

Appendix B - Public Participation Summary

A goal of the MPO in all of its work, and particularly in developing the 2009-2035 Long Range Transportation Plan, is soliciting broad public participation. This includes those stakeholders already active in the transportation planning process, but also input from the community at large that may not otherwise attend a transportation planning forum. To this end, and consistent with the MPO's adopted Public Participation Process, staff implemented a public participation process for the Long Range Transportation Plan update incorporating the following elements:

- A telephone survey of 501 randomly-selected households in the MPO region, conducted by the UNH Survey Center
- An on-line survey of key MPO stakeholders using the same survey instrument
- Several working sessions with the MPO Technical Advisory Committee.
- Public forum input in conjunction with NHDOT Long Range Plan development
- Public comment periods for review of the Draft Long Range Plan documents.

The following pages describe and analyze findings from these input opportunities.

B. Regional Transportation & Land Use Survey

The first component of the public participation process was a telephone survey of five hundred and one (501) households in the Rockingham Planning Commission region to obtain opinions on transportation and land use issues. The survey was conducted by the UNH Survey Center under contract to the RPC between July 18 and July 31, 2008. The margin of sampling error for the survey is +/- 4.4%. In addition to questions on transportation needs and priorities, the survey also included questions addressing land use, housing, and energy issues to provide input into other segments of the RPC Regional Master Plan.

In addition to this random sample of households, an on-line version of the survey was developed, and invitations to participate in the survey mailed and emailed to 3XX individuals and organizations on the MPO stakeholders list. This included members of the MPO Technical Advisory Committee and Policy Committee, municipal staff and elected officials, state and federal agency staff, state and federal elected officials, representatives of community organizations and interest groups, and other individuals who have requested to be on the RPC mailing list.

The on-line survey generated responses from 55 individuals. While this is not a random sample, it provides a useful comparison regarding how officials engaged in the transportation planning process view planning issues relative to the general population.

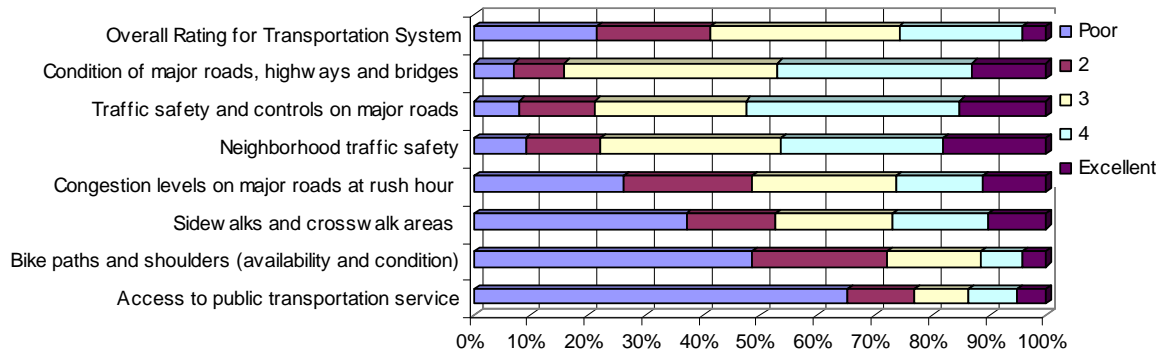
Transportation System Quality & Priorities

The survey started with a series of questions regarding the status of various aspects of the region's transportation system, asking respondents to rate on a scale of 1 to 5, with one being "poor" and five being "excellent".

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Figure B-1. Rating the Current Transportation System

How would you rank each of the following aspects of the transportation system in your community?

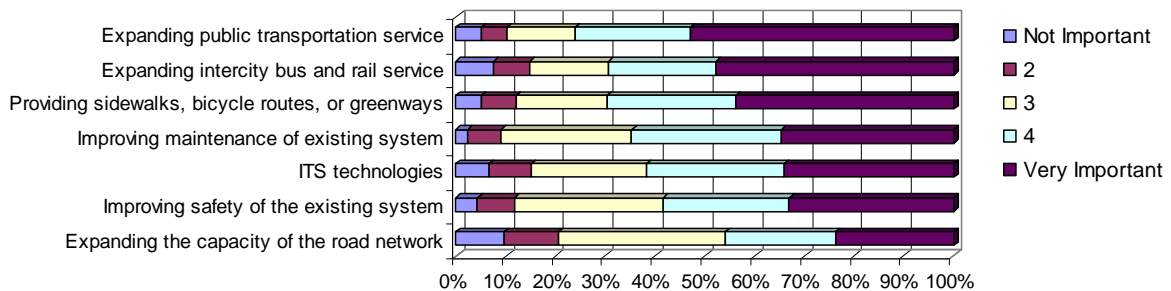


Source: 2008 Regional Transportation & Land Use Survey

Overall approximately 27% rated the transportation system as Good or Excellent, as compared to approximately 40% assigning Fair or Poor. Ratings for the road network were strong, with only 15% assigning Fair or Poor ratings and close to 50% assigning Good or Excellent ratings. Ratings for safety on major roads and neighborhoods were high. Ratings for congestion on major roads at rush hour were weaker, with close to 50% identifying congestion conditions as Fair or Poor. The most significant problems were identified with alternatives to the automobile. Access to public transportation received the weakest evaluation, with over 75% identifying availability of transit as fair or poor. Availability of bicycle paths and sidewalks received only slightly higher marks, with 71% identifying availability of bike paths and shoulders as a problem, and 52% indicating sidewalk and cross walk access as Fair or Poor.

Figure B-2. General Transportation Priorities

What are most important transportation planning issues to consider in the next 25 years?



Source: 2008 Regional Transportation & Land Use Survey

The evaluations of existing conditions are generally mirrored in the issues that respondents identified as priorities for transportation planning in the next 25 years. Expanding public transportation service was identified as having the greatest importance, with 77% of respondents identifying it as Very Important or Important. This was followed by expansion of intercity bus and rail service cited by 71% as Very Important or Important. A similar percentage identified expansion of sidewalks, bicycle routes and greenways as Very Important or Important. Regarding maintenance, operations, and expansion of the highway system, improving maintenance the existing system was identified as a priority by the largest

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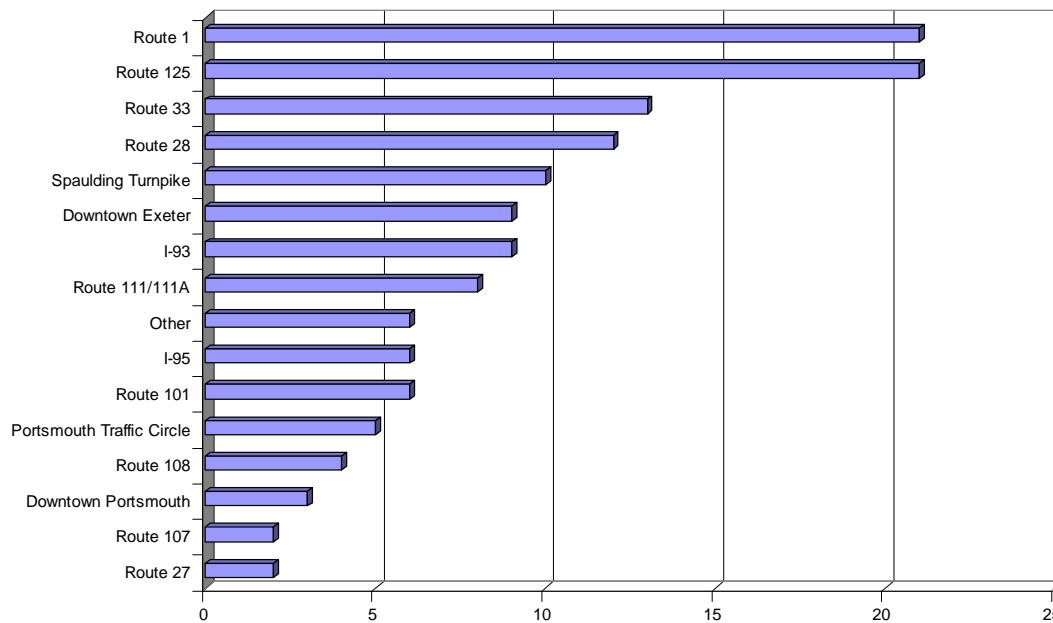
percentage of respondents, with 66% identifying improved maintenance as Very Important or Important. A similar margin identified Intelligent Transportation System technologies such as signal coordination, or electronic tolling as priorities.

Ratings from the on-line stakeholder survey were similar, though with even higher priority given to expanding public transportation (91.5% identifying this as Important or Very Important vs. 77% in the random sample); and lower priority given to expansion of the road network (32.6 identifying this as Important or Very Important vs. 47% in the random sample)

The survey next asked open-ended questions regarding what roadways respondents perceived as most congested; and what roadways and facilities were perceived as most dangerous. A full list of open ended responses is included at the end of this appendix. Figure B-3 and Figure B-4 summarize the most commonly cited roadways or areas.

Figure B-3. Facilities with Congestion Problems

In your daily experience, what is the most congested road segment in Rockingham County? (A full listing of open ended responses is included at the end of the chapter)

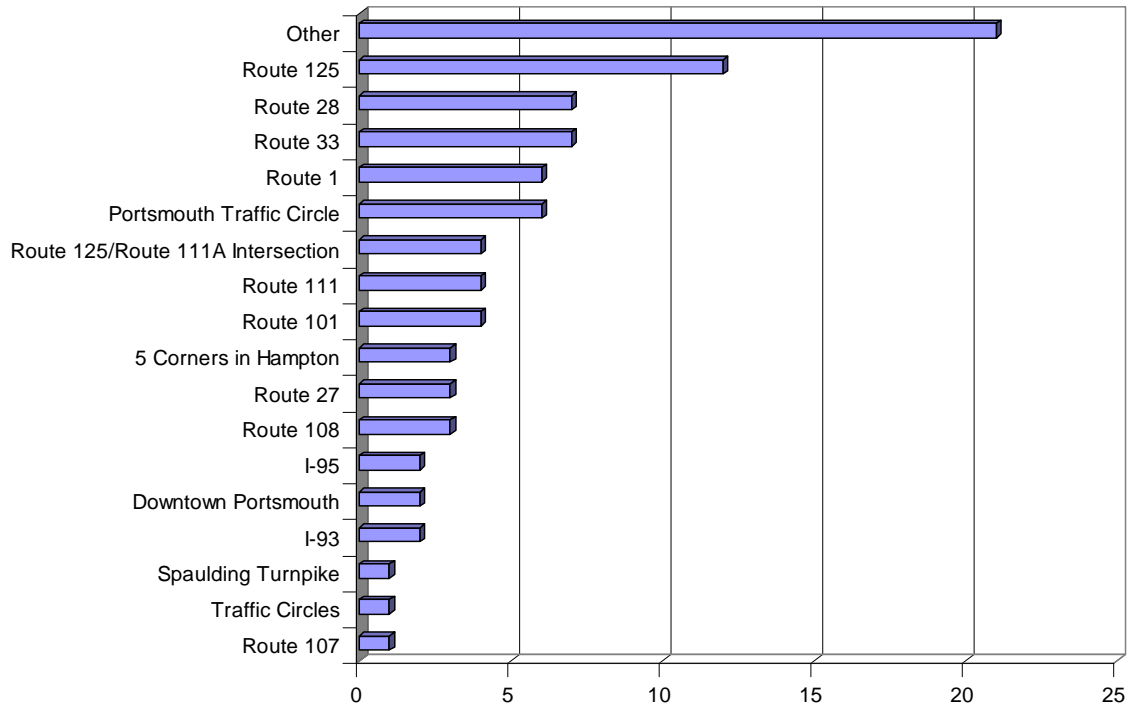


Source: 2008 Regional Transportation & Land Use Survey

Routes NH1 and NH125 topped the list of congested roadways, being cited without prompting by 21% of survey respondents. These were followed by Route NH33 through Stratham and Greenland, cited by 13% of respondents, and Route NH28 in Salem cited by 12%. The Spaulding Turnpike was cited by approximately 10% of respondents. While the Spaulding Turnpike is sometimes cited as the most congested route in the Greater Seacoast region, much of the worst peak hour congestion on the facility is experienced by Strafford County residents driving southbound in the morning and northbound at night.

