment availability.
 - **Action Items:**
-

- Nicole to follow up with meeting notes and additional questions for participants who were unable to attend.
- Participants encouraged to share the survey within their networks for broader feedback.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

Beach Wheelchairs: Types and Features

1. Debug Chair:

- **Design:** Features four large balloon tires for better stability and maneuverability on soft sand.
- **Seating:** More upright seating position, which is suitable for users who prefer or require a seated posture that offers good visibility and comfort.
- **Headrests:** Typically includes headrests and additional support options to enhance user comfort, especially for those with limited upper body strength.

2. Sand Rider Chair:

- **Design:** Three balloon tires (two in the back and one in the front), making it easier to maneuver over uneven surfaces.
- **Seating:** Offers a more reclined seating position compared to the Debug Chair, which may be beneficial for users who need to distribute their weight more evenly.
- **Headrests:** May include headrests and adjustable seating angles to accommodate different user needs and preferences.

3. Hippocampe Chair:

- **Design:** Known for its all-terrain capabilities, including large balloon tires that can be equipped for use in both sand and shallow water.
- **Seating:** Typically features a more flexible seating design that can be adjusted for different angles and positions.
- **Headrests and Accessories:** Includes options for headrests, harnesses, and additional support features, making it versatile for users with varying mobility needs. The chair is designed to prevent buoyancy issues, ensuring safety in the water.

4. Terrain Hopper:

- **Design:** Features four large wheels and a motorized system, allowing it to traverse rough and sandy terrain.
- **Seating:** Equipped with hand controls or a joystick for independent operation, providing a high degree of mobility and freedom.
- **Headrests and Support:** Offers customizable seating with headrests and harnesses, tailored to users who require significant support and stability.

Considerations for Selecting a Beach Wheelchair:

- **User Needs:** The choice of beach wheelchair should be based on the specific needs of the user, including their mobility level, the need for upper body support, and personal preferences for seating position.
- **Terrain Compatibility:** Different chairs offer varying degrees of compatibility with sand and water. For instance, the Hippocampe and Terrain Hopper are better suited for all-terrain use, while the Debug and Sand Rider are ideal for beach-specific use.
- **Independence vs. Assistance:** Some chairs, like the Terrain Hopper, are designed for independent use, allowing users to control the chair themselves. Others may require assistance from another person, particularly in navigating more challenging terrain.
- **Comfort and Support:** Features like headrests, harnesses, and adjustable seating angles are crucial for ensuring user comfort and safety, especially during prolonged use.

MINUTES OF MEETING OF July 15, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Disabilities

DATE PREPARED: July 16, 2024

LOCATION: Virtual

ATTENDEES:	Jennifer Crowell	Granite State Independent Living
	Stephanie Hurd	Future In Sight
	Melissa LaRocque	Future In Sight
	Katharine Harake	ACLU
	Chase Eagleson	NH Council on Developmental Disabilities
	Travis Pryor	GEI
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting - Disabilities

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Jennifer Crowell:**
 - Major barriers: Beach chairs and parking.
 - Frustration with the US's lag in beach accessibility compared to other countries.
 - Importance of proper platforms and rollout mats to protect and improve accessibility.
- **Stephanie Hurd:**
 - Need for tactile maps at key locations.
 - Suggested audible beeps or markers in water for orientation for the blind.

2. Parking Solutions:

- Discussed the need for more accessible parking, especially at North Beach and 12th and 18th St access points.
- Proposal for paid accessible parking after a free period to encourage turnover.
- Suggestions for shuttle services from off-site parking to the beach.
 - Would provide greater accessibility to entire area
- Jennifer noted issues with access aisles being too narrow and on the wrong side for van accessibility.

3. Access Points and Pathways:

- **Stephanie Hurd:**
 - Emphasized the importance of signage and wayfinding.
- **Chase:**
 - Recommended mobility mats at South Beach to extend accessibility.

4. Event Accessibility:

- Need for viewing platforms and ASL interpreters at events.
- Suggestions for making accessibility plans mandatory for event organizers.

5. Adaptive Equipment and Staff Training:

- Interest in beach wheelchairs that can be used independently.
- Importance of transfer equipment for moving from regular wheelchairs to beach wheelchairs.
- **Jennifer Crowell:**
 - Highlighted the need for staff to understand and manage conditions like autonomic dysreflexia for individuals with spinal cord injuries.
- **Chase:**
 - Suggested cooling areas or shade structures.

6. Communication and Information Transparency:

- Noted the lack of accessible information about services at Hampton Beach.
- Suggestions for creating a dedicated website and improving signage with plain language, larger fonts, and better contrast.
- **Stephanie Hurd:**
 - Proposed tactile maps with shapes and Braille for orientation.(Camp Exciting Adventures- New Durham)
- **Melissa LaRocque**
 - Proposed color contrast and appropriate font size
- **Chase Eagleson**
 - Emphasized the importance of plain language

7. Future Partnerships and Outreach:

- Proposal for partnering with third parties to manage accessibility programs and bridge gaps between various stakeholders.
- Need for active social media engagement to disseminate information widely.

Upcoming Events:

- **Beachability Event:** July 25th
- **Beach Pop-up Event:** July 27th (with tables at Main Beach, South Beach, and North Beach)

Recommendations Summarized:

- **Parking**
 - Add more accessible parking (12th street and 18th street)
 - Ensure access aisles have adequate widths and are correctly positioned for van accessibility (usually out of passenger side, some have ramps out the back)
- **Transportation**
 - Introduce shuttle service from off-site parking to the beach to ease access
- **Access Points / Pathways**
 - Extend mobility aids to more areas, particularly at South Beach
- **Event Accessibility**
 - Install designated viewing platforms
 - Ensure availability of ASL interpreters

- Require event organizers to implement comprehensive accessibility plans
- **Adaptive Equipment / Training**
 - Provide a variety of beach wheelchairs that cater to different needs, including models that allow for indepeent use
 - Make transfer equipment available to assist individuals in moving from regular wheelchairs to beach wheelchairs
 - Train staff on managing conditions like autonomic dysreflexia and other disability-specific needs
 - Implement disability awareness training
 - Establish cooling areas or shade structures to help prevent heat-related conditions
- **Communication and Information**
 - Create a dedicated accessibility tab on the website with comprehensive information about available services and features
 - Use plan language, larger fonts, and better contrast on all signage to improve readability
 - Consider tactile maps with shapes and Braille to aid navigation for individuals who are blind or have low vision
 - Research opportunities for wayfinding devices for water use
- **Future Partnerships and Outreach**
 - Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
 - Actively use social media to disseminate information about accessibility improvements and available resources
 - Collaborate with local organizations to promote events and gather broader community feedback

Action Items:

- Nicole to follow up with email containing the meeting transcript and notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF July 16, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Transit Providers

DATE PREPARED: July 17, 2024

LOCATION: Virtual

ATTENDEES:	Camille Correa	Nashua Transit System (NTS)
	Lori Lorman	Nashua Transit System (NTS)
	Mike Whitten	Manchester Transit Authority (MTA)
	Cheryl Worsman	Manchester Transit Authority (MTA)
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting – Transit Providers

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Existing Service

- **MTA**
 - Uses 45-foot motor coaches for beach transit services
 - Ridership around 75 on rainy days and up to 220 passengers on peak sunny days
 - One Saturday per month (June (Sandcastles), July, August, September (Seafood Festival))
 - Fare is \$5
 - Operates multiple trips per day, with buses departing Manchester at 8:00 AM and 10:30 AM, and returning at 2:00 PM and 4:30 PM (providing some buffer for traffic)
 - Utilizes park-and-ride locations for bus parking due to lack of designated bus parking at beach
- **NTS**
 - Uses 35 -footer for beach transit services
 - Ridership of all ages (4 – 84), bikers, walkers, wheelchairs, etc.
 - One Saturday per month (June (Sandcastles), July, August, September (Seafood Festival))
 - Fare is \$10 (raised from \$5 last year – no complaints – people want to go!)
 - Busses depart Nashua Transit Center at 9:00 AM and 10:00 AM and depart Hampton at 3:30 PM
 - Typically will park across from Playland and load/unload there because circle is not always available

2. Current Barriers

- **Bus Stop Location**
 - Feedback from Survey “ Sometimes it can be very difficult to use the bus. Some days they can pull up to the sidewalk and it works great, but other days they get rushed

out and yelled at. There should be a regular spot where buses can drop off and pick up that has access to the sidewalk for people in wheelchairs.”

1. MTA reported that parks staff often rush the bus drop off process and sometimes buses are not allowed to pull up to the curb, complicating accessibility.
 2. NTS shared similar experiences, where buses are redirected or not allowed to drop-off passengers at convenient locations.
- Inconsistent drop-off procedures and limited space (tight angles) have resulted in scraped transit vehicles
 - Inconsistent drop-off/pick-up results in accessible amenities being further than desired (seating, shade, bathrooms, etc.)
- **Communication**
 - Lack of effective communication and coordination with frontline state park staff, leading to challenges in bus operations
 - Inconsistent information and support from state park staff regarding bus parking and drop-off
 - Transit providers are often met as an inconvenience especially during high peak times – have been asked to provide service on a weekday morning rather than peak Saturday but that’s when people want to go to beach when there are events etc. Limited fleet does not allow for weekday service as both providers are providing in-town service at those times.
 - **Parking**
 - Parking at beach for is difficult and inconsistent for busses.
 - The current process for obtaining parking passes for buses is complex and time-consuming, often requiring multiple steps and the use of different email addresses.
 - The online system for parking passes is cumbersome and prone to errors.
 - If able to park at beach, drivers can also enjoy (use bathroom, get food, etc.) however, if not, it’s a very uncomfortable and long day

3. Thoughts on Expanded Service

- Both would love to provide expanded service, but funding and resources (fleet and drivers) are extremely limited
- Currently provides weekend service only to Hampton because fleet is providing in-town service on weekdays
- Both open to additional stops if accessibility amenities were expanded throughout the park (i.e. North Beach and South Beach)
- Must consider traffic

4. Bus Stop Amenities

- Designated bus stop with clear signage, shade, and seating is lacking

5. Thoughts of Local Shuttle Service

- Both providers stated they think that would be beneficial in terms of providing greater access throughout the area (greatly expands accessible parking options)
- Referenced Seafood Festival as good example that provides free service from in-town municipal lots and utilizes school buses (this shuttle service is sponsored by FIRST Student)
- Look into NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individual with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individual with Disabilities (<https://www.dot.nh.gov/projects-plans-and-programs/programs/fta-grants-related-information>)

6. Outreach of Services & Partnerships

- Both use website and social media to inform and engage the community about transit options and updates
- NTS markets their services at senior apartment complexes via flyers and newsletters
 - Important to note that cell phone use/social media not available or used by everyone. Many folks rely on bulletin board postings, etc. for information.
- MTA markets through MPOs and RCCs as well
- Word of mouth recommendations have significantly contributed to awareness and ridership increase

Recommendations Summarized:

• Designated Accessible Drop-Off/Pick-Up Points

- Identify and establish clearly marked, accessible bus drop-off and pick-up point to ensure direct access to accessible sidewalks and necessary amenities (bathrooms, shade, seating)
- Aim for reduction in incidents where passengers are rushed off buses or dropped off at inaccessible locations

• Improved Coordination/Training with State Parks Staff

- Enhance communication between transit providers and state park staff to ensure a welcoming and supportive environment for accessible transit
- Implement regular coordination meetings and establish clear protocols for bus drop-off/pick-up and parking
- Designate a dedicated liaison role within parks staff to facilitate communication and coordination with transit providers

• Streamlined Parking Pass System

- Simplify the process for obtaining parking passes for buses, possibly through a more user friendly online system that is intuitive and consistent in terms to fare pricing
- Consider public transit vehicles with government plates to be exempt from a state parking fee

• Additional Service + Funding

- Explore possibility of additional stops with Hampton Beach State Park if accessible services were expanded upon (South Beach, North Beach)
- Explore possibility of additional service (weekdays, more weekends) which would require funding and resources (fleet, drivers, etc.)
- Identify and apply for additional funding opportunities to support expanded transit services, such as NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individuals with Disabilities
- Implement a local shuttle bus service to connect off-site parking areas with key beach access points
 - Explore purchasing used school buses and adapting them for accessible shuttle use to reduce costs and increase availability
 - Seek partnerships with local organizations and benefactors to secure financial support for accessibility improvements
 - Multiple benefits: expanded accessibility and reduced parking congestion at beach. Improved mobility for visitors with disabilities, making it easier to visit HBSP

• Increased Accessible Amenities+ Signage

- Use clear and informative signage at bus stop locations to indicate destinations/routes and encourage public transit
 - Provide bus stop/route signage (similar to airport), i.e. route to Nashua, route to Manchester, etc.
 - Enhance bus stop to include accessible seating and shade structure
-
- **Future Partnerships and Outreach**
 - Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
 - Actively use social media to disseminate information about accessibility improvements and available resources
 - Collaborate with local organizations (MPOs, RCCs, Local senior apartment complexes, etc.) to promote accessibility and gather broader community feedback

Action Items:

- Nicole to follow up with email containing the meeting notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF July 23, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Older Adults

DATE PREPARED: July 23, 2024

LOCATION: Virtual

ATTENDEES:	Scott Bogle	Rockingham Planning Commission
	Cassandra Mason	NH Council on the Arts
	Kristina Ickes	NH Department of Health and Human Services
	Jennifer Rabalais	UNH Center on Aging and Community Living
	Maureen O'Leary	Portsmouth Senior Activity Center & National Council on Aging
	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Travis Pryor	GEI
	Nicole Rogers	GPI

PURPOSE: Focus Group Meeting – Older Adults

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Discussion Topics:

1. Identifying Accessibility Barriers:

- **Cassie Mason**
 - Raised concerns about older adults on fixed incomes lacking disability placards for free parking
 - NH Council on the Arts required to fill out accessibility workbook every three years for federal funding- talk about universal design concepts
 - Emphasized water access as a critical opportunity for improvement at HBSP
- **Maureen O'Leary:**
 - Inquired about the accessibility of the Seashell performance space for wheelchair users to which Johanna confirmed it is.
- **Jennifer Rabalais**
 - Emphasized the need to consider the entire beach experience for older adults and individuals with disabilities, rather than isolating specific barriers.

2. Transportation & Parking

Discussion on the impact of transportation options, with historical efforts and challenges in implementing shuttle services at Hampton Beach.

