
MEMORANDUM

TO: Files

FROM: Jason Beaudet, P.E.
CMA Engineers, Inc.

RE: New Castle 42517
Transportation Alternatives Program (TAP)
Wentworth Road Pedestrian Improvements Project
CMA #1204

SUBJECT: Local Concerns Meeting

MEETING DATE: July 21, 2021

On the above date, a Local Concerns Meeting was held at the New Castle Recreation Building in New Castle, NH. The following project representatives attended:

Ken McDonald II	Town of New Castle, LPA Project Coordinator
Phil Corbett, PE	CMA Engineers, Inc.
Jason Beaudet, PE	CMA Engineers, Inc.

The primary purpose of the Local Concerns Meeting was to gain input on the desired project objectives and to solicit local information related to the current use. Attendees provided their contact information (see attached sign-in sheet). Ken McDonald II introduced the project and the project representatives listed above. Jason Beaudet presented the project purpose & need, project area, project development process, and preliminary schedule. The presentation included a roll plan of the project areas and a PowerPoint presentation (see attached presentation) with photos of the current conditions, and outline of the project development process and schedule.

Upon completion of the presentation, the floor was open to provide input. The following summarizes the input received from the public that will be considered during the design process going forward:

- **Sight Distance** – The issue of sight distance was an overwhelming concern by those in attendance for both vehicular, pedestrian, and bicycle use. The most notable issue discussed is the large ledge outcropping just north of the southern intersection of Wentworth Road/Shaw Circle. The ledge poses both a horizontal sight issue being on the inside of a curve, and also a vertical sight issue as the road is elevated to go over the presumed subsurface ledge. Vehicles entering/exiting either side of Shaw Circle currently have significant sight distance issues.
- **Pedestrian/Bicycle Accommodations** – Many concerns were raised about the lack of pedestrian and bicycle accommodations on this section of Wentworth Road (Beach Hill Road to Pit Lane). It was discussed that the intent is to make all proposed improvements within the existing State ROW. In general, the concepts of providing a widened shoulder and/or raised sidewalk were discussed. Both concepts were met with support and opposition, but many felt a raised sidewalk was safer. Both concepts will be evaluated during the alternative analysis process. It should also be noted that concerns related to the combined ped/bike use were raised and participants felt bike traffic (individually and as groups) pose safety concerns to pedestrians.

- **Context Sensitive Design** – Concerns were raised that the improvements considered the context of the area. The project area is residential with a traditional seacoast landscape/architecture. Improvements to be implemented should match/blend into the area and not detract from it.
- **Traffic Calming** – Concerns were raised related to observed speeds within the project area. The project area is posted at 20 mph from approximately Memorial Day to Labor Day, and 25 mph the remainder of the year. Many residents attested that they observe vehicles far exceeding these speeds on a regular basis. Possible traffic calming measures (speed bumps, speed humps, raised intersections, rumble strips, lane narrowing, dynamic speed limit signs, introduction of vertical elements) were discussed at length for consideration during the alternative analysis. Related to the traffic calming, concerns were also raised that the installation of a wider shoulder would continue or possibly worsen the current vehicle speed issue.
- **ROW** – Some concerns were raised related to the State ROW. Due to the long history of the project area, Wentworth Road doesn't have a consistent width that is customary on other State Routes. Some specific concerns were discussed and will be looked into accordingly. Given the intent for all work to be within the existing ROW, an audience member asked how abutters could let the project team know if they are willing to discuss the possibility of granting a permanent easement. Ken said he will send a letter to all the abutters to inquire about their willingness to grant possible permanent easements.
- **Adjacent Projects** – Concerns were raised related to how this project will interface with other future pedestrian improvements along Wentworth Road that are being developed by Safe Path. Additionally, it was also questioned if the improvements made during this project would be compatible with the future New Castle – Rye 41743 NHDOT Ten Year Plan Project. Both of these adjacent contributing projects will be coordinated with to ensure that the TAP project will appropriately interface.
- **Crosswalks** – Attendees inquired if a crosswalk(s) would in part of the project, and what safety elements and requirements would be incorporated. The installation of a crosswalk(s) will be evaluated during the alternative phase. Any crosswalk installed will need to meet the minimum Federal and State design requirements which specifically address safety and accessibility (ADA).
- **Winter Maintenance** – The future winter maintenance was discussed and who would be responsible. The State would continue to maintain Wentworth Road and any improvements related to shoulder widening. If a sidewalk were to be installed, the Town would be responsible for all maintenance. Additionally, concerns were raised about the impacts the improvements would have related to snow storage on abutting properties.

End of Memorandum



NEW CASTLE 42517
WENTWORTH ROAD
PEDESTRIAN IMPROVEMENTS

Local Concerns Meeting

July 21, 2021

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Presentation Overview

- Purpose and Need
- Project Area/Potential Issues to be Addressed
- Project Development
- Preliminary Schedule
- Public Comment



Purpose and Need

“Our goal along this corridor is to improve safety for all users of the state highway and particularly vulnerable road users including the many people walking, running and riding bicycles along the corridor.”