Figure B-4. Facilities with Safety Problems

In your daily experience, what is the most dangerous location or facility (intersection, street, railroad crossing, school crossing, school pedestrian route) in Rockingham County? (A full listing of open ended responses is included at the end of the chapter)



Source: 2008 Regional Transportation & Land Use Survey

There was less commonality among respondents regarding safety problems on transportation facilities. Route NH125 in Plaistow and Kingston was identified by the largest number of respondents (12%) as having safety problems. This was followed by Route NH28 in Salem and Route 33 in Greenland and Stratham with approximately 7% each. The full list of specific responses is included at the end of the chapter.

Funding for Transportation Improvements

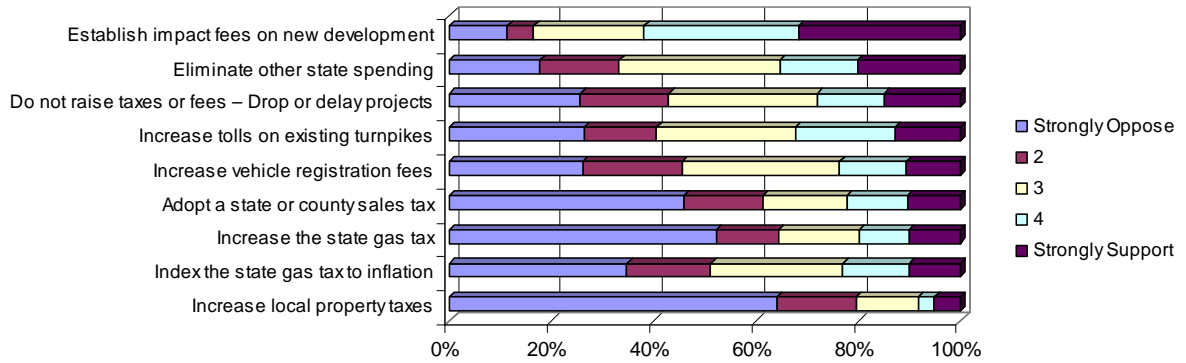
Having identified needs and priorities for transportation system improvements, respondents were next asked a series of questions regarding potential mechanisms for raising new revenue they would be willing to accept in order to pay for those improvements.

A preface to the transportation funding questions was provided as part of the survey, noting that “There has been coverage in the news in the last year describing the declining buying power of the State Highway Fund. The State gas tax has not increased since 1991, while construction costs have more than doubled. At current funding levels, it would take over 20 years to build the projects listed in the last version of the State’s Ten Year Transportation Plan. The first question in the section asked respondents to rate a variety of approaches to addressing this funding shortfall, including new revenue streams, eliminating or delaying projects, or shifting funding from other state programs.

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Figure B-5. Rating Potential Revenue Sources

How do you think the state and your community should respond to the decline in the buying power of the State Highway Fund?

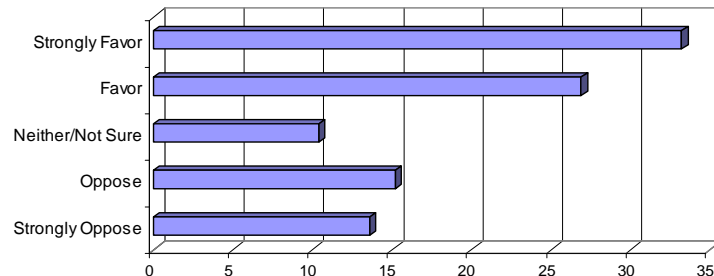


Source: 2008 Regional Transportation & Land Use Survey

The most popular approach, supported or strongly supported by over 60% of respondents, was establishing local impact fees that would require developers of new projects to contribute to the transportation system commensurate with the impact of their development on the system. This was followed by the two options that would not raise new revenues but rather eliminate other state spending (supported or strongly supported by 37%), or drop or delay projects (supported or strongly supported by 30%). The least popular mechanism proposed was increasing local property taxes, supported or strongly supported by fewer than 10%. Proposals related to the gas tax, including increasing the tax as well as indexing it to inflation, saw only marginally greater support, with approximately 20% supporting a straight increase in the tax, and 23% supporting indexing the tax to inflation. Increasing vehicle registration fees and increasing tolls were favored by fewer than 40% each, though once respondents taking a neutral position were factored in neither saw a majority in opposition.

Figure B-6. Use of Gas Tax Revenues for Rail

Under New Hampshire's State Constitution, gas tax and vehicle registration funds may be used only for roadway improvements. How strongly would you favor or oppose use of these funds for passenger rail service?

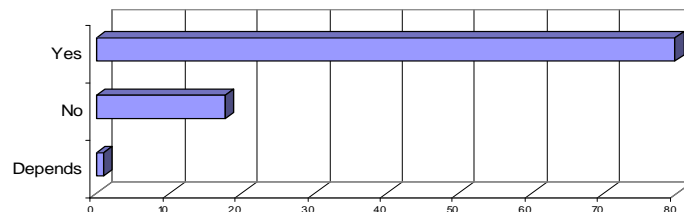


Source: 2008 Regional Transportation & Land Use Survey

While few respondents supported increasing the gas tax, over 60% favored or strongly favored use of gas tax funding to support expansion of passenger rail service, though this would require changing the State Constitution to implement.

Figure B-7. Local Option Vehicle Registration Fee

The state legislature allows towns to charge a vehicle registration fee of up to \$5.00 per vehicle to fund local transportation improvements. (e.g. road improvements, public transportation, sidewalks, or other transportation purposes) Would you support adoption of this fee in your community?



Source: 2008 Regional Transportation & Land Use Survey

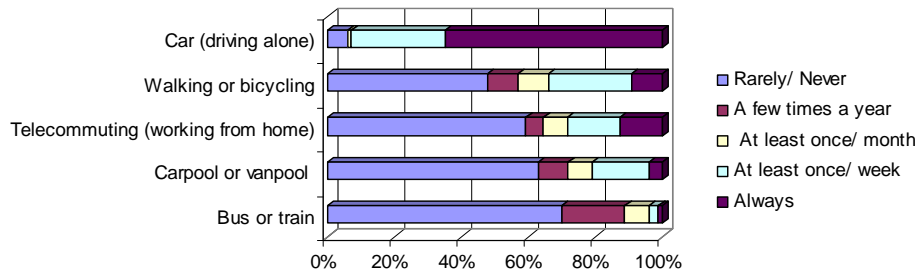
The \$5.00 local vehicle registration fee to support local and regional transportation projects diverged from the other funding mechanisms tested early in that it was supported by almost 80% of respondents. Greenland, Exeter and Seabrook are among the few communities in the region that have established the fee. Support for this fee as compared to the other funding mechanisms tested likely reflects the local control of the funds that this approach ensures. It may also have to do with the phrasing of the question. The \$5.00 vehicle registration fee is a concrete number allowing a respondent to readily determine the full cost of the policy. The questions above regarding a gas tax increase, sales tax, or property tax were open ended such that the ultimate annual cost to the respondent is not clear.

Along with a series of demographic questions, the Survey asked respondents about what modes of transportation they used to get where they needed to go, and how frequently they used different modes.

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Figure B-8. Mode Choice

How often do you use the following modes of transportation to get where you need to go?



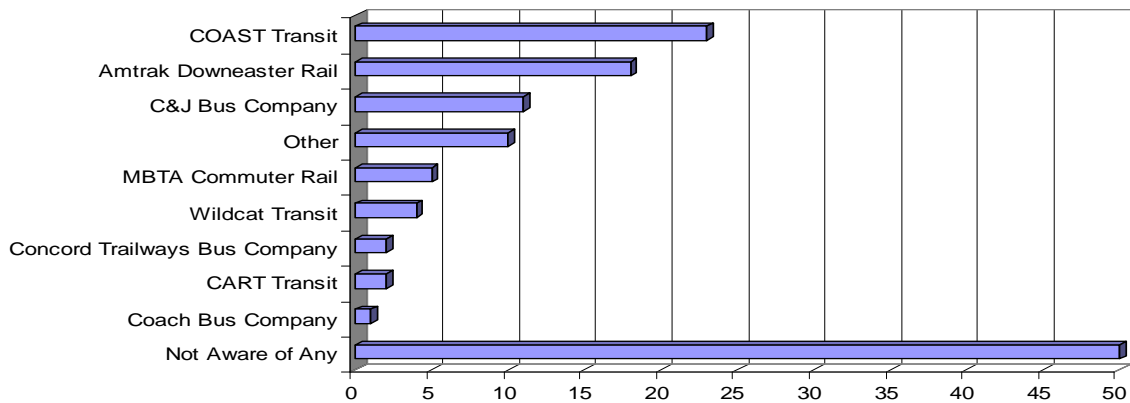
Source: 2008 Regional Transportation & Land Use Survey

Not surprisingly, the large majority of respondents indicated that they always (64%) or at least once a week (28%) used their car, driving alone, to get where they need to go. Walking or bicycling was the next most common alternative, with 9% indicating that they always rode or walked for transportation, and another 25% indicating that they did so at least once a week. Twelve percent noted that they always telecommuted for work purposes, while another 15% indicated that they did so at least once a week. The growth of broad-band capability in the region is making this a more broadly applicable transportation demand management (TDM) strategy.

Finally, the survey asked respondents what options for public transit or intercity bus and rail service were available to them. This was an open ended question where respondents identified agencies unprompted.

Figure B-9. Transit Awareness

Are you aware of any of the public transportation or intercity transit providers that serve your town or the surrounding region that you could take as an alternative to driving?



Source: 2008 Regional Transportation & Land Use Survey

COAST had the highest name recognition, cited by 23% of respondents. This was followed by the Amtrak Downeaster service at 17%, and C&J Bus at 11%. The MBTA commuter rail service from Haverhill and Newburyport was identified by 4.5%, followed by Wildcat Transit at 3.5%, Concord Trailways and CART at 2% each, and the Coach Company service out of Plaistow cited by 1% of respondents. Close to 50% of

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respondents were not aware of any transit service available to them. For much of the region this is in fact the case, as take altogether the eight services identified above serve only 10 of the 27 communities in the region. The “Other” category includes references to various demand response transit services offered by health and human service agencies in the region, taxi services, and airport shuttle services.

Survey Respondent Profile

Figure B-10 shows survey respondents' town of residence, with a comparison to each town's share of the regional population based on the 2000 Census. Generally, each town's share of responses is similar to its share of the regional population. There is slight under-representation in towns including Salem, Seabrook, Windham, and Hampstead, and slight overrepresentation from towns including Atkinson, Brentwood, Hampton, Exeter, and Stratham.

Figure B-10. Survey Respondents by Town of Residence

| Town/City | # of Responses | % of Responses | % of MPO Population |
|------------------|-----------------------|-----------------------|----------------------------|
| Atkinson | 32 | 6.4% | 3.3% |
| Brentwood | 20 | 4.0% | 1.7% |
| Danville | 11 | 2.2% | 2.2% |
| E. Kingston | 6 | 1.2% | 1.0% |
| Epping | 21 | 4.2% | 2.9% |
| Exeter | 53 | 10.6% | 7.5% |
| Fremont | 5 | 1.0% | 1.9% |
| Greenland | 12 | 2.4% | 1.7% |
| Hampstead | 7 | 1.4% | 4.4% |
| Hampton | 53 | 10.6% | 8.0% |
| Hampton Falls | 13 | 2.6% | 1.0% |
| Kensington | 6 | 1.2% | 1.0% |
| Kingston | 17 | 3.4% | 3.1% |
| New Castle | 8 | 1.6% | 0.5% |
| Newfields | 9 | 1.8% | 0.8% |
| Newington | 6 | 1.2% | 0.4% |
| Newton | 9 | 1.8% | 2.3% |
| North Hampton | 15 | 3.0% | 2.3% |
| Plaistow | 15 | 3.0% | 4.1% |
| Portsmouth | 55 | 11.0% | 11.1% |
| Rye | 15 | 3.0% | 2.8% |
| Salem | 56 | 11.2% | 15.0% |
| Sandown | 6 | 1.2% | 2.7% |
| Seabrook | 8 | 1.6% | 4.2% |
| South Hampton | 0 | 0% | 0.5% |
| Stratham | 30 | 6.0% | 3.4% |
| Windham | 12 | 2.4% | 5.7% |
| Total | 501 | 100% | 100% |

Source: 2008 Regional Transportation & Land Use Survey

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Key Findings from Regional Survey

