Dear Board of Selectmen,

As a follow on, to our meeting on August 28th concerning the Dow Lane dead-end request I wanted to submit the following items for your review.

According to our Town website the roles of the Board of Selectmen include being able to modify town roads. I have attached a copy on Page 2

We understand your hesitation to modify Dow Lane to a dead-end due to the concern of setting a precedent.
Please see the attached excerpts on page 3, 4, 5, 6 & 7 from the US1 Corridor plan done by the Rockingham Planning Commission/VHB/NHDOT in November of 2011.
- Dow lane is considered a skewed angle intersection.
- Skewed angle intersections pose a safety issue due to limited lines of sight, especially those connecting to US 1.
- It was suggested that Dow Lane be closed and the intersection be moved completely and made into a 90 degree angle to address this safety issue.

On Page 8 you can see the aerial photo showing the road closure and proposed 90 degree intersection.

Here is a link to the Route 1 corridor plan in its entirety (107 pages)
http://www.rpcnh.org/application/files/2614/5211/9389/Corridor_Studies_US1_Corridor_Plan_Text_doc-lib.pdf

We are hoping that this will further prove that Dow Lane is a documented safety issue and therefore unique. Modifying the street to a dead-end would not set a precedent.

We understand the need for Public Works and emergency vehicles to have access to the road and offer suggestions in that regard.

39 Dow Lane is currently for sale. Please see Page 9. There is a portion of Lot 1 that is unbuildable and would serve as enough space for the standard size hatch-head turn around (50ft by 50ft) needed by Public Works. The land is currently assessed at $190,700.00. Less than 1/4th of that would be needed for the hatch-head. Would the town be able to obtain that small portion of the lot?
*Please note that the aerial diagram from the US1 Corridor study shows the intersection being re-routed through this exact lot.

We realize that the decision-making process to purchase land would be lengthy. In the interim, one of our neighbors brought forth the suggestion of having a gate in place at the end of Dow like one used by the Town of Newington. The gate would be able to be accessed by Public Works and emergency personnel when needed. See Page 10.

As a neighborhood, we are anxious to see action taken to insure the safety of our residents. Thank you for your continued consideration.

Kind Regards,
Jenny Sears



GO

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Role of Board of Selectmen

Printer-Friendly Version

The Rye Board of Selectmen is a three-member Board as permitted by New Hampshire Revised Statutes Annotated (RSA) 41:8-b. The Board's grant of power comes from the State Legislature and can only exercise those powers specifically granted by Statute, ordinance or by-law or those powers within the authority of their office. There is no "Home Rule".

In accordance with RSA 41:8, the Board of Selectmen functions as an executive branch to manage the "prudential" affairs of the town. This allows the Board to carry out the details of the Town Meeting votes and gives the Board authority to spend money, sign deeds, appoint new officials, compose legal ordinances and policies and enter into contractual agreements. The Board also acts as a collegial body in decision-making and conducting of town business. Under RSA 91-A, ("Right to Know") all business, except in those situations specifically exempted by statute, must be conducted in a public session with duly posted notice.

The Board cannot interfere with the exercise of functions delegated by statute to other elected officials. However, the Selectmen have the right to obtain information from elected officials to hire personnel and set salaries (subject to appropriation by Town Meeting vote), to approve purchasing of supplies and to set rules governing safeguarding all municipal property and financial assets, RSA 41:9VI.

The Selectmen have other duties prescribed by law that do not require Town Meeting vote. Among these are the following:

- Regulation of Municipal Highways and Commons ~ RSA 41:11
- Layout of Highways ~ RSA 231:8-19
- Order Repair or Demolition of Hazardous & Dilapidated Buildings ~ RSA 155-B
- Health Regulations ~RSA 147
- Tax Abatement Requests ~ RSA 147
- Setting Fees ~ RSA 41:9 (Adopted)
- Financial Accounting and Safeguarding
- Election Duties -The Board is responsible for the physical setup at the polling place for Town elections. ~ RSA 658:9-a
- Property Appraisal and Taxation: Selectmen are responsible to assure that all taxable property in Town is inventoried and appraised and that a Warrant is issued to the Tax Collector for the collection of taxes ~ RSA 75 & 76
- Litigation: The Board works to resolve claims that may be made against the Town and its departments with the assistance of Town Counsel.

