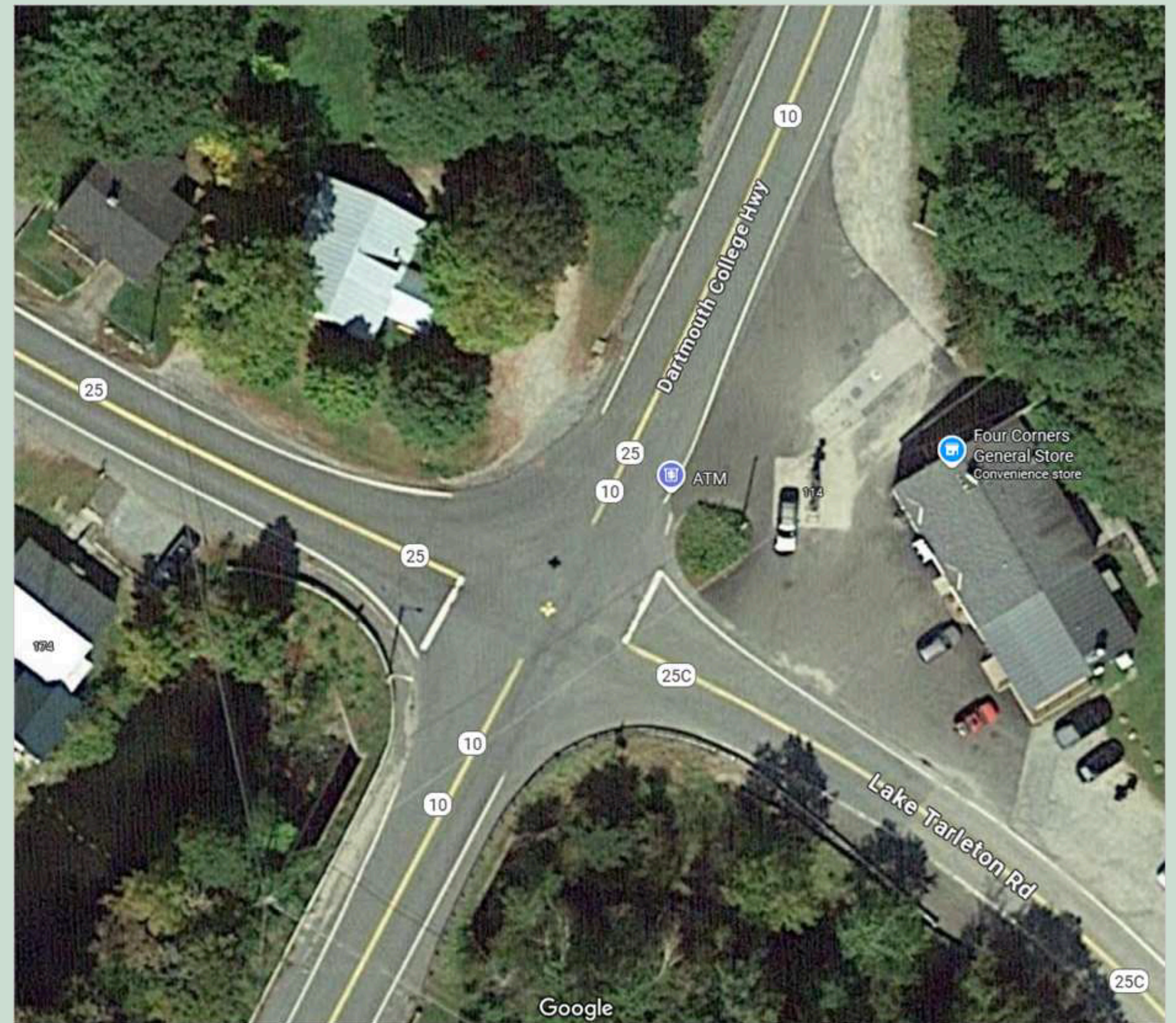


INTERSECTION AT NH 10 AND NH 25/NH 25C



WHY ARE WE HERE?