- **Scott Bogle**
 - Mentioned past efforts and the feasibility challenges, including funding issues
 - 20 years ago private trolley but lost funding
 - Transit service along Route 1 – was looked at but a long and costly route
 - FTA funding hit hard due to census urbanized areas

- Shuttle service between downtown and beach (improving access to labor pool and freeing up parking at beach)
- Seafood shuttle is a good model

3. Wayfinding:

- **Jennifer Rabalais**
 - Emphasized the importance of having an accessibility map so folks know where the accessible features and access point are.
 - Accessible Maps – using a pictorial base for non-English speaking individuals
- **Nicole Rogers**
 - Recommended reaching out to accessibility applications to add user content regarding accessible features at park

4. Maintenance/Jurisdictions

- **Scott Bogle**
 - DOT will build sidewalk/bike infrastructure but Towns are often left to maintain.
 - Recommendation to revisit sidewalk maintenance agreements / relationship

5. Adaptive Equipment and Staff Training:

- Adaptive beach walkers desired
- Reservation system for equipment is supported
- Recommendation to partner with adaptive equipment outfitter to provide additional equipment and transport via mobile railer due to lack of storage at park
- **Potential Partnership: NE Passage**
- **Maureen O'Leary**
 - Emphasized the importance of fighting against ageism
 - **Resources:**
 1. Reframing Aging Resource
 2. NCOA Connects – free webinars for award winning programming for older adults

6. Communication and Information Transparency:

- Noted the lack of accessible information about services at Hampton Beach.
- Suggestions for creating a dedicated website and improving signage with plain language, larger fonts, and better contrast.
- **Jennifer Rabalais:**
 - Recommended information distribution at Town Libraries and Senior Centers
- **Maureen O'Leary**
 - Recommended using City itself for information distribution – newsletter
 - Recommended having a communications director to distribute information to groups
- **Scott Bogle**
 - Key finding from aging communities' study was that older adults were often not getting information because many towns have shifted to digital information sharing and there is a real need to get paper information out there
 - Recommended reaching out to TASC Volunteer Driving Program

7. Future Partnerships and Outreach:

- **Scott Bogle**
 - Noted the low survey response rate and suggested additional outreach to groups like Grant State Independent Living, ABLE New Hampshire (Advocates Building Lasting Equity), SALT (Self Advocacy Leadership Team), Hampton Parks & Recreation (Rene Boudreau)
 - Hampton Walking Group (referenced as part of Hampton Aging Communities study)
 - Access Navigators (Anne Weidman + Todd Hanson)

- TASC (Transportation Assistance for Seacoast Citizens) Volunteer Driving Program
- **Maureen O’Leary**
 - Recommended collaboration with Access Navigators (Anne Weidman +Todd Hanson)
- **Jennifer Rabalais:**
 - Recommended AARP New Hampshire
- **Kristina Ickes**
 - Recommended a local contact
- **Maureen O’Leary**
 - Recommended the following resources in regard to fighting ageism and providing award winning programming
 1. Reframing Aging Resource
 2. NCOA Connects – free webinars for award winning programming for older adults

Upcoming Events:

- **Beachability Event:** July 25th
[https://www.nhstateparks.org/NHStateParks/media/NHStateParks/PDFs/Committees/Hampton%20Access%20Study%20Committee/BeachAbility-Event-\(002\).pdf](https://www.nhstateparks.org/NHStateParks/media/NHStateParks/PDFs/Committees/Hampton%20Access%20Study%20Committee/BeachAbility-Event-(002).pdf)
- **Beach Pop-up Event:** July 27th (with tables at Main Beach, South Beach, and North Beach)
<https://www.nhstateparks.org/about-nh-parks/projects-and-improvements/current-projects/hampton-beach-accessibility-study>

Recommendations Summarized:

- **Parking**
 - Consider parking solutions for older adults who are on a fixed income and may not have a placard
- **Transportation**
 - Introduce shuttle service from off-site parking to the beach to ease access – look to Seafood Festival as model – would require local / private funding as FTA funds are extremely limited
 - Revisit maintenance agreement for sidewalk maintenance
- **Wayfinding**
 - Install accessibility maps with pictorial base
 - Reach out to accessibility applications to provide user content to accessible features at HBSP
- **Adaptive Equipment**
 - Provide a variety of beach wheelchairs that cater to different needs, including beach walkers
 - Implement reservation system
 - Partner with third party for equipment rentals and transport
- **Training**
 - Recommend staff take reframing aging workshops
 - Integrate programming for older adults

- **Communication and Information**

- Distribute information in paper form to town libraries, town newsletters, senior centers, housing complexes, etc.

- **Future Partnerships and Outreach**

- The following resources were identified for NH State Parks staff to collaborate with in future:
 - AARP NH
 - NCOA Connect
 - Access Navigators
 - TASK Volunteer Driving
 - GSIL
 - Able NH
 - SALT
 - Hampton Parks & Recreation

Action Items:

- Nicole to follow up with email containing the meeting notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

MINUTES OF MEETING OF August 13, 2024

Hampton Beach State Park Accessibility Feasibility Study
Focus Group – Jurisdictions

DATE PREPARED: August 13, 2024

LOCATION: Virtual

ATTENDEES:	Sara Ramsay	NH DNCR Program Assistant - Permits
	Bill Watson	NHDOT / Hampton Beach Area Commission
	John Nyhan*	Hampton Chamber of Commerce
	Johanna Lyons	NH DNCR State Park Planning & Development Specialist
	Nicole Rogers	GPI

* (via Virtual Meeting Assistant)

PURPOSE: Focus Group Meeting – Jurisdictions

GPI led the discussion following a detailed Agenda. The meeting started with introductions followed by a project debrief and an open discussion period. The following topics were raised:

Key Barriers + Preliminary Recommendations

Nicole Rogers provided an overview of the key barriers and preliminary recommendations regarding accessibility at Hampton Beach State Park (HBSP). Rogers voiced that accessibility is a community responsibility and therefore, some recommendations fall to the responsibility of stakeholders outside of the NH State Parks. This focus group is a way to communicate some of these preliminary recommendations to the various stakeholder groups. In general, the recommendations are grouped into five main categories:

1. Transportation & Parking:

- **Accessible Parking Spaces:** Recommendations include meeting dimensional standards for access aisles and van-designated spaces, dispersing accessible parking spaces more evenly, and potentially increasing the number of accessible spaces. There was also a suggestion to implement a timing and fee structure to encourage turnover in high-demand areas.
 - *Responsibility: NH State Parks + DOT*
- **Coordination with Route 1A DOT Project:** Improvements to sidewalks, ramps, and crosswalks along the seawall are critical. The focus is on ensuring safer crosswalks, bike lanes, and more accessible access points, which may involve relocating or adding wheelchair ramps.
 - *Responsibility: NH State Parks + DOT + Town of Hampton*
- **Public Transit Options:** As the community ages, there's a growing need for additional public transportation options to ensure access to and from the park for older adults and individuals with disabilities.
 - *Responsibility: Public Transit Providers + NH State Parks + Private + Local*

2. **Pedestrian Access:**

- **Conversion of Stairs to Ramps:** The preference for ramps over stairs was noted, leading to recommendations for converting stairs to ramps where possible and repairing existing railings.
 - *Responsibility: NH State Parks*
- **Enhanced Mobility Mats:** Extending and adding more mobility mats, including pull-off areas, to benefit individuals with disabilities, older adults, and families.
 - *Responsibility: NH State Parks + DOT*

3. **Recreation & Events:**

- **Visual and Audio Accessibility:** Recommendations include providing ASL interpreters, closed captioning, large screens, and sensory equipment to enhance accessibility during events. This also involves requiring events on state park land to have accessibility plans, including viewing platforms and shaded areas.
 - *Responsibility: Hampton Beach Village District + NH State Parks*
- **Adaptive Equipment:** There is a desire for more options for adaptive beach equipment, such as manually operated beach chairs and adaptive walkers, to cater to diverse visitor needs.
 - *Responsibility: NH State Parks*
- **Accessible Playgrounds:** Enhancing playgrounds to be accessible for children with disabilities.
 - *Responsibility: Hampton Beach Village District*

4. **Operations & Maintenance:**

- **Accessibility Coordinator:** A recommendation to designate a dedicated accessibility coordinator to oversee accessibility standards and coordinate with various interest groups.
 - *Responsibility: NH State Parks + Third Party Group*
- **Information and Wayfinding:** Addressing barriers related to information dissemination by improving wayfinding, language accessibility, and reservation systems for accessible amenities. This includes efforts to distribute information through senior housing complexes, independent living facilities, and other community hubs to reach those who may not have access to digital platforms.
 - *Responsibility: NH State Parks*

5. **Life Safety:**

- **Shade Structures and Emergency Facilities:** Recommendations include adding more shade structures with water stations and emergency medical care facilities.
 - *Responsibility: NH State Parks*
- **Maintenance for Safe Access:** Ensuring that ramps, stairs, sidewalks, and other access points are well-maintained and clear of obstructions to promote safe access for all visitors.
 - *Responsibility: NH State Parks + DOT + Town of Hampton*

These recommendations emphasize the importance of collaboration between state parks staff and external stakeholders, including the Department of Transportation (DOT) and local transit providers, to ensure that accessibility improvements are comprehensive and effective in meeting the needs of all visitors.

Discussion Topics:

1. Accessibility of Beach Wheelchairs and Access to Water:

- **Sara Ramsay** shared a personal experience while working with a client at her previous job at 1 Sky, an organization focused on assisting individuals with daily living. She recounted an incident where it was difficult to navigate a beach wheelchair provided by Hampton across the sand and into the water. This highlighted the broader issue of accessibility for those who want to experience the water but face significant physical barriers.
- **Nicole Rogers** responded by acknowledging that these challenges are well-known and under consideration. One solution being explored is the extension of blue mobility mats, which currently help individuals traverse the sand, to reach the high tide mark. However, Nicole noted that the dynamic tide system at Hampton presents insurance and safety challenges. The team is working with adaptive sports specialists to develop tailored recommendations to improve water access for individuals with mobility challenges.

2. Event Accessibility at Hampton Beach State Park:

- Events like the Sandcastle contest and Seafood Festival attract large crowds, making it difficult for individuals, especially those with mobility challenges, to fully participate. **Johanna Lyons** noted that the crowds along the railings at the Sandcastle contest often block the view for shorter individuals and those in wheelchairs. Similar issues were reported at the Seafood Festival, which is popular among assisted living communities.
- Proposed Solutions: Suggestions for improving event accessibility included visual and audio enhancements, designated seating areas, and providing shade under the Seashell Complex. There was also a discussion about creating more accessible pathways through crowded areas to ensure that everyone can enjoy the events.

3. Parking Challenges and Accessibility:

- **Bill Watson Jr.** discussed his personal experience as a parent of a child with mobility challenges, highlighting the difficulties with parking during busy events like the Sandcastle contest. He noted that while his daughter can walk on hard surfaces like pavement and concrete, navigating sand is much more challenging. The conversation underscored the need for better parking solutions and accessible pathways that extend closer to the water.

4. Route 1A Project and Its Impact on Accessibility:

- Project Overview: The Route 1A project is a significant infrastructure initiative aimed at improving the main thoroughfare along the beach. **Bill Watson Jr.** explained that a key focus of the project is ensuring that all crosswalks, sidewalks, and other public spaces comply with the Americans with Disabilities Act (ADA). The project covers a wide area, including the main beach and extending north of Boar's Head, addressing many areas that are currently not ADA compliant.
- Parking: Parking emerged as a critical issue, particularly in the context of the Route 1A project. **Bill Watson Jr.** noted that parking is a complex and often contentious topic in the area. The project aims to balance the needs of various stakeholders, including local businesses, residents, and state agencies. The availability and location of accessible parking spaces are of particular concern, with an emphasis on ensuring that these spaces are conveniently located near key amenities and are compliant with ADA standards.

- **Western Sidewalk:** The discussion highlighted the challenges associated with the Western sidewalk, especially near the casino area. **Johanna Lyons** pointed out that this sidewalk is crucial for accessing local businesses and ensuring that the area is fully accessible. The Route 1A project includes plans to improve the sidewalk's accessibility, but there are ongoing challenges related to jurisdiction, right-of-way issues, and the integration of local ordinances with state regulations.
- **Community Involvement:** The project involves collaboration with various stakeholders, including local businesses, residents, and state agencies. **Nicole Rogers** emphasized the importance of aligning the beach accessibility study's findings with the Route 1A project's goals to maximize the benefits for the community.

5. Barriers and Pedestrian Safety:

- **Safety Measures:** The group discussed the installation of barriers to separate vehicle and pedestrian traffic along Ocean Blvd. While these barriers were primarily introduced for safety reasons, there was concern about their impact on accessibility. **Johanna Lyons** mentioned that the barriers can make it difficult for drivers to see pedestrians, especially near crosswalks, and that not all crosswalks provide an accessible route, particularly near the casino area.
- **Potential Improvements:** The conversation highlighted the need to carefully consider the placement of barriers and ensure that they do not inadvertently create new accessibility challenges.

6. Business and Community Accessibility:

- **Business Accessibility Assessments:** **Johanna Lyons** mentioned upcoming efforts with Access Navigators, an organization that assesses the accessibility of business communities. While some businesses on Route 1 have been assessed, many at the beach have not. The goal is to ensure that businesses are accessible to all, particularly in areas like the Western sidewalk near the casino, which plays a crucial role in accessing local businesses.
- **Coordination Among Stakeholders:** The discussion underscored the importance of collaboration between businesses, state agencies, and community groups to enhance overall accessibility. There was a suggestion to appoint an accessibility coordinator to oversee and integrate these efforts across different stakeholders.

7. Communication and Outreach:

- **Challenges in Public Engagement:** **Nicole Rogers** expressed difficulties in gathering sufficient responses to surveys related to the beach accessibility study. She inquired about the public outreach methods used for the Route 1A project. **Bill Watson Jr.** explained that their consultant has employed targeted marketing efforts to engage both seasonal visitors and year-round residents.
- **Opportunities for Collaboration:** There was a discussion about the importance of continuous public engagement, particularly in capturing diverse perspectives. **Johanna Lyons** noted that early surveys for the Route 1A project focused on bike and pedestrian issues, but there remains a need to gather more input on broader accessibility concerns.

8. Suggestions for Improvement:

- **Accessibility Coordinator:** The idea of appointing an accessibility coordinator was discussed as a way to ensure that all accessibility initiatives are well-coordinated and effectively implemented. This

coordinator could work with various stakeholders to maintain a community-wide focus on accessibility.

- Cost-Effective Changes: **Johanna Lyons** pointed out that many accessibility improvements do not require significant financial investment but rather a shift in perspective and practice. Simple changes, like using duct tape to test new layouts, can be an iterative way to enhance accessibility over time.
- **Sara Ramsay** suggested that information/surveys be shared with organizations requesting special use permits at the beach.

Recommendations Summarized:

- Accessibility Coordinator: The idea of appointing an accessibility coordinator was discussed as a way to ensure that all accessibility initiatives are well-coordinated and effectively implemented. This coordinator could work with various stakeholders to maintain a community-wide focus on accessibility.
- Cost-Effective Changes: Johanna Lyons pointed out that many accessibility improvements do not require significant financial investment but rather a shift in perspective and practice. Simple changes, like using duct tape to test new layouts, can be an iterative way to enhance accessibility over time.
- Carefully consider the placement of barriers and ensure that they do not inadvertently create new accessibility challenges.
- Align the beach accessibility study's findings with the Route 1A project's goals to maximize the benefits for the community.
- Suggestions for improving event accessibility included visual and audio enhancements, designated seating areas, and providing shade under the Seashell Complex. There was also a discussion about creating more accessible pathways through crowded areas to ensure that everyone can enjoy the events.
- Share information with agencies/organizations requesting special use permits for beach activities.

