

*Town of Hampton*



*Department of Resources and  
Economic Development*



**Hampton Beach Area Commission  
100 Winnacunnet Road  
Hampton, New Hampshire 03842  
Selectmen's Meeting Room –Town Hall  
Monthly Meeting – October 27, 2016  
7:00 PM**

**MINUTES**

**In Attendance:**

John Nyhan, Chairman, Town of Hampton Representative  
William Watson, NHDOT, Vice Chairman  
Rick Griffin, Selectman's Representative  
Michael Housman, DRED Operations Supervisor  
Bob Preston, Hampton Chamber of Commerce  
Chuck Rage, Hampton Beach Village District  
Robert Ladd, Hampton Beach Village District

**Excused:**

Fran McMahon and Dean Merrill

**Others Present:**

William Rose, NHDOT; Gordon Leedy, Robin Bousa VHB  
Jason Bachand, Town Planner

**Call to Order:** The meeting was called to order at 7:00 p.m.

**Pledge of Allegiance.**

**Introduction of Commissioners.**

**Public Comments related to Agenda Items.**

Lynn Larson, 605 Ocean Boulevard, speaking for herself and in behalf of Pam Barnaby, 587 Ocean Boulevard, Joe Titus, 587 Ocean Boulevard and Ed and Pat Grogan stated they are very much in favor of extending the project to Winnacunnet Road as it is needed and long overdue. She noted that there is great concern with the traffic hazards at Winnacunnet Road and Ocean Boulevard, stating that cars turn the wrong way, there are accidents, and near accidents. She said she had called NHDOT, but did not have any calls returned. The above neighbors agree that the intersection should be made safer. Also, all agree that the bike path is a great addition. Ms. Larson questioned whether the overhead utilities will be moved underground at the same time.

Mr. Griffin thanked Ms. Larson and neighbors for attending and providing good comment and feedback.

**Appointments.** No appointments this evening.

**APPROVAL OF MINUTES. Review and Approval of the September 22, 2015 Minutes**

**Edits as follows:** Page 3, Paragraph 2: “Mr. Rose has assured Mr. Nyhan that Mr. Leedy will continue as a consultant on this Grant up to the engineering and design phase.

Page 4, #5 Mr. Preston would like to know how much in taxes is coming off the beach and how much money the beach is responsible for.

**MOTION: It was moved by Mr. Preston seconded by Mr. Houseman to approve the Minutes of the September 22, 2016 Meeting as edited.**

**VOTE: 5 In Favor, 0 Opposed, 2 Abstain (Mr. Watson & Mr. Griffin)**

**MOTION PASSED**

**Chairman’s Report.**

Mr. Nyhan received final comments after the Special June Meeting from outside organizations dealing with the four major parts of the project. The four major focus areas are Ashworth Avenue, Ocean Boulevard South, Ocean Boulevard North, and further north on Ocean Boulevard. He said it was difficult to have meetings during the summer given the various schedules; however, meetings have now been held with the Planning Board, Rockingham Planning Commission, State Parks (DRED), and the Hampton Beach Village District. A presentation will be given to the Board of Selectmen in the near future, and a meeting will be held with the Chamber of Commerce on November 1<sup>st</sup>.

He commented that, with the information collected on the four components, some expressed support, some had additional comment, and some expressed non-support for a few of the components. Mr. Nyhan documented and provided a report to the Commissioners, and to Mr. Rose NHDOT, Mr. Leedy and Ms. Bousa, VHB, in order for them to address the comments provided.

**1. Transportation Grant Discussion with William Rose, Gordon Leedy, and Robin Bousa.**

Mr. Leedy stated that his tenure at VHB has ended; however, he has agreed to stay involved with projects such as this and will stay on as long as he is needed and assist with the transition into the design and engineering phase. .

He further stated he did get a chance to review the questions and comments from the prior meetings, and at this point, is looking for consensus to move forward with more details in terms of design. He said he needs to get direction on which way to head forward with the project, as well as of the north of Boar’s Head alternatives.

Supported by a Power Point, he stated that in the Existing Conditions Inventory, the sidewalks, bike transit accommodations, existing parking inventory were mapped, as well as traffic data from NHDOT counts, and maps from environmental resources.