Over the years, the Piermont Board of Selectmen along with the Chief of Police have received numerous complaints about the safety of the Piermont “Four Corners” Intersection

The Town was visited by a representative of the State of NH DOT, Bill Lambert. Discussion was held on concerns and possible steps forward to increase safety of the intersection

PIERMONT'S CONCERNS

- **Speed entering intersection**
- **Lack of signage**
- **Lack of visible signage**



ROUTE 25 - HEADING EAST INTO INTERSECTION



ROUTE 25 -
INTERSECTION



ROUTE 10 – HEADING SOUTH INTO INTERSECTION



ROUTE 10 SOUTH - INTERSECTION



ROUTE 25C - HEADING WEST INTO INTERSECTION



ROUTE 25C - INTERSECTION



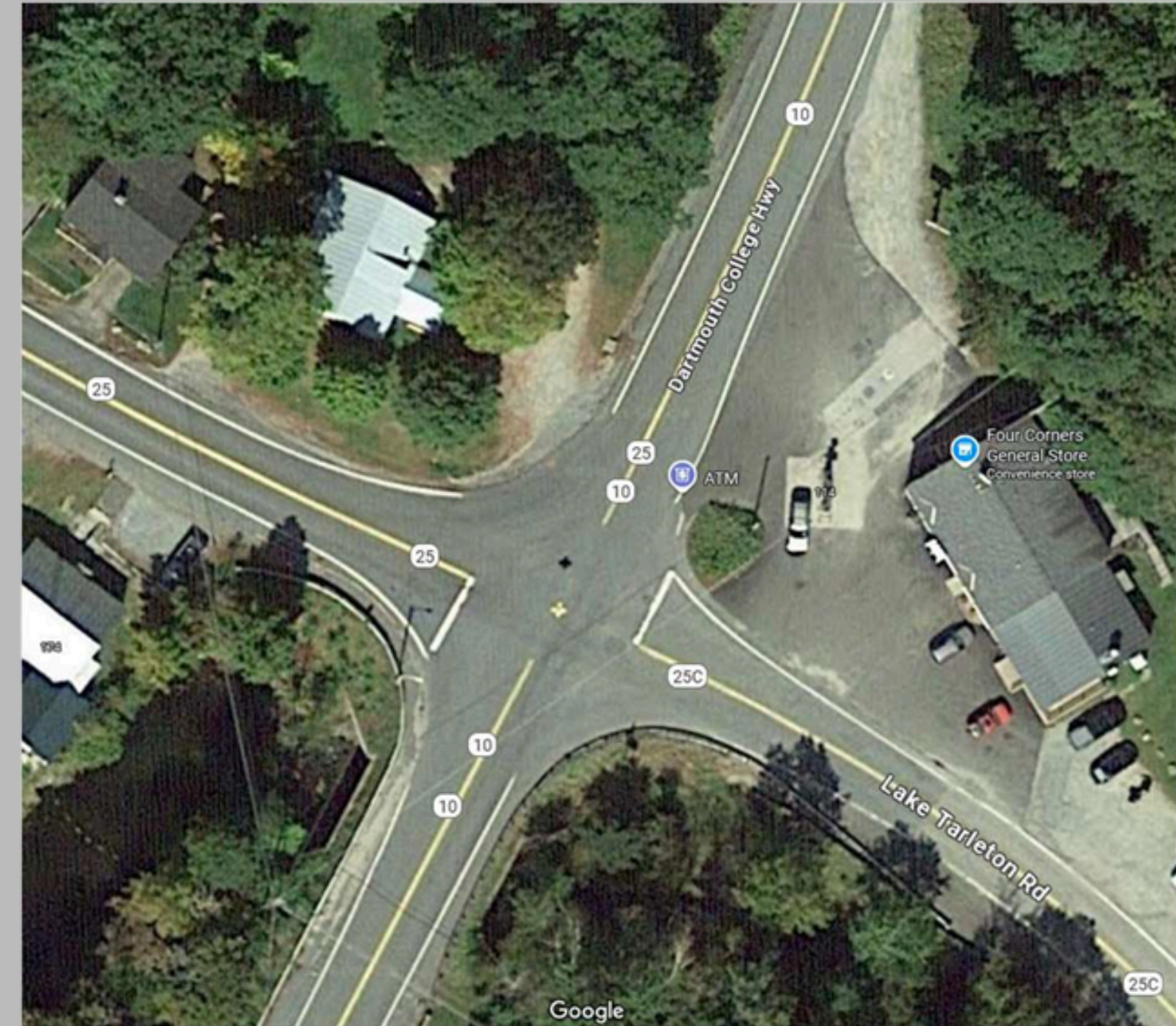
ROUTE 10 - HEADING NORTH INTO INTERSECTION