- Driving alone is by far the dominant mode of transportation among respondents, with 64% indicating that they drive alone always, and another 28% indicating that they do so a few times a week. Very few indicating daily use of transit (1%) or carpools/vanpools (4%). Walking and bicycling were more common, cited by 9% as a daily transportation choice and another 25% as a choice at least once a week. Telecommuting appears more common in the region than nationally, with 27 percent of survey respondents indicating that they telecommuted always (12%) or at least once a week (15%). This compares to 2008 Gallup poll data finding that only 12% of companies nationally have policies allowing employees to telecommute at least one day per week.
- Respondents assessment of the transportation system as a whole were varied. Overall approximately 27% rated the transportation system as Good or Excellent, as compared to approximately 40% assigning Fair or Poor.
- Satisfaction was highest with the road network, with only 15% assigning Fair or Poor ratings and close to 50% assigning Good or Excellent ratings. Ratings for congestion on major roads at rush hour were weaker, with close to 50% identifying congestion conditions as Fair or Poor. The most significant problems were identified with alternatives to the automobile. Access to public transportation received the weakest evaluation, with over 75% identifying availability of transit as fair or poor. Availability of bicycle paths and sidewalks received only slightly higher marks, with 71% identifying availability of bike paths and shoulders as a problem, and 52% indicating sidewalk and cross walk access as Fair or Poor.
- The roadways most commonly cited as having congestion problems are already well know, including US Route 1 and NH Route 125 cited by 21% of survey respondents. Each has been the subject of a corridor study in recent years to identify and implement improvements to congestion and safety problems. Other commonly cited roadways included NH Route 33 through Stratham and Greenland, cited by 13% of respondents, and NH Route 28 in Salem cited by 12%.
- The highest priorities for future planning identified by respondents were: expanding public transportation service (cited by 77% as Important or Very Important); expanding intercity bus and rail service (cited by 71% as Important or Very Important); and expansion of sidewalks, bicycle routes and greenways, cited as Very Important or Important by a similar 71%. Regarding maintenance, operations, and expansion of the highway system, improving maintenance the existing system was identified as a priority by the largest percentage of respondents, with 66% identifying improved maintenance as Very Important or Important. Expanding the capacity of the road network was identified as Important or Very Important by 47% of respondents.
- While respondents identified many needs for transportation system improvements, they were generally not supportive of increasing taxes or fees to generate the revenue necessary to make these changes. Support was highest for approaches that either shuffled existing funding, (30% supporting dropping or delaying projects and 37% supporting diverting other state funds); or shifted costs to others (60% supporting impact fees on new development to pay for transportation improvements). The least popular mechanism proposed was increasing local property taxes, supported or strongly supported by fewer than 10%. Proposals related to the gas tax, including increasing the tax as well as indexing it to inflation, saw only marginally greater support, with

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approximately 20% supporting a straight increase in the tax, and 23% supporting indexing the tax to inflation. Increasing vehicle registration fees and increasing tolls were favored by fewer than 40% each, though once respondents taking a neutral position were factored in neither saw a majority in opposition.

- Over 60% respondents favored use of state gas tax revenues to fund passenger rail service such as the Downeaster or services proposed in the I-93 corridor. However, when asked if they supported an open-ended increase in the gas tax or registration fees to fund such projects, a similar 60% of respondents were either opposed or strongly opposed to the idea. This does not necessarily denote opposition to any sort of gas tax increase, but rather to open ended proposals with no dollar figure attached. Forty four percent of respondents indicated opposition to increased vehicle registration fees in general, but 80% supported such fees when presented with the specific proposal of a \$5.00 fee to support alternative transportation projects.
- Given historic difficulties in securing non-federal matching funds for alternative transportation projects, the level of support for the “Local Option” vehicle registration fee suggests that the MPO should actively promote towns adopting these fees as authorized under House Bill 648.

B. Identification of MPO Priorities by Technical Advisory Committee (TAC)

On July 25, 2008, the MPO Technical Advisory Committee (TAC) met to discuss the Long Range Plan, the Regional Transportation & Land Use Survey, and the issues they thought the MPO should prioritize in the Long Range Plan. The full listing of comments recorded during the discussion is transcribed below.

Comments and Priorities Identified by the TAC

- Fix the urban compact program – inadequate funding available to be divided up among towns and cities in the program
- Promote regional coordination on pooling local gas tax rebate/local share, to fund regional/local priorities
- Ultimately we need to generate more revenue for transportation including all modes
- Promote corridor based funding collaboration among towns (i.e., US1 Corridor funding agreement)
- Prioritize transportation investments to support commerce – also corridor based
- Prioritize project that support smart growth. How strict would such a prioritizing policy be? Significant education/outreach would be needed to implement this
- Use transportation funding allocations to drive changes to local land use
- High fuel prices will lead to fewer long commutes
- There is still resistance/inertia re: land use change
- Expand tolling on new routes (i.e., exit ramp tolls at exits 3 + 1 on I-95), traffic flow and generates money
- Plaistow – stop signs should be installed on NH 121A to discourage diversion off NH 125 – though there is a safety concern if stop not anticipated
- Need for far greater state support for mass transit
- Census 2010 likely loss of FTA 5307 operations funding -- massive hit to COAST & other transit systems if FTA policies are not changed with Reauthorization of SAFETEA-LU
- Strengthen link to local energy committees regarding transportation planning
- Need more outreach to local, state, federal policy makers on transportation funding

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- More fundamental public outreach needed so people understand the role of RPC and transportation planning
- Unified voice of MPOs, NHRTA to identify and quantify gap for funding needed to tie mechanism and specific revenue needed with NHMA

Key Findings from TAC Discussion

Broadly speaking the comments and concerns of the TAC focus around three priority areas that are highlighted in the goals and recommendations sections of the Plan.

- Revenue generation for transportation – working at all levels and in support of all modes
- Increasing coordination of transportation planning, land use planning, and economic development at the local and regional level
- Increased outreach to municipalities and the general public on the RPC's work and regional needs

C. Comments Received During Public Comment Period

Comments were received during the public comment period from several partner agencies. These comments, with MPO responses, are included in the following pages:

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Comments from NH Department of Transportation Received from Nicholas Alexander

Good morning,

On behalf of the Department of Transportation, please consider the following comments for the 2009-2012 RPC TIP during the approval process:

Table 3.5, Salem-Manchester Capital (Boston Urbanized) is listed with a CAA Code of ATT. We believe E-30 or another exempt code may be more appropriate.

Response: Revised to show E-30

Table 3.5, Newmarket-Newfields NH 108 is listed with a CAA Code of N/E. Given the nature of the project and unless a benefit was taken in the Air Quality Analysis, the project appears to qualify for the Exempt Code E-33.

Response: Revised to show E-33

Table 3.5, Plaistow NH 125 (10044F) does not include a CAA Code. As capacity improvements are included in the project and other related projects have already been categorized as Not Exempt we suggest applying the Not Exempt status to this project.

Response: Revised to show Not Exempt

If you have any questions or would like to discuss the comments further please let me know.

Thank you,

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Comments from Federal Highway Administration Received from Leigh Levine

General Comments

As mentioned on the call, the MPO Plan needs a consolidated project list from year 09 to the horizon year that is clearly defined as the Plan's financially constrained, and AQ conforming project list, and it should be consistent with the project listing included in the conformity analysis, and for 09-12, consistent with the TIP project listing.

With the TIP and Plan also, I'm looking for a matrix with the consolidated conforming project list including identified project costs, and revenues by year for comparison, to demonstrate financial constraint of the TIP. The format could be similar to NHDOT's format for the financial constraint worksheet document that supports the STIP.

Plan

I didn't see an Appendix A?

Response: The Air Quality Conformity Analysis is Appendix A, and has been relabeled accordingly

Pg 1-9, Introduction – Good documentation that provides a good explanation of the document and planning process.

No Response Necessary

Chapter 2: Regional Transportation Vision – Your growth scenario approach is innovative, and I'd like to see the impacts documentation and conclusions and comparison completed for all scenarios. I'm not clear on how you selected the scenarios, i.e. – was there any public involvement, and how was it considered, or will the MPO be utilizing public involvement to reach consensus on which is the preferred scenario for the region? The scenario planning approach can be a good way to help generate public interest in the long range planning process, and should be used to do this.

Response: The scenarios were selected based on consultation with the MPO TAC. We have not yet brought the results of the scenario analysis out to public meetings to discuss the results, though much of the intent of the analysis has been to create a tool to help the public visualize the interconnections between land use policies and the transportation system. We are continuing to fine tune the scenario analysis, such that the discussion of it in the plan has been moved from Chapter 2 to Chapter 4, where it is presented as a planning strategy that the MPO will develop further in the coming months and years.

Chapter 2, 4. Mode based Needs Assessment – What is the status of this documentation, it also appears to be incomplete.

Response: The needs assessment element of the LRP has been restructured around the eight SAFETEA-LU Planning Factors for Metropolitan Transportation Planning, and has been expanded for the final LRP document

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Chapter 3 – Flat funding after 2018 is a good, conservative approach, and assuming your non-TMA status for the purpose of availability of 5307 funds seems reasonable at this point in time, but should be reconsidered in future iterations.

Response: We will revisit the assumptions about FTA Section 5307 funding in 2010 and 2012 based on any changes to FTA policies incorporated into the reauthorization of SAFETEA-LU, and then on the results of the 2010 Census.

I like the discussion of your methodology for estimating available revenues under 1.1 Revenue Sources and Anticipated Revenues. The method for assessing local M&O as documented in Table 3.2 and 3.3 could be a practice to share with NH's other MPOs.

Response: We will share this approach with the other MPOs

I believe you mentioned that your project costs in the Plan are construction-only, and do not include PE/ROW costs. For PE, I think you could simply add a standard amount (10%?) to the estimate, but for ROW, this might require some more thought. This is a concern, and I wonder how it would affect overall constraint by year if you had factored in these costs as well?

Response: We have revised figures to factor in 10% of project cost for PE. We have not yet developed a satisfactory method of assuming ROW costs where these are not known already, given the volatility in real estate markets and widely varying needs for ROW by project. We would welcome guidance from FHWA in this area.

I'm glad you decided to list the TIP as a separate, stand-alone document, as this was another concern of mine. I also thought that Chapter 3 might not be the best place to include the discussion of environmental mitigation and environmental justice – maybe these discussions could be organized as a stand-alone chapter combined or separate chapters, or include with Chapter 4?

Response: We chose to keep the Environmental Justice and Environmental Mitigation analyses in Chapter 3 as they apply to the projects identified in the Constrained Plan. Additional discussion of environmental mitigation and equity issues has been incorporated into Chapter 4, though, in the context of performance indicators.

2.1.2 Environmental Justice – I don't see anything here that discusses benefits and burdens of the Plan's transportation network on low-income/minority populations in the region. To do this requires some analysis of these populations in comparison to the proposed build-out of the Plan. NRPC has done a good job doing this in their Plan, for example.

Response: The Environmental Justice section has been expanded to include analysis of the distribution of minority and low-income populations in the region in relation to projects identified in the Plan and TIP. This includes tables identifying specific minority populations and the population below the poverty level at the municipality level, and mapping of Plan and TIP projects superimposed on Census Block Group level data on minority and low income populations.

2.1.5 Transportation System Management and Operations - For additional work to be completed, it might be a good idea to also include some documentation of strategies from your ITS regional architecture.

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Response: Management & Operations strategies from the regional ITS Architecture and Strategic Plan have been incorporated into the TSM section of Chapter 4, including Traffic Incident Management, Traveler Information Services, Roadway Weather Information Services, Traffic Signal Coordination, Electronic Toll Collection, Transit Prioritization, and Work Zone Management.

Thanks for including the Public Participation Summary as Appendix B of the document. The telephone and on-line surveys are good methods to compliment more traditional public noticing and public meeting methodologies.

Response: Input from the TAC discussion has also been added to Appendix B.

TIP

Again, thank you for making the TIP a stand-alone document.

Response: You're welcome

As with the Plan, nice job with your documentation here, especially on the development of the TIP and the specific process for the FY 2009-2012 TIP. I like the Table 1 information on important dates, and the Table 4 list of project completed or delayed from the 2007 – 2010 TIP I assume - (not "Plan" per the document, or maybe you're referring to the 10 Year Plan?).

Response: Reference in Table 4 has been corrected

Financial Analysis, pg. 7 – The first sentence should refer to the first two (not three) years of the TIP when referencing the requirement that limits projects to those for which funds are committed.

Response: Reference on page 7 has been corrected

Projects Included in the TIP, pg. 12 – under NOTE: - The MPO TIP should include regionally significant projects whether a Federal action is required or not.

Response: Wording has been fixed

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Comments from NH Department of Environmental Services Received from Rebecca Ohler

Comments on the Air Quality Analysis

Page 9 - Emission factors utilized

MOBILE6.2 files are located in Appendix 5, not 1

Item 1 should clarify that the VMT mix based on 2005 data was used for 2009 *and all outer year* MOBILE runs.