He pointed out on the maps the area added from Church Street to Winnacunnet Road and as went further north, identified several deficiencies which included lack of crosswalks, parking in the center of the roadway, and grade conditions on the east side. He noted that the swale is not ADA acceptable. He stated that there is no demonstrated reason for four lanes of traffic; and, by eliminating two lanes, can provide improved sidewalks, bike paths, and improved parking. He said that it is proposed to have parallel parking on both sides along with the bike lanes on both sides of a narrower roadway. He also noted that a bathhouse could fit into a green space by narrowing the roadway.

Another alternative would be to fix the intersection with a round-about at the end of Winnacunnet as it meets Ocean Boulevard. He also noted that King's Highway is very close to the Winnacunnet intersection with Ocean Boulevard and would not fit within the standards to keep as a through road, so at the very least would have to be a right in and right out. He also stated that the properties on the corners need to be worked on to make sure road access is assured. This would provide a rolling cue with traffic problems improved. Another option would be a traffic light. Further, a green space in the area would be possible with the pavement consolidated. He also noted there would need to be accommodations for driveways at the north end of the study area.

Moving along with what he has heard, the preference for Ashworth Avenue is to keep the existing traffic lane configuration as it is today and, if one way, should stay one way. Further, Ocean Boulevard south would be two lanes, with one lane north bound with a bike lane. He noted that bike accommodations are very important.

Mr. Leedy stated that the southern portion of Ocean Boulevard is the nexus of the issues that are to be resolved. The main priority is to increase the pedestrian accommodations by making them safer. Pedestrian volumes are the same or greater than vehicular traffic at D Street and something needs to be done with the sidewalks.

At the State Park Parking with the curb this needs some sort of a separation. The sidewalks could be increased to 10 to 12 feet and still retain the loading area; however, with two lanes of traffic, a bike lane and parking, could not increase the sidewalk width. If 63 parking spaces between Haverhill St and the Seashell were eliminated, this would allow for sidewalk size increase. The parking could be reconfigured with parking south of Ocean Boulevard as well as north of the Marine Memorial.

Mr. Leedy provided the Commission with a report on the parking counts for the various sections of Ocean Boulevard which are as follows:

Haverhill Avenue to Seashell –	Existing 63	Proposed 0
Seashell to Ashworth Hotel -	Existing 79	Proposed 79
Ashworth Hotel to Church Street –	Existing 128	Proposed 206
Church Street to Boar's Head –	Existing 280	Proposed 349

The report also states that: The above totals do not include any of the State Park lots, on street parking from Ashworth to Haverhill, parking in front of and leased by the Ashworth Hotel, or motorcycle parking. Space can be found to replace motorcycle parking which may reduce the excess additional proposed parking from 141 additional spaces to 130 (plus or minus) additional spaces. The additional spaces are in addition to replacing the spaces lost in the southerly section of Ocean Boulevard.

Mr. Leedy stated that motorcycle parking is an issue that has to be dealt with. He also commented that as long as revenue is replaced before elimination of space, the financial aspect should work out. Further, this is not a typical retail situation and questions, of the 100,000 people at the beach, how many are parking in the 63 spaces between Haverhill and the Seashell. The above would be the advantage of improving traffic operation, and pedestrian safety with limited downsizing.

#### Discussion with Commissioners:

Mr. Rage would like to see more parking but does not like the idea of "taking parking". He stated the middle sidewalk is a waste of a sidewalk and would like cars moved over giving the extra space. People, he said, who come to the beach, come to the "main part" and does not see why cannot get rid of the middle sidewalk.

Mr. Leedy stated that if have parking there, there needs a place for people. Even if it were eliminated completely it would not give as much space as if parking spaces were eliminated. There is a grade there and the roadway will go down when rebuilt, which needs to happen because of property elevations. He stated the loading areas could be reduced or eliminated.

Mr. Rage asked if there is room in the CPA parking lot: Mr Leedy said the CPA lot is sub-standard and when get better base information, can take another look. The sidewalk could be shrunk down so do not need to eliminate parking. Mr. Leedy further noted that bike lanes would be on the east side as wouldn't work on west side of Ocean Boulevard. Mr. Rage stated that he sees a lot of bikers in the morning, not in the middle of the day, and there are not a lot of pedestrians in the early morning. Further, he sees bike riding in the loading zone.

