

ROAD SAFTY AUDIT REPORT

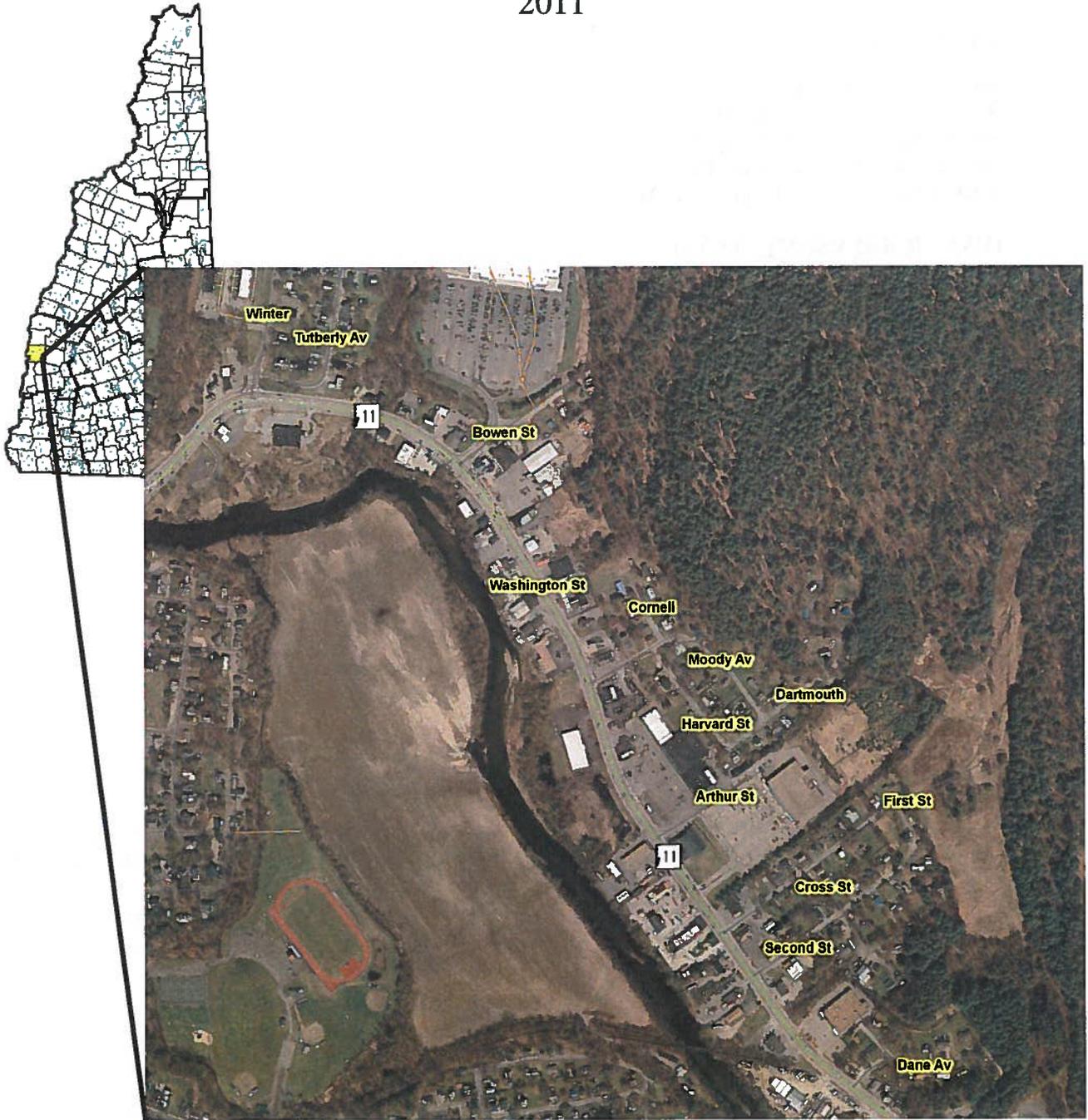
# Road Safety Audit Report

Claremont, New Hampshire

New Hampshire Route 11 (Washington Street)