Item 3 - *A visual anti-tampering inspection on vehicles less than 20 years old*

Response: All requested changes made

Page 10 - The last sentence in the first full paragraph references an Appendix G which does not appear in this document.

Response: Appendix G was changed to Appendix 5.

Why are pre-2009 projects listed in the exempt projects list?

Why are projects in towns outside the non-attainment area listed in the AQA?

Response: Pre-2009 projects, and those not in the non-attainment area, have been removed from exempt project list

TIP/LRTP/AQA Project List Comparison

The following projects are listed in the TIP or LRTP, but are not in the AQA:

All transit projects listed on pages 1 and 2 of the TIP, table 3.5 (9/25/08 version)

Exeter-Epping Road 15372

Newington-Dover 11238J

Plaistow-Kingston 10044B

Salem-Manchester I 93 - 10418, 10418C, 10418W

Salem-Manchester I 93 - 13933D, E, F, G, I, K

Salem-Manchester I 93 - 14634

Seacoast I 95 - 14631

Statewide Projects:

Traffic: Transportation Systems Management

Various: Develop and Implement Marketing Campaign for Car/Van pool

Various: Scour & Hydraulic Analysis

PE & ROW: Project Provides Paint Inspection

Eng & ROW: Complex Bridge Inspection

Electronic Tolls: statewide consultant

Various: Set aside funds for emergency projects

Eng & ROW: Low volume corridors

Eng & ROW: Underwater Bridge Inspection

Traffic: Inspection of sign structures

Eng & ROW: Set aside funds - PE

Eng & ROW: Set aside - ROW

Appendix B: Public Participation Summary

Eng & ROW: Prelim Engineering

all statewide projects listed on page 14 of table 3.5

COAST - FTA - service improvements on all existing COAST routes - 2010 construction year

COAST - New Freedom -Regional brokerage initiative

Private - Boston Commuter Bus Service on NH 125 from Epping

Plaistow - 13515 - passenger rail

Portsmouth - rail shuttle, Portsmouth to Downeaster

Private - Portsmouth-Concord-Manchester transit service

Private - intercity bus service on NH 16, Seacoast to Conway

CART - none of the CART projects are included in the AQA

Private - Hampton NH 101/US1 interchange multi-modal transportation center

Response: Added all listed projects to the AQA with the exception of the Exeter-Epping Road 15372 which was already listed but without a project number. Also, Salem-Manchester I-93 project 14634 is in Londonderry which is outside of the RPC/SRPC model region. Finally, the Portsmouth – Rail shuttle, Portsmouth to Downeaster was added as a “vision” project that has no identified funding. The project is included in the listings, but no analysis is required.

Some of the added projects require that an off-model analysis be conducted to assure that their benefits are being accounted for. Additional off-model analyses were added for the NH 101 Bus service between Portsmouth and Manchester, as well as for the proposed park and ride at the NH 101/ US 1 interchange along with related bus service. The addition of these off-model projects has resulted in a slight decrease in net emissions for the region in future years.

The following projects are listed in the AQA, but are not in the TIP or LRTP:

Salem to Manchester 13933*

Hampton Falls-Hampton - 13408B

Statewide 15252 - transit capital assistance

Hampton - I 95 Open Road Tolling study

Response: Hampton Falls-Hampton 1408B has been removed from the AQA analysis. This is a turnpike project that is not required to be in the TIP/STIP.

Statewide 15252 was included in the STIP but was an omission from the TIP. This has been corrected.

Hampton – I-95 Open Road Tolling study is a planning project intended to determine the viability of barrierless tolling at the Hampton Plaza. It is not in the project listing of the TIP/LRTP but is a recommended study. It has been removed from the AQA.

Other project list issues:

Epping NH 125 - Signalize Lagoon Road Intersection - is on both the exempt and non-exempt list in the AQA

The first analysis year for several projects listed is 2010 or 2012. Neither of these are appropriate analysis years for RPC. Looks like a left over from CMAQ analyses.

Response: The Lagoon Road intersection was removed from the Exempt list and retained in the Non-Exempt list. The 2010 and 2012 first analysis year listing for some projects was a copy/paste error that placed the information in the incorrect column. Those dates are the listed construction years and when placed in the correct column produce the correct first analysis year (2017).

Appendix B: Public Participation Summary

Off Model Analyses

1. Dover Fastrans

Please take a look at the attached analysis that I have put together which I think corrects issues I found with the analysis including:

- incorrect emissions were added back in for the bus - it appears the "emissions added" line is based on LDV instead of bus emission factors. If this was incorrect in the original CMAQ application then its my fault for not catching it then, but should be corrected now.
- in the top box a 25 mph speed is stated for LDV, then 15 mph is used in the lower box. The attached uses 25 mph for both the bus and the LDV.

Response: Project information updated by SRPC

2. Greenland Truck Stop Electrification

VOC emission factors should be updated to:

2017 VOC = 0.912 gr/mi

2026 VOC = 0.831 (current analysis lists the 2026 factor as 30.826, but it is 0.826 - correct # is used for analysis)

The notes and assumptions should be updated to specify that the VOC emission factors are from the MOBILE 6.2 runs developed for the 2009-2035 conformity analysis.

Response: VOC factor corrected for 2026 and notes updated to reflect most current emissions factor information.

3. Salem Employee Trip Reduction - looks good.

No response necessary

4. I95 Incident Management - Ok

No response necessary

5. Spaulding Turnpike Express Bus Service & Exit 9 P&R - ok. please revise note at the top to indicated it was updated for this conformity round. currently says it was updated in March '06

Response: Latest update date revised.

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Raw Responses from Transportation & Land Use Survey Short Answer Questions

Q3: In your daily experience, what is the most congested road segment in Rockingham County? Please be as specific as possible.

- Route 33, in the section that goes through Greenland
- Route 125- Haverhill, Plaistow 2. Route 28- Methuen, MA into Salem, NH
- Route 101, Between Hampton and Brentwood. 2. The 95 exit. 3. The Hampton town center.
- The bridge between Newington and Dover Point on Rt. 4.
- Can't answer, don't travel too much
- 93 north at exit 1. 2. Route 28 area in Salem
- Downtown Exeter. 2. Portsmouth Ave. near Exeter
- Route 28, Salem into Derry
- The work areas on Rt. 125, just south of Newton, in Plaistow NH.
- Highway 1/ Lafayette
- On main street.
- Route 27 to Styles Rd 2. Route 28
- Route 125, the part from the Mass. border to Demoulas
- Main ST in Salem Route 28 in Salem the traffic in Salem is bad sometimes
- Route 1 in downtown Hampton. The 95 Tolls at some points.
- Downtown Exeter Rt. 108 Portsmouth Ave through Exeter and Stratham
- Rt. 1 Seabrook to Hampton Falls 2. Seabrook to the 95 tollbooth
- Downtown Exeter
- 495-from Seabrook to Hudson
- Rt. 125 through Plaistow center 2. Rt. 125 in Kingston
- None
- Route 125 in the Kingston on the line of Plaistow to Epping.
- Known as "South Broadway" in Salem- Route 28 On Route 93, in Salem, where it "arrows" into 2 lanes
- Going to the Portsmouth traffic circle at around 5:00. Rte. 4 just before the traffic circle and just after, going away from the circle as well towards Dover.
- I95 Hampton Toll Booth South Bound 2. Spaulding Turnpike can't be specific 3. Bridge over Great Bay Rt. 4 heading north.
- rt. 33 is very bad between commuting hours 8 am and at night around 5
- Route 1 Seabrook 2. The road right along Hampton beach
- 33 between Stratham and Portsmouth
- Kittery Traffic circle- going into the traffic circle from Dover/ Rt. 16 2. Woodbury/ Market St. Extension during rush hour
- Nothing
- Lafayette Road, and the road going to Dover Bridge.
- Route 1 from Seabrook to Hampton I-95 at the tolls downtown Portsmouth
- Rt. 125 in general
- On 125 where the mass/NH border
- Route 1 gets very congested and people skip toll booths.
- on 95 near the Hampton tolls

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- Rt. 1 Seabrook to the border of Kittery
- Rt. 125 in Plaistow, the entire of road is useless for the amount of traffic that uses the road
- Rt. 125, in Plaistow
- 125 between Plaistow and Raymond is consistently congested 2. Route 95 in the summertime especially on the weekends is congested
- Portsmouth Avenue to the traffic circle in Stratham.
- Not sure
- I don't know
- Route one- the whole thing. Route 95 from the tolls south. 107 in Seabrook.
- Cluff's Crossing, Salem NH
- Going over the Dover point bridge to Dover from Portsmouth Lincoln Street in Portsmouth
- Rt. 1 where it intersects Ocean Road 2. Rt. 33 and Ocean Road 3. Memorial Bridge in downtown Portsmouth
- Rt. 111, Rt. 125, Rt. 101
- Circle by the liquor store near Spaulding Turnpike (Portsmouth?)
- Rt. 125 101- Raymond 108- new market
- Rt. 93
- Rt. 125/ Plaistow
- Lafayette rd/Rt. 1
- Rt. 33/ Greenland Rt. 108 Spaulding turnpike
- Around 4 pm on Rt. 33 in Greenland Rt. 1 Portsmouth
- Rte 4 from Portsmouth to Dover on Friday evenings
- I-93 Corridor from Salem to Manchester
- Round about at the Portsmouth traffic circle.
- 125
- Route 95 at the Hampton tolls route 1 at Seabrook and Hampton
- Rte 1 between Exit 1 and Rte 88
- Route 1 at 88 and 84, Spaulding turnpike and the 95 split at exits 4 and 5
- Route 125 and Route 28 - the Massachusetts New Hampshire border
- Route 1 in Hampton ocean blvd
- Plaistow 125
- Rte 93 from Rte 3 down into Andover
- Rt. 125 in Epping around the Wal-Mart area
- The intersection of 111A and 125
- Route 28 in Salem, 125 between Plaistow, 111 between Salem and Hampstead
- Lafayette Road in the retail area
- Route 4 interchange
- Route 125 at Epping
- 93 from exit one to four
- Heading towards Concord at 3:30 is a disaster, leaving Portsmouth around 3
- Rte 28 and 11 exchange around Salem and the 125 in Plaistow
- The Spaulding turnpike coming out of Portsmouth going towards Dover
- The whole of route 1 in Hampton
- Intersection route 1 and 107 in Seabrook 2. Route 1 and Hampton Falls (88)
- 125 around lee traffic circle and Epping around the Wal-Mart
- 125 the whole thing

Appendix B: Public Participation Summary

- Spaulding turnpike entrance to the Portsmouth circle southbound
- I-93
- Rt. 28- the depot 2. Broadway from Wal-Mart to Home Depot
- Route 111, accessing it from 101. 2. 125 and 101 intersection 3. Downtown Exeter
- The bridges in Dover point and Newington
- We don't go very far.
- Route 4, and route 16 (Spaulding turnpike)
- Route 125
- Route 108, down by 101
- 1-11 and 1-11A and entrances on to the highway not a second place I can think of that holds me up in my daily experience
- Rt. 1 Rt. 125 the southern half between Kingston and the state line
- Route 125...from 101 to the Spaulding turnpike
- Portsmouth Traffic Circle, Anywhere around Route 1.
- 111 and route 102 intersection
- Route 125
- Rt. 125- between 101 and the Lee Traffic Circle
- 1-93 on mass/NH border
- Beverley hill road Portsmouth into Dover from Pease north on the Spaulding turnpike all of Woodbury Ave, due to the length of traffic lights and amount of traffic
- None
- She says Portsmouth Circle and Route 1, Route 1-A, Ocean Boulevard.
- 33, 101 to 95
- 93 between exit 1 and 3
- Route 125 from 1-11A and 125 intersection crossing 125 at south road.
- Route 28 bypass near Hookset Manchester line
- Portsmouth Ave
- 125 and 111A, 125 and North Rd, 125 in general
- Rt. 125 in Epping on race nights from Brentwood to Epping. Rt. 4 in Lee
- Main Street headed to Plaistow
- Traffic around bridge on Water St. that leads up to Portsmouth Avenue in Exeter
- Route 111
- Route 33, approach the turnoff to 95, on down through pass Greenland into Exeter
- "Portsmouth Avenue" - Rt. 33, Exeter/Stratham portion, where it intersects Rt. 101 2. Rt. 27 in downtown Hampton - Rt. 27 and Rt. 1 3. Rt. 33 and Ocean Rd. in Greenland
- Dover Bridge tolls to the Pease airport entrance
- Spaulding Turnpike near Newington
- From Pease air force base to the gen Sullivan bridge Rt. 33, from the Greenland to Portsmouth
- 108 through Newmarket area
- Route 111, at exit 3. 93 is too narrow and is taking too long to fix!
- Lafayette Road
- Route 1 between Hampton and Seabrook
- Don't Know
- rt. 16...Dover Point Bridge
- I guess maybe the tollbooth at I-95 Spaulding Turnpike by the malls is the worst
- Junction 47 and 111a