Mr. Nyhan said that a vote is not taking place; however recommendations are being submitted and discussed. Further, while spending money for engineering and design, he would like to see money spent in areas where improvements can be seen and not waste time in other certain areas. We must think of down the road, after the engineering is done, then can say we need this amount of money to construct Ocean Boulevard. Further, the two partners are the State Parks and the Village District and the Commission wants to make sure they have good feelings about the improvements.

Mr. Nyhan also said he would like to see the engineering costs for eliminating the 63 spaces or is there a way to remove the east side parking by taking a foot away from something else. One must look at the options, analyze costs, and then approach the State Parks and Village District.

Mr. Leedy stated that the other piece is more than just the cost, but the process of design which is trying to solve as many problems as can in a way to lift the whole area. There may be a time when say "Can we do it? Should we do it"? He said he will keep an open mind and the engineers will come to conclusions as to what is possible and practical.

Mr. Griffin commented that shopkeepers are encroaching on the sidewalks. The Town of Hampton does not allow for encroachment, nor will it be allowed. Mr. Leedy stated that Ashworth sidewalks are 6 – 8 feet. North of Boar's Head the sidewalks would be 6 feet. Further, a sidewalk that can accommodate utilities and signage is needed. Mr. Griffin agreed.

Mr. Leedy showed photographs (Power Point) of Ocean Boulevard north and noted there has been support for changing the easterly side of Ocean Boulevard which would include 3 lanes, two-way, with a turning lane. There is no real need to have a center lane from Church Street to Boar's Head given there is nowhere on the east side to turn. This, he said, is not of great concern. Between Boar's Head and Church Street, the shoulders could be widened for bike lanes. From Ashworth and Church Street, a center turn lane is needed for as long a distance as can be accommodated. To get bike lanes, could reduce the width of the roadway and keep angled parking. A few spaces may be lost, but would gain in the long run. Keeping bike lanes all through the beach is important. He also said that the option of a round-about north of Boar's Head may be acceptable.

Mr. Griffin said he is not in favor of closing off King's Highway.

Mr Nyhan commented that when the project goes to engineering and design, determinations can be made.

Mr. Leedy commented that when a center median was put in at Rt 107, the center median was depressed so emergency vehicles could go in. It may be possible to do the same here.

Mr. Nyhan would like answers on whether or not we need to be concerned with any standardization on public highways or standard footages on sidewalks, etc.

Mr. Leedy said this is a highly constrained corridor and it would be different from one section to another, but wants to be consistent and meet the basic standards. However, want to make accommodations to the issues that exist. Ms. Bousa stated that it will not be consistent from Winnacunnet to Haverhill Avenue, but it will be an acceptable design standard.

Mr. Nyhan said there needs to be discussion on how we answer the question of whether or not to take into consideration storm surges and questioned how this is to be answered. Mr. Leedy said there is no good answer – do we raise the sea wall? Ocean Boulevard? Whatever is happening is 70 years away. This is out of the scope; however, if sea level goes up 6 feet, there will be problems.

Mr. Nyhan said that off beach parking should not be forgotten as we go down the project road and get into the engineering and design. If a little money left, the recommendation for off beach parking needs to be addressed. There has been a good amount of input on this part of the Master Plan.

Mr. Leedy agreed that data says there is not enough parking with high demand; however, reported that there is enough parking for right now. Further, there are probably 100 – 200 parking spaces that go unfilled on the heaviest use days, which the data showed. There is a need to increase options for people to get to the beach, but it is years away from needing those options.

Mr. Rose commented that if there is a desire to go further with the off beach parking item, it is a “speak now” situation.

Mr. Preston, with regard to the North Beach area being cut to 2 lanes with parallel parking on the east side, said he envisions having a 3<sup>rd</sup> lane to slow down and pull in to park. Mr. Leedy stated there is no base information and, right now, no plans for that section of the road. Survey information would have to be gathered. Mr. Preston stated that, looking at driveways, it could be dangerous having to slow down to pull in.

Mr. Preston also pointed out that at the south end of the beach, the sidewalks are awful and so are the parking areas (Haverhill Street south) and it may be possible to discover “hidden” parking spaces. He also noted that if spaces were not there and the middle sidewalk would go away, there would be a huge place for pedestrians to walk down the boulevard. The problem would be solved if this huge change was made.

