

Deerfield, NH Scoping Meeting with NH DOT and SNHPC Complete Streets Application

Thursday August 25, 2016 at 1:30 PM

Attended by: Kate Hartnett, Gerald Coogan, William Lambert, Cameron Prolman, Sylvia Von Aulock, Adam Hlasny, Jane Boucher, Peter Schibbelhute, Larry Keniston and several others including Deerfield police, Road Agent, Planning, etc.

Draft Notes

Deerfield Center – NH 107 & NH 43 in front of Town Offices



Bill Lambert measured the sight distances in both directions. A preliminary survey suggested that the sight distances necessary to allow a basic crosswalk and warning signing might potentially be adequate to allow permitting depending on the highway operating speed.

Crosswalk must include ADA ramps on each side of the highway. This includes detectable warning devices.



Deerfield Center - Church Street



Some expressed concern about speeding traffic along Church Street. Speeding traffic was observed during the field review.

A NO PARKING sign can be seen along the south (right) side of Church Street. Another NO PARKING sign is located on the same side of the street, but oriented for westbound traffic along Church Street. It was suggested that the signs along Church Street be removed and an effort to encourage on-street parking - except at locations where motorists should not park such as in front of the fire station. On-street parking is recognized as an effective tool to calm traffic speeds along any street and the tool works especially well because at times of parking activity in the street there will also be walking activity in the street. See http://safety.fhwa.dot.gov/ped_bike/univcourse/pdf/swless11.pdf, for example



A crosswalk along Church Street across Candia Road (close to intersection near far end of Church Street - right side beyond the parked cars as shown in this picture) was suggested.

Deerfield - Forest Glen subdivision



High motorist speeds along Hartford Brook Road compromise pedestrian and bicycle safety along what should be a safe neighborhood street.

Several solutions were considered. One was to mark a centerline with narrow shoulders on the 22-foot wide pavement surface, thereby creating an illusion of less pavement space, which might help to reduce speeds. However, the shoulders would be too narrow to support bicycle (4-foot minimum bicycle operating space per AASHTO guide for the development of Bicycle Facilities or pedestrian use (wheelchairs are, by definition, pedestrians).

It appeared that the pavement width along the connecting Bloomfield Road was 20 feet, which may actually be better than the 22-foot width on Hartford Brook Road since it is more clear to motorists traveling along the narrower pavement width that an alternating one-way traffic pattern will be expected and necessary when encountering a pedestrian traveling in accordance with [RSA 265:39](#) or bicyclist in the roadway traveling in accordance with [RSA 265:144](#), [RSA 265:26](#) and [RSA 265:143](#). It was suggested that pavement widths should be based on traffic volumes and that a standard pavement width may not be necessary or desirable – or even the safest solution for all highways in Town.

Another possible solution brought forward was the “suggestion lane” See image below from Valley Street in the Town of Hanover.



The suggestion lane could, for example, provide 5 feet of paved shoulder space at each edge of the road and 12 feet of travel space in a 22-foot wide pavement surface. The lanes define the otherwise de-facto pedestrian and bicycle priority on any highway where pedestrians walking in accordance with [RSA 265:39](#) and [RSA 265:143a](#) and bicyclists operating in accordance with [RSA 265:144](#), [RSA 265:26](#) and [RSA 265:143](#). Bill Lambert cautioned participants that Federal Highway has certain requirements for experimental traffic control devices, even on Town-maintained highways such as Church Street. For more information about Hanover’s experience with suggestion lanes, contact Peter Kulbacki at Hanover Public Works (peter.kulbacki@hanovernh.org ; 603-643-3327)