The results of the operational analyses identified a number of existing and anticipated future study corridor capacity and safety related deficiencies. The problems along Route 1 fall into a few general categories:

- ***Roadway geometry issues:*** Skewed angle, offset intersections and lane drops, create safety problems as well as impacting capacity and traffic flow.
- ***Capacity issues:*** Insufficient lanes, inadequate space for queues, and other capacity deficiencies create congestion points along the corridor.
- ***Driveway location and design:*** Route 1 averages nearly 50 driveways per mile with many of them in close proximity to each other, or intersections. Many are poorly defined or designed creating both safety and capacity problems on the corridor.
- ***Little consideration for other modes:*** Only in a few places are accommodations made for bicycles, pedestrians and transit vehicles.
- ***Aesthetics:*** The highway commercial development on the corridor, utility poles, signs and volume of concrete and pavement that surround Route 1 overwhelm the historic features and natural landscapes of the corridor.

The southern segments of the corridor in Seabrook are characterized by high traffic volume demand resulting from the close and direct access to Interstate 95, and the proximity to Massachusetts. Much of the corridor south of the NH 107 intersection, has a more urban feel with major intersections under traffic signal control with two through lanes and an exclusive left-turn lane in each direction along Route 1. The southernmost segment of the corridor, in the vicinity of the Town Hall, can be somewhat confusing and problematic as several streets intersect in a circular one-way pattern. North of Town Hall, the roadway drops to two lanes before widening again at the Lakeshore Drive signalized intersection where an area of heavy retail use begins. This wider section continues through much of the much of the segment between Lake Shore and NH 107 only dropping back to a smaller cross-section in the vicinity of Railroad Avenue. This lane drop only occurs in the southbound direction between the new signalized intersection at the Lowe's/Market Basket Plazas and NH 107 it results in traffic congestion and delay. The NH Accident Records database shows 522 accidents related to US 1 in Seabrook between 1999 and 2004, although around 30% had no more identifiable locations. Around 20% of the accidents that could be placed occurring between Lake Shore Drive and NH 107 and another 20% were related to driveways although no specific location could be determined from the information available. The NH 107 intersection itself is currently performing well due to a recent expansion, however problems with the Interstate 95 interchange and the lane drop (to 3 lanes) immediately north of NH 107 and many uncontrolled curb cuts creates congestion points that not only adversely impacts the efficient movement of traffic, but can be potentially hazardous.

The two closely spaced traffic signals at Exeter Road (Route 88) and at Lincoln Avenue in Hampton Falls are problematic as motorists can experience substantial delay and congestion particularly in the northbound direction during the weekday evening peak hour. Left-turn movements entering Route 1 from Kensington Road (Route 84) also experience long delays given the heavy through volume on Route 1. The three lane section north of Lincoln Avenue, like the section in Seabrook, has numerous uncontrolled curb-cuts. Roadway shoulders in this area are minimal ranging from no more than 2 to 4 feet in width.

In Hampton, the NH 101/Route 1 interchange is both confusing and potentially hazardous as there were 26 accidents related to the interchange from 1999-2004 placing it among the highest along the corridor during that period of time. Sight lines are poor as motorists travel through short weave sections – often times at high travel speeds. The ramps to NH 101 have very short approaches and intersecting streets in close proximity to the interchange create additional points of conflict. North of the interchange, in the downtown area, the two lane roadway sees heavily congested traffic flow as through traffic, including truck activity, is intermixed with more local

plan attempts to balance the need to process traffic along the corridor while maintaining the character of the communities located along its length.