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- 33 going from Stratham to Portsmouth
- Lafayette Rd./ Rt. 1 from the Rt. 107 entry point to the middle of Hampton 2. Rt. 1- from south Portsmouth to the Portsmouth traffic circle
- Route 101 East
- Rte 1 and Rte 28.
- Road to Manchester-don't know the route.
- Downtown Portsmouth
- 125
- In Exeter at 8:30 AM and 5:00PM
- Sullivan bridge.
- Going out or coming in on the bridge on the great bay from the Portsmouth area. 108 backs up heading west.
- Route 125 at the 101 intersection Downtown Exeter-Main Street
- rt. 1 north to the traffic circle 2. Rt. 1 south by the Wal-Mart going toward going toward the next set of traffic lights. 3. rt. 27 crosses over at the set of lights
- 125 route.
- Route 28
- Lafayette road on route 1
- Maplewood and Woodbury
- Don't know
- Route 128
- 1. Roadway N. of Rt. 4 - Hampton Tollbooth on 95 2. Bridge on Rt. 4 just outside of Dover and Newington, near Hilton Park 3. Portsmouth Ave. Exeter through Greenland
- route 1 Seabrook
- The line waiting to go over memorial bridge - State St.
- Route 1 in Hampton around the Galley Hatch, route 27 and route 1 intersection
- I don't drive
- 16th Street, Woodbury Avenue in Portsmouth
- Rt. 28 in Salem- The whole stretch by the strip malls/ mall 2. Portsmouth Ave. in Exeter and Stratham/ turns into rt. 33 in Portsmouth is terrible in the morning. 3. Downtown Exeter can be bad at certain times of the day- high St./ water St.
- Portsmouth Ave. form Exeter to Portsmouth
- Route 33, 108 at times
- The by pass going from Portsmouth to Dover
- Rt.28 in Salem
- Rt. 93 from exit 4 to exit
- Route 1 and 33
- Route 33 (multiple intersections)
- Route 1 between Portsmouth and Dover, the little bay bridge
- Traffic circle for inner state 95 and Spaulding tour pike. By the liquor store. Worst spot in the county.
- I don't know, I mostly stay in, in my 80's
- Route 28
- He says route 1 in Hampton and 133 in Greenland.
- Rt. 111 near Salem NH where it changes to 28 and 93
- Exit 1 on rte. 93

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- Rt. 125 in Plaistow
- Downtown Exeter Hampton
- 108
- Route 33 in Greenland between 95 interchange, bay side rd. (post rd)
- Downtown Exeter - near the bandstand
- Bridge between Newington and Dover Pt.
- North Ave. and Route 125
- The tolls at Hampton on 95 at summertime
- From the traffic circle in Portsmouth to the toll in Dover on rte 16. Peverly hill road, it's a truck rte now so I'm surprised we don't have more accidents
- Route 33
- Route 125, state line to lee traffic circle
- Downtown Exeter
- Route 1 north headed towards Hampton before rotary. 95 north before tolls
- Main Street in Atkinson
- Route 125 in Plaistow
- Route 1 at Hampton Falls lights
- Broadway route 28, shopping district
- The traffic circle in Portsmouth where I-95 meets Route 16
- Can't answer
- Route 1-closer to Hampton The Hampton Beach area
- Spaulding turnpike
- Cannot answer as the travels so each day to Mass., not north into NH
- I-93, NH/ma border
- Route 125 on the weekend
- Don't know
- Route 125
- From the Wal-Mart in Newington until General sovereign's bridge on Route 16. Sections of Route 4, like from Durham into Newington.
- No idea.
- He thinks route 33 is the most congested.
- I guess near Salem-Windham, where 28 meets, they put a new road in it is always congested there.
- Route 1 south of route 27 in Hampton falls
- Don't know
- Spaulding turnpike
- Route 4. It's always a lot on that road.
- rt. 33 and ocean rd.
- Rt. 28 through Salem, commute times and shopping
- Lafayette Rd.
- The intersection of route 1 and Exeter in the center of Hampton.
- I don't got out enough I am just here
- Spaulding turnpike right before general Sullivan Bridge between Dover tolls in Newington
- rt. 33 from Greenland to Portsmouth

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- 93- 111 Intersection, both north and south. Construction there is vicious. Also The exit by Rockingham mall- Ext one off of 93. From Salem up through Derry. Last, Nashua and the DW highway- there is sometimes impossible
- Rt. 1 around Hampton
- Downtown Exeter- not sure of the road 2. Rt. 125 through Epping
- Portsmouth, route 4 at times 2. Epping, route 125 where the Wal-Mart is all the way up to lee
- I don't travel very far Rt. 150 and 107 intersection, there is a blinking light, need a stop light.
- 125 and 101
- 101 east the exit right before 95 exit 12 and 13
- Route 1 from Seabrook up to Portsmouth, the intersection of High street and Exeter road and Lafayette road
- Route 28 from the Mall up to Windham. Route 97, "The Depot", between 28 and 97.
- Broadway in Salem is pretty bad
- The bridge that Portsmouth and Kittery
- 93 and 28
- Route 16 or Islington Street
- 125 between 101 and the state line, the town of Exeter
- Rt.1 from rye to Seabrook
- Route 1
- I95 at the toll booth heading south at rush hour and on weekends
- Route 28 in Salem 93 North
- Rt. 125 North Rd.
- section at junction 1-11 -1-11A I-93 at the state line
- 101, Route 33 to 108 coming in from Portsmouth
- Route 1 in Hampton falls
- Rt. 28 where it runs through Salem - nearly impassable on weekends 2. 93 in Salem and Derry headed N
- I would have to say 93 from exit 1 to exit 13 in concord its bad at rush hour
- route 93
- Route 1 in Hampton
- 111 to 28
- Rt. 111
- Rt. 1 in Hampton- The center of it
- Not busy at all
- Oh definitely Route 33 the Spaulding Turnpike from the Dover toll booth to the circle. No I don't really have a third place...those two pretty much cover it
- Route 33
- Route 108. Allowing too many shopping malls, car dealer ships, and too commercial property without enough instruction.
- 93 around exit 1. 28.
- Rt. 111A in Windham just always very backed up.2/ Rt. 28 in Salem in general which is very bad. 3. There is no traffic light where they live. They have to pull out onto 111, from Lakeside Dr. It is very dangerous and hard to cross. It is a shame that people have to die before a light can go in. Really unsafe. There are accidents there, bad ones.
- The access to 93 and travel in downtown Derry
- Route 33 in Greenland

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- Coming from market street extension or Woodbury Ave
- Route 28 between north and south Broadway
- Route 1 in Seabrook
- Route 125
- Rt. 28 through Salem 111 in the same area
- The intersection of 111 of 28 through Windham; intersection of 111 and 111A, near the highway ramps on 111 going onto 93
- The Spaulding turnpike by the rotary the Dover bridge going in to Portsmouth Woodbury Ave in Dover
- Route 33 - trying to get from Bunker Hill Road
- Rt. 125, the area from Rt. 111a down to the Epping Wal-Mart area. Negotiating the turn from 125 onto 111a is very dangerous the congestion in the morning hours as you come up on the hill before Rt. 95 Rt. 33, Portsmouth Ave
- route 28
- Route 33 trough Stratham and Newfields, Newmarket. Route 4 around Nottingham.
- Route 101, route 33 towards Stratham, route 4
- 88 and rout 1 in Hampton falls
- Route 33 between Portsmouth and Exeter The beach roads-1A
- South Street in Portsmouth
- Rte 1 at the Hampton Falls light, Going North bound
- At Rt. 1 and Rt. 111 intersection. 2/ the intersection of Rt.1 and Lang Rd., in Portsmouth.
- Route 93 in the Derry-Salem area.
- The Dover point bridge area on to the Spaulding turnpike tolls. The Portsmouth traffic circle - an accident waiting to happen I don't travel as much so I only really travel around there so nothing else.
- Downtown Exeter
- Where Rt. 28 meets Main Street 2. Rt. 28 in general - esp. 28 S at Exit 1
- rte. 28 and rte. 97, where they meet
- rte. 28
- Interstate 93 from Mass. line up to Manchester 2. Rt. 108 in Exeter 3. Rt. 16 between Portsmouth and Dover
- Route 1
- Lafayette Rd. - from. Lang Rd. to downtown 2. Rt. 33 - from. Sunoco traffic light to intersection passed Ocean Rd. 3. Woodbury Ave. - from. 95 through to Spaulding Turnpike
- Rt. 28 through Salem
- Route 101 between Manchester and Exeter
- Route 101 the seacoast area
- In Salem near the main drag near the race track
- Stoplights at Rt. 1 in Hampton Falls
- Route 33 near truck stop, route 1 near Portsmouth to Hampton
- Rt. 33 - from. Stratham/Exeter to Portsmouth 2. Rt. 95 - from. Mass line northward 3. Rt. 1 - virtually the entire stretch
- Route 33 going from Stratham to Portsmouth
- 93 near Salem
- Rt. 28 through Salem 2. Rt. 125 by big Shaw's shopping center in Plaistow
- Route 1, the Spaulding Turnpike

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- Rt. 125 in Plaistow from Kingston line to Wal-Mart 2. State line on Rt. 125 between Plaistow and Haverhill 3. Rt. 125 - state line north to Wal-Mart area
- Lafayette Road, Spaulding Turnpike
- I have no idea
- Plaistow
- I'd have to say the Bay bridges between Newington and Dover point I don't like the stretch on the Spaulding between exits 6-8 there's a lot of merging and it's hard to merge on and off on both the north and south sides. I can't think of any more those pretty much cover it.
- Rt. 28 in Salem- south of Wal-Mart. 2. Rt. 102 in Derry- the Derry south part to Litchfield
- Portsmouth Avenue in Exeter
- Route 93, North coming from Mass.2. 95 North into Seabrook
- Route 93
- Rt. 1 - in Hampton 2. Rt. 101 through Hampton, mostly in summer (beach) 3. Rt. 1A in summer, also in Hampton
- Route 28 in Killray, Route 93 from Exits 5 on, Route 28 in the Salem area
- 101 generally
- 1 intersection of route 97 and 28 in Salem
- 125 and 111A intersection
- Rt. 33- Rush hour is a major problem 2. The Spaulding turnpike- going over the Dover Bridge
- Route 33 in Stratham and Greenland
- Route 1. It's too narrow.
- rt. 1 from Portsmouth to mass border
- 125 north
- 125 main St
- Route 1 between Lange Road to where Bowlarama used to be, rush hour in the evening going towards Dover from the mall area, from the traffic circle north
- Route 1
- Route 1, all of it in Seabrook 2. Route 107--in Seabrook
- rt. 111 in Salem
- 1 downtown Exeter
- Route 27
- Route 101 2. 95 Hampton and Stratham
- Route 125 Plaistow, Route 28 in Salem
- Downtown Exeter
- Rt. 1 and 107 Hampton beach Rt. 1
- None
- rt. 28 in Salem
- 1)route 1 from route 107 to route 27 2) route 33 in Stratham
- Salem junctions of routes 111 and 28
- Route 28 in Salem, 125 in Plaistow
- 1 Front Street 2 route 33 from Exeter to Portsmouth
- Route 1 from Seabrook to Portsmouth I-95 in Hampton at the toll booth I can't think of another one I don't travel farther than that
- Route 28 from Broadway (mass) to north Broadway (NH) 2. Rt. 93 (mass border to exit 4)
- Rt. 111 in Windham
- Route 1 in general