Source: 2018 Transportation Alternatives Program (TAP) Application for Funding



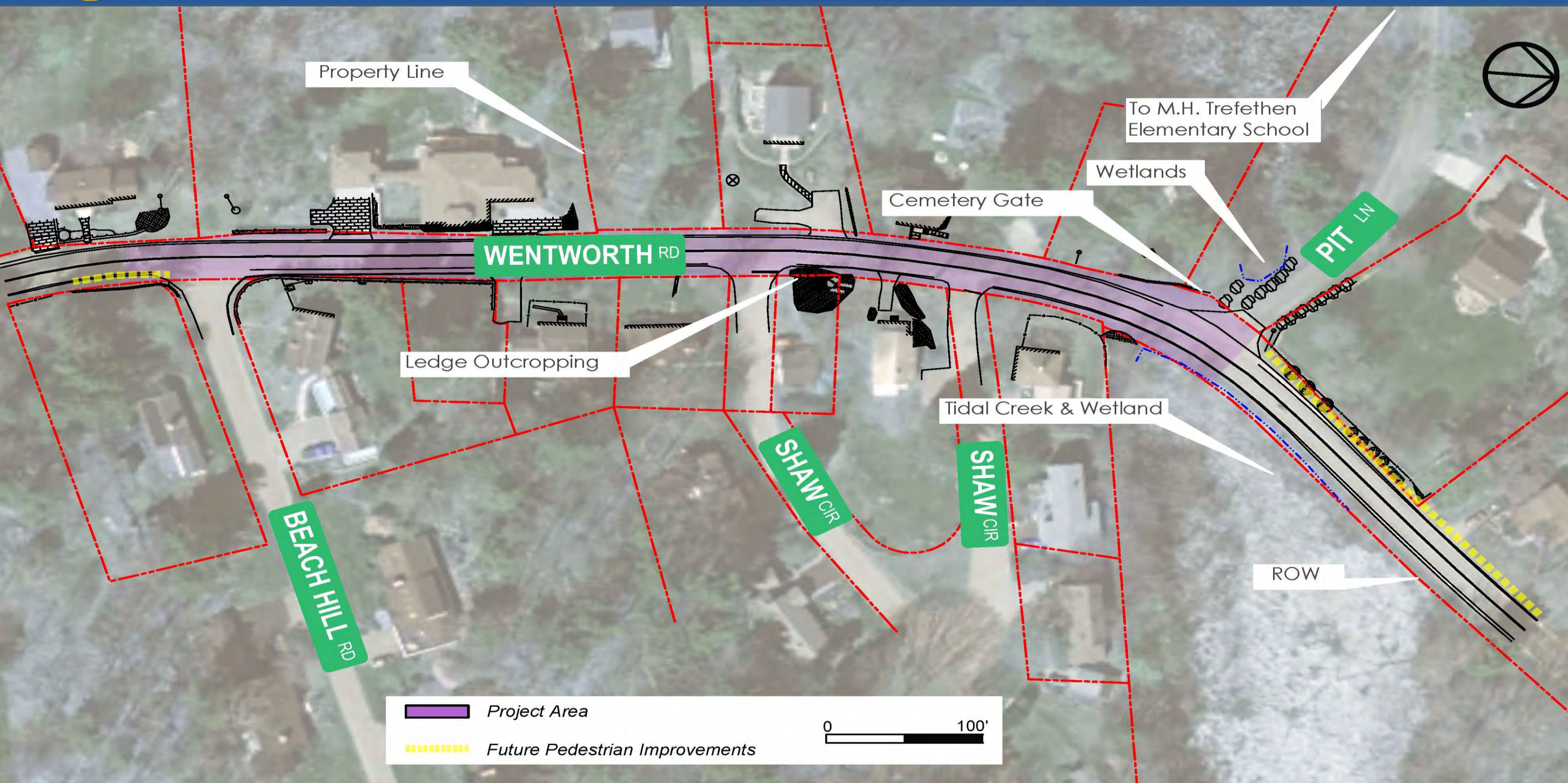
Project Description

“The Town of New Castle is proposing to add pedestrian improvements through one of the most dangerous sections of US Route 1B within the Town of New Castle. The proposed segment would be approximately 670 linear feet in length from Beach Hill Road to Pit Lane. This segment will provide a connection to Pit Lane for children who live on the south side of the island to safely get to school.”

Source: 2018 Transportation Alternatives Program (TAP) Application for Funding



Project Area





SafePath Phases





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Project Development



Engineering Study

- Local Concerns Meeting
- Alternative/Conceptual Design
- Survey
- Proposed Action Meeting
- Engineering Study Document
- Draft Environmental Document

Preliminary Design

Final Design

Construction



Preliminary Schedule

Local Concerns Meeting July 21, 2021

Proposed Action Meeting October 2021

Engineering Study Complete November 2021

Preliminary Design Complete June 2022

Final Design Complete December 2022

Project Advertisement January 2023

Construction Spring 2023



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Questions and Discussion

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Contacts

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