Claremont Compact – Dane Avenue to Winter Street

2011



## ROAD SAFTY AUDIT REPORT

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## Claremont New Hampshire

**PROJECT:** Claremont, NH – State Route 11, Dane Av to Winter St.

**DATE OF REVIEW:** May 3, 2011

**ATTENDED BY:**

Nate Miller – UVLSRPC  
Robert Hudson – New Hampshire DOT  
Stuart Thompson – New Hampshire DOT  
John Butler – New Hampshire DOT  
Alan Hanscom – New Hampshire DOT

**OWNER REPRESENTATION:**

Kurt Beck – Claremont  
Tracey Thibault - Claremont  
Nancy Merrill – Claremont  
Peter Chase – Claremont  
Alex Scott – Claremont

**PROJECT CHARACTERISTICS:**

Audit Type: Existing Road  
Units of Measure: US  
Adjacent Land Use: Urban  
Posted Speed (US): 30 mph  
Opposite Flow Separation: Undivided  
Service Function (Rural): Rural Minor Arterial  
Terrain: Flat  
Climatic Conditions - Temperature: Cold Winter (freezing, icing possible)  
Climatic Conditions - Snow: Snow in winter

**BACKGROUND:**

New Hampshire Route 11 is a 104.14-mile long east–west state highway in New Hampshire, running westward along the southern shore of Lake Winnepesaukee. Its eastern terminus is at the Maine state line in the city of Rochester, where it continues north as Maine State Route 11. U.S. Route 202, which runs concurrent with NH 11 through most of Rochester, follows NH 11 across the border. The western terminus is at the Vermont state line in the town of Charlestown, where it becomes Vermont Route 11. On its route, it runs concurrent with Interstate 89 for approximately 3.7 miles near the town of New London, and with U.S. Route 3 for approximately 17.3 miles from Franklin to Laconia.