References Shared:

- Route 1A Project Website: <https://www.dot.nh.gov/projects-plans-and-programs/project-center/hampton-40797>
- NHDOT ADA Title II Program: [ADA Title II Program | Department of Transportation \(nh.gov\)](#)
- Access Navigators: [Access Navigators - Taking the mystery out of accessibility](#)

Action Items:

- Nicole to follow up with email containing the meeting transcript and notes.
- Participants encouraged to take and share the survey within their networks.
- Suggestions for further groups to contact for more diverse input.

These minutes constitute our understanding of the discussions and conclusions reached. Please advise us within ten (10) days, in writing, of any exceptions or corrections.

Respectfully submitted,

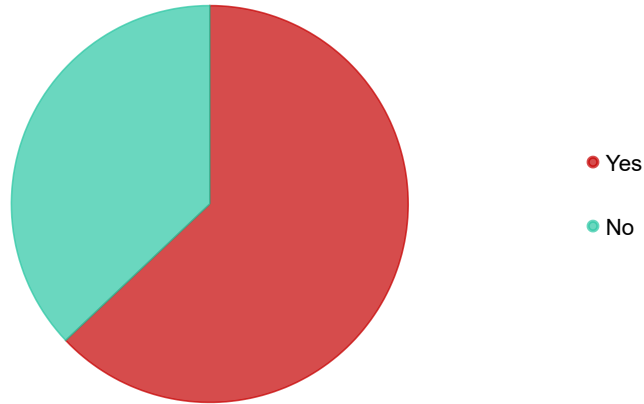
Nicole Rogers
Project Manager

cc: Robert White, GPI
Travis Pryor, GEI
Alison Brady, GEI

Hampton Beach State Park Accessibility Feasibility Study

Facilities / Amenities

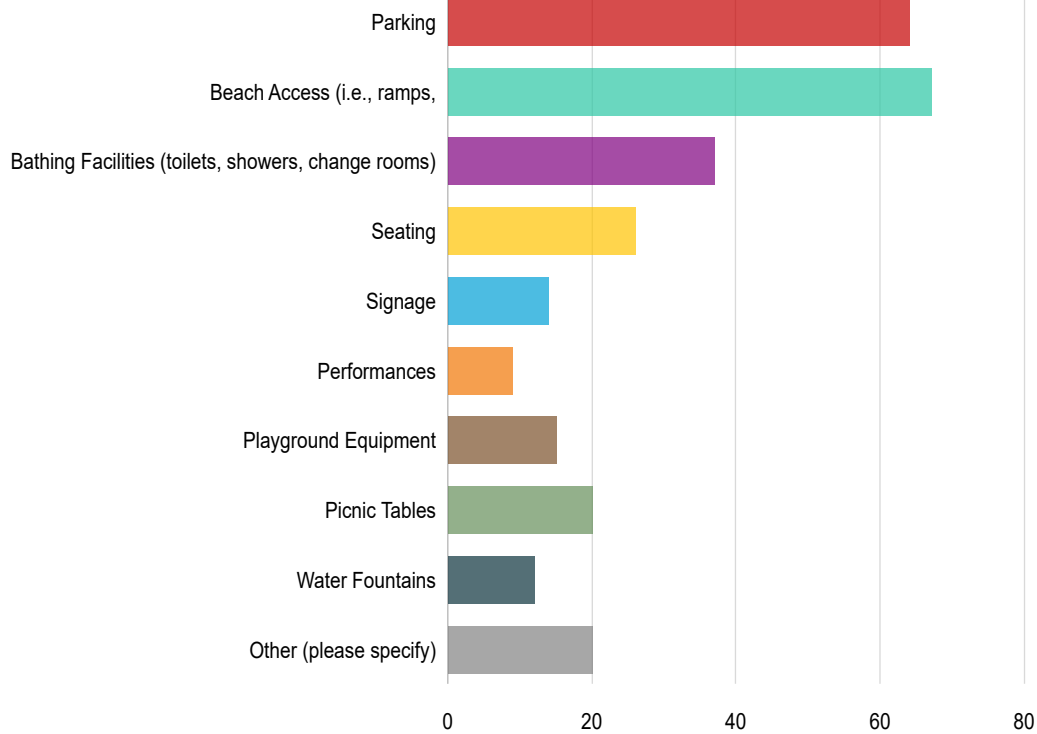
- Are there State Park facilities and/or amenities (i.e., boardwalk, seating areas,...



Answers	Count	Percentage
Yes	90	62.07%
No	53	36.55%

Answered: 143 Skipped: 2

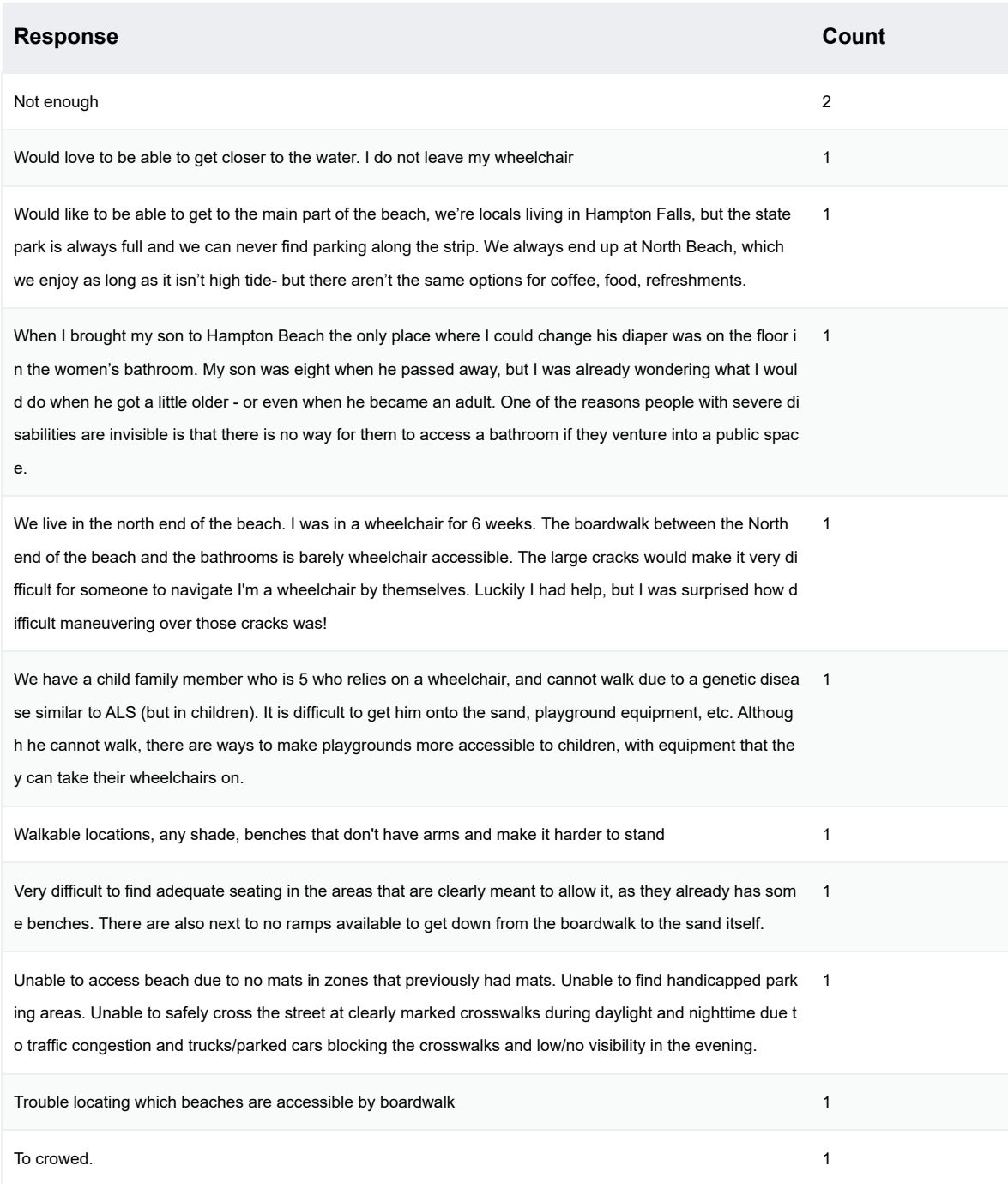
- Please provide information about facilities and/or amenities that you have had difficulty...



Answers	Count	Percentage
Parking	64	44.14%
Beach Access (i.e., ramps, mats)	67	46.21%
Bathing Facilities (toilets, showers, change rooms)	37	25.52%
Seating	26	17.93%
Signage	14	9.66%
Performances	9	6.21%
Playground Equipment	15	10.34%
Picnic Tables	20	13.79%
Water Fountains	12	8.28%
Other (please specify)	20	13.79%

Answered: 117 Skipped: 28

● Nature of the difficulty you experienced:



They just aren't there	1
There's not enough parking, bathroom facilities, or picnic tables	1
There is accessible equipment available but no check out system and no way for individuals to actually utilize. A lot of individuals that utilize wheelchair need support from others that require thought out planning. It takes up a whole day to make a beach day and then there is uncertainty with the beach wheelchair and other accessibility equipment actually having there since right now it's a first come first serve. There is also no where and no equipment available to support individuals transferring from there wheelchair to a beach wheelchair. How do you expect a wheelchair user to get into the beach wheelchair?	1
There aren't any trash barrels	1
The State Park had the ability for a person in a scooter to get closer to the water, but due to the fact that the walkway was not maintained so access was unavailable	1
The railing at the 2nd st opening at north beach has been missing for now 4 years. The remaining railing is totally rusted off at the bottom and is dangerous, however if that is taken away without at least new on replacing it and/ or the other side people cannot get down the steepest stairs at north beach(14) . We have contacted the supervisor of the state park in several occasions however the response has been minimal and without action taken. The residents and visitors , especially those who need to hold on to something are unable to get down to the beach they have. Wen living at for years. Please help.	1
The mats don't go far enough to be able to use regular w/c to have beach access.	1
The lack of enforcement regarding beach goers using illegal drugs.	1
The casino at Hampton. There was no seating were a person in a wheelchair to see. An when asked to move so I could see. I was shrugged off. I felt less than. I guess the hole board walk stores are not wheelchair friendly.	1
The beach access at the South Beach at Hampton State Park can be tricky to navigate. It is hard to pull wagons and strollers through the sand. I imagine it would be challenging for some wheelchair users to navigate the soft sand. There are mats on the northern part of the beach. It would be great to see this happen at south beach.	1
The 2nd street entry at North Beach has been without the right railing for now 4 years. It was reported to Meredith Collins that there was a bolt loose and her workers - instead of fixing the one bolt- removed the other 11 and took the railing away. We have waited for three summers and now into the 4th- ENOUGH... Due to storms there are now boulders blocking the bottom of the stairs which has been reported to her since February, however she claimed in the accessibility 5/13 meeting that she "just found out about them" - wrong. The neighborhood has been calling weekly for months. Her maintenance supervisor claimed the work is slated to be done " this fall sometime" and "powder coating takes a long time". Ms. Collins later said bids went out but no replies- FOR THREE YEARS? Revenue is being lost from parking as people now see a closed sign and will not park - maybe lost revenue will prompt the state to go above her and do something PLEASE	1
Test	1
Sometimes it can be very difficult to use the bus. Some days they can pull up to the sidewalk and it works great but other days they get rushed out and yelled at. There should be a regular spot where buses can drop off and pick up that has access to the sidewalk for people in wheelchairs.	1
Skateboarding riding bikes through boardwalk	1

Signs could have more info printed larger	1
Signage is difficult to read/identify while driving and navigating the road - parking also fills up fast and can be hard to find	1
Sidewalks from South Beach all the way to the main beach are in desperate need of repair. Wheelchair and walker dependent individuals are unsafe maneuvering this area and I find myself needing to wheel my son in the street!	1
Seating	1
Sand only no planks or walkways to water	1
People in wheelchairs or using walkers or crutches have no access to the ocean in Hampton.	1
Parking is tough because you need to find a pay station, pay, get the receipt and then walk all the way back to your car.	1
Parking is too far away.	1
Parking is too expensive and fills up too quickly.	1
Parking is horrible with my van and ramp, handicap bathrooms and always is use by EVERYONE else then the people that truly need it same with family bathrooms, no accessible picnic tables or sitting areas, beach chair?????, the only way to get "out on the beach" is by the lifeguards and they put their stuff on the access way which DOESN'T even go down to be able to see the water. Why is there only one access at the main beach/stores/restaurant area??	1
Parking for those who use handicapped vans is extremely difficult not only finding parking but being able to lower lift and exit enter van requires more space than is allowed. Often I have to hold up traffic as my caregiver must back out of space to allow space for lift to be lowered and me to get in. I have no real beach access as my electric chair does not go thru the sand and its impossible for someone to push me through the sand.	1
Parking fees and schedule: It's kind of confusing to say April 1-30 it's \$1 per hour and May 1 through October xx it's \$2. And then from October xx to April 1 it's \$1. Maybe it could it just say, In season May xx-Oct xx \$3 per hour, Off season Oct xx -April 30 \$1 per hour. The fee is also incorrect because it's now \$3 per hour and there's a fee to pay with a card. The family/handicap bathroom was locked with the deadbolt during open hours when I visited a few weeks ago. I think perhaps someone forgot to unlock it when the other bathrooms were unlocked?	1
parking	1
only two handicapped parking spots, both were taken. I had to leave due to no accessible parking. Also, difficult to access water due to sand/mobility, no mat/boardwalk to beach. This was at Jenness Beach.	1
Often when accessing public sites when there is a portable toilet option there is not an accessible option. There is never enough parking for individuals with disabilities at any high traffic areas.	1
Obstructive viewing, when audience stands up. We don't need to be up front. We need to be up on a platform on the side. Club casino the worst. They do try to be accommodating. So thumbs up for that. Half shell not so bad at times.	1
Nowhere to sit along the wall from Boars Head to High Street	1

Not enough parking	1
Not enough handicap parking or beach access or public transportation	1
Not enough accessible parking. Beach mats not accessible to power chairs. Need paved areas off of pedestrian right of way for seating. See York beach.	1
Not Close to beach for seniors	1
Not a lot of close parking	1
None lots of access, not your problem but we need DOT to mark crossing lanes.	1
None but I am not disabled	1
None	1
No showers at south beach. Hard for an older person to move with stuff on crowded beach	1
No accessible route from parking to beach. Bathrooms too small or gender specific (not family friendly, no universal changing station).	1
No accessible parking for vans with a ramp. No beach or water access for wheelchairs Very limited wheelchair accessible seating in concert and eating venues. Restrooms are extremely limited. I have not seen any picnic tables.	1
Never enough ! Have to get here by 11 and pay \$20-\$30	1
Need to enforce a handicap time limit and not let folks park in a space all day when it is meant for short term parking	1
Need more sand wheel chairs	1
Need more room for ramps. Renting water chairs would be great. Wheelchair users need spaces to sit alongside tables.	1
Need crowd control- sidewalk skateboarding Need more options for individuals to operate beach access on their own.	1
My son uses a wheelchair. It is VERY hard for us to get him down to the water. I know there is that one ramp going down it a bit but it doesn't go to the water, is often covered with sand and abled body people are usually in the spots along it.	1
My son is in a power wheelchair and cannot access any NH state beaches.	1
My son has a walking disability and we can never find handicap parking	1
My family has been coming here since my father was a young boy and he's now a young man at 87 years young and loves it just as much. Now that my parents are both needing more assistance (my mother is on 100% oxygen and on a waiting list for a lung transplant) so we are noticing more how hard it is for them to continue to enjoy the beach they love so much. I'm thankful for the ramp and sand walk at the main building but it really limits how far down you can go on the beach and where you can sit. We also just found out about the beach wheelchairs available at the first aid station and will be trying that out while we are here.	1