In general, the recommended plan of improvements incorporates good access management techniques in an effort to minimize the need to widen the corridor. The plan attempts to concentrate turning movements, particularly left-turn movements, at major signalized intersections. In general these major signalized intersections would provide a wider cross section consisting of two though lanes and an exclusive left-turn lane in each direction. The plan also calls for connector roadways and/or internal connections between adjacent properties that would serve to reduce the number of uncontrolled left-turn movements by providing as much access to the major signalized intersections as possible. The roadway improvements can be loosely categorized into the following:

- ***Addressing skewed angle intersections:*** he skewed angle intersections (streets that do not intersect at a 90 degree angle) along the corridor are either realigned or closed to address the safety issues posed by the approach to US 1. In some cases, due to the addition of signals, the realignment will result in improved access and intersection functionality as well.
- ***Widening roadway segments:*** adding travel lanes is kept to a minimum along the corridor, but there are some areas where the roadway is at capacity or near it given existing growth rates. The addition of through travel lanes or turning lanes in these locations will make significant improvements to traffic flow and the general functioning of the roadway.
- ***Access Management:*** Access management techniques will help minimize the need to widen the roadway by utilizing the existing infrastructure more efficiently and by making lower cost changes to the roadway and access points. This includes operational changes to the intersections and the roadway, raised medians at intersections to protect the functional area, driveway consolidations, improved driveway design, and other changes.
- ***Additional traffic signals:*** There are areas along the corridor that will be better served with the addition or relocation of traffic signals.
- ***NH 101/US 1 Interchange:*** The current interchange between NH 101 and US 1 poses significant safety and capacity problems due to its current configuration.
- ***New Roadways:*** An entirely new facility is proposed to address long-term congestion and limited right-of-way in Hampton, and access roads are planned for several areas along the corridor.
- ***Planning for all Modes:*** Improvements include features designed to assist transit or to serve pedestrian and bicycle traffic.
- ***Aesthetic Improvements:*** One of the complaints regarding US 1 has been how the roadway looks. While this report only shows examples of streetscape and landscaping improvements, the treatments can be applied almost anywhere along the corridor.

The specific long-term improvement plans for each community are discussed and depicted graphically in the following sections.

ROUNDABOUTS AS AN ALTERNATIVE TO TRAFFIC SIGNALS

One of the key elements of the access management plan is the placement of well-spaced signalized intersections. These signalized intersections in combination with connector roadways or internal connections between adjacent

traffic as well as high levels of pedestrian activity. Motorists experience difficulty turning left onto Route 1 from the unsignalized Winnacunnet Road intersection and this helps to make this one of the higher accident locations on the corridor with 36 over the 5 year period studied. The "Y" approach to this intersection creates a wide pavement area with a sweeping right-turn lane from US 1 onto Winnacunnet Road, and combined with the absence of well defined walkways, contributes to the difficulty pedestrians have walking in this area.

The Exeter Road/High Street signalized intersection operates inefficiently due primarily to the poor geometry of the two intersection approaches which are slightly off-set and skewed. Narrow lanes, short or nonexistent turning lanes, on street parking, a large number of driveways, and minimal building setbacks also contribute to the congestion in this area. Motorists often experience long delays at this intersection due to driveway related turns, parking maneuvers, limited access to left turn lanes, and significant pedestrian activity. This intersection and its surroundings have the greatest number of accidents of any part of the corridor, with 75 occurring during the 5 year period from 1999 to 2004. The area between the NH 27 intersection and the NH 151 intersection on the Hampton/North Hampton boundary is characterized by urban strip development, and the largest concentration of driveways along the corridor with 95 curb openings as well as numerous street intersections. While the area does include a center turn lane, the volume of traffic and sheer number of driveways makes left turns difficult as well as creating high accident potential.