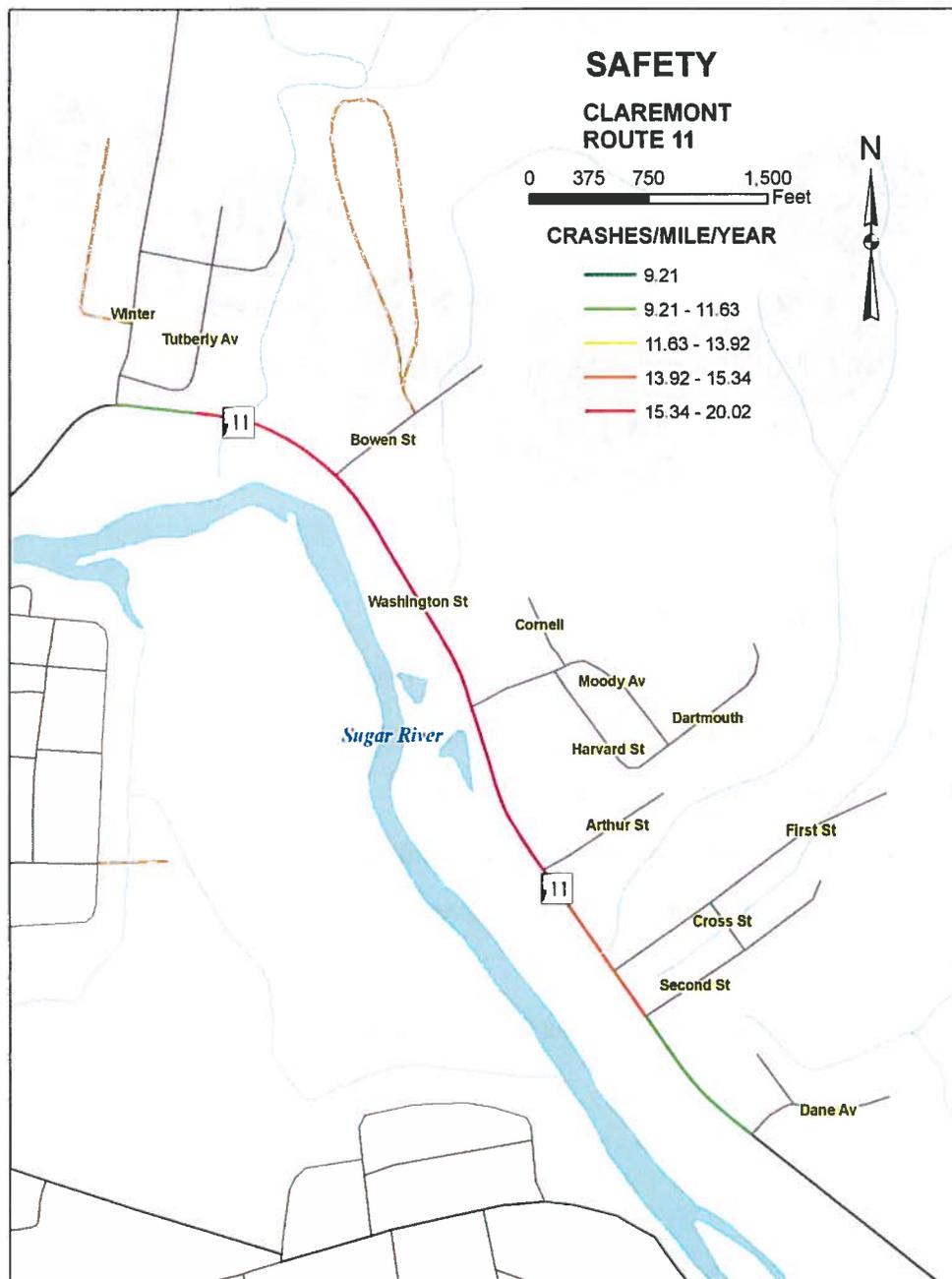
The segment of Route 11 in Claremont between Parsons Avenue and Winter Street is approximately 5,000 feet long. The portion from Arthur Street to Winter Street was reconstructed in 2002 – 2004 to a 4-lane roadway between Arthur Street and Bowen Street, and to a 5-lane roadway between Bowen Street and Winter Street. It was previously a 3-lane roadway with a center turn lane. This

## ROAD SAFTY AUDIT REPORT

commercial section includes supercenters, grocery stores, car sales, shopping plazas, and several convenience eating establishments. There are approximately sixty access points per mile along this corridor, the 2010 AADT was 20,512.