Mine is the distances from the handicap parking to the actual location as well as the path to and from the Hampton Beach State Park. South Beach was excellent, except they did not have a rollout ramp on the sand which they should at every beach at every location.	1
Mats to get closer to beach access would be appreciated. It's very difficult to use anything with wheels!	1
Limited handicap parking and accessibility of wheelchair friendly mats/paths that go directly to ocean. Also bath houses lack any type adult changing tables.	1
Lengthy travel times thru the beach area	1
Large family getting stuff to the beach	1
Lack of it	1
Just when it is super busy like for the fireworks	1
It's hard to use my upright wheel walker getting to the beach	1
It's difficult to find metered parking close to the beach without having to walk a mile. (I cannot walk long distances.) Also I was not able to get close enough to the water with my walker.	1
It make it hard for me to get to the beach to enjoy it	1
In the summer, handicap parking spots are full. I am aware that ALL spots are full in times of high traffic, but I wonder what formula was/is used to determine the number and locations of accessible parking?	1
If the chair is in use by someone else, there's not one for me	1
I'd love to see a ramp to the water through the sand	1
I use a mobility scooter 100% of the time. If I can get to the wet sand on my heavy duty scooter, then I can ride for a long distance. My favorite time to visit the beach is off-season, not when it's crowded during the summer. Even a few weeks on either end would be great.	1
I really liked the beach ramp/mat! I was so surprised to find it. Just some minor improvements. It could use a small square area on the beach side to allow wheelchairs to pass without having to go all the way back to make room for someone. And an umbrella/table that a wheelchair could fit their footplate under. In case you wondered, we had 2 people with disabilities using that area (in separate parties, unrelated).	1
I haven't found any water fountains	1
I have no disabilities	1
I have found difficulty finding a van accessible space. I cannot drive over sand in my wheelchair so I cannot get close to the water.	1
I have difficulty walking longer distances, parking lot spaces to the benches can be a long walk, access to the water is impossible as the walk on the sand is very long /uneven with no where for breaks. The distance from the last stair to the sand is sometimes very far so if I can get down I can't get back up as it's too high, and the ramps/mats are seasonal or too far away from the whole parts of the beach so not helpful year round.	1
I have a power wheelchair.(PWC) that is 450 pounds which sinks in soft soil or grass. Most areas are inaccessible because of obstacles or things too far from me (example: when reaching the trash can, I cannot reach it because the PWC footplate puts me at too much of a distance.	1

I have a disability with the function of my legs. First, when the beach ramps are filled with sand, I cannot walk to the beach without my legs giving out. Second, during lifeguard hours (9:00 am - 5:30 pm), I am required to fish from the jetty or the beach along the Hampton River. I have a mobility disability that requires use of a cane. I cannot climb safely to fish from the jetty or the beach on the other side of the jetty along the Hampton River. Therefore, I am denied the ability to fish from the shore during lifeguard hours.

1

I have a child with disabilities who requires assistance toileting and the changing tables are no longer adequate. Adult changing tables are needed otherwise we are reduced to using the floor of the restroom.

1

I found that many people are utilizing handicapped parking and potentially using a placard that does not belong to them. I understand there may not be much that can be done about this, however it is frustrating. In regards to playground equipment it would be amazing to see a wheelchair accessible swing, also the sand in the playground makes it near impossible to navigate a wheelchair through. For beach access the ramps are wonderful and in good upkeep but of course can not access much farther than the bottom of the ramp. The beach chair rental process also is cumbersome and I wish we could reduce barriers around them. For example it would be nice if they could be available longer hours than 9-4, I would like to be able to leave my personal wheelchair at the office and know it and the belongings attached to it are safe etc.

1

I brought my friend, who uses a wheelchair, to Hampton Beach last year. We could not find good parking, where we were not near the bath house once we parked, and we did not see any way to get her onto the sand. We ended up doing crossword puzzles on the boardwalk.

1

Having to have a reservation.

1

Handicap Parking location in some areas are not convenient... if your in a wheel chair its OK to have to go a distance depending on the circumstance but... If you have a hard time walking its a totally different story. More Handicap Parking around the areas that people frequent-concerts, playground, all the bath houses basically where all the action is!

1

Handicap beach access would be wonderful and appreciated!

1

Getting in and out of my vehicle with my wheelchair due to HP parking not adequate or safe to use. For example, HP parking on the street isn't safe for driver side access. It puts the driver in the line of moving vehicles.

1

During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAA is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.

1

Distance from parking arenas

1

Difficult to locate, bathrooms need constant cleaning, a non-bathroom changing area would probably help keep things clean.

1

Coming over the bridge from Seabrook Beach. There is always traffic in the summer mornings with people turning into the park but that nice huge piece of grass on the east side could be turned into a turning lane or two....for all those people waiting to get into the park so people going to work on the boulevard wouldn't have to sit in bumper-to-bumper traffic. Maybe it'll be wonderful to make a turning lane out of all that grass, just a thought.

1

Can not push friend in beach wheelchair and beach mat does not extend all the way down to the beach.	1
Can not bring a person in a wheelchair to th beach part at all unless they have a special chair	1
Been coming for 10 years now and have not come close to the water.	1
Beach matts are short and don't go far enough to the water to make a truly accessible experience. Rear ent ry handicap vans have minimal parking where the ramp doesn't block the traffic when in use. A few Longer s paces specifically for these vans would be amazing.	1
Beach mats need to be longer. Docks off to the side.	1
Beach access with wheelchair, changing facilities not set up with universal changing station.	1
Availability of accessible places to park.	1
At our age, carrying a beach cart down the stairs is getting more difficult.	1
As an over 70 woman - more seating along the beach sidewalks with benches.I know you haven't put out th e benches on the sidewalks yet due to sand everywhere, but more would be great. Every entrance should h ave a bench so you can clean your feet and the little kids feet. Also seating near the food (JB's and the Casi no food places, etc.) on the beach side would help because people purchase food walk across and have to stand on the sidewalk or walk and eat. For families have picnic tables to sit at with food would be nice. Also each beach entrance should have an address or designation so that if you are on the beach you can tell the Police or help where you are located. From the Beach side looking at the Condo's most of the street numbe rs are hard to see. Please name the entrances, like at North Beach where they write the street on the wall. Parking - The new Kiosks DO NOT have the telephone number to call or what APPS to use to park. Lockers outside bathrooms are useless.	1
As a wheelchair user, it would be nice if there was a motorized option to get down to the beach. I love the ra mps but once we get to the sand my wheelchair sinks. I don't necessarily need a beach wheelchair as I'm c ontent to just view the water from where ever my family is seated but allowing my family to just push my wh eelchair without me in it to our location would be ideal. There is NEVER enough handicap parking.	1
Although I personally have not had difficulty, I would like to see easier wheelchair access points at the beac hes.	1
Absence of sufficient number of ramps. Limited parking. A few areas that have trash on the beach.	1
"Shower" facilities to some off when you leave the sand	1
Hard to finf	1
yes, there is parking for handicap by the chamber of commerce but there's only two spots. yes we know han dicap can park on the main drag, but there are never any spots when we get there at 8:30am. people with p rosthesis and wheelchairs do not have anywhere to get them out of their vehicle. Also, there are blind peopl e that go to the beach they have to park in the way way far back parking lot by the police station and no one gives them a break, crossing the street either even in the crosswalk they almost got hit, so they really need t o look in the parking situation for all these handicap people. If you have to go to the bathroom as your drivin g by looking for a spot to park,it's impossible. did they ever think of a two or three floor parking garage. that may be a good solution.	1

Answered: 110 Skipped: 35

[illegible]

<https://survey123.arcgis.com/surveys/53d7bb5a33a540d3b8e7c8ecc526b84c/analyze?position=0>.are there state park facilities

Take out the stairs from boardwalk to beach and replace with ramps. People have difficulty bringing carts on to the beach over the stairs.	1
Shorter walks for those who can't walk as far (designated areas), more shade for comfort, benches or seating with arms	1
See above.	1
Seating	1
Read above	1
Ramps to beach and at end of beach few chairs or benches Parking should be free for individuals with disabilities	1
Ramps at each stairwell accessing the beach	1
Ramps	1
Ramp all the way in the water and more accessible bathrooms	1
Putting in those things Having float rentals for those who would like to enjoy the water	1
Provide more accessibility	1
possible decking for w/c to access the beach. railing for holding onto to sit in the water.	1
Please see above.	1
Please include an adult changing table in your plans. Allow people with severe disabilities to visit Hampton Beach while maintaining their dignity. No one deserves to lay on the dirty floor of a handicapped stall in a public restroom with their private parts exposed to anyone who glances under the barrier. Adding an adult changing table would be the most meaningful change you could make to the Hampton Beach facilities.	1
Please extend beach mat all the way down to the ocean, my friend can not get down to the ocean.	1
Pay showers, reservation system for beach wheel chair mats down to the water for chairs and along the beach so people have access to areas other than right at the entrances. Mandate safer umbrellas that don't blow away.	1
Paths to the water and along the beach. Wider parking areas for wheelchair ramps. Addition of wheelchair accessible bathrooms and showers with adult size changing tables. More beach wheelchairs available for rent.	1
Noise ordinance music loud	1
No dogs	1
No	1
More space and accessible parking spots and toilets.	1
More ramps. Greater access to parking. Enforce cleanup in all areas.	1
More ramps and less stairs	1
More parking that's affordable and accessible	1

More handicap spots	1
More handicap parking spaces.	1
More Handicap parking in the areas that are busy!	1
More handicap bathrooms, outdoor showers so people don't need to use private ones, wayfind markers on the seawall so when you're on the beach, you can easily find your exit/car.	1
More handicap accessible parking and access to the beach	1
More flashing signals at crosswalks and more street signs indicating that traffic should stop for pedestrians. Often a vehicle will stop, but the second lane vehicle will not stop.	1
More close parking or easier ways to get closer	1
More boardwalk accessibility	1
More beach chairs	1
More bathrooms! And newer sinks.	1
More bathroom facilities further down the beach where finding parking is more likely.	1
More amenities. Seating (and with shade), parking, water fountains, landscaping, picnic tables, etc.	1
More affordable parking and directions to desired destinations.	1
More accessible mars closer to the water. Cluster of mars for family's with wheelchairs	1
More access via surfaces made for power wheelchairs to the shore.	1
Method of transportation to beach from parking arenas	1
Maybe make store owners realize. Not just store owner, but beech goers to be aware. Of disabled beech goers here to. Post signs disable people are beech goers too. Not sure, but right now as a wheelchair user it's rough.	1
Mats that go all the way to ocean not halfway. More signs directing to accessible areas. More disabled parking. More beach/water wheelchairs.	1
Make a family restroom at every Beach as well as a rollout ramp at every entrance.	1
Longer entrance paths to beach. Clean facilities	1
Lack of handicap parking and minimal ramps and access to help without entering building - no braille or announcements	1
Keep motorize bikes and scooters of the boardwalk.	1
It's all good	1
It would be nice to have benches at the entrances to the beach along the wall perpendicular to the street and up against the wall as you come into the entrance. People could see the beach looking north or south that way without having to climb over the rocks to get down to the beach.	1
It is what it is	1

Is there anyway of putting a mat of some sort for handicap people	1
Install universal changing stations (fit adults), paved paths from parking to beach, inclusive playgrounds (solid surfacing, accessible equipment)	1
Increase the areas where the showers are offered	1
Increase local bus service from uptown parking areas.	1
If there's anyway they could cut down the overgrown vegetation between M-N Street in the parking lot maybe a person that was handicap could pull up and just sit and see the ocean it's crazy that vegetation is planted to block a water view. It's collecting trash and it's just an eyesore of overgrown green. I think the people would pull up and see the ocean not vegetation.	1
If the Handicapped could pay another way?	1
I would like to see a long and wide wheelchair ramp going out into the sand near the bandstand in Hampton Beach.	1
I was thinking even something as simple as rope walkways for someone to hold onto for balance. Maybe ramps at every entrance onto the beach or possibly a service like Beach Uber to bring someone to their location and leave a flag with a number with them and call for a ride back when ready.	1
I periodically come to the South Beach at Hampton Beach State Park with my aunt who has a mobility disability. We generally get there first thing so there is plenty of accessible parking. But I am unsure if there is enough accessible parking at the front where it is paved. It would be fantastic to see more beach mats along the access points. I think there are two or three. I ran into a family with a double stroller last summer while I was walking the boardwalk and they had parked closer to Great Boars Head. This meant they had to walk nearly all the way to the bandstand to get to an accessible beach access point. I recognize many of the access points are stairs but if someone is using a wagon/stroller they might be able to lift it for the couple of stairs. It would be great to see an upgrade to the locking mechanism on the restroom stalls in the South Beach facilities. They are mismatched and often don't work. This might be an opportunity to identify the most accessible option.	1
I love seeing the beach wheelchairs be used. I think that's a lovely thing to have available.	1
I have yet to borrow a wheelchair that I just found out about so we will be trying that but he is a tiny 6 year old so I also don't know how huge these wheelchairs are. Otherwise maybe just a solid (I understand its sand and wind happens) ramp down to the water or another way to get someone who has a walking disability down. Also more handicap parking especially by the path that goes halfway down and actually issue citations for those parked in handicap spots without a handicap plate or window hang thing.	1
I can share my experience as a congenitally blind person.	1
Have one location that NTS, MTA, LRTA, etc can all use that's accessible and set up for bus passengers with access to restrooms, seating, and shade. It can be very difficult to wait, standing in the sun for buses to get through the traffic but you have to stand out there because they aren't allowed to wait.	1
Have a changing area with no water in it and no toilet. People should have a place to sit and get changed and to swim suits without needing to avoid toilets.	1