Mr. Griffin stated he likes the idea of the reduced lanes from Boar’s Head to Winnacunnet and would hope that would slow down the traffic. This would be a big improvement. He also spoke to the new Condominiums going up at North Beach. Mr. Leedy commented that traffic data does not support 4 lanes in that section of the Boulevard.

Mr. Ladd commented that the Town is trying to discourage traffic on Church Street and are encouraging people to go north. Mr. Leedy said that improvements will have to be made to that intersection as it cannot accommodate the traffic volumes and this will involve properties. The alternative would be to provide an alternative egress from the beach with Church Street now being the principal egress.

Mr. Leedy concluded by commenting that if the project can improve pedestrian safety, traffic volume, and bike lanes, it will be a success.

Mr. Nyhan said that the HBAC will, as a Commission, give our recommendations at the next meeting in November, and pass them on to Mr. Rose, who will then be in charge to take the project into engineering.

Mr. Rose, Mr. Leedy, and Ms. Bousa were thanked for their attendance and presentation.

**Treasurer’s Report: Mr. Housman**

Mr. Housman reported there is a current balance of \$9,994.43 after invoices in the amounts of \$625.00 and \$224.00 had been approved for payment at the September 22, 2016 meeting.

**MOTION: It was moved by Mr. Rage, Seconded by Mr. Watson to approve the Treasurer’s Report as submitted.**

**VOTE: 7 in favor, 0 Opposed, 2 Excused**

**MOTION PASSED**

**Old Business:**

**1. Meeting Request – HPD – summer traffic control issues.**

Mr. Nyhan reported that discussion on traffic control will be held at the November meeting with Chief Sawyer.

**2. 2017 Town Warrant Articles impacting the beach area.**

Mr. Bachand, Town Planner, stated there are two key Articles affecting the beach area. One is the Accessory Dwelling Units Article, which will impact the whole Town. Hearings are still being held at the Planning Board level on this Article. Second are the Flood Ordinances which are being worked on with the Rockingham Planning Commission. A Public Hearing will be held in December. Another Article, although not yet in final form, may be the Church Street Sewer Project.

**3. Discussion – Commission objectives for the coming season.**

Mr. Nyhan asked that the Commissioners notify him if there are other HBAC objectives for the year to be discussed.

**4. Commissioner appointment schedule for 2016/2017.**

Mr. Nyhan spoke with Mr. Merrill, current Commissioner at Large, and he is willing to serve another year. Mr. McMahon, Representative from the Rockingham Planning Commission, whose term expires in November is expected to be reappointed by the RPC to serve an additional term.

**MOTION: It was moved by Mr. Preston, seconded by Mr. Watson to reappoint Dean Merrill as Commissioner at Large through October of 2017.**

**VOTE: 7 in favor, 0 Opposed, 2 Excused**

**MOTION PASSED**

**New Business:**

**1. Commission approval – Transportation Grant In-Kind Report.**

Mr. Nyhan provided copies of the latest In-Kind report to the Commissioners. He reviewed the report noting that the total in-kind contribution from April 1 to September 30, 2016 is \$5,265.84. To date the total is \$28,295.81. The report was provided to Mr. Rose, NHDOT.

**MOTION: It was moved by Mr. Rage, Seconded by Mr. Houseman to accept the Transportation Grant In Kind report for the period of April 1 to September 30, 2016 in the amount of \$5,265.84.**

**VOTE: 7 in favor, 0 opposed, 2 excused.**

**MOTION PASSED**

Mr. Housman announced that the DRED Fall Community Meeting will be held on Monday, November 7, 2016 from 5 to 6:30 pm. There will be a recap and report at that time.

Mr. Watson reported that the Town and State will, once again, begin a dialog and once this moves forward, he will keep the Commissioners informed.

**NEXT MEETING – The next meeting will be held on Thursday, November 17, 2016 – LOCATION TO BE ANNOUNCED. .**

**Adjournment.**

**MOTION: It was moved by Mr. Preston, seconded by Mr. Rage to adjourn the meeting at 8:20 pm.**

**VOTE: 7 in Favor, 0 Opposed, 2 Excused**

**MOTION PASSED**

Respectfully submitted,  
Anne Marchand, Secretary

**Thank you Channel 22**