Continuing north from the downtown area of Hampton and into North Hampton and Rye the Route 1 corridor takes on a more rural character with motorists traveling at higher travel speeds. Several side street roadways such as Fern Road, Elm Road, North Road, and Dow Lane intersect the corridor at skewed angles or at locations where sight lines are limited. The sight lines are limited at the off-set North Road intersections in North Hampton due to both the poor vertical and horizontal roadway alignment. The vertical alignment along the corridor is also problematic on the northbound approach to the Breakfast Hill Road intersection in Rye. A vertical crest limits the view of the intersection from the south. This is particularly problematic because the intersection is under traffic signal control. Motorists stopped at the traffic signal are not always visible to motorists approaching the intersection from the south.

As Route 1 continues into Portsmouth the corridor takes on a more urban feel. Traffic volumes along this segment of the corridor are high. In addition, several high volume side streets, such as Ocean Road, Lang Road, Heritage Avenue, and Constitution Avenue, intersect the corridor. Numerous uncontrolled driveways along this segment of the corridor adversely impact the efficient flow of traffic along the corridor. Motorists attempting to turn left onto the corridor from driveways or unsignalized side streets experience substantial delay and difficulty. The intersection of Constitution Avenue is closely spaced between the signal to the south at the Wal-Mart/ White Cedar Boulevard intersection, and another to the North at the Shaw's/Springbrook Circle intersection. In addition, the roadway in that area is constrained as the number of lanes drop to the north of the Wal-mart/White Cedar Boulevard, and a cemetery and historic structures limit any widening that can be done. This intersection and the segment of Route 1 north to Wilson Road were, until recently, listed in the State 10 Year Plan and were scheduled to be improved in the next few years. The plan was to signalize Constitution Avenue and widen Route 1 to five lanes north to Wilson Road to alleviate congestion and match up with the five lane sections at north and south of this segment. While the need for improvements in this section of Route 1 is still there, the identified constraints at the Constitution Avenue intersection call for change in approach to the situation.

The two off-set North Road intersections are proposed be further separated and relocated away from the horizontal curve that currently restricts sight lines (***Figures 4-34 thru 4-36***). Traffic signal control would ultimately be provided at each new intersection. Lane use along Route 1 at the intersection would include an exclusive left-turn lane, a through lane, and a shared through/right-turn lane in each direction. A raised center median would be provided at the intersection to separate directional flow along Route 1. The segment between the two new intersections would be transition back to a 3 lane cross section. These improvements could possibly be accomplished in stages, fixing one approach and then the other, or by changing the configuration and signalizing at a later date. An updated signal warrants analysis should be completed prior to any project moving forward to verify the need for a signal or not.

The 3 lane cross section would continue north into Rye through a segment of the corridor with numerous driveways and curb-cuts. As an access management action, traffic signal controls are recommended at Lafayette Terrace (***Figure 4-37***) which would provide safe and efficient left-turn access to Route 1 from many of the parcels of land on both sides of the roadway. Route 1 at the signalized intersection would be widened to a 5 lane cross section consisting of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane in each direction. A raised center median would be provided at the intersection to separate directional flow along Route 1 and again provides an opportunity for aesthetic treatments and enhanced connections across the roadway for pedestrians. The Lafayette Terrace vicinity has also been identified as appropriate for transit stops and related improvements and right-of-way space should be allocated for that purpose.

4.1.5 Rye

Given the short length of Route 1 in Rye, the recommended improvements are necessarily brief as well. Entering from the south, Dow Lane is the first street connection with Route 1 in the community and it currently intersects at a skewed angle. This is recommended to be reconstructed so as to intersect Route 1 at a 90 degree angle (***Figure 4-39***). In addition, some consideration should be given to structuring this intersection as a right-in, right out to eliminate the difficult left turn exit from Dow to Route 1. Route 1, in the vicinity of the intersection, would consist of 3 lane section with a single through lane in each direction and a center two-way turn lane until the approach to the Breakfast Hill/Washington Road intersection.