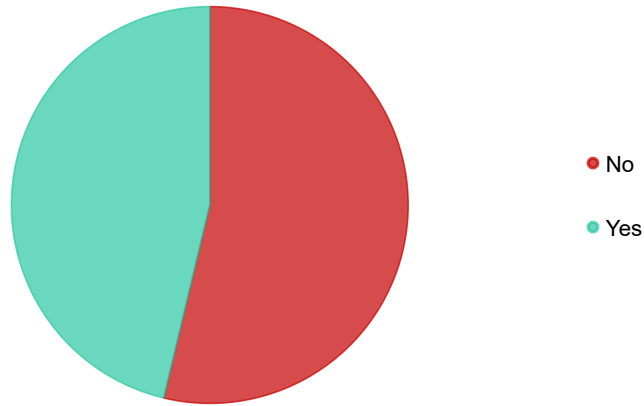
Hard packed surfaces, ramps, accessible bathrooms, outdoor showers, benches that allow an easy transfer and have something to hold onto like a rail or bar, to transfer when standing. Parking should use bright blue and orange paint so it stands out and can be seen (white is difficult to see). There should be a parking space for "Vans with a Side Lift" as a regular side lift space is too small. In busy areas, there should be an enforceable sign that has a 2 or 4 hour parking limit so that several people can enjoy the facilities instead of one. I usually don't go to Hampton Beach in the summer because I have a large conversion van with a side lift and have great difficulty finding adequate parking and I haven't been able to get onto the beach.	1
Handicap, reserved parking near a bathroom, and obvious signage for how to get to the water. Perhaps even a system where you can call and they will be expecting you and meet you at the parking lot.	1
Handicap ramps for beach access and handicap accessible trails.	1
Fix the cracks!	1
Extend the walkways on the sand	1
Extend handicap ramps to the beach. More options, even rental options, for handicap beach access	1
Every beach entrance, or every other one at the very least should have the wheelchair mats that go from the concrete to the beach for access. We need more ramps as well.	1
Enforce the Ocean blvd speed limit. The reckless driving endangers park visitors and private property. Fix and maintain the boardwalk/sidewalks along Ocean blvd. Add signs about not littering on the beach. Take out anything you bring to the beach. On busy weekends the existing trash barrels are not sufficient.	1
Empower law enforcement to arrest drug users to make Hampton Beach family friendly again.	1
Cut outs for power chairs.	1
Curtail the loud music on the beach	1
Create more women's bathroom facilities -- the line is always out the door. It would also be nice to have more tables and places to hang out.	1
Create more	1
Clear all the existing paths of loose sand and extend mats down to the high tide line to minimize the amount of walking on loose sand. The paths should be cleared at least weekly at a minimum.	1
Change the sand aspect of the playground and add some more inclusive playground structure. Extend hours of operation for wheel chair availability and help break barriers by using a person centered approach and putting yourself in the family / individuals shoes.	1
Build a sturdy path leading to near the high tide line that scooters and wheelchairs. Can travel on. At the end, make it wide so that we can turn around. Or park there and enjoy the water.	1
Bike path	1
Better marked Crosswalks as the ones on Ocean Blvd are hard to see due to the flooding and sand. The white color is worn away. Signs in the middle of the crosswalks. The lockers on the Bathrooms are useless. Picnic tables or seating for families to eat when bringing food over from the other side of the road. Ocean Blvd heading to Church St. needs to have arrows and signage to people turning left onto Church St./Route 101 can stay in left lane and people going straight north can keep going that way.	1

Baby changing tables are too small for my child in a wheelchair to use. Please consider a universal changing space (now required on new buildings after 2021 per NH Rev Stat § 155:80 2022). The blue path to the sand is lovely but only goes about halfway to the water- would there be anyway to extend? The merry go round is fun for kids that can transfer out of wheelchairs- could we add an accessible swing?	1
Available park personnel to assist those people to help them access the park.	1
Anyway, to make access to the water available for people in wheelchairs.	1
Another bathroom past Ashworth	1
All of the concerns written above need to be fixed to improve accessibility at Hampton	1
adult sized changing tables.	1
Add universal or adult changing tables. Add wheelchair friendly mats or paths that go down to the ocean. Enforce that people have visible handicap placards or plates when utilizing handicap designated parking spots.	1
Add trash barrels	1
Add public transportation	1
Add more ramps to tge water, expand parking by bathhouse. Make playground fully accessible for WC but also visually impaired kids.	1
Add more handicap parking near the access points on the beach, have benches or seating that can be borrowed from the main building, more ramps and fix the stairs height to the beach(maybe add a stair or two) , consider adding a more permanent walk way to the ocean not just removable mats that need people there to put them in/out which could possibly meat they would be put away before the people who use them are done at the ocean...	1
add additional handicapped parking, add mat/boardwalk to water.	1
Accessible mats that go further on the beach to gain better access to the water, wheelchair access to bathhouses that are for disabled people only.	1
A way to get people with walking disabilities etc to the water easier than now	1
a 'parking full' sign could be helpful to keep traffic flowing	1
Test	1
fjord bar and big stals	1
regular maintenance	1

Answered: 111 Skipped: 34

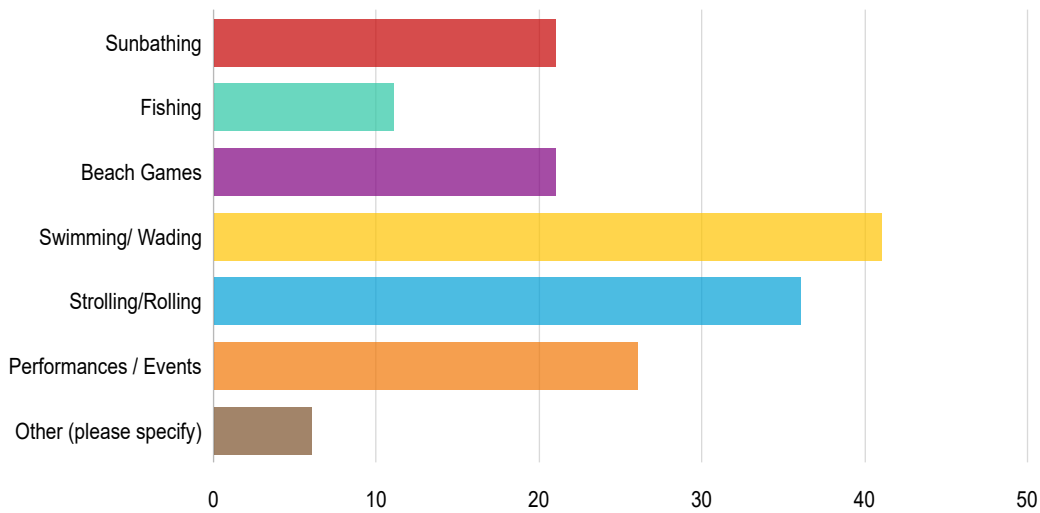
Recreational Activities, Programs, Events, and Performances

- Have you had difficulty participating in recreational activities or programs (i.e.,...



Answered: 134 Skipped: 11

● Please provide information about recreational activities, programs, events, and/or...



Answers	Count	Percentage
Sunbathing	21	14.48%
Fishing	11	7.59%
Beach Games	21	14.48%
Swimming/ Wading	41	28.28%
Strolling/Rolling	36	24.83%

Answered: 71 Skipped: 74

17/28

There aren't any accessible kayak docks/ramps in New Hampshire. There are docks available that can accommodate both accessible and able-bodied. Areas for fishing is rare as they don't have access to the water and a ground that can support my power wheelchair. I need a way to help me enter/exit the water. Need hard packed surfaces for my power wheelchair. Performances/events (inside) do not have adequate wheelchair areas for seating and seating next to wheelchair seating area for a caregiver to sit next to them to assist. (Outdoor) the grounds are too soft for power wheelchair and outdoor seating has the same problem as the indoor performance/event.	1
The fireworks were rescheduled due to the piping plovers, however we thought that was a wonderful thing!	1
Strolling is hard because people don't realize how difficult it is to maneuver a wheelchair. Games not reachable.	1
Stairs down to beach were tough to navigate	1
Sometimes finding parking spaces and getting to the meters is also a task.	1
See above.	1
See above	1
Pushing my sons wheelchair is near impossible along the shop side of the boardwalk, none of the pavement is even, we basically have to be in the street or pick him and his chair up to reach the stores on the platform under the ballroom (I think that's what is there)	1
Probably a lot to do with my disability itself, which is a muscle disease. I think if we had a beach wheelchair or a fishing rod mount, that would help. I didn't actually find the fishing area though, so maybe it's already there.	1
Performances accessible ;	1
Nothing during the week	1
Not enough space/ parking to see fireworks	1
Not enough room; too many people	1
No viewing platform to enjoy concerts	1
No difficulty with these events and performances	1
No access to the water. Very narrow sidewalks along the beach wall.	1
Need to help pushing the chairs, not everyone has a companion to push the.	1
Need more accessible ways to access the beach sand	1
near the Seashell stage is usually very crowded and people bring their own chairs blocking lanes for access to emergence services. Better signs and on doors to restrooms with events that are happening. Everyone has to go and they will read signs while standing in line. Also bathrooms stalls in ladies room close and look occupied when the stall is EMPTY, this backs up the use of the ladies room.	1
My children were inundated with marijuana smoke at numerous family events, i.e Monday night movies and Wednesday night fireworks.	1
Moderate	1

Limited room in stores, an game rooms.	1
If you're not paying attention, one could be easily impaled by flying, tumbling, loose umbrella	1
I've been told that the beach chair is not allowed in the water	1
I work as a rec therapist at a nursing facility and many residents have a dream of going to the beach but we struggle to find beaches with boardwalks.	1
I love the sandcastle festival but I wish there was a temporary path that users in wheelchairs could use that would get us down to them to really experience them rather than just being able to look on from up on the sidewalk.	1
I indicated this above, but accessing the beach with a cart has been difficult.	1
I had difficulty navigating my Walker on the sandy beach. Especially carrying my gear. (Chair, small cooler with snacks and water, and a backpack with beach supplies. i.e. towel, lotion and blanket.) I couldn't get near the water for swimming/wading because it was difficult to navigate my walker through the sandy beach.	1
I dont go to Hampton Beach, too busy.	1
I don't go to the beach anymore	1
I am an independent wheelchair user but pushing myself on the sand is impossible. Which means I can't play volleyball or just roll along the beach. I can't go swimming independently either.	1
Handicap Parking	1
Getting down on to and up from being on the ground is hard it would be amazing if there were benches to allow for people to sit/sun bath on the beach . Getting down to the water is a long walk and often times the beach may walkways don't get you all the. Way to the packed down sand area which means you can't get to the water. I haven't been able to put my feet into the ocean in years due to the difficulty walking on The sand for longer distances. Accessing parking to attend concerts at the ballroom is very difficult, the access is tricky, handicap parking feels limited and event seating was tricky as well.	1
During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAA is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.	1
Crowds too large to stroll/roll. Need better signage and more ramps.	1
Caught in a rip tide	1
Can't really get to the beach without proper access or parking	1
Can't get to the beach	1
Can't get power chair on beach	1
Being able to get a beach chair to get on the beach, an accessible path out onto the beach (many other countries have solved this problem and it's great. Some beaches here in the USA)	1

Answered: 61 Skipped: 84

[illegible]

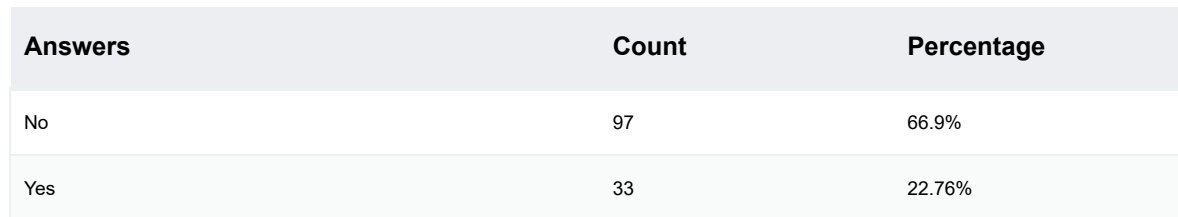
<https://survey123.arcgis.com/surveys/53d7bb5a33a540d3b8e7c8ecc526b84c/analyze?position=0>.are there state park facilities

There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.	1
There are sun canopies that are arched, weighted down by sand & stakes, and wave in wind. They are much safer than umbrellas.	1
Test	1
shut down the main street and make just one walking area. no cars (except to park)	1
See above.	1
Same as above	1
Replace the railings	1
Really not sure on an idea. All I can say is awareness of our present.	1
Put mats for wheeled devices not just towards the water but also parallel to the water.	1
Put a rollout mat etc at Church Street entrance	1
Public dock	1
Our family had so much fun in the sun and waves- thank you for stewarding this beautiful park!!	1
None, keep up the good work	1
None	1
More ramps, higher chairs and benches, wider walkways, auditory accommodations	1
More inclusive shows and events for all dates and times	1
More Handicap Parking	1
More chairs	1
More activities at the stage, there's lots of seating, some shade, restrooms, but there's not usually a lot happening there.	1
Make sure there is a wide enough path that is not in the street and more ramps to get to the shops that are up high instead of having to walk all the way to the end	1
Make store owners aware of our struggles moving in there stores. We like to spend money to.	1
Make accessible wheelchairs more available and make some of the electric wheelchairs to drive on the beach available as well to rent.	1
make a shuttle bus or pedicab lane during events?	1
I was part of the group that met to review all the barriers at the Hampton Beach State Park, so I gave suggestions at that time.	1

I just thinking parking and traffic is the biggest thing.	1
I have been to the meetings for the new boulevard and I'm strongly against roundabouts because I don't think that they are made for bumper-to-bumper traffic, and that will affect people entering in the state park by the bridge, and I think it will be a nightmare.	1
I feel that handicap parking should be free	1
I enjoy your Events and better advertising on Seashell stage about who is performing on what night would be great. Events that allow Senior Citizens to participate would be great. Wheelchair dancing and beach ball throwing. I walk down and don't feel as safe after dark when many of the bars are open and rowdy drunk people come out.	1
Help with carrying my gear and navigating my Walker through the sandy beach.	1
Help upgrade the Beach Playground.	1
For more wheelchair devices for people in wheelchairs to access the water. Cost is a concern when being in a wheelchair and fixed incomes.	1
Extend beach mats to the high tide waters edge so that all people can access the water. Pushing my 200lb son in a beach wheelchair, i. The sand, on a 90degree day, to the water is very difficult and I often times depend on strangers on the beach for assistance. A mat going to the waters edge would make it so much easier to get my son to the water for relief from the heat.	1
Empower law enforcement to arrest offenders.	1
Crowd control better seating options- a designated space	1
Create longer mobility mats to make it easier to get to the water	1
As stated previously	1
As long as wheelchairs are invited, it's okay for me. Thank you. I really like Hampton Beach. I responded to this survey just in case you were going to make some improvements, but I very much like what you have done so far.	1
All concerns listed need to be addressed to improve accessibility	1
Additional parking spaces, maybe a better event seating/parking over view so people know what's available for accommodations. More beach mats to allow for better access to the ocean.	1
Adding a "fishing pier or piers," perhaps in the south beach area, near the river, would allow myself, and others with "walking disabilities" to fish during the hours that one would usually go to the beach with their families.	1
Add more wheelchair accessible seating Have an ADA Recreational Activity Coordinator and offer wheelchair accessible activities.	1
Add more blue mobility mats and have them go further	1
Accessible pathways near accessible parking Inclusive programming	1
A ramp from the state park to the Blvd. wheel chair accessibility.	1

Answered: 55 Skipped: 90

- Have you had difficulty obtaining information about facilities, programs, and/or...