ROUTE 10 NORTH – INTERSECTION

Safety concerns with subject intersection

- Intersection crashes, including right angle crashes
- NH 10 speeds
 - Northbound 85th percentile = 42 mph
 - Southbound 85th percentile = 47 mph
- Limited sight distance, especially looking left from NH 25
- Lack of access control, northeast corner



Slide provided by NH DOT

Safety concerns with subject intersection

- Intersection crashes, including right angle crashes
- NH 10 speeds
 - Northbound 85th percentile = 42 mph
 - Southbound 85th percentile = 47 mph
- Limited sight distance, especially looking left from NH 25
- Lack of access control, northeast corner
- Visual clutter distracting drivers



Slide provided by NH DOT

PREVIOUS MEASURES TAKEN

- **Reduce speed limit through intersection**
- **“Cross Traffic does not stop” plaques on STOP signs**
- **Overhead intersection control beacon**

COUNTER MEASURES DISCUSSED

- **Stop Sign Enhancement: Flanking signs at intersection, STOP AHEAD signs, flashing beacons or LED enhanced STOP signs**
- **Traffic Signal Control: Significant capital improvement**
- **Roundabout: Significant capital improvement**
- **All - Way stop control**

DOT RECOMMENDED SOLUTION:

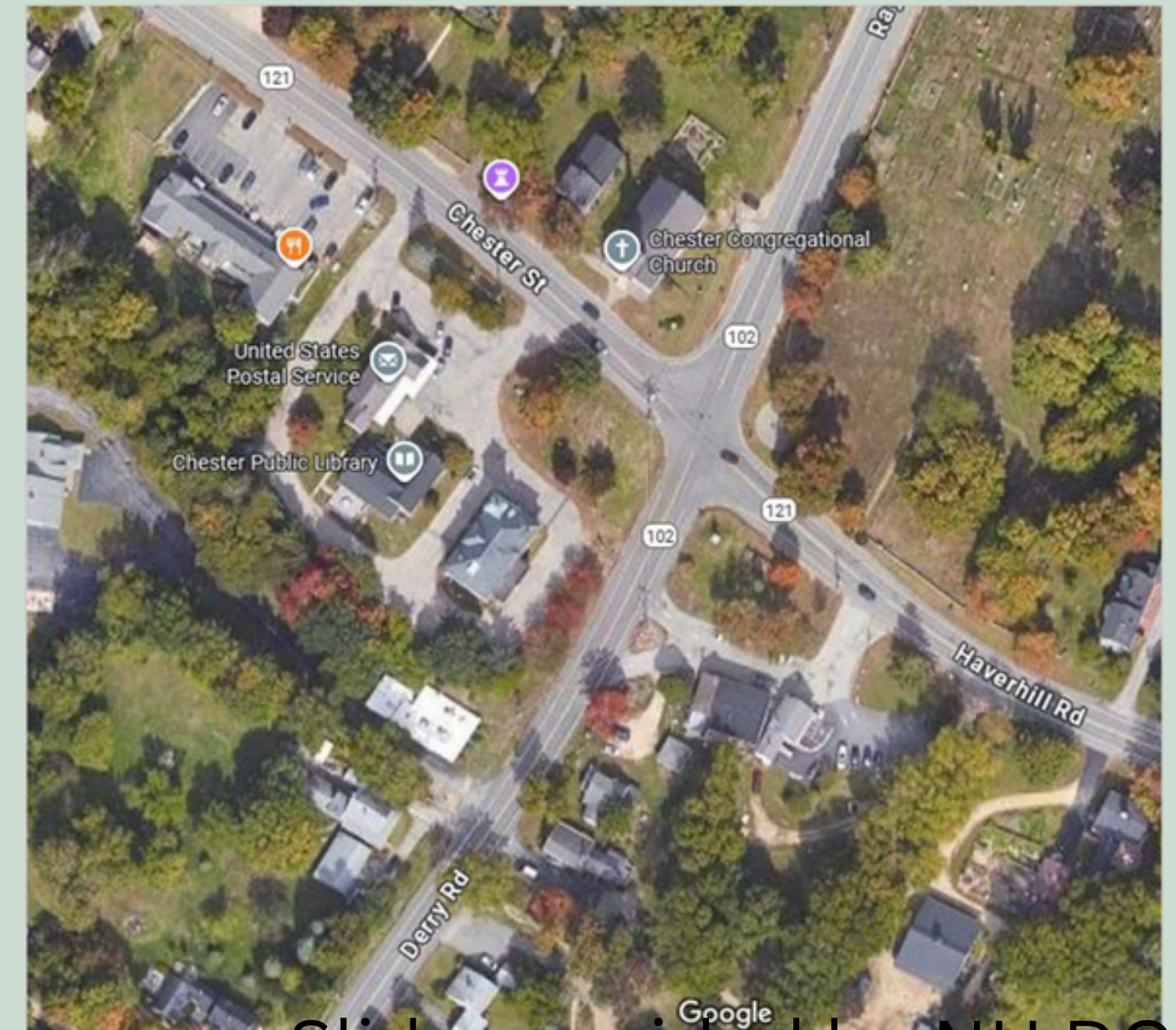
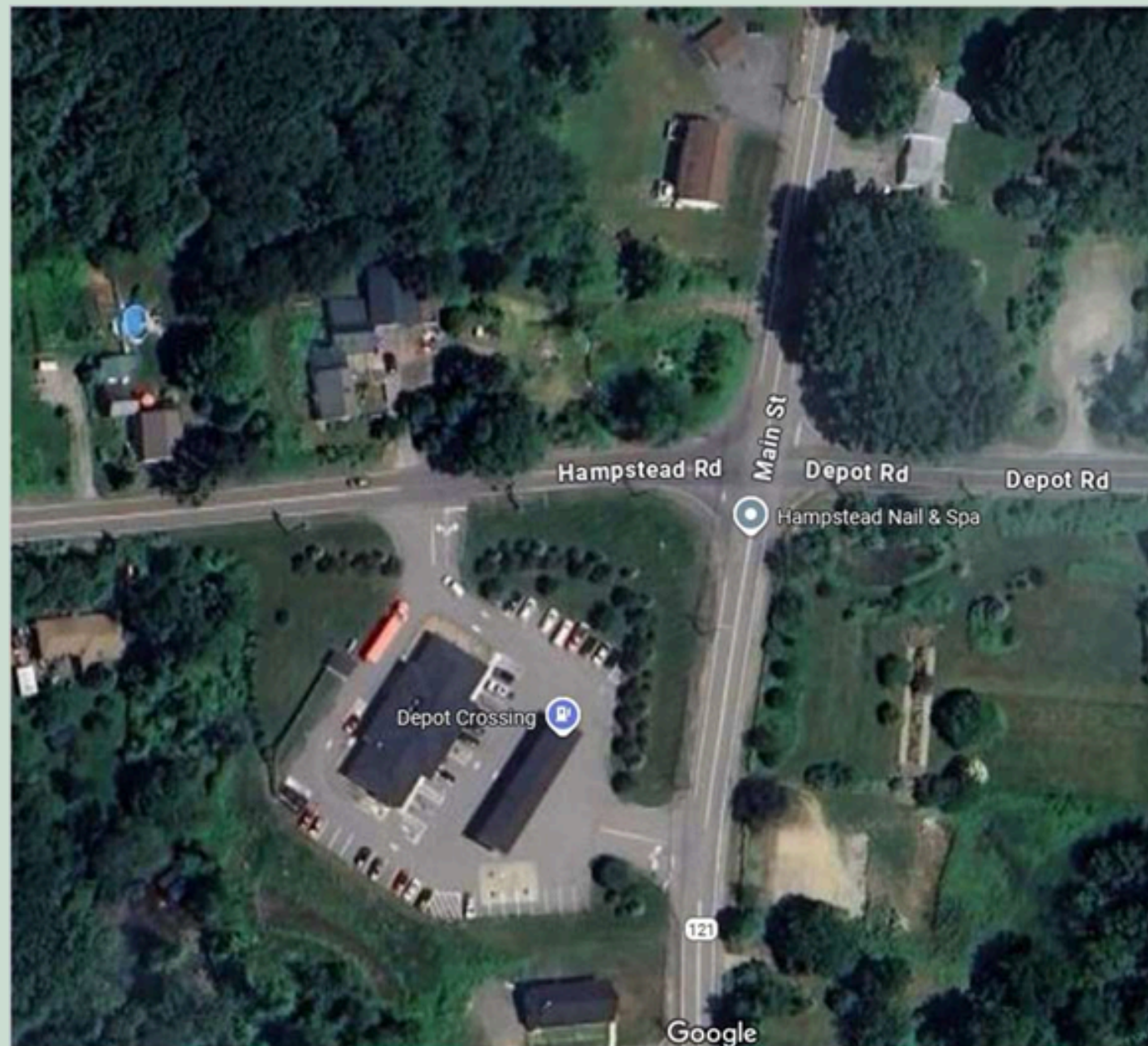
ALL WAY STOP CONTROL