The roadway just south of the Breakfast Hill/ Washington Road intersection contains a problematic vertical crest that limits the sight distance on the northbound approach and has been a contributing factor in many accidents at that location. Currently, the approach features warning signs and a signal that flashes when the light is red for US 1 Northbound. The recommendation is to reduce this vertical crest to improve the sight lines approaching the intersection.

At the Breakfast Hill/Washington Road intersection (***Figure 4-40***), Route 1 would be widened to a 5 lane cross section consisting of an exclusive left-turn lane, a through lane, and a shared through/right-turn lane in each direction. A raised center median would be provided at the intersection to separate directional flow along Route 1 as well as prevent left turns from driveways within the functional area of the intersection. This is Rye's only signalized intersection on US 1, and the community may desire additional landscaping and aesthetic treatments as this servers as a gateway into the town. Transit stops for future corridor service have been indicated on the map near the intersection, and would provide a connection to the commercial centers at the intersection and some limited residential areas within walking distance.

Pedestrian and bicycle improvements should be included in any work done at the Breakfast Hill/Washington Road intersection with at least one crosswalk across Route 1 and shoulder space for bicycle travel.

North of Breakfast Hill Road lane use along corridor would transition back to a 3 lane cross section (***Figure 4-41***) as the roadway continues into Portsmouth. Transit stops are also listed on the map near the mobile home park for future service and should be designed into any roadway improvements in that area if they are not completed beforehand.

PROJECT PRIORITIES FOR RYE

1. Address safety issues at Washington Road/ Breakfast Hill Road intersection with US 1.
2. Realign the Dow Lane intersection with US 1.
3. Implement Access Management standards to maintain efficient travel on US 1.

Compared to the other Route 1 communities, Rye has only a small number of driveways on the roadway and much of the economic and social activity of the town is focused away from the corridor. That being said, there is potential for significant development and redevelopment along Route 1 and the community should take steps to ensure that traffic generated from that growth is well managed. Implementation will involve the adoption of strong access management standards as well as coordination with both NH DOT District 6 driveway permitting and the neighboring communities.

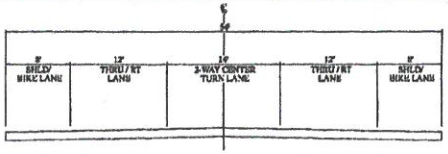
4.1.6 PORTSMOUTH

As the roadway moves from Rye into Portsmouth traffic volumes increase and land use becomes more intense, changing the character of the roadway from a rural to a more urban setting. It is recommended that a three lane cross section continue from Rye into Portsmouth (***Figures 4-42 to 4-44***) to the Ocean Road intersection where it widens to five lanes. Route 1 from this point to the US 1 Bypass is recommended to consist of a 5 lane cross-section including an exclusive left-turn lane, a through lane, and a shared through/right-turn lane at each of the signalized intersections; Ocean Road, Heritage Avenue, White Cedar Boulevard, and the South Gate Plaza. Where feasible it is recommended to construct a raised center median separate directional travel between the major intersections for improved safety and traffic flow along the roadway. The result will be the elimination of uncontrolled left-turn movements entering the corridor as well as limited left-turns from US 1 to driveways, resulting in smoother travel and fewer turn related accidents. The median should be landscaped and should incorporate pedestrian refuge points at all crossings as well as mid-block breaks to allow for turns in some cases. This will need to be paired with access improvements that improve the connection of individual parcels to traffic signals. One potential difficulty with raised medians is the need of for trucks to make left turns at locations other than intersections. A five lane cross-section is too narrow to allow for large vehicles to make u-turns (cars are ok) and either intersections will need to be widened further to accommodate this movement in some locations or truck turn-arounds will need to be constructed such as described for Ocean Road below.