- Please provide feedback on your experiences obtaining information:

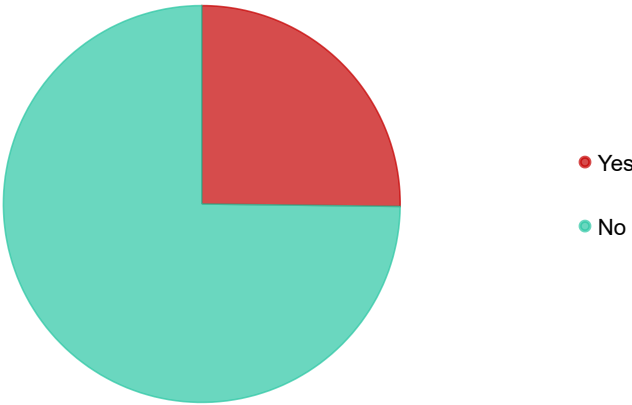


Website could be better on parking options	1
Webpage to check on activities. Reservations for beach chairs. I like adventure & experience new things.	1
We have tried to get information on the cost and terms of renting the second floor room in the hatch shell.	1
Utilizing google and state park website	1
To be honest. I need to be more proactive in finding information cater to my needs. My bad	1
The website sometimes is vague.	1
The website says there are no concerts before July 8, but in fact there were. I could find info an out the movies, just not the live music.	1
The website doesn't provide much about accessibility.	1
The website can be difficult to navigate.	1
The information center is great and helps with all questions we usually go there the first day we arrive.	1
The Hampton Facebook page is fantastic.	1
The beach will be more enjoyable if it has more transportation and parking lot	1
Staff at both the state and main beach have always been helpful and able to provide information for resources for my son	1
Signage is horrible for information around the beach and the lifeguards were very rude the one time I went and asked if the chair was available. I was very embarrassed	1
Reservation system for beach wheel chair.	1
People are not aware about the reservation opportunities for the South Beach lot. The website can be tricky to navigate.	1
Parking locations	1
Online is very helpful, I live in Nashua so I don't receive local papers.	1
Not enough information for handicap access	1
None	1
No walkways too bad you don't go	1
No modern	1
N/A	1
More signage about where things are and concerts	1
More flyers available/posted online through Facebook?	1
It's always been positive and straight forward.	1

It would be great if the rules for borrowing a chair was posted in multiple areas. Maybe a public awareness campaign could help?	1
It was very difficult to find out if the Hampton Beach Ball Room Casino wS wheelchair accessible.	1
I once called for a handicap wheelchair to be used on beach for a friend coming to visit The person had no idea and asked me To call back another time	1
I have trouble getting information because I do not utilize facebook.	1
I have the new 2024 Beach brochure but would like to know which bands are playing and when.	1
I had no idea the beach had wheelchairs for use until someone told me.	1
I don't look	1
I can't find the dates of when beach chairs and mats will no longer available.	1
Have a larger presence with social media and other modern means of communication.	1
Hard to know where the accessible beaches are	1
Hard to find information	1
Finding the information about what is available for accomodations is tricky, it would be nice if there was easier to find list of what's available for accomodations and how to get the items that could help.	1
Could use less digital and more paper copies	1
Could really use some map of the area with facilities marks, and it should be easily findable by a standard Internet search engine	1
All information provided when visiting has been great.	1
	1
	1

Answered: 46 Skipped: 99

● Do you know how to request accommodations to provide access to facilities,...



Answered: 127 Skipped: 18

[illegible]26/28

The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand	1
The beaches are clean and the water is exceptionally clean, but one thing that you really need to get working on it cleaning up the men's and ladies bathrooms even the family bathrooms. The stink in there is terrible.	1
Thanks for the opportunity to share ideas!	1
Thank you to all the staff who try to make it as easy as possible	1
Thank you for working toward improving access to all of our community.	1
Thank you for making an effort!!!	1
Please keep the dogs and the smokers off the beach.	1
Only attended surfing for smiles event but it wasn't planned well for physical disabilities. Would love to attend other events if focused on inclusion.	1
None	1
No, but I have had a lot of comments from people who come into my gift shop Sand and Santa on Ocean Boulevard and talk about The lottery for the state park and getting their campers in and I said you know what that price is ridiculous. It's so cheap that nobody should complain. You could double your prices in the state park and people would still come. It's waterfront it's amazing. My number is 603770-0006. My family has been here for generations., Preston Real Estate, and I am happy to Promote Hampton Beach as we always have. We are always available and happy to participate in promoting Hampton Beach. Thank you for providing the survey respectfully Maryrae Preston.	1
No thank you.	1
NH State employees at the beach and the Lifeguards are a wonderful group of people. THE trash truck parked near the office and across from JB's is smelly, rusty and terrible looking. Many people commented on that and moving it to behind Casino or in Police Parking lot.	1
Need more signs. Need to show you're truly welcoming disabled kids and adults. Thank you	1
Need a parking garage!!! Build the pier!!!	1
N/A	1
More info would be great! Thanks for all you do!	1
Maybe a SIGN explaining the parking: entrance fee, NH resident Seniors free, number of spaces allotted for beach parking. Also how reservations work and how and when to make them.	1
Making the directions on how to access different components of the website	1
Make Hampton an accessibility community. It's such a special place	1
Make finding the accommodations easier for people to find better signage, better online access to information on those accommodations to allow people to plan ahead for what they need to bring to help themselves too.	1
Love your protection of shore birds	1

Love the beach.	1
Keep doing a great job, Thank you.	1
It would be nice to have a landing or a pad on the beach. Off from the wooden path.	1
Is there a meeting room that is accessible to hold a small event for disabled individuals to enjoy something like a summer party, etc.?	1
Implement a reservation system	1
If you have any questions, this is my email. I will be visiting the beach soon. Hoping for a long summer! :-) d annh1776@gmail.com	1
If the beach/park had an office that employs an accessibility specialist to handle accessibility issues and to assist business owners with solutions to help businesses comply with the ADA	1
I think going as inclusive as possible and making sure wheelchairs can access areas is some thing you see m to be doing well.	1
I hope the beach can become more accessible for families like mine. It is one of their favorite places. Acces sible things at the playground would be nice as well.	1
I had no idea you offered adaptive equipment! That's incredible.	1
I can't think of anything else at the moment.	1
I am familiar with the wheelchair rental at South Beach. I am frequently there on the weekend and rarely se e it used. But I've heard anecdotally that because there is no reservation system (I am not sure if this is true or people aren't aware there is one) that it would be hard to plan to use it. If you need the wheelchair to acc ess the beach and then you get down to the beach and it is in use, it doesn't seem reliable. I really appreciat e that this work is happening. The beaches are a great space for all people to be active, be social, and enjo y the outdoors.	1
Hotels, shopping are great	1
Help the locals as well as visitors.	1
Did not know there were beach wheelchairs. Would be signs	1
Accessing the beaches on Prince Edward Island is well designed, including the boardwalks that go over the dunes for those with and without mobility issues.	1
A general lack of parking, sufficient facilities for disabled individuals, need to clean up certain areas.	1
A beach wheelchair can only be pushed by an able body person. Is there a way a wheelchair user can acce ss the beach without assistance?	1

Answered: 48 Skipped: 97

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Disabilities	Transportation and Parking	Accessible Parking Dimensions				Ensure access aisles have adequate widths and are correctly positioned for van accessibility (usually out of passenger side, some have ramps out the back)
Adaptive Sports FG	Pedestrian Access	Convert Beach Access Stairs to Ramps	Van Accessible Parking			Consider implementing accessible ramps at North Beach, particularly at the 12th St access point, similar to the effective 18th St ramp.
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				If the beach/park had an office that employs an accessibility specialist to handle accessibility issues and to assist business owners with solutions to help businesses comply with the ADA
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Maybe make store owners realize. Not just store owner, but beech goers to be aware. Of disabled beech goers here to. Post signs disable people are beech goers too. Not sure, but right now as a wheelchair user it's rough.
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Make Hampton an accessibility community. It's such a special place
Transit Providers	Improved Coordination/Training with State Parks Staff	Accessibility Coordinator Staff Position				Designate a dedicated liaison role within parks staff to facilitate communication and coordination with transit providers
Transit Providers	Transportation and Parking	Accessibility Coordinator Staff Position	More Public Transit Service Stops & Routes			Seek partnerships with local organizations and benefactors to secure financial support for accessibility improvements
Transit Providers	Future Partnerships and Outreach	Accessibility Coordinator Staff Position	Partner w/ Others that O&M Equipment			Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
Public	Operations and Maintenance of Facilities	Accessibility Coordinator Staff Position				Make store owners aware of our struggles moving in there stores. We like to spend money to.
Public	Pedestrian Access	Benches at All Beach Access Points				It would be nice to have benches at the entrances to the beach along the wall perpendicular to the street and up against the wall as you come into the entrance. People could see the beach looking north or south that way without having to climb over the rocks to get down to the beach.
Adaptive Sports FG	Pedestrian Access	Resilience to Potential Climate Change Risk				Acknowledge potential environmental and engineering challenges, such as storm surge and seawall integrity, in planning and construction.
Public	Transportation and Parking	More Storage for Accessibility Equipment				Areas to park your wheelchair, walker, bicycle
Disabilities	Event Accessibility	Visual / Audio Event Improvements				Ensure availability of ASL intreters
Disabilities	Event Accessibility	Accessibility Plans for Events				Require event organizers to implement comprehensive accessibility plans
Older Adults	Training	Accessibilitiy Events				Integrate programming for older adults
Public	Recreation and Public Events	Visual / Audio Event Improvements				Open captioned events
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Crowd control at performances
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Enforce no skateboarding/biking through boardwalk
Public	Recreation and Public Events	Visual / Audio Event Improvements				Sign language at events
Public	Recreation and Public Events	Visual / Audio Event Improvements				Larger screen for low vision
Public	Recreation and Public Events	Visual / Audio Event Improvements				audio improvements for events
Public	Recreation and Public Events	Accessibiltiy Events				More events for children, especially 10-14
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				Keep motorize bikes and scooters of the boardwalk.
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events				No dogs
Public	Recreation and Public Events	Accessibiltiy Events				I enjoy your Events and better advertising on Seashell stage about who is performing on what night would be great. Events that allow Senior Citizens to participate would be great. Wheelchair dancing and beach ball throwing. I walk down and don't feel as safe after dark when many of the bars are open and rowdy drunk people come out.
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms				Obstructive viewing, when audience stands up. We don't need to be up front. We need to be up on a platform on the side. Club casino the worst. They do try to be accommodating. So thumbs up for that. Half shell not so bad at times.
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms	Accessibiltiy Events	Accessibility Coordinator Staff Position		Add more wheelchair accessible seating
Public	Recreation and Public Events	Accessibiltiy Events				Have an ADA Recreational Activity Coordinator and offer wheelchair accessible activities.
Public	Recreation and Public Events	Accessibiltiy Events				More inclusive shows and events for all dates and times
Public	Recreation and Public Events	Accessibiltiy Events				More activities at the stage, there's lots of seating, some shade, restrooms, but there's not usually a lot happening there.
Public	Operations and Maintenance of Facilities	Accessibility Plans for Events	Event Accessible Seating / Viewing Platforms			Crowd control better seating options- a designated space
Public	Recreation and Public Events	Accessibiltiy Events				Only attended surfing for smiles event but it wasn't planned well for physical disabilities.
Public	Operations and Maintenance of Facilities	Accessibiltiy Events				Would love to attend other events if focused on inclusion.
Public	Recreation and Public Events	Pier Access Across Beach				We enjoy all programs that we have been able to attend and access. All staff members running programs have been fantastic, and the community appreciates them!
Public	Recreation and Public Events	Accessible Fishing Platforms				Public dock
Public	Pedestrian Access	Boadwalk / Viewing Platforms on Sea Walls				Adding a "fishing pier or piers," perhaps in the south beach area, near the river, would allow myself, and others with "walking disabilities" to fish during the hours that one would usually go to the beach with their families.
Public	Transportation and Parking	Jitney Service				Cut outs for power chairs.
						Golf cart assistance from parking areas to perfrmances, etc.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Life Safety	Improve Lifeguard Visibility at North Beach				life guards more visible on North Beach
Adaptive Sports FG	Operations and Maintenance of Facilities	Maintain Capacity				Implement proactive maintenance strategies to address issues like seaweed accumulation before major events.
Adaptive Sports FG	Operations and Maintenance of Facilities	Maintain Capacity				Coordinate with event organizers to ensure accessibility requirements are met, including clear pathways and equipment availability.
Older Adults	Transportation and Parking	Maintain Capacity				Revisit maintenance agreement for sidewalk maintenance
Public	Transportation and Parking	Maintain Capacity				Drainage improvements
Public	Pedestrian Access	Maintain Capacity				If there’s anyway they could cut down the overgrown vegetation between M-N Street in the parking lot maybe a person that was handicap could pull up and just sit and see the ocean it’s crazy that vegetation is planted to block a water view. It’s collecting trash and it’s just an eyesore of overgrown green. I think the people wanna pull up and see the ocean not vegetation.
Public	Operations and Maintenance of Facilities	Maintain Capacity				The solution is simple. A day or two in advance we organize a work party to clean/clear the beachhead. If we are allowed to use the same machines that the main beach uses in the summer to clear out the seaweed that would be ideal.
Public	Operations and Maintenance of Facilities	Maintain Capacity				regular maintenance
Public	Operations and Maintenance of Facilities	Maintain Capacity				During our annual HIT THE BEACH event in August at 18th, Street at North Beach in Hampton, we have been at times greatly hindered by vast amounts of seaweed clogging the beach. This makes it difficult to navigate for the Wounded Warriors and the volunteers. This only happens after an ocean storm, re: hurricane, Tropical storm, and or a tropical depression. And August is always ripe for those types of storms. And this year, NOAH is predicting a large number of tropical storms. The only way for the wheelchair bound veterans to get to the waves is with their beach wheel chairs and or to be carried by manpower. And if there are large amounts of seaweed it is very difficult. Other than that 18th Street has been perfect for us.
Public	Recreation and Public Events	Maintain Capacity				With this being our 16th year of our popular HIT THE BEACH Event. I want to point out that the state has been great with accommodating us (AMERICAN LEGION Post 35 and volunteers/sponsors re: Cinnamon Rainbows etc) in one of our staple events each summer. To see the faces of these wounded veterans and their families enjoying a wonderful day at the beach surfing with their fellow vets, and their families is what this day is all about. My mantra of "SURFING HEALS ALL WOUNDS" is never more evident than it is at this amazing event. So thank you to all who make this day what it is.
Disabilities	Access Points / Pathways	Mobility Mat Enhancement				Past Commander Ralph G. Fatello American Legion POST 35
Public	Pedestrian Access	Mobility Mat Enhancement				Extend mobility ats to more areas, particularly at South Beach
Public	Pedestrian Access	Mobility Mat Enhancement				A rope on the beach to hold onto from mobility mats
Public	Pedestrian Access	Mobility Mat Enhancement				Mobility mats at every entrance, even if you can walk down the stairs, it's hard to go across the sand
Public	Pedestrian Access	Mobility Mat Enhancement				extend beach mats
Public	Pedestrian Access	Mobility Mat Enhancement				Extend mats with deck or seating at end
Public	Pedestrian Access	Mobility Mat Enhancement				Is there anyway of putting a mat of some sort for handicap people
Public	Pedestrian Access	Mobility Mat Enhancement				Ramp all the way in the water and more accessible bathrooms
Public	Pedestrian Access	Mobility Mat Enhancement				More accessible mars closer to the water. Cluster of mars for family’s with wheelchairs
Public	Pedestrian Access	Mobility Mat Enhancement				Please extend beach mat all the way down to the ocean, my friend can not get down to the ocean.
Public	Pedestrian Access	Mobility Mat Enhancement				Extend the walkways on the sand
Public	Pedestrian Access	Mobility Mat Enhancement				Put a rollout mat etc at Church Street entrance
Public	Pedestrian Access	Mobility Mat Enhancement	Wayfinding	Increase Accessible Parking Spaces	New In-Water Accessible Equipment	Mats that go all the way to ocean not halfway. More signs directing to accessible areas. More disabled parking. More beach/water wheelchairs.
Public	Pedestrian Access	Mobility Mat Enhancement				Accessible mats that go further on the beach to gain better access to the water, wheelchair access to bathhouses that are for disabled people only.
Public	Pedestrian Access	Mobility Mat Enhancement	Accessible Parking Dimensions	Partner w/ Others that O&M Equipment		Paths to the water and along the beach. Wider parking areas for wheelchair ramps. Addition of wheelchair accessible bathrooms and showers with adult size changing tables. More beach wheelchairs available for rent.
Public	Pedestrian Access	Mobility Mat Enhancement	Maintain Capacity			Clear all the existing paths of loose sand and extend mats down to the high tide line to minimize the amount of walking on loose sand. The paths should be cleared at least weekly at a minimum.
Public	Pedestrian Access	Mobility Mat Enhancement				A way to get people with walking disabilities etc to the water easier than now
Public	Pedestrian Access	Mobility Mat Enhancement				More access via surfaces made for power wheelchairs to the shore.
Public	Pedestrian Access	Mobility Mat Enhancement				Wooden mats are harder to navigate.
Public	Pedestrian Access	Mobility Mat Enhancement	New In-Water Accessible Equipment			Anyway, to make access to the water available for people in wheelchairs.
Public	Pedestrian Access	Mobility Mat Enhancement	Jitney Service	Convert Beach Stairs to Ramps		I was thinking even something as simple as rope walkways for someone to hold onto for balance. Maybe ramps at every entrance onto the beach or possibly a service like Beach Uber to bring someone to their location and leave a flag with a number with them and call for a ride back when ready.
Public	Pedestrian Access	Mobility Mat Enhancement	Gathering / Viewing / Turning Areas			Build a sturdy path leading to near the high tide line that scooters and wheelchairs. Can travel on.
						At the end, make it w'id so that we can turn brown. Or park there and enjoy the water.
Public	Pedestrian Access	Mobility Mat Enhancement	Widen Mats	Shade Shelter		Wider accessibility matts, so that one can set up a shade tent without pushing the chair through the very soft sand.
Public	Pedestrian Access	Mobility Mat Enhancement	Convert Beach Stairs to Ramps			Every beach entrance, or every other one at the very least should have the wheelchair mats that go from the concrete to the beach for access. We need more ramps as well.
Public	Pedestrian Access	Mobility Mat Enhancement				Longer entrance paths to beach. Clean facilities