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- Route 125 where Haverhill meets Plaistow
- 93 north
- Hampton tolls booths 2. Route 1 Seabrook to Hampton 3. Downtown Exeter
- Route 33
- Route 108 is always under construction, downtown Exeter during rush hour time
- 33 4
- The rotary in Portsmouth
- Route 125 Plaistow section
- Route 93 in the Rockingham county 2) route 28 in Salem
- Downtown Exeter, route 16 coming off of route 11 (Farmington?), Meredith route 3 and route 25 intersection
- Rt. 16 The Dover Point Bridge 2. 33 construction with the mall- I live right here
- Route 125 around 5-6pm.
- Route 1. Will be on to all of us if Seabrook ever blows or leaks. Feels unsafe, looks unsafe.
- Portsmouth traffic circle
- Route 125 on border or Plaistow Haverhill
- The highway that goes past the fox run mall
- Rt. 128 in Salem, from Rt. 111 to the mall Rt. 125 in Plaistow into Haverhill
- Rt. 28 in Salem exit 1 Rt. 93
- Rt. 125, through Epping
- Exeter - High Street and Portsmouth Ave. 2. Hampton - High Street and Rt. 1
- Rt. 125 from Kingston to Rochester 2. Rt. 108 through Exeter
- 33 from the Greenland line to the Portsmouth, 151 Greenland
- Where route 125 and 495 intersect
- 33
- 95 at times
- Route 108 between Portsmouth and Stratham
- Intersection of Portsmouth Ave. and route 33 2) route 33 going into Peace trade port
- 125 at Epping
- Rt. 125
- Daniel Street 2. Traffic Circle in Portsmouth 3. Maple wood Ave.
- 111 and 93 junction
- Rt. 93 from Salem to Londonderry
- 125 in Epping
- Let's see Rt. 33 by the truck stop in Greenland
- Only takes high way and has no problems with it
- He says the Southern end of 125, also further up in Epping
- Rt. 125 in the Plaistow area
- Intersection of route 108 and route 27
- Where 111 crosses 125 in Brentwood
- 93 exit one, Depot in Salem
- Givewington Street, the Portsmouth traffic circle
- Route 33 going towards Pease
- She says route 93 around Salem and Derry (exits 1-4), route 28 in Salem
- 125
- Rt. 28 between exit 1 and Rt. 213

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- Exit 1 to the state line on I-93
- Route 95
- Greenland, Stratham traffic circle during the morning and evening drive times. (respondent did not want to be specific)
- Route 28 (all of it) Parts of Route 111 and parts of route 97
- Route 33 between Stratham and Portsmouth
- Route 101. It's just a busy community road.
- Route 25 all the way up, 28
- Rte 1
- 101 between Manchester and Epping
- Portsmouth Lafayette Rd
- Water St. 2) High St. nearing water St. 3) front St. near water St.
- Rt. 1 in Hampton falls
- Route 27, main St. through Exeter. Water Street, coming from Stratham, winter time, summer time.
- Rt. 1 and 27
- Main Street and Broadway; Geremonty Drive and Main Street; Lawrence Road and 97
- Rt. 101
- Route 125 from MA line through Epping
- 125 from Brentwood Kingston / Durham area 2. 1A in summer 3. Route 1
- Route 1 between North Hampton and Portsmouth, the traffic circle
- Water Street, Portsmouth Avenue
- Route 125
- Route 95.
- Route 1.
- rt125--rt125 in general
- Route 125.
- 101
- Route 4 Newington going into Durham 2. Noon time on Woodbury Ave 3. Lafayette Road
- Route 33 in Greenland/Portsmouth, 108
- Rt. 125 2. Rt. 33
- I93 from MA line to Manchester 2) route 28 from MA line to Londonderry
- 121 93
- rt. 27 2. Rt. 1
- Rt. 1, from Hampton falls to n. Hampton in the summer
- rte. 93, the highway
- Route 28 at the center of Salem
- Route 33 route 101
- Route 1
- 28 around the mall, Route 125 going to Epping
- What used to be called 101 (she couldn't recall the name) rte. 1a coming in to Hampton beach is bad
- 108 (because of road work sep.) 2. Route 33
- General Sullivan Bridge
- The lee traffic circle route 33
- Intersection of 125 and 101

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- 125 right through Epping on the weekend.
- Exit 1 on rt93. 111 exit 3
- Rt 28 2.93
- None
- 125 north in Epping
- Rt. 1 2. Traffic circle in Portsmouth
- 101 and route 4
- Rt. 1 2. Rt. 125 3. Rt. 101
- Rt 28 more the depot 2. Rt. 125 around the 125/121 and halfners gas.
- Route 28, between 97 and 111. Route 28 is horrendous in general
- Rt. 125 in Plaistow, Rt. 93 in Salem
- Bridge Street
- 28 Salem 111 Windham
- Route 125, the stretch from Lee through Epping.
- Rt. 33: great bay road to Rt. 95, from Greenland post office to rt95. 2. Rt. 33 from Agway to 101 during rush.
- The bridge in Dover going towards Newington/Portsmouth. where 237 crosses Route 1. And 95 near the tolls.
- Route 125 from the end of the mass border to Haverhill
- High street in Exeter, because every single car has to go by her house. Dangerous roads around because a lot of cars and people don't know how to drive. Route 33 after Exeter ends, before you get to Stratham. Roads lane fade and cant be seen driving lanes.
- Route 125 2. Route 101 but not as much
- rt. 33 in Greenland
- ?
- In Derry the roundabout on the route 28 bypass
- Getting on to the Sullivan Bridge, Route 1 coming into the traffic circle
- Route 1 north, from Hampton falls to rye
- Route 33 2. Newmarket, route 108
- 111 in Plaistow 108 Stratham at the new bridge Newington area
- Rt. 125 Epping Plaistow area. 2.
- Route 125, they don't have timed lights, you gotta get stuck at every light. They don't have light where you should have light. They don't have turning lanes.
- Rt. 1 in Hampton and 95 near the tolls
- rt. 102 in Derry
- 28
- Rt. 1
- Route 1 2. 95 near the toll
- Portsmouth Ave. in Exeter from Stratham to east Kingston. 2.
- Rt. 1 111
- rt. 125 north in Plaistow
- Rte. 101
- Route 108
- Route 1, major road through Exeter
- rte. 125, and rte. 101
- Route 28

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- rte. 97 and 28, where they meet
- Rt. 111 in the Windham 93n between 5 and 6 o'clock between exit 1 and 3
- Portsmouth Ave.
- Route 111.
- Route 1
- 125 anywhere in Epping. The Lee traffic circle is bad.
- Rt. 125
- Rt. 33 between Portsmouth and Greenland
- Route 1
- Route 101
- Downtown Exeter
- The Hampton tolls on 95. Going over the bridge by the Newington tolls towards Strafford county. Route 1A in the summer.
- rte. 1
- Route 1 through the center of Hampton 2. Route 33 in Greenland between Post Rd to Ocean Rd
- Rush hour Rte 1 from Seabrook to N. Hampton 2. I95 Southbound from Portsmouth to the tolls 3. Spaulding turnpike from Pease to Dover Point Bridge
- Main St. East rd
- Route 125
- Route 28 from Kelley road to the Entrance to Rt. 213. Kelley road heading towards route 38.
- n/a
- Portsmouth Ave. in Exeter
- Route 125 from Epping to Kingston
- Route 93 in southern NH, coming from Boston. Route 95 coming from MA.
- Rt. 28 on the weekends
- Rte 121 at Meditation St.
- I'd say right now the corner of ocean rd and Rt. 33 well only on weekends going north on Rt. 16 near the mall
- 93-North near Exit 1 by the Rockingham Mall, 95-North by the Hampton tolls
- 125 & 111A
- 108 around the shopping malls in Exeter and Stratham - the primary concern is that the traffic signals aren't sequenced
- Portsmouth traffic circle
- Rt. 1 between Hampton and Seabrook
- 93 like the border right around the Rockingham exit
- The intersection of 111 and 111-a, the intersection of rt. 28 and 97
- 111 in vicinity of 93, exit 3
- Route 125 up towards Epping
- I would say Portsmouth Ave. from where it begins into Greenland
- Route 33 on Portsmouth Ave.
- Rte 1
- The intersection of Route 28 and 97, the intersection of Pleasant Street and 97
- Route 125, running from Plaistow into Hanover. The whole thing needs to widen. Working now but still going to be a mess. Route 125 all the way, should wider.
- 107 from rte 1 north to 95 and there n again on 107 to 150, Rte 111 at junction to 28
- Route 1 Hampton

Appendix B: Public Participation Summary

- Route 1
- Route 125 south. They're trying wide it some right now. The route is inadequate.
- Rt. 33 where the construction is near ocean Rt. 16 going toward the exit for Durham
- Interstate 93 and route 28
- Tolls at I-95 during the summer
- None
- 33 especially at the crossing with Ocean Drive
- Route 28
- Sullivan Bridge area on the Spaulding Turnpike
- Route 33 Greenland
- Rte 125
- Exit 1 off 93. Under construction, politics they got going on is making lanes unbearable and people are dying. Should be a four lane but it's not initial whether it's a 3 lane or 4 lane. Route 111, there is too many lights and I think there is going be more. Lights going are making cars stall. Costing a lot of gas and accidents. It should more like a 93 then a 28. Depot in Salem route 97. Again it's the lights, they should have an over path so we could over and then we wouldn't have the light.
- Route 125 around Plaistow
- Lafayette Road, Ocean Blvd.
- Water Street at five, the intersection of water and high street
- Route 125 from Lee to Barrington, Portsmouth traffic circle
- He doesn't know.
- Rt.1 from Seabrook to Portsmouth (especially during rush hour.)
- Route 1 and Route 27
- Rt. 125 in the summer all over but in the Epping area is bad
- Downtown Portsmouth, specifically the traffic circle, downtown Exeter, the routes going to 95
- Rt. 28 near Rt. 97 main St. Main St. and bridge St. intersection
- Route 125 between Kingston and Plaistow
- Route 28 in downtown Salem; route 111 off exit 3 on 93
- Route 33 Portsmouth to Exeter
- The bridge in Exeter
- rt. 28 in Salem and rt. 1 in Seabrook
- Going through downtown Exeter
- Rte 33 in Greenland/Portsmouth
- Route 28 in Salem from 97 south to mass border
- Portsmouth Avenue, downtown Exeter (Water Street), route 1 in Hampton (Lafayette Road)
- Route 1
- Rt. 108 from Dover to Exeter its bumper to bumper Rt. 125 from 16 to 125 all the way down to 95

Appendix B: Public Participation Summary

Q4: "In your daily experience, what is the MOST DANGEROUS location or facility, intersection, street, railroad crossing, school crossing, school pedestrian route in Rockingham County? Please be as specific as possible."

- Route 33 and Winnacunnett Rd
- There are too many- I'm not sure, I'm not around at that time
- 101 east exit for 95.
- The Route 1. Traffic circle.
- Can't answer that
- Doesn't know
- Portsmouth traffic circle
- Route 28 in Salem, North Road way specifically
- The intersection of Route. 108 and Route. 110 it is very dangerous.
- 1.Lafayette Rd. From the intersection of 127 heading north for appx. A mile
- She didn't know. Said for me to say that
- Route 38 2. Route 93
- Coming out of Hillsdale Ave onto Atkinson Depot Road
- Route 28 near the post office
- The Portsmouth Traffic Circle
- 1. Route. 1 in Seabrook where the Newfield power plant is 2. Rochester- there are 3 Railroad crossings that are very close to one another 3. Route. 1 up to Hampton Falls
- Route 27
- 121-A 125
- [none in particular]
- No crosswalk near her housing, so you have walk against traffic
- Somewhere on Route 125 that don't have traffic lights.
- The intersection of Lawrence Road and Main Street in Salem, especially when making a left turn
- I don't know"
- Areas where you turn out on main Road s all over, view is blocked by hedges, trees etc. One at the end of her street, Thomson Rd, into High St. Hampton NH that is only one there are many.
- Portsmouth traffic circle
- 5 corners in Hampton
- Portsmouth intersection of route 1 and Lafayette Road
- Maplewood in front of Geary's Beverages- very long light there. 2. The traffic circle
- Situation down on Main Street by the Bakie Elementary School 2. Route. 125 at Plaistow/Haverhill Line
- When the traffic going to Dover, and when the traffic going to Newbury avenue meshing together.
- Can't think of most dangerous ag
- Prescott Rd.
- "I don't know"
- Route 1 in the corner of Rye.
- No answer
- The section of 125 and Mass.- NH border, it goes from a 4 lane Road to a 2 land rd, with a island right in the middle of it.
- Route. 125, in Plaistow