North Carolina

- Safety study evaluated 50 intersections (four-leg, 2-way stop control to all-way stop control)
 - 68% reduction in total crashes
 - 77% reduction in fatal and injury crashes
 - 75% reduction in frontal impact crashes
 - Benefit to cost ratio of 83:1 (at estimated \$20,000 per location)
 - Based on 36 locations where there were 26 fatal and serious injury crashes before, zero after
- “Where there is a demonstrated safety problem and a pattern of crashes at an intersection, AWSC should be considered.”

All-way stop control – recent examples

- Hampstead, NH 121 at Derry Rd
- Chester, NH 102 at NH 121



Slide provided by NH DOT

All-way stop control - Piermont

- Subject intersection was not included in final intersection ranking
- Traffic volumes and other conditions suggest all-way stop control could be a viable intersection safety countermeasure



Slide provided by NH DOT

All-way stop for subject intersection

- With local support?
 - Intersection will be flagged for implementation as opportunity and resources allow
 - May be included in future systemic, highway safety funded, capital project, or possibly by NHDOT forces
- Without local support?
 - NHDOT would not pursue all-way stop control
 - Town of Piermont would need to pursue alternative intersection improvement (e.g. mini-roundabout) through the Ten-Year Plan

QUESTIONS ANSWERED BY MR. LAMBERT

If there is significant negative feedback on a four-way intersection, what are the Town's options?

Experience tells us folks might think that bigger, brighter signs and some pavement markings (STOP lines and even the word “STOP AHEAD” in advance of the intersection) will “fix” the issues. Experience also tells us that is generally not the case. The town’s options would then be working with the planning commission to secure a capital improvement project, such as a roundabout or traffic signal, neither of which are likely to rise to the top of the regional priorities.

QUESTIONS ANSWERED BY MR. LAMBERT

Can we purchase/request flashing speed limit radar signs for permanent placement on a State road?

The town can purchase said equipment and place them at approved locations with an executed maintenance agreement with the NHDOT Bureau of Traffic

QUESTIONS ANSWERED BY MR. LAMBERT

Can we purchase/request lit stop signs?

Also, a common request. The short answer is that yes, the town can purchase and install the signs, subject to approval by and an executed maintenance agreement with the Bureau of Traffic. The longer answer is that the flashing STOP signs are an example of measures folks think will solve the problem but rarely do.

QUESTIONS ANSWERED BY MR. LAMBERT

Can we request speed limits to be changed? i.e moving the 30 MPH change further North on Route 10 (when driving south).

This would be another Bureau of Traffic question (that I believe was discussed at our meeting). As someone that spent 23 years addressing requests to change or move speed limits, I suspect that moving the sign would have little effect on traffic speeds. The land use character that warrants the lower speed limit is not evident until drivers round the curve beginning at Lover's Lane

BOARD OF SELECTMEN COMMENTS

First and foremost, the BOS prioritizes the safety of not only Piermont Residents, but all who travel through our town.

PUBLIC QUESTIONS – COMMENTS