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
						<p>I really liked the beach ramp/mat! I was so surprised to find it.</p> <p>Just some minor improvements. It could use a small square area on the beach side to allow wheelchairs to pass without having to go all the way back to make room for someone. And an umbrella/table that a wheelchair could fit their footplate under.</p> <p>In case you wondered, we had 2 people with disabilities using that area (in separate parties, unrelated).</p>
Public	Pedestrian Access	Mobility Mat Enhancement	Gathering / Viewing / Turning Areas	Shade Shelter		
Public	Pedestrian Access	Mobility Mat Enhancement				Extend beach mats to the high tide waters edge so that all people can access the water. Pushing my 200lb son in a beach wheelchair, i. The sand, on a 90degree day, to the water is very difficult and I often times depend on strangers on the beach for assistance. A mat going to the waters edge would make it so much easier to get my son to the water for relief from the heat.
Public	Pedestrian Access	Mobility Mat Enhancement	Widen Mats			Make sure there is a wide enough path that is not in the street and more ramps to get to the shops that are up high instead of having to walk all the way to the end
Public	Pedestrian Access	Mobility Mat Enhancement				Create longer mobility mats to make it easier to get to the water
Public	Pedestrian Access	Mobility Mat Enhancement				Add more blue mobility mats and have them go further
Public	Recreation and Public Events	Mobility Mat Enhancement	Dune Crossing	Beach Transport Assist for Personal Belongings		The same as above.....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Pedestrian Access	Mobility Mat Enhancement				No walkways too bad you don't go
Disabilities	Transportation and Parking	Increase Accessible Parking				Add more accessible parking (12th and 18th street)
Older Adults	Transportation and Parking	Parking Solution for Seniors without Placard				Consider parking solutions for older adults who are on a fixed income and may not have a placard
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking			revisit number and locatin of accessible parking spaces
Public	Transportation and Parking	Increase Accessible Parking	Boardwalk/Viewing Platforms on Sea Walls			add additional handicapped parking, add mat/boardwalk to water.
Public	Transportation and Parking	Increase Accessible Parking				More space and accessible parking spots and toilets.
Public	Operations and Maintenance of Facilities	Mobility Mat Enhancement	Transfer Equipment	Accessible Playground		Baby changing tables are too small for my child in a wheelchair to use. Please consider a universal changing space (now required on new buildings after 2021 per NH Rev Stat § 155:80 2022). The blue path to the sand is lovely but only goes about halfway to the water- would there be anyway to extend? The merry go round is fun for kids that can transfer out of wheelchairs- could we add an accessible swing?
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking			More close parking or easier ways to get closer
Public	Transportation and Parking	Increase Accessible Parking				More parking
Public	Transportation and Parking	Increase Accessible Parking	Convert Beach Stairs to Ramps	Wayfinding		Lack of handicap parking and minimal ramps and access to help without entering building - no braille or announcements
Public	Transportation and Parking	Increase Accessible Parking				I just thinking parking and traffic is the biggest thing.
Public	Transportation and Parking	Increase Accessible Parking	Wayfinding	Parking Solution for Seniors without Placard	Parking Reservation	Maybe a SIGN explaining the parking: entrance fee, NH resident Seniors free, number of spaces allotted for beach parking. Also how reservations work and how and when to make them.
Public	Transportation and Parking	Increase Accessible Parking	Modify Distribution of Accessible Parking	Convert Beach Stairs to Ramps		Add more handicap parking near the access points on the beach, have benches or seating that can be borrowed from the main building, more ramps and fix the stairs height to the beach(maybe add a stair or two) , consider adding a more permanent walk way to the ocean not just removable mats that need people there to put them in/out which could possibly meat they would be put away before the people who use them are done at the ocean...
Public	Transportation and Parking	Increase Accessible Parking				More handicap spots
Public	Transportation and Parking	Increase Accessible Parking				More parking
Public	Pedestrian Access	Boardwalk/Viewing Platforms on Sea Walls				More boardwalk accessibility
Public	Pedestrian Access	Increase Accessible Parking				Provide more accessibility
Public	Transportation and Parking	Increase Accessible Parking				More parking that's affordable and accessible
Public	Transportation and Parking	Increase Accessible Parking	Convert Beach Stairs to Ramps			More handicap accessible parking and access to the beach
Public	Transportation and Parking	Increase Accessible Parking				More handicap parking spaces.
						<p>I periodically come to the South Beach at Hampton Beach State Park with my aunt who has a mobility disability. We generally get there first thing so there is plenty of accessible parking. But I am unsure if there is enough accessible parking at the front where it is paved.</p> <p>It would be fantastic to see more beach mats along the access points. I think there are two or three. I ran into a family with a double stroller last summer while I was walking the boardwalk and they had parked closer to Great Boars Head. This meant they had to walk nearly all the way to the bandstand to get to an accessible beach access point. I recognize many of the access points are stairs but if someone is using a wagon/stroller they might be able to lift it for the couple of stairs.</p> <p>It would be great to see an upgrade to the locking mechanism on the restroom stalls in the South Beach facilities. They are mismatched and often don't work. This might be an opportunity to identify the most accessible option.</p>
Public	Transportation and Parking	Increase Accessible Parking	Mobility Mat Enhancement	Convert Beach Stairs to Ramps		Additional parking spaces, may e a better event seating/parking over view so people know what's available for accomodations.
Public	Transportation and Parking	Increase Accessible Parking	Event Accessible Seating / Viewing Platforms	Mobility Mat Enhancement		More beach mats to allow for better access to the ocean.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
						As a wheelchair user, it would be nice if there was a motorized option to get down to the beach. I love the ramps but once we get to the sand my wheelchair sinks. I don't necessarily need a beach wheelchair as I'm content to just view the water from where ever my family is seated but allowing my family to just push my wheelchair without me in it to our location would be ideal. There is NEVER enough handicap parking.
Public	Pedestrian Access	Increase Accessible Parking	New In-Water Accessible Equipment			
Public	Transportation and Parking	Parking Fee Structure				Open to pay for parking
Public	Transportation and Parking	Parking Fee Structure	Replace Staff Parking with Accessible Parking			Make the CPA lot all accessible parking, willing to pay for the access
Public	Transportation and Parking	Parking Fee Structure				If the Handicapped could pay another way?
Public	Transportation and Parking	Parking Use Data Collection	Real-Time User Data Monitoring			a 'parking full' sign could be helpful to keep traffic flowing
Public	Transportation and Parking	Parking Garage	Increase Accessible Parking	Cvan Accessible Parking		Two or three-story parking garage as I stated above would be great. also much more parking for handicap people and some handicap people actually drive and they have a ramp going out of their vehicle to get out. There is no such thing for them.
Public	Transportation and Parking	Parking Garage	Pier Access Across Beach			Need a parking garage!!! Build the pier!!!
Public	Transportation and Parking	Timed Parking				Need to enforce a handicap time limit and not let folks park in a space all day when it is meant for short term parking
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	Public Education / Social Guidance Campaigns			Partner with Adaptive Sports Organizations and similar agencies to help spread the word
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	HBSP Staff Accessibility Needs Training			Explore partnerships with adaptive sports organizations for equipment provision, staff training, and program development.
Adaptive Sports FG	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment	HBSP Staff Accessibility Needs Training			Utilize existing resources like the "Inclusive Sport Fundamentals" guide to train staff on disability awareness and adaptive sports
Adaptive Sports FG	Recreation and Public Events	Partner w/ Others that O&M Equipment				Investigate funding opportunities for acquiring advanced adaptive equipment suitable for various users, including children and older adults.
Disabilities	Adaptive Equipment / Training	Partner w/ Others that O&M Equipment				Provide a variety of beach wheelchairs that cater to different needs, including models that allow for independent use
Disabilities	Future Partnerships and Outreach	Partner w/ Others that O&M Equipment	Accessibility Coordinator Staff Position			Partner with third party to help manage accessibility program and bridge gaps between various stakeholders
Older Adults	Adaptive Equipment	Partner w/ Others that O&M Equipment				Provide a variety of beach wheelchairs that cater to different needs, including beach walkers
Older Adults	Adaptive Equipment	Partner w/ Others that O&M Equipment				Partner with third party for equipment rentals and transport
Older Adults	Future Partnerships and Outreach	Partner w/ Others that O&M Equipment				The following resources were identified for NH State Parks staff to collaborate with in future: AARP NH, NCOA Connect, Access Navigators, TASK Volunteer Driving, GSIL, Able NH, SALT, Hampton Parks & Recreation
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Pediatric sized beach wheelchairs
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Accessible equipment for individual use
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment			Putting in those things Having float rentals for those who would like to enjoy the water
Public		Partner w/ Others that O&M Equipment				I love seeing the beach wheelchairs be used. I think that's a lovely thing to have available.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment	Mobility Mat Enhancement	Increase Accessible Parking	I have yet to borrow a wheelchair that I just found out about so we will be trying that but he is a tiny 6 year old so I also don't know how huge these wheelchairs are. Otherwise maybe just a solid (I understand its sand and wind happens) ramp down to the water or another way to get someone who has a walking disability down. Also more handicap parking especially by the path that goes halfway down and actually issue citations for those parked in handicap spots without a handicap plate or window hang thing.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				More beach chairs
Public	Operations and Maintenance of Facilities	Partner w/ Others that O&M Equipment				More chairs
Public	Pedestrian Access	Partner w/ Others that O&M Equipment	New In-Water Accessible Equipment			For more wheelchair devices for people in wheelchairs to access the water. Cost is a concern when being in a wheelchair and fixed incomes.
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				Make accessible wheelchairs more available and make some of the electric wheelchairs to drive on the beach available as well to rent.
Public	Pedestrian Access	Partner w/ Others that O&M Equipment	Mobility Mat Enhancement	Dune Crossing	HBSP Staff Accessibility Needs Training	The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment				A beach wheelchair can only be pushed by an able body person. Is there a way a wheelchair user can access the beach without assistance?
Public	Recreation and Public Events	Partner w/ Others that O&M Equipment	Public Education / Social Guidance Campaigns			I had no idea the beach had wheelchairs for use until someone told me.
Public	Recreation and Public Events	Sensory Friendly Playground				Sensory sandbox for exposure to sand textures, shells, etc.
Public	Recreation and Public Events	Sensory Friendly Playground				Dark, low sensory quiet areas
Public	Recreation and Public Events	Accessible Playground				Inclusive playground
Public	Recreation and Public Events	Accessible Playground				Help upgrade the Beach Playground.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Recreation and Public Events	Accessible Playground				I hope the beach can become more accessible for families like mine. It is one of their favorite places. Accessible things at the playground would be nice as well.
Public	Recreation and Public Events	Accessible Playground	Mobility Mat Enhancement	Convert Beach Stairs to Ramps		the addition of universal changing stations in bathrooms, accessible playground equipment, vision impaired friendly cross walks, more permanent accessible mats for the beach.
Public	Pedestrian Access	Repair Railings / Stairs				Replace the railings
Adaptive Sports FG	Recreation and Public Events	Reservation System for Beach Equipment				Evaluate the feasibility of a reservation system for adaptive equipment to ensure availability and reduce the reliance on a first-come, first-serve basis.
Transit Providers	Transportation and Parking	Free or Season Pass for Public Transit	Parking Reservations			Simplify the process for obtaining parking passes for buses, possibly through a more user friendly online system that is intuitive and consistent in terms to fare pricing
Older Adults	Adaptive Equipment	Reservation System for Beach Equipment	Parking Reservations			Implement reservation system
Public	Recreation and Public Events	Reservation System for Beach Equipment	Parking Reservations			Yes, it is important that registration processes be accessible to those who use screen readers.
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Parking Reservations			Implement a reservation system
						I am familiar with the wheelchair rental at South Beach. I am frequently there on the weekend and rarely see it used. But I've heard anecdotally that because there is no reservation system (I am not sure if this is true or people aren't aware there is one) that it would be hard to plan to use it. If you need the wheelchair to access the beach and then you get down to the beach and it is in use, it doesn't seem reliable.
Public	Recreation and Public Events	Reservation System for Beach Equipment				I really appreciate that this work is happening. The beaches are a great space for all people to be active, be social, and enjoy the outdoors.
Public	Recreation and Public Events	Reservation System for Beach Equipment	HBSP Staff Accessibility Needs Training			I once called for a handicap wheelchair to be used on beach for a friend coming to visit The person had no idea and asked me To call back another time
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Online Trip Planning	Website Accessibility		Webpage to check on activities. Reservations for beach chairs. I like adventure & experience new things.
Public	Operations and Maintenance of Facilities	Reservation System for Beach Equipment	Online Trip Planning	Website Accessibility	Parking Reservation	People are not aware about the reservation opportunities for the South Beach lot. The website can be tricky to navigate.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Crosswalk improvements
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Traffic calming measures
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Bike lanes
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Wayfinding	Benches at All Beach Access Points		Better marked Crosswalks as the ones on Ocean Blvd are hard to see due to the flooding and sand. The white color is worn away. Signs in the middle of the crosswalks. The lockers on the Bathrooms are useless. Picnic tables or seating for families to eat when bringing food over from the other side of the road. Ocean Blvd heading to Churchh St. needs to have arrows and signage to people turning left onto Church St./Route 101 can stay in left lane and people going straight north can keep going that way.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Maintain Capacity			Enforce the Ocean blvd speed limit. The reckless driving endangers park visitors and private property. Fix and maintain the boardwalk/sidewalks along Ocean blvd. Add signs about not littering on the beach. Take out anything you bring to the beach. On busy weekends the existing trash barrels are not sufficient.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				Bike path
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements	Maintain Capacity			Yes, pave the sidewalks
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				More flashing signals at crosswalks and more street signs indicating that traffic should stop for pedestrians. Often a vehicle will stop, but the second lane vehicle will not stop.
Public	Transportation and Parking	Rte 1A / Upland Cross Section Improvements				shut down the main street and make just one walking area. no cars (except to park)
Public	Recreation and Public Events	Paved Paths	Accessible Playground			Install universal changing stations (fit adults), paved paths from parking to beach, inclusive playgrounds (solid surfacing, accessible equipment)
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms				Cushioned designaged seating areas
Public	Operations and Maintenance of Facilities	Benches at All Beach Access Points				Seating
Disabilities	Adaptive Equipment / Training	Shade Selters w/ Water, Cooling & Medical Care				Establish cooling areas or shade structures to help prevent heat-related conditions
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Cooling tents with misters and shade for temperature sensitivies
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Shade in the Seasheel for day performnnces
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				Shade structures
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care	Increase Accessible Parking			More amenities. Seating (and with shade), parking, water fountains, landscaping, picnic tables, etc.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Life Safety	Shade Selters w/ Water, Cooling & Medical Care				There are sun canopies that are arched, weighted down by sand & stakes, and wave in wind. They are much safer than umbrellas.
Public	Pedestrian Access	Shade Selters w/ Water, Cooling & Medical Care				Shorter walks for those who can't walk as far (designated areas), more shade for comfort, benches or seating with arms
Disabilities	Transportation and Parking	Shuttler Service to Off-Site Parking				Introduce shuttle service from off-site parking to the beach to ease access
Transit Providers	Transportation and Parking	Shuttler Service to Off-Site Parking				Implement a local shuttle bus service to connect off-site parking areas with key beach access points
Transit Providers	Transportation and Parking	Shuttler Service to Off-Site Parking				Explore purchasing used school buses and adapting them for accessible shuttle use to reduce costs and increase availability
Older Adults	Transportation and Parking	Shuttler Service to Off-Site Parking				Introduce shuttle service from off-site parking to the beach to ease access – look to Seafood Festival as model – would require local / private funding as FTA funds are extremely limited
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Public transportation with accessible trailers (beach equipment)
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Method of transportation to beach from parking arenas
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Increase local bus service from uptown parking areas.
Public	Transportation and Parking	Shuttler Service to Off-Site Parking				Trollies for transportation
Public	Transportation and Parking	Public Transit Bus Lane or Pedicab Lane				make a shuttle bus or pedicab lane during events?
Adaptive Sports FG	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Use social media and press releases to increase public awareness of accessibility improvements and available resources.
Disabilities	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Actively use social media to disseminate information about accessibility improvements and available resources
Disabilities	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Collaborate with local organizations to promote events and gather broader community feedback
Transit Providers	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Actively use social media to disseminate information about accessibility improvements and available resources
Transit Providers	Future Partnerships and Outreach	Public Education / Social Guidance Campaigns				Collaborate with local organizations (MPOs, RCCs, Local senior apartment complexes, etc.) to promote accessibility and gather broader community feedback
Older Adults	Communication and Information	Public Education / Social Guidance Campaigns				Distribute information in paper form to town libraries, town newsletters, senior enters, housing complexes, etc.
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Have a larger presence with social media and other modern means of communication.
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				The Hampton Facebook page is fantastic.
Public	Recreation and Public Events	Public Education / Social Guidance Campaigns	Reservation System for Beach Equipment			It would be great if the rules for borrowing a chair was posted in multiple areas. Maybe a public awareness campaign could help?
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				Could use less digital and more paper copies
Public	Operations and Maintenance of Facilities	Public Education / Social Guidance Campaigns				More flyers available/posted online through Facebook?
Disabilities	Adaptive Equipment / Training	HBSP Staff Accessibility Needs Training				Train staff on managing conditions like autonomic dysreflexia and other disability-specific needs
Disabilities	Adaptive Equipment / Training	HBSP Staff Accessibility Needs Training				Implement disability awareness training
Older Adults	Training	HBSP Staff Accessibility Needs Training				Recommend staff take reframing aging workshops
Public	Pedestrian Access	HBSP Staff Accessibility Needs Training	Beach Transport Assist for Personal Belongings			Available park personnel to assist those people to help them access the park.
Public	Pedestrian Access	HBSP Staff Accessibility Needs Training	Beach Transport Assist for Personal Belongings			Help with carrying my gear and navigating my Walker through the sandy beach.
Public	Life Safety	HBSP Staff Accessibility Needs Training	Mobility Mat Enhancement	Dune Crossing	Beach Transport Assist for Personal Belongings	The same as above....replace old beach wheel chairs, extend the remote the high tide waters edge, add a second beach access (Matt or ramp) closer to the jetty, maybe instruct lifeguards to assist older adults when they see them struggling to get a disabled individual to/from their place in the sand
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			More pathways to/on beach with hard surfaces
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				More ramps
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			Extend handicap ramps to the beach. More options, even rental options, for handicap beach access
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Mobility Mat Enhancement			I would like to see a long and wide wheelchair ramp going out into the sand near the bandstand in Hampton Beach.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				Take out the stairs from boardwalk to beach and replace with ramps. People have difficulty bringing carts onto the beach over the stairs.