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- Route 4 in Lee towards Northwood
- Don't know any.
- Isingham Street- there is a hard parking spot at the end of the street
- I can't answer that
- Route 107 in Seabrook
- Don't know
- I don't know.
- Portsmouth Traffic Circle
- S-curve on 111a by elementary school
- None
- Route 125/ 87
- Circle in Derry
- Route 125/ Plaistow
- End of Park Ave to Lafayette rd.
- Route 33- intersection light, Cumberland farms
- Route 1 pulling out at the taco bell there's no right and there's no stop sign and there's always accidents.
- Portsmouth traffic circle
- Route 1 Seabrook
- Drinkwater curve. Bus stop is on the curve/hill.
- Where 84 hits route 1 intersection
- Intersection of block Road and high street
- Rte 111 and Route 121, East Road and West Road
- The intersection of 125 and 101 up near Wal-Mart in Epping
- Intersection of 111A and 125
- Lafayette Road at the Post Office corner
- 125. Not enough lights
- In Newmarket the 108/ 152 intersection (main street)
- 27 where the railroad crosses by Lincoln Street
- Going out towards Greenland - those traffic lights near the airport are just not safe
- Spaulding turnpike coming out of Portsmouth to Dover
- Side Road on 107, right by the holiday just west of route 101 and 107.
- The congested place - lee traffic circle and Epping
- 111 up towards Hannaford
- Dwyer Street in Salem,
- Landcaster School on Millville St. 2. The Depot on Route. 28 and Main St. Intersection
- 1.intersection of 111 and 125 2. Intersection 101 and 125
- Portsmouth Traffic Circle
- Perfectly fine.
- Crossing traffic to get to Wal-Mart on route 16 (Newington)
- Intersection on 125 between Plaistow and Haverhill, MA.
- Railroad crossing in Newmarket on 108
- The rotary on 28 in Derry. 28 on 102 no other place
- I don't know
- Intersection route 27 and Blake Road
- Not sure

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- Don't know
- Route 125,
- The junction of Route. 111 and Route. 125 in Brentwood 2. Route. 125 overall- the speed is too fast
- Off of Greenleaf Ave intersection with Route 1 Portsmouth traffic circle pioneer Road onto ocean Road going to the ocean with cyclists and runners
- Route 125, and route 111. Border mass line. And huge population. Tons of accidents. There is concern on both lines because of growth of location. There is also no traffic lights. Great inflects of accidents because of intersections without lights.
- She's not sure.
- Merging onto 95 from 101 in the morning,
- Route 28 near Windham
- Route 1-11a and 125 are the most dangerous
- Intersection of 121 and 102
- No idea
- 125 & 111A
- 101 and 125 intersection
- 111 and 111a
- Route 108 just north of bridge over Exeter river as you're heading from Kensington towards Exeter
- Route 111
- Route 33 (same as other response)
- Approaching Route. 101 Exit 13 2. Where Route. 27 and Route. 1 intersect
- Route 1 in general
- Spaulding Turnpike exits 7,8,9
- The intersection of Route 33 and post Road the Portsmouth traffic circle and the mall area (the fox run mall)
- Route 111 and 28. That WAS the most accident prone area.
- The traffic circle in Hampton in the summer
- Right next door to some schools
- Portsmouth traffic circle
- Um, I don't know the Portsmouth traffic circle
- Same
- Basesay Road at the intersection to 33 east.
- The Dunkin Donuts in downtown Hampton- there is a crosswalk and an exit, and the traffic is awful. 2. The five corners on High Street.
- 125
- 99
- The one that goes to Route 1 to Hobbs Rd.
- The whole area between Stratham and Portsmouth
- Line between mass and NH on 125
- Downtown Exeter at the band stand
- Intersection near Portsmouth high merging onto middle st.
- The 95 traffic circle
- Intersection of Scrabble Road and Route 125 in Brentwood

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- Coming off of south Road in Rye to Route. 1 near a yellow building and a driving range, its blind in both direction with a hill and an angle on Route. 1
- Don't have one.
- She thinks coming out of stores can be dangerous. For example coming out of Dunkin' Donuts on route 28 is very difficult, she says basically anything without a traffic light.
- Route 16, Spaulding turnpike
- Maplewood and Woodbury
- Don't know
- 95 near Hampton toll
- Main St where it crosses Route. 128
- Underpass of Route. 101, Stratham/Exeter line 2. Portsmouth Ave. Exeter through Greenland
- State St and Marcy St, and the paving under Memorial Bridge.
- Not sure
- I don't drive
- Lafayette Road , Woodbury Avenue
- Route. 33 like you're going to Portsmouth, making left onto side Road s in Stratham is very dangerous. 2. Getting on to Portsmouth Ave. In Stratham and trying to cross traffic, trying to make a left, is horrible, especially bunker Hill Ave.
- Can't answer as not familiar with Road names.
- Don't know
- Doesn't know
- Rt. 125 on NH/MA border
- Pulling out of my driveway Winnacunnet Road in Hampton
- First Road and Exeter Road in north Hampton
- Route 33 and bayside Road
- Portsmouth Traffic circle
- Traffic circle for inner state 95 and Spaulding turnpike. By the liquor store. Worst spot in the county.
- Same answer [as Q3]
- Doesn't know
- Route 101
- Long pond Road no street lights dangerous in Danville
- Route 97. And north Main St.
- Route 121 and Hillville intersection in Atkinson
- Stratham circle
- There are no walk signals, which is pretty bad. There are no shoulders or anything, no place to bike which pretty unsafe, and also there are no traffic lights
- Intersection route 108 and 101 in Stratham. Portsmouth Traffic circle
- Route 125 across from North Road in Brentwood - it needs a light.
- Islington and Bartlett 2. Portsmouth Traffic Circle
- Northern part of Main St. To 125 no traffic lights, but Road is very busy....and North Ave. Onto Main St where there is no light, and lots of pedestrian and bike traffic, a lot of accidents
- The intersection of 101 in Portsmouth Ave at the Stratham Exeter line there's like a huge light crossover that seems dangerous to me
- The traffic circle in Portsmouth
- Underpass in Exeter on 33 and 108 i guess

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- Intersection of routes 125 and 111A
- 111 by brick yard pond
- Route 1 north coming into Hampton falls
- Main Street
- Corner of route 107 west and 125
- Don't feel there's real danger
- Route 28 by the lights by the old rail way
- Intersection 5 corners in Hampton
- Route 1 intersection with Old Salt
- Coming off 33 onto route 95
- Int. In Newton Route 108 North intersects I think with Amesbury Rd, Maple Road , just a blinker very dangerous cannot see each other., No stop sign or red light
- Route 111 in East Hampstead
- 111A intersection with 125
- Don't know
- Don't know names
- The Portsmouth traffic Circle.
- Going to the center of town.
- He doesn't know.
- 1/ East Road on Route 111 in Hampstead.
- On ramp to 101 west from route 1
- Don't know
- Woodbury Ave
- Highway, 95. Spot in 95 where 95 goes where you can take a right to Maine or left to go to Newington area.
- Intersection of bayside and Route 33
- Lafayette Rd. From Ocean Ave. Right into Portsmouth
- He says he can't really think of one.
- I don't know
- Intersection of bayside and Route. 33
- Exit One and Two off of 93. Lots of rear-ending.
- Route 1 crossing the street around Hampton
- 1. Route. 125-the intersections of North Road and Middle Road 2. There is an interchange-getting off 101 to go to downtown Hampton- you get off at Route.1, and you have to hop two lanes over to go into the opposite direction. The 101 Route. 1 interchange in Hampton is dangerous
- Route 101 2. Route 125 through Epping
- 1/ don't know
- Same
- 101 east between exits 12 and 13
- Route 1 at the Catholic Church, the post office, and Lafayette Road
- "The Depot" between 97 and 28. 111 to Windham.
- Near the registry in Dover
- 93
- Portsmouth Traffic Circle primarily because out-of-staters don't understand that the person inside the circle has the right of way

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- 125 and north Road
- Intersection of high and Route. 1 and its crosswalks
- Islington Street in Portsmouth
- Route 28 in Salem
- North Rd. On 125
- Would have to say 128 Londonderry Derry line right about there I'd have to say 1-11 at the junction of exit 3 off ramp Route 28 in Salem by the mall
- Near the Exeter Inn - where Lindon Street, Pine Street, and Front Street meet
- Five corners in Hampton - Hyde street and little river Road
- Depot area in Salem: N. Main crossing Route. 28 2. Route. 28 onto Route. 111 3. N. Main and Route. 111
- I93 getting on the exit to head east on 101
- Route 125
- Route 51 Newington to Stratham
- I have no clue
- East Nashua Road and Windham rd
- No opinion
- Route 125 NH/Mass state line
- Bay side Road on 33. We've wanted a light for over 20 years and two years ago the Road agent was actually killed. Great bay Road at the junction of Route 33. Exit 3 truck stop on 33 and ocean Road . There's an accident a night there.
- Intersection of 33 and bunker Hill Ave
- Route 95, 16, and route 1. In they are all in Portsmouth, heading north in 95. One highway goes into three.
- Not aware of any.
- Right out of his condo as he pulls onto Route 11, from Lake side and there are businesses across the street, this is a high traveled area and congested and extremely dangerous.
- Intersection in by-pass 28 in Pinkerton area
- Woodbury Ave, by the market basket area where u cross over to go to Woodbury Ave towards the church
- The intersection of Route 28 and 111
- Don't know, I don't drive too much. Probably 125 and Main St
- Main Street in Salem-people making left-hand turns onto Main Street
- On 111 there are several businesses and they are before Hardwood Road in Windham, it is very hard to get out of those businesses onto 111, it is very dangerous.
- Islington Street, Not really anywhere else I think that street is the most dangerous. A lot of people have been killed there.
- The intersection when you get off 101 in Exeter
- Portsmouth Ave between Exeter and Stratham
- Route 125 intersection with Route 111a, due to speed.
- Route 28
- Bunker Hill avenue as it approaches route 33.
- She doesn't know.
- 108
- Intersections coming onto Woodbury Avenue Richards Ave coming onto Middle St. Parrot Ave leaving the library

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- Portsmouth Ave in New Castle
- Rte 88, and the intersection of Route. 88 and Brown Road
- Don't feel qualified to answer don't go out that much
- Drivers using the breakdown lane on 93.
- Portsmouth traffic circle. And the Dover point bridge Middle and Issington streets so congested their very dangerous. Weren't designed for the traffic.
- Where Route. 111 meets 93 2. Sidewalks (end randomly; no consistency, even in school areas) and crosswalks Salem, esp. On 28; only crosswalk is on Main Street
- No idea, she said
- " I don't think there is one"
- In Hampton, "Five Corners" Intersection
- Intersection of High street, and Locke Road , little river Road and another Road. Called 5 corners intersection.
- 1. Coming out of Lang Rd. Onto Lafayette, because there is no traffic light 2. Along Islington Rd. In residential area past Fleet Bank shopping center - people at their own risk crossing the street 3. Along Lafayette where two lanes merge into one, near the Wal-Mart intersection - people try to pass on the right where there's merging traffic; also over by Elwin Rd. Southbound, same problem by Market Basket plaza - stretch from Elwin Rd. To beyond Southgate plaza
- By all the schools
- The intersection going on 108 and 33 (exit 12) i think
- 93 near Salem
- [no comment]
- The traffic circle in Portsmouth
- 1. Route. 125 near the state line 2. Route. 125 in Kingston where the Dunkin' Donuts is 3. Route. 111 near the new high school in Kingston
- The rotary on Route 1
- I don't know, I'm retired, I don't go out much
- None
- I'm not aware off all of them I think i'll have to pass.
- Rt. 111 in Atkinson- there are some funny turnoffs
- Route 93 North by exit 1
- Hamstead Road at route 121. Its always a bad corner, its four corner, its always bad.
- "Five Corners" intersection on High Street
- The yellow blinking light in Killray and Route 28, Route 93 from exit five already done to the border
- Woodbury Ave intersecting with Commerce
- 1 route 121 A
- 125 and 111a intersection
- The Spaulding Turnpike- where it merges from near the malls- Woodbury Avenue I'm not sure
- Nuclear plant.
- Merge of Route. 16 in I-95 in Portsmouth
- 125 and South Road.
- 125 Main St
- 27 and Route 1.
- 1.Route 1 on Railroad Avenue
- 1 downtown Exeter