### CRASH HISTORY

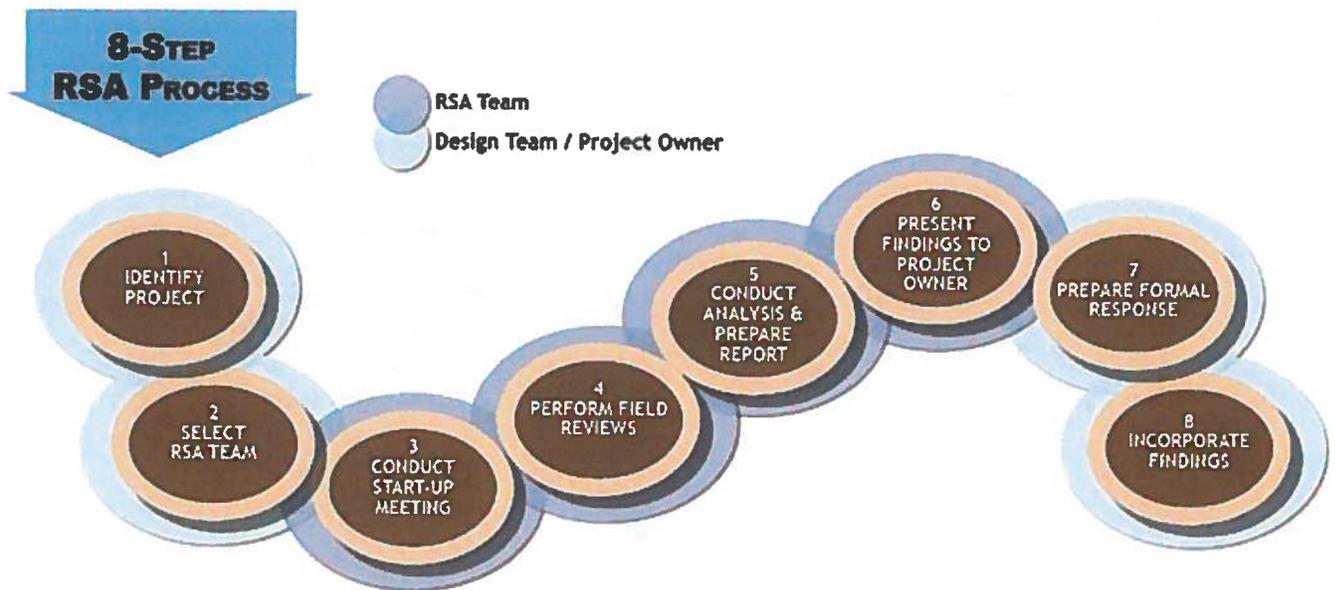
Over the analysis period, 2002 to 2010, there were 118 reportable crashes. Ninety five-percent were multiple vehicles crashes, forty percent were between the hours of 3:00 pm and 7:00 pm. While the majority of crash reports sited “No Improper Driving or Unknown”, a significant proportion were “Failed to Yield” or “Driver Inattention”. Thirty five percent of vehicle turning movements were “Left Turn” and sixty-five percent were coded “No-Turn”. The expected number of crashes/mile/year are shown in the graphic below.



# ROAD SAFETY AUDIT REPORT

## ROADSAFETY AUDIT PROCESS

The Road Safety Audit Process includes eight steps.



Step 1: Identify Project or Existing Road

Step 2: Select Independent and Multidisciplinary RSA Team

Step 3: Conduct Start-up Meeting to Exchange Information

Step 4: Perform Field Reviews under Various Conditions

Step 5: Conduct RSA Analysis and Prepare Report Findings

Step 6: Present RSA Findings to Owner/Design Team

Step 7: Prepare Formal Response

Step 8 Incorporate Findings into the Project when Appropriate

# ROAD SAFTY AUDIT REPORT

## ROADSAFETY AUDIT PROCESS:

### Project Identification and Team Selection

The City of Claremont identified this project location as an area of concern based on the high number of crashes, unsafe acts, and perceived unsafe conditions. Working with the Upper Valley Lake Sunapee Regional Planning Commission, they formed a team of Auditors representing planning, engineering, law enforcement, and emergency medical service disciplines. Staff from the Department of Transportation facilitated the audit as a function of the Highway Safety Improvement Plan.

### Start Up Meeting

At the pre-audit meeting, participants discussed the following points:

- Drivers entering from residential streets are not able to see approaching traffic
- Left turning traffic into businesses from NH Route 11:
  - Rear-end crashes
  - Drivers taking chances with short gaps
- Drivers exiting businesses on to NH Route 11 being hit
- Drivers going in excess of the speed limit
- Most crashes are associated with left turns
- Crashes have increased since reconstruction to a four lane cross section
- Businesses are not willing to give up redundant access points
- The Bowen/Washington Street intersection sees an elevated number of crashes because drivers are crossing painted median
- The Moody Avenue/Washington Street intersection is dangerous for drivers turning left. Restricted sight distance due to parking on adjacent property.

### Field Review

The team parked their vehicles at the intersection of Washington Street and Winter Street and proceeded easterly through the audit area on foot.

### General Recommendations

A complete planning/access management study for this corridor from Roberts Hill Road to Winter Street.