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				More ramps and less stairs
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Visual/Audio	Wayfinding		More ramps, higher chairs and benches, wider walkways, auidotary accommodations
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				Ramps at each stairwell accessing the beach
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Increase Accessible Parking	Modify Distribution of Accessible Parking		Add more ramps to tge water, expand parking by bathhouse. Make playground fully accessible for WC but also visually impaired kids.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Paved Pathways			Handicap ramps for beach access and handicap accessible trails.
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps	Paved Pathways	Accessible Playground	Accessibility Events	Accessible pathways near accessible parking Inclusive programming
Public	Pedestrian Access	Convert Beach Access Stairs to Ramps				To have more access points
Public	Pedestrian Access	Boardwalk/Viewing Platforms on Sea Walls				I work as a rec therapist at a nursing facility and many residents have a dream of going to the beach but we struggle to find beaches with boardwalks.
Public	Life Safety	Water Safety Flags / Charts & Warnings				Tide flags/charts warning of rough waters/riptide
Disabilities	Adaptive Equipment / Training	Transfer Equipment				Make transfer equipment available to assist individuals in moving from regular wheelchairs to beach wheelchairs
Public	Recreation and Public Events	Transfer Equipment				Hoyer lifts to get into adaptve equipment
Public	Recreation and Public Events	Transfer Equipment				Action track chairs
Public	Pedestrian Access	Transfer Equipment	Paved Pathways	Van Accessible Parking	Timed Parking	Hard packed surfaces, ramps, accessible bathrooms, outdoor showers, benches that allow an easy transfer and have something to hold onto like a rail or bar, to transfer when standing. Parking should use bright blue and orange paint so it stands out and can be seen (white is difficult to see). There should be a parking space for “Vans with a Side Lift” as a regular side lift space is too small. In busy areas, there should be an enforceable sign that has a 2 or 4 hour parking limit so that several people can enjoy the facilities instead of one. I usually don't go to Hampton Beach in the summer because I have a large conversion van with a side lift and have great difficulty finding adequate parking and I haven't been able to get onto the beach.
Public	Recreation and Public Events	Transfer Equipment	Reservation System for Beach Equipment			There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.
Public	Recreation and Public Events	Transfer Equipment	Reservation System for Beach Equipment			There needs to be transfer safe equipment to support folks transferring from their own wheelchairs to the beach wheelchair. There should be some sort of check out system. There needs to be family designated restrooms that allow space for wheelchair transfers and space for individuals with mobility and disability needs to safely change and use a restroom. There is also a great program for adult changing tables in public communities as kids aren't the only ones that need this support.
Transit Providers	Transportation and Parking	Transit Improvements	Wayfinding			Identify and establish clearly marked, accessible bus drop-off and pick-up point to ensure direct access to accessible sidewalks and necessary amenities (bathrooms, shade, seating)
Transit Providers	Transportation and Parking	Transit Improvements				Aim for reduction in incidents where passengers are rushed off buses or dropped off at inaccessible locations
Transit Providers	Improved Coordination/Training with State Parks Staff	Transit Improvements	Accessibility Coordinator Staff Position			Enhance communication between transit providers and state park staff to ensue a welcoming and supportive environment for accessible transit
Transit Providers	Improved Coordination/Training with State Parks Staff	Transit Improvements	Accessibility Coordinator Staff Position			Implement regular coordination meetings and establish clear protocols for bus drop-off/pick-up and parking
Public	Transportation and Parking	Transit Improvements				Have one location that NTS, MTA, LRTA, etc can all use that's accessible and set up for bus passengers with access to restrooms, seating, and shade. It can be very difficult to wait, standing in the sun for buses to get through the traffic but you have to stand out there because they aren't allowed to wait.
Transit Providers	Increased Accessible Amenities + Signage	Transit Improvements	Shade			Enhance bus stop to include accessible seating and shade structure
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Explore possibility of additional stops with Hampton Beach State Park if accessible services were expanded upon (South Beach, North Beach)
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Explore possibility of additional service (weekdays, more weekends) which would require funding and resources (fleet, drivers, etc.)
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Identify and apply for additional funding opportunities to support expanded transit services, such as NHDOT Federal Transit Administration (FTA) grants – 5310 Enhanced Mobility of Seniors and Individual with Disabilities Capital (Vehicle and Equipment) Program and Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individual with Disabilities
Transit Providers	Transportation and Parking	More Public Transit Service Stops & Routes				Multiple benefits: expanded accessibility and reduced parking congestion at beach. Improved mobility for visitors with disabilities, making it easier to visit HBSP
Public	Transportation and Parking	More Public Transit Service Stops & Routes				Add public transportation
Transit Providers	Transportation and Parking	Free or Season Pass for Public Transit				Consider public transit vehicles with government plates to be exempt from a state parking fee
Public	Transportation and Parking	Free or Season Pass for Public Transit				Season pass for transit providers
Disabilities	Event Accessibility	Event Accessible Seating / Viewing Platforms	Gathering / Viewing / Turning Areas			Install designated viewing platforms

Group	Category	Improvement Description 1	Improvement Description 2	Improvement Description 3	Improvement Description 4	Comment
Public	Recreation and Public Events	Event Accessible Seating / Viewing Platforms	Gathering / Viewing / Turning Areas			Viewing platform or designated seating area
Public	Pedestrian Access	Gathering / Viewing / Turning Areas				It would be nice to have a landing or a pad on the beach. Off from the wooden path.
Disabilities	Communication and Information	Wayfinding				Use plain language, larger fonts, and better contrast on all signage to improve readability
Disabilities	Communication and Information	Wayfinding				Consider tactile maps with shapes and Braille to aid navigation for individuals who are blind or have low vision
Disabilities	Communication and Information	Wayfinding				Research opportunities for wayfinding devices for water use
Transit Providers	Increased Accessible Amenities + Signage	Wayfinding				Use clear and informative signage at bus stop locations to indicate destinations/routes and encourage public transit
Transit Providers	Increased Accessible Amenities + Signage	Wayfinding				Provide bus stop/route signage (similar to airport), i.e. route to Nashua, roue to Manchester, etc.
Older Adults	Wayfinding	Wayfinding				Install accessibility maps with pictorial base
Older Adults	Wayfinding	Wayfinding	Online Trip Planning			Reach out to accessibility applications to provide user content to accessible features at HBSP
Public	Pedestrian Access	Wayfinding				Multilingual signage
Public	Transportation and Parking	Wayfinding				Wayfinding
Public	Transportation and Parking	Wayfinding				better, more concise signage
Public	Transportation and Parking	Wayfinding	Parking Fee			More affordable parking and directions to desired destinations.
Public	Operations and Maintenance of Facilities	Wayfinding	Online Trip Planning			More signage about where things are and concerts
Public	Recreation and Public Events	Wayfinding	Online Trip Planning			Did not know there were beach wheelchairs. Would be signs
Public	Operations and Maintenance of Facilities	Wayfinding				More handicap bathrooms, outdoor showers so people don't need to use private ones, wayfind markers on the seawall so when you're on the beach, you can easily find your exit/car.
Public	Operations and Maintenance of Facilities	Wayfinding				Need more signs. Need to show you're truly welcoming disabled kids and adults. Thank you
Public	Operations and Maintenance of Facilities	Wayfinding				Signage is horrible for information around the beach and the lifeguards were very rude the one time I went and asked if the chair was available. I was very embarrassed
Adaptive Sports FG	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Enhance the website with a dedicated "Accessibility" tab containing detailed information on accessible features and locations. Include Sites, Facilities, and “what to know before you go”
Disabilities	Communication and Information	Website Accessibility	Online Trip Planning			Create a dedicated accessibility tab on the website with comprehensive information about available services and features
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			One-stop for information about accessible amenities
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Website improvements
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			We have tried to get information on the cost and terms of renting the second floor room in the hatch shell.
Public	Recreation and Public Events	Website Accessibility	Online Trip Planning			I have the new 2024 Beach brochure but would like to know which bands are playing and when.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Not enough information for handicap access
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website sometimes is vague.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website can be difficult to navigate.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			The website says there are no concerts before July 8, but in fact there were. I could find info an out the movies, just not the live music.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Wayfinding		Make finding the accomodations easier for people to find better signage, better online access to information on those accomodations to allow people to plan ahead for what they need to bring to help themselves too.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Making the directions on how to access different components of the website
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		More info would be great! Thanks for all you do!
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Finding the information about what is available for accomodations is tricky, it would be nice if there was easier to find list of what's available for accomodations and how to get the items that could help.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Utilizing google and state park website
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			It was very difficult to find out if the Hampton Beach Ball Room Casino wS wheelchair accessible.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			Online is very helpful, I live in Nashua so I don't receive local papers.
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning			To be honest. I need to be more proactive in finding information cater to my needs. My bad
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Hard to find information
Public	Pedestrian Access	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Hard to know where the accessible beaches are
Public	Recreation and Public Events	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Where do I find information about events?
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns		Without talking to someone directly from the New Hampshire state park it was impossible to try and find out Accessibility at each
Public	Operations and Maintenance of Facilities	Website Accessibility	Online Trip Planning	Public Education / Social Guidance Campaigns	Parking Reservation	Website could be better on parking options