Appendix B: Public Participation Summary

- Junction of route 27 route 111 in downtown Exeter
- Intersection of Front St. And Lindon St. In Exeter
- Crossing Route 125 going South or North into any of the buildings on the opposite side
- Not sure
- 1 and 107
- None
- Intersection of dier and Route. 28
- Intersection of route 107 and route 1 2) route 33 in Greenland (construction)
- Intersection of 125 and 121 A
- Front street next to Exeter inn
- In Hampton there is intersection of five streets of high street, and mace Road its called five corners in Hampton and it's really bad can't think of second one
- Crossover between route 28, 97
- Intersection of Route. 111 and meetinghouse in Windham
- Route 1a, especially during summer, not the winter
- Exit 1 on 93
- Intersection of Pine, Lindon St 2. Intersection of Winnicut and Route 33 in Greenland 3. Route 108 in Newton...real sharp corner
- Corner of Water St and Main St in Exeter
- Portsmouth traffic circle
- Rte 1 in Hampton at Route 27
- Intersection of 121a Elm St.
- Right in front on Salem high school
- Meredith
- The Portsmouth Traffic Circle 2. Greenleaf and Route. 1 bypass
- Route 125
- Intersections in Portsmouth w one way Road s
- Route 28 in Salem
- Downtown Exeter
- [Can't answer]
- Statewide - intersections with yield signs - people do not yield
- 33, Bayside Road
- Really don't know
- The traffic circle in Portsmouth
- Intersection of Portsmouth Ave and route 33
- 125 and Route 87
- Don't know
- Middle St.
- Try to get on and off 111, also speeding on 111, 93 in Manchester area
- Corner of east and linebrook,
- South Road and 125, 111 and 125
- Intersection of route 1 and Exeter Rd
- He says 121A at 125 in Plaistow
- On 111 at the corner Route. 121-a and Route. 111 (Colby corner)
- Blinking light intersections 2) route 125 and route 127, people run a lot of lights
- 111 crosses 125 in Brentwood

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- Don't know
- Portsmouth traffic circle
- Route 33 going towards Pease Tradeport
- Cluff Crossing and Route 28
- Route 125 at 111a
- Dunkin Donuts at exit 3
- I-93 in general is a disaster, Route. 28 in Salem is also bad
- Lincoln Street in front of Center School
- Stratham traffic circle, people not yielding.
- Intersection of 28 and 97
- Not sure
- Intersection of 125 and route 155. Blinking yellow light, and people tend to rush out to try to beat traffic and because of it there is a lot of accidents.
- Intersection of route 1 and High Street in Hampton
- On 125 it is quite a few.
- All the crosswalks
- Doesn't believe there is any dangerous areas
- Five corners in Hampton
- Franklin St, Water Street.
- Route 1 and 27
- Where 111 and 28 intersect; Main Street and 28; Lawrence Road and 97
- Getting on to 125,
- Intersection of Route 1 and Elm and Hobbs Road 2. Hampton Center at Route 1 and 27 3. Portsmouth Traffic circle coming from Dover
- The traffic circle, where Post Road and Park Street intersect in North Hampton on Route 1
- There is a really bizarre intersection with no traffic lights and there are four divergent Road s - it's at the junction from Pine and Junk Street
- Down on 125 and the Massachusetts line on Haverhill.
- Don't know.
- The traffic circle on Alternate Route 1.
- The Plaistow Haverhill border--is this in Rockingham?
- Any intersection in Epping that does not have a light in 125. Specifically on 87 on 125, The intersection of 185 on 125.
- South Road 125
- Does not know any
- The intersection of Stratham Heights Road and Route 33
- Route 27 and 125 intersection
- I93 exit 1 2)I93 exit 2
- 101
- Intersection of route 1 and 27
- Approaching onto 95 if you are in Hampton
- He's not sure..
- Intersection of route 28 and Hampshire Rd
- Intersection of route 101 route 108
- Railroad crossing without gate
- Route 125 in Plaistow

Appendix B: Public Participation Summary

- Coming down 101, and 1a..right at the end of 101 you have to cross over the parking lot from 1A INTO the parking lot into 1a. IF someone parks close to the end, you cannot see with the traffic coming down the Road .
- Downtown Exeter
- Route 33
- ?
- Route 111, the whole stretch between Epping and Salem
- 1
- Route 28
- Unknown
- Mcdonalds in Epping taking a left on 125
- Route 1
- Route 101 and route 33
- Route 125
- Route 28 area
- Unknown
- Route 121 due to lack of bike paths and shoulders
- Route 28 and 97 intersection
- Pulling out of Road onto 28
- Unknown
- Intersection of Route33 and Stratham lane. 2. Great bay Road and Route 33 (intersection)
- Route 33
- Couldn't tell you
- High Street in Exeter, because every single car has to go by her house. Dangerous Road s around because a lot of cars and people don't know how to drive. Route 33 after Exeter ends, before you get to Stratham. Road s lane fade and cant be seen driving lanes.
- Intersection of routes 107 and 125
- Route 1 Portsmouth and Lang rd.
- ?
- Some of the back Road s, blind curves and narrow Road s, Danville
- There is no traffic light in front of Portsmouth high school
- I don't know
- 125 and old county Road in Plaistow needs light. 2.
- South Road in 125, middle 125, north Road 125. There is no light on any of those, there should be.
- Junction of 125 and 111a
- Intersection of Witchfield and Mammoth in Londonderry
- 28 and 97
- Rte 125 and 101
- New Exeter high on Route 27 horrible traffic control on border of Exeter and Brentwood. 2. Intersection in downtown Exeter where Water St intersects Route 111 (bandstand) 3.
- Lang Road at Route 1 Hobbs Road at Route 1
- Intersection of 111 and 28
- Route 108
- The traffic circle in Portsmouth
- "I don't know, hard to say."

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- Route 28
- Route 97, and 28 where they intersect
- I would say probably Route 111 near Windham
- Portsmouth Ave
- I can't think of any
- Route 16 between port and Newington
- Crossing major Roads without stoplights.
- 121 Main St in Plaistow and 125 down by Haverhill
- Hmm I would say right now in Newmarket where 108 and 52 intersect
- New rye traffic circle
- Route 33.
- Underpass on Route. 85 by the water treatment facility in Exeter
- Unknown
- Couldn't think of any
- Intersection of Hobbs and Route 1 in N. Hampton
- 1. 5 corners in Hampton 2. Along ocean blvd in the summer time 3. Woodbury Ave in Portsmouth
- Academy Ave and Main St Medatation Lane and Providence Hill Rd
- Route 125; route 111
- On Kelley Road . Full of Potholes.
- Where the merge is between 101 and 93. It is absolutely the most dangerous part. But it is just north of Manchester...
- Corner of front and Lincoln
- The intersection of 111A and 125
- Unknown
- I don't know
- Route 121 & Meditation St.
- The intersection of Route 28 and the Rockingham Mall Road
- 125 & 111A
- None of them
- Exit just before last exit route 1 bypass
- Five corners Hampton
- Not sure
- Can't think of one at moment
- 111 and 121A
- The intersection of Portsmouth Ave and 101 is not well done
- Portsmouth Ave.
- The light in front of Home Depot in N. Hampton. And Route 1
- The end of North Main and 97 if you are going east
- Line between Haybrew, and Plaistow, route 125. Friend died on the Road . Seen some people die in route 125 in Chester, teenagers.
- 108 traveling west toward E. Kingston at the intersection to New Boston Rd. A totally blind corner . Also 108 & Bear Hill Rd.
- 1A Hampton
- Five corners on high street, in Hampton
- Route 108. There is no visibility in the crossing.

Appendix B: Public Participation Summary

- The intersection of Winnacunette Road and Route 33
- Route 28 and old Rockingham Road
- The Traffic circle off of Route 16 in Portsmouth
- 107a, Main Ave. In South Hampton
- Route 33 at railroad crossing.
- Route 28
- Traffic Circle in Portsmouth
- Route 33 Greenland at Bayside Road and Post Road
- Old country rod.
- Exit 1 off 93. Under construction, politics they got going on is making lanes unbearable and people are dying. Should be a four lane but its not initial whether its a 3 lane or 4 lane. Route 111, there is too many lights and i think there is going be more. Lights going are making cars stall. Costing a lot of gas and accidents. It should more like a 93 then a 28. Depot in Salem route 97. Again it's the lights, they should have an over path so we could over and then we wouldn't have the light.
- The connection between Pine Street and Front Street
- There are none in his area.
- Anne's lane and mill rd. In Hampton (bad 4 way stop)
- Intersection of Atlantic Ave. And Mill rd.
- 101 and Route 1 in Hampton
- Route 28 in downtown Salem
- The intersection of Maple Av, Amesbury Road on 108 between South Hampton and Newton
- Route 111 at Island Pond Road; the Depot in downtown Salem which is route 28 and
- Route 97
- Route 125
- Intersection of High Street and Portsmouth Ave.
- Intersection of Route. 150 and Route. 108
- Route 125
- Rte 33 in Greenland/Portsmouth
- 4 way intersection Melville School St and Lake St in Salem
- Lafayette Road in Hampton; route 33 going through Greenland; route 125 through Epping
- Pull out on 95 from exit 3 needing to cross over to 16

Q18: "Are you aware of any of the public transportation or intercity transit providers that serve your town or the surrounding region that you could take as an alternative to driving?" OTHER – SPECIFY

- Commuter rail
- Bus to Dover
- Railroad in Exeter
- Yes I am aware, but they are not available
- Flightline
- Bonanza
- Senior citizen buses
- Beach from Manchester to coast - coastal something

Appendix B: Public Participation Summary

- Senior citizen buses
- Trolleys
- Portsmouth trolley
- Senior citizens, caregivers
- Hampton shuttle
- There aren't any... He says
- Mbta Haverhill
- There aren't any where respondent lives to take. You have to drive to park and there is no where to park your car.
- Senior serve
- There are none available where respondent lives.
- Seacoast trolley
- Trolley service
- There are none
- Park and ride going to Boston
- Flightline
- "Boston and Maine"
- Portsmouth trolley
- Aware but there is none.
- I know there is a train in Exeter- but I don't know where it goes
- Group transportation for retirement home
- Beach bus
- Unh coach bus to 108
- Barely aware of any, but I do see a beach bus now and then.
- Taxi cab
- Bus to airport
- Taxi
- Park and ride in Epping senior transportation
- Greyhound
- Trombly bus service
- Park and ride
- Trolley every hour
- Summer beach bus
- Exeter train
- The nor-easter. The one and only track from Portland to Boston
- Merrimack valley transit authority
- Lamprey
- Manchester-Boston airport shuttle service
- Flight line.

Appendix B: Public Participation Summary

Q23MA: "If you work outside your house, in what town do you work? MASSACHUSETTS TOWN – SPECIFY"

- Holliston
- Boston
- Amesbury
- Andover, Mass.
- Newburyport
- Andover
- Somerville, Ma.
- Andover
- Andover
- Andover
- Haverhill
- Methuen
- Danvers mass
- Boston
- Lowell, Springfield
- Andover
- Wakefield
- Peabody
- North Reading
- West Newbury
- Haverhill
- Boxford, MA.
- Haverhill Mass is where she is based, but she drives about 1000 miles a week.
- Boston
- Andover Massachusetts
- Billrica
- Cambridge
- Andover
- Beverly, MA.
- Haverhill
- Andover MA
- Haverhill
- Boston, MA
- Andover MA
- Newburyport
- Newburyport
- Boston
- Andover
- Boston
- Andover
- Lowell
- Newburyport
- Danvers

Appendix B: Public Participation Summary

- Peabody
- Bradford
- Burlington, Ma.
- Andover
- Boston
- Wakefield
- Lawrence
- Boston
- Cambridge
- Boston
- Boston
- Waltham, MA.
- Danvers
- Boston
- Amesbury
- Winchester
- North Andover
- Boston

Q23ME: "If you work outside your house, in what town do you work? MAINE TOWN – SPECIFY

- Portland
- Cape Neddick
- Kittery, me.
- Biddeford, Maine
- Kittery

Q23O: "If you work outside your house, in what town do you work? OTHER – SPECIFY

- Work in Maine, NH, and mass- Andover, Hamilton, Beverly, West Paris Maine, Greenville junction Maine, Plaistow, Atkinson, Kingston, E. Kingston, Hampstead
- Works in Sales, covers three states, works in Boston Most
- I am a special ed bus driver, so I work all over the place
- Rockingham county
- Travel in her car
- Bounces around
- New York city
- Works in many towns in NH and MA
- Exeter, Newburyport, Ma.
- All over ME and NH
- In New York as a pilot
- Hampton
- Travel the world and work in the home
- On the road, eastern mass mostly.
- Regional sales rep
- All over the place many places

Appendix B: Public Participation Summary

- Haverhill
- New Hampshire
- Several towns.
- Works all over the state
- I work everywhere.
- Chicago, IL
- Andover, Mass.
- Works in home
- Works all over building houses
- She is self employed in her house
- Throughout New England
- North Andover, Mass
- Locally
- At home
- All of Rockingham
- Work in different towns all the time.