Given the close proximity of Ocean Road and Lang Road, they both cannot be effectively signalized without creating additional congestion and delay. For this reason it is proposed that Lang Road be redirected to connect with Longmeadow Road to more fully utilize the existing four-way intersection and signals at Ocean Road (***Figure 4-45***). The current Lang Road connection to US 1 could remain open as a right-in/right-out access which may be useful as a truck turn-around location, or it could be closed entirely. Figure 4-45 shows an arrow making this connection, however the exact location of the connection will depend upon the parcel boundaries and active land use on the property.

TRAFFIC VOLUMES
2002 ADT - 20,900
2022 ADT - 31,100

THREE LANE TYPICAL



LEGEND
TRAFFIC SIGNAL
TRANSIT STOP

Vanasse Hangen Brustlin, Inc.

Figure 4-39
Long Range Improvements
US Route 1
Corridor Management Study

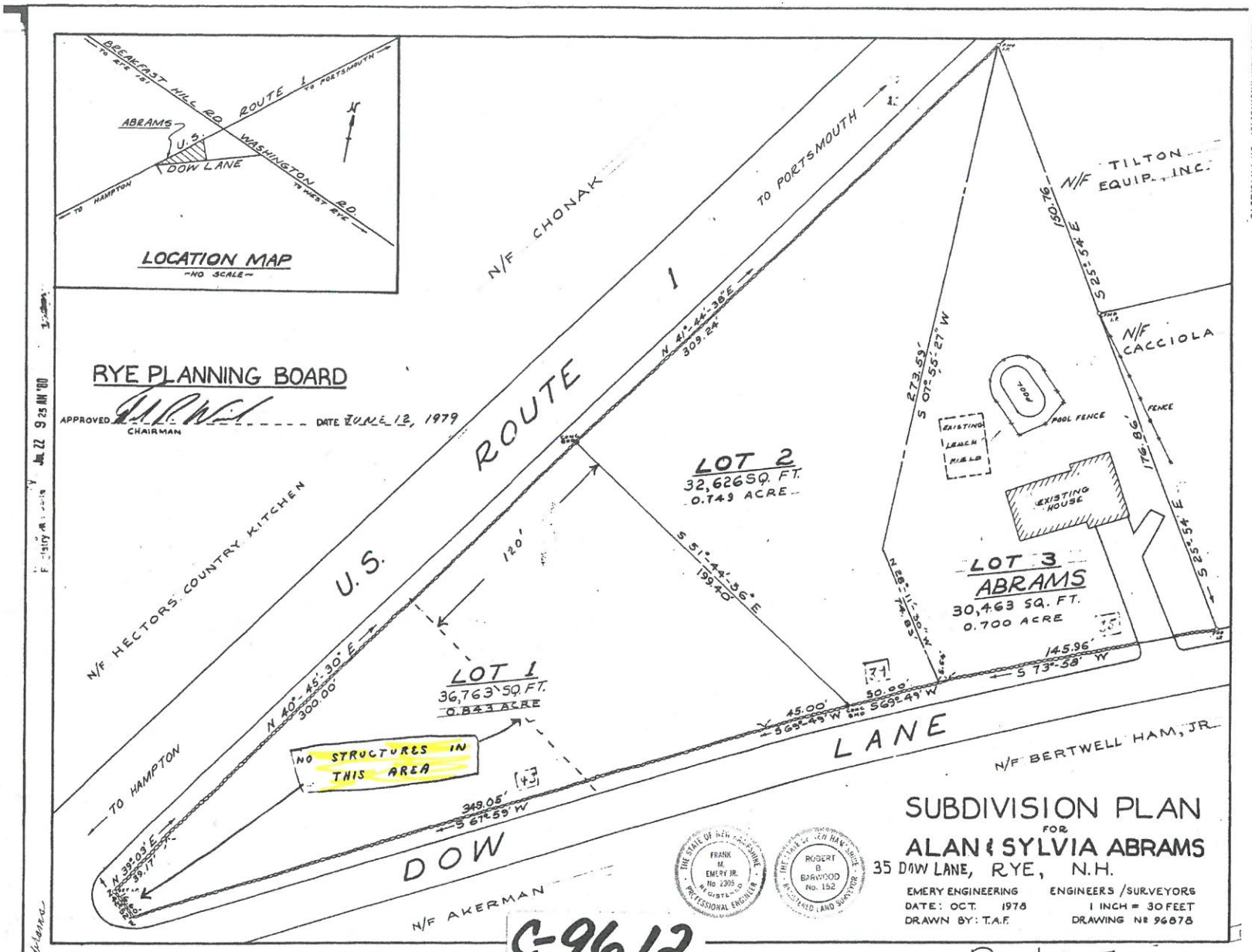


Figure 4. Gate at Nimble Hill Rd and Arboretum Drive in Newington, NH.

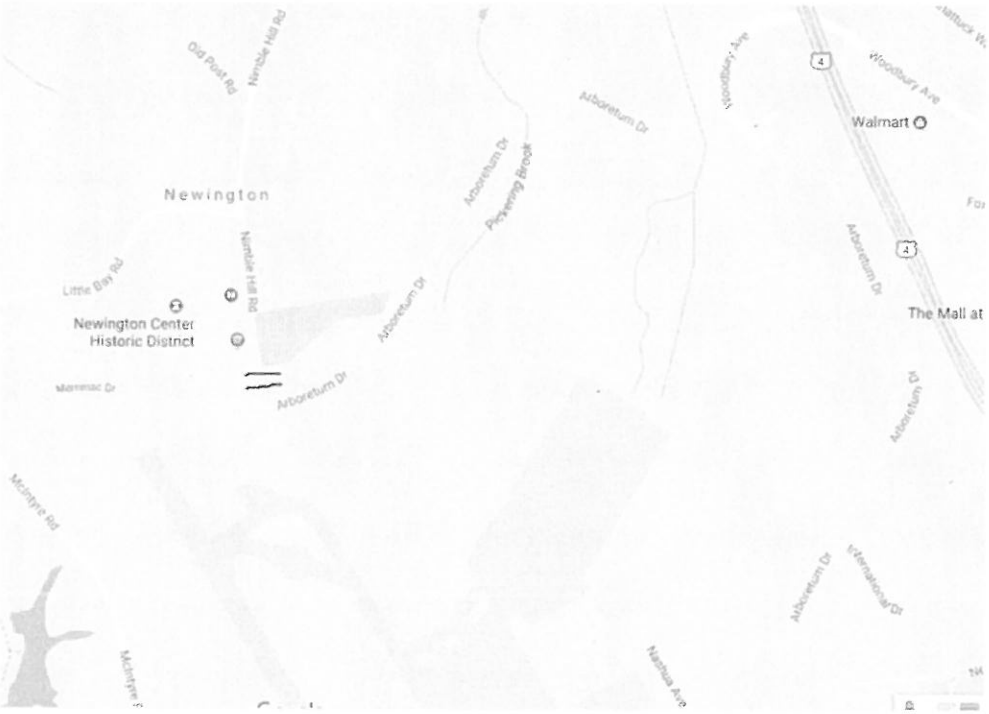


Figure 5. Map showing approximate location of gate at Nimble Hill Rd and Arboretum Drive in Newington, NH.

Idea 4. Install a gate at the entrance of Route 1 and Dow Lane. To prevent excessive traffic through the center of the Town of Newington, NH a gate was installed at the Nimble Hill Road and Arboretum Drive intersection (photo and map above). I confirmed during a discussion with a Newington Police Office that the purpose of the gate pictured above is to prevent excessive through and commercial traffic through residential areas and the town center. The gate can be opened and closed remotely by town and emergency